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NAVAL DOCUMENTS
OF
The American Revolution

IN CONGRESS, JULY 4, 1776.

The unanimous Declaration of the thirteen united States of America.

When in the Course of human Events it becomes necessary for one People to dissolve the political Bands which have connected them with another, and to assume among the Powers of the earth, the separate and equal Station to which the Laws of Nature and of Nature's God entitle them, a Decree is signed by the Representatives of the united Colonies in General, assembled in Congress, that they are united Colonies, free, sovereign, and independent States, claiming no Allegiance to any King, and that as to the future they have full Power to do all those Acts and Things which Independent States may of Right do.

And for the Support of this Declaration, with a firm Assurance, that all Men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the Pursuit of Happiness.— That to secure these Rights, Governments are instituted among Men, deriving their just Powers from the Consent of the Governed.— And whenever any Form of Government becomes destructive of these Ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its Foundation on such Principles, and organizing its Powers in such Form, as shall seem them most likely to effect their Safety and Happiness.

Prudence, indeed, will dictate that Governments long established should not be changed for light and transient Causes; and accordingly all Resentments ought to be forgotten before a long Train of such Abuses, and Violations of Rights, shall have occurred, as to justify a prudent People to alter or to abolish them, and to institute new Government, laying its Foundation on such Principles, and organizing its Powers in such Form, as shall seem them most likely to effect their Safety and Happiness.

Among the most significant and abominable Abuses, which have drawn forth the present Petition, is a long Train of such Abuses, and Violations of Rights, as to justify a prudent People to alter or to abolish them, and to institute new Government, laying its Foundation on such Principles, and organizing its Powers in such Form, as shall seem them most likely to effect their Safety and Happiness.

And, therefore, the Representatives of the united States of America, in General Congress, assembled, appealing to the Supreme Judge of the world for the Rectitude of their Intentions, do hereby severally and collectively, in the Name and Authority of the good People of these Colonies, solemnly publish and declare, That these United Colonies are, and of Right ought to be, free and Independent States, that they are absolved from all Allegiance to the British Crown, and that all political Connection between them and the State of Great Britain, is and ought to be totally dissolved; and that as free and Independent States, they have full Power to levy War, conclude Peace, contract Alliances, establish Commerce, and to do all other Acts and Things which Independent States may of Right do.

And for the Support of this Declaration, with a firm Assurance, that all Men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the Pursuit of Happiness.— That to secure these Rights, Governments are instituted among Men, deriving their just Powers from the Consent of the Governed.— And whenever any Form of Government becomes destructive of these Ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its Foundation on such Principles, and organizing its Powers in such Form, as shall seem them most likely to effect their Safety and Happiness.

(Signatures of the signatories to the Declaration)

NAVAL DOCUMENTS OF
The American Revolution

VOLUME 5

AMERICAN THEATRE: May 9, 1776–July 31, 1776

WILLIAM JAMES MORGAN, Editor

With a Foreword by
PRESIDENT RICHARD NIXON
And an Introduction by
REAR ADMIRAL F. KENT LOOMIS, U.S.N. (Ret.)
Director of Naval History

WASHINGTON: 1970

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*The Dexterity of our People in Sea Matters must
produce great Things . . .*

John Adams
1776

*. . . now we go by that pleasing name of Independant
States, I am perfectly easey about the Consequences
of the Warr . . .*

John Langdon
1776

THE WHITE HOUSE

WASHINGTON

January 20, 1970

FOREWORD

It is highly gratifying for me to be able to contribute a foreword to Volume V of Naval Documents of the American Revolution. As a one-time naval officer and a life-long reader of history, I find this book doubly enjoyable.

Midway through the book the reader comes upon an entry from the Journal of the Continental Congress. At first glance, it looks very much like any other such entry, but the date -- "Thursday, July 4, 1776" -- discloses its importance. It is the Declaration of Independence entry, as agreed to by the members of the Congress on that date.

Appearing as it does amid letters, excerpts from private and public journals, autobiographical excerpts and public papers, the Declaration of Independence can be seen from a unique historical perspective.

We are used to seeing the Declaration of Independence as a document that stands apart, a revered and timeless document of liberty. So it is; but it is also a part of the time when it was composed. Volume V of the Naval Documents of the Revolution reminds the readers of the reality of that time: on the same day Congress agreed to the wording of the Declaration of Independence, "One Cask of Grape Shot" was directed to be delivered to the Marine Committee of Congress. Other sources on or near that date tell of twelve Americans killed and twenty-three wounded in an attack on Charleston and of the parole granted to "Captain Samuel Evans, master of the Friendship, taken as prize by Captain R'd Barron."

The men who signed the Declaration of Independence knew that they were not engaging in a textbook exercise. The phrase "our lives, our fortunes, and our sacred honor"

takes on new meaning when we discover, through these first-hand accounts, that the patriots were in very grave danger of losing all.

This primary source material can be enjoyed by amateur historians or employed by students of history and professional historians. It is history without embellishment taken directly from words of the men who were in the process of making history. Throughout these pages, the courage and daring of American seamen can be seen again and again.

Volume V of Naval Documents of the American Revolution is a fitting tribute to these men and to the Navy. It is an invaluable work of scholarship in which the editors and the United States Navy can take great pride.

A handwritten signature in cursive script, reading "Richard Kipson". The signature is written in dark ink and is positioned in the lower right quadrant of the page.

INTRODUCTION

The turbulent vast oceans of the world—ever moving, ever changing—are in themselves the very embodiment of freedom and liberty defined so clearly almost two hundred years ago in the Declaration of Independence. Men who take to the sea to trade, to fish, to guard the peace or make war when necessary, share, feel and absorb an independence which is uniquely their own. There dwells in sailors a burning spirit which will not accept the shackles of tyranny just as the waters on which they serve cannot be stilled. This is true today, and the documents presented in the current volume, and previous ones of the series, demonstrate that this spirit was not wanting in the American seafaring patriots who carried the conflict to the enemy against overwhelming odds.

While the Declaration of Independence must be the central great occurrence in the time span of Volume 5, other events, as outlined in President Nixon's Foreword and in the Summary on pages one and two, were unfolding to test by fire America's search for independence. Would it remain only an inspired declaration or become a reality?

We cannot stress too strongly or too often that this work is made possible by the complete cooperation and priceless assistance received from libraries, historical societies, museums, other depositories, and private collectors in this country and abroad. Unpublished Crown copyright material in the Public Record Office, London, is reproduced by permission of Her Majesty's Stationery Office.

Special appreciation must be accorded to Mr. John F. Leavitt, Associate Curator of The Marine Historical Association Incorporated, Mystic, Connecticut, who giving freely of his own time and knowledge prepared the fine pictorial article, "Shipwrights' Tools during the Revolution," for this volume.

As a perceptive commentator noted, the death of Mr. William Bell Clark, while Volume 4 was under preparation, deprived this project of "one of the keenest, albeit vicarious, observers of the American Revolutionary scene the twentieth century has yet produced." Through Mr. Clark's industry and foresight, and the gracious understanding of his widow, he has left a legacy of building blocks for Volume 5 and beyond. The work

he had compiled for subsequent volumes, his library, and large collection of manuscript transcripts tirelessly amassed have come to the Naval History Division as an extremely valuable part of our holdings.

William James Morgan of the Naval History Division, author and Revolutionary War student, is now editor of the series. Those who are familiar with the undertaking since publication of Volume 1, and particularly the distinguished members of the Secretary of the Navy's Advisory Committee, know that Dr. Morgan has been intimately and essentially associated with the work since its inception. He comes, therefore, qualified and certainly no stranger to the awesome task.

Dr. Morgan is backed by a small crew of experienced, dedicated and highly capable colleagues in our Historical Research Section—Mr. Robert L. Scheina, Mr. and Mrs. Henry J. Scheffenacker, Mr. Robert I. Campbell, Mrs. Anne C. Ruggieri, Lieutenant (junior grade) Robert Munson, Ensign Kristin G. Tryon, Mr. E. Gordon Bowen-Hassell, Yeoman First Class Lenzie D. Crosby, Miss Jacquelyn L. Schmok, and during summer Naval Reserve duty, Chief Personnelman George K. McCuiston. We mourn the death during the past year of Commander William B. Rowbotham, RN (Ret), who did outstanding research for us in the Public Record Office and other United Kingdom repositories.

Maps and charts are the province of Mr. W. Bart Greenwood, Navy Department Librarian, assisted by Miss Mary Pickens. The excellent selections found in this volume bear testimony to Mr. Greenwood's intense personal interest and knowledge of eighteenth century cartography. Mr. Charles R. Haberlein, Jr., of our Curator's Branch has done a fine job collecting, selecting, and describing illustrations.

On January 23, 1970, after a distinguished career crowned by his thirteen years as Director of Naval History, Rear Admiral Ernest McNeill Eller, USN, retired from the naval service. The outstanding achievements of the Naval History Division during Admiral Eller's tenure give full testimony to his total dedication, his keen intelligence, and boundless energies. This monumental *Naval Documents* work was started by him. He guided and nurtured the project which must now stand as the high-water mark among a legion of lasting and meaningful accomplishments. Admiral Eller has charted the difficult seas, and has set us a true course to follow.

F. Kent Loomis

EDITOR'S PREFACE

As may be expected, an expanding war at sea and preparations for future operations, clearly evident in this volume, are accompanied by commensurate density of documentary coverage. The choice of what to include in a volume and what to place aside becomes increasingly difficult and of paramount importance. A large element of subjective judgment, by necessity, comes into play during the process.

A prime criterion for arriving at a decision to print is an item's contribution to broad coverage of major events during the period spanned by a particular volume. For example, in Volume 5 the build-up at New York and on Lake Champlain, the attack on Charleston, the new Continental frigates, and of course, the Declaration of Independence are center stage.

In the present volume more extensive use has been made of footnotes to call attention to items which have had to be omitted. To illustrate, several depositories hold considerable collections of privateer bonds. Bonds are largely repetitious; we have included only representative examples from several states, but have directed any user with specialized interests in this subject to major collection sources.

The bibliography found herein is cumulative for all printed sources referenced in the five volumes published to date. Maps and charts, previously included in the general "Descriptive List of Illustrations," have been arranged in a separate category for more ready reference.

The watch has been changed in Volume 5. Mr. Clark is no longer with us. Those of us who worked with him from the outset of the *Naval Documents* project, as well as the newer members of our editorial group, will strive to see that William Bell Clark's rich endowment to all students of the American Revolution will continue to find embodiment in these volumes.



This drawing and others of similar nature throughout the Volume are from journals kept on board ships *Lloyd* and *Betsey*, Nicholas Pocock, Master. (Courtesy of the Trustees of the National Maritime Museum, Greenwich, England.)

DEPOSITORY LOCATION ABBREVIATIONS¹

AAS	American Antiquarian Society, Worcester, Massachusetts
AGI	Biblioteca del Archivo General de Indias, Sevilla
AHN	Archivo Histórico Nacional, Madrid
AMAE	Archives Du Ministère Des Affaires Étrangères, Paris
AN	Archives Nationales, Paris
APL	Service historique de la Marine Archives du Port de Lorient, Lorient, France
APS	American Philosophical Society, Philadelphia
Bda. Arch.	Bermuda Archives, Hamilton, Bermuda
BHS	Beverly Historical Society, Beverly, Massachusetts
BM	British Museum, London
BPL	Boston Public Library, Boston
ChHs	Chicago Historical Society, Chicago
CL	William L. Clements Library, University of Michigan, Ann Arbor
ConnHS	Connecticut Historical Society, Hartford
ConnSL	Connecticut State Library, Hartford
CUL	Columbia University Library, New York
CWM	College of William and Mary, Williamsburg, Virginia
CW	Colonial Williamsburg, Williamsburg Virginia
DAC	Dominion (Public) Archives of Canada, Ottawa
DARL	Daughters of the American Revolution Library, Wash- ington, D.C.
DCL	Dartmouth College Library, Hanover, New Hampshire
DUL	Duke University Library, Durham, North Carolina
EI	Essex Institute, Salem, Massachusetts
FDRL	Franklin D. Roosevelt Library, Hyde Park, New York
HCL	Haverford College Library, Haverford, Pennsylvania
HH	Hempstead House, New London, Connecticut
HL	Hayes Library, Edenton, North Carolina
HSD	Historical Society of Delaware, Wilmington
HSP	Historical Society of Pennsylvania, Philadelphia
HU	Harvard University Library, Cambridge, Massachusetts
HUL	Henry E. Huntington Library, San Marino, California
JCBL	John Carter Brown Library, Providence, Rhode Island
LC	Library of Congress, Washington, D.C.
MarbHS	Marblehead Historical Society, Marblehead, Massachu- setts

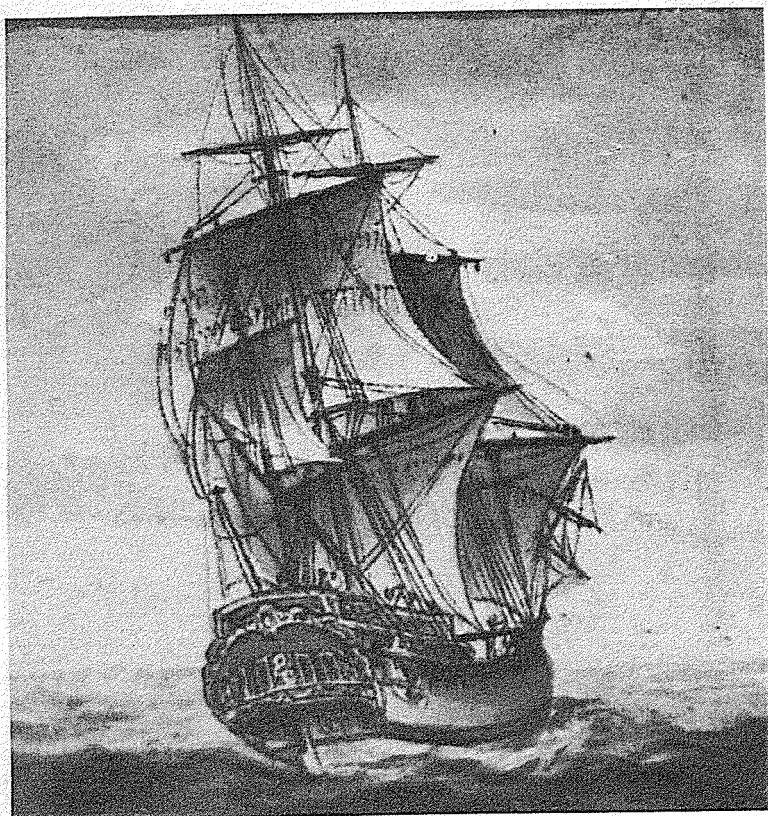
1. The list includes depositories from which manuscripts have been used in this and previous volumes. The Descriptive List of Illustrations includes additional sources from which graphic material has been used in Volume 5.

Mass. Arch.	Massachusetts Archives, Boston
MassHS	Massachusetts Historical Society, Boston
MCL	Marietta College Library, Marietta, Ohio
Md. Arch.	Maryland Archives (Hall of Records), Annapolis
MdHS	Maryland Historical Society, Baltimore
MeHS	Maine Historical Society, Portland
MHA	Marine Historical Association, Mystic, Connecticut
MNHP	Morristown National Historical Park, Morristown, New Jersey
Mor. Arch	Moravian Archives, Winston-Salem, North Carolina
NA	National Archives, Washington, D.C.
NCDAH	North Carolina Department of Archives and History, Raleigh
NHA	Nantucket Historical Association, Nantucket, Massachusetts
NHCHS	New Haven Colony Historical Society, New Haven, Connecticut
NHHS	New Hampshire Historical Society, Concord
NHS	Newport Historical Society, Newport, Rhode Island
NLCHS	New London County Historical Society, New London, Connecticut
NMM	National Maritime Museum, Greenwich, England
N.S. Arch	Nova Scotia Archives, Halifax
NYHS	New-York Historical Society, New York
NYPL	New York Public Library, New York
NYSL	New York State Library, Albany
Pa. Arch.	Pennsylvania Archives, Harrisburg
PM	Peabody Museum, Salem, Massachusetts
PML	Pierpont Morgan Library, New York
PRO	Public Record Office, London
PS	Pilgrim Society, Plymouth, Massachusetts
PUL	Princeton University Library, Princeton, New Jersey
R.I. Arch.	Rhode Island Archives, Providence
RIHS	Rhode Island Historical Society, Providence
SCHS	South Carolina Historical Society, Charleston
SI	Smithsonian Institution, Washington, D.C.
UNBL	University of New Brunswick Library, Fredericton, New Brunswick
UNCL	University of North Carolina Library, Chapel Hill
USNAM	US Naval Academy Museum, Annapolis, Maryland
UFL	P. K. Yonge Library, University of Florida, Gainesville
UVL	University of Virginia Library, Charlottesville
VHS	Virginia Historical Society, Richmond
VSL	Virginia State Library, Richmond
WCLAR	Washington Crossing Library of the American Revolution, Washington Crossing, Pennsylvania

WPL Public Library, Whitehaven, England
WSL William Salt Library, Stafford, England
YUL Yale University Library, New Haven, Connecticut

The following private collectors have kindly allowed use of their manuscripts in this volume:

Mr. Harry Ackerman, Hollywood, California
Captain and Mrs. Noel Sever O'Reilly, Glenview, Illinois
Mr. Boies Penrose, Devon, Pennsylvania
Mr. J. F. Reed, King of Prussia, Pennsylvania
Captain J. G. M. Stone, Annapolis, Maryland



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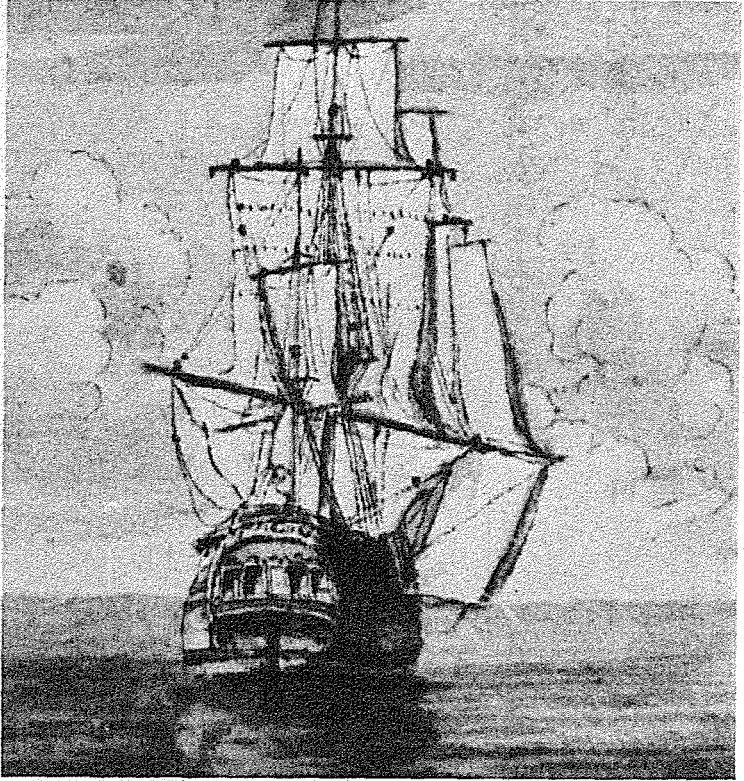
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AMERICAN THEATRE

From May 9, 1776 to July 31, 1776



AMERICAN THEATRE

From May 9, 1776, to July 31, 1776

SUMMARY

"We, therefore, the Representatives of the united States of America, in General Congress assembled, appealing to the Supreme Judge of the World for the rectitude of our intentions, do, in the Name, and by Authority of the good People of these Colonies, solemnly publish and declare, That these United Colonies are, and of Right, ought to be Free and Independent States."

Thus, on July 4, 1776, the historic step was taken. There could be no turning back. No longer was the battle against "ministerial hirelings." Allegiance to the British Crown was irrevocably abolished. Long years of desperate struggle on land and sea, years for hanging on and bitter frustrations, lie ahead before the Declaration would become reality.

As spring turned to summer in 1776, major British offensive operations were directed against New York and South Carolina.

After being forced out of Boston the enemy needed another large port and base of operations in the rebellious colonies. Strategically located New York was the logical choice. General William Howe's army from Halifax sailed into New York Harbor at the end of June. Howe encamped on Staten Island to await reinforcements from Europe in the form of a powerful fleet commanded by his brother, Vice Admiral Richard Lord Howe, and a sizeable contingent of Hessian troops.

Washington moved his forces from New England to New York, where frantic defense preparations got underway. The General, ever conscious of the advantage given the British by their sea strength, took what limited steps were open to him to counter this superiority. Obstructions were placed in the rivers, fire ships were readied, and row galleys were borrowed from Connecticut and Rhode Island.

While the stage was being set for a major clash of arms at New York, American troops to the northward, numbed by the disastrous Canadian campaign, fell back on Crown Point. Now in this wilderness, and with all haste, a naval squadron had to be built, outfitted, and manned to contest the vital Lake Champlain route. Benedict Arnold was given command of the Lake fleet, and the critical nature of his mission is best expressed in Major General Horatio Gates' orders—"preventing the enemys invasion of our country is the ultimate end of the important command with which you are now entrusted. . . A resolute

but judicious defence of the northern entrance into this side of the Continent, is the momentous part which is committed to your courage and abilities."

Some of the thirteen Continental frigates, authorized in December 1775, were launched and others remained on the building ways. None was ready for sea, and the most critical shortage was cannon. The idleness of Commodore Hopkins' fleet, following the New Providence expedition, caused official unrest as well as discontent among the crews. Several of the vessels went off on independent cruises, but the fleet as such was idle. Hopkins and two of his captains, Saltonstall and Whipple, were summoned to Philadelphia to explain their conduct to Congress.

State cruisers, privateers, Washington's schooners, and Continental vessels enjoyed increasing success against British merchantmen, particularly those engaged in the West Indian trade. Sugar, rum and coffee taken from prizes crowded the wharves in American ports. Conversely, of course, the Halifax Vice Admiralty Court did not lack captured American ships to condemn.

The huge amphibious force under Major General Henry Clinton and Commodore Sir Peter Parker, intended for the capture of Charleston, squandered precious time. While the British commanders exchanged plans and counterplans, Major General Charles Lee and the American defenders dug in.

The joint assault was finally launched on June 28, and was soundly repulsed after the attackers took what Washington aptly termed "a severe drubbing." One disappointed British sympathizer saw the "great Armament fitted out by Lord Germain to subdue the Rebels in So. Carolina" as being "intirely conquered by few men and a palmetto Cabbage Stalk and land battery."

Contrary winds and "various other impediments" held Clinton and Parker off South Carolina until July 21. Ten days later their battered ships made Sandy Hook and joined with the Howe brothers for the grand blow against New York.

9 May 1776

"EXTRACTS OF A LETTER FROM AN OFFICER IN THE ARMY AT DESCHAMBAULT
FORTY-EIGHT MILES ABOVE QUEBECK, DATED
MAY 9, 1776"¹

When I arrived within nine miles of Quebec, with the six companies of our regiment, I was hailed by an officer on board of a vessel belonging to us, and informed that our whole Army was retreating with the utmost precipitation, and advised to retreat with the regiment as fast as possible . . . They had determined not to make a stand till they got to the mouth of the Sorel; but a letter coming from General [Benedict] Arnold, promising a reinforcement of men and cannon, they determined to wait here until an officer could return, who was sent to Montreal by General [John] Thomas. The fleet is arrived at Quebec. A frigate of thirty-six guns, a ship of twenty guns or upwards, and a schooner taken from us, have sailed up the river as far as this place, and remained here two days. They landed eight boat loads of men about four miles off, who were obliged to embark by a party of the rear, before a party of one hundred and fifty men, that we marched from hence, could get up with them.

1. Peter Force, comp., *American Archives*, Fourth Series (Washington, 1837-1843), VI, 398-99. Hereafter cited as Force, comp., *American Archives*.

JOURNAL OF H.M.S. *Surprize*, CAPTAIN ROBERT LINZEE¹

May 1776

[In the weir above Quebec]

Thursday 9th at 6 AM Weigh'd & drop'd further down the River. at 11 Exercised the People, supposing Ourselves to be boarded. Open'd a Cask of Pork Contents 308 Pieces. First & Middle parts moderate with Thunder Lightning & Rain. latter light Airs and Cloudy. PM. Sent a Messenger down to Quebec. Got Bags of Hay along the Gangways for a Barracade.

1. PRO, Admiralty 51/336.

LIEUTENANT H. CHADS, R.N., TO PHILIP STEPHENS¹

Hartfield Transport Halifax

Nova Scotia—May the 9th 1776.

Sir Please to Acquaint their Lordships, that I Sailed from St. Kitts the 20th of March in Company with the *Royal George* Transport, and Arrived here the 18th of April. The *Hartfield* is Cleared of her Guns & Stores and fitted as a Transport.

Hartfield You will also please to Acquaint their Lordships that
Royal George the *Henry & Esther* Transpt was taken by the Rebels in the
Resolution Month of January last, on her Passage from Halifax to Boston,
William loaded with Wood for the use of the Army, and Carried
Spy into Beverly in New England The Master & Crew are

Good Intent Prisoners,² *The Success* Transport is gone to Quebec with
Three Sisters part of the 47th Regt., the *Isabella & Dorothy* and *Hope*
Argo have been there since August last. the *William & Mary*
Savill is at Annapolis Royal, and the Transports named in the
 Margin are at this Port. I am Sir [&c.]

H: Chads

1. PRO, Admiralty 1/1611, 9, 2.

2. Taken January 29, 1776 by Washington's schooners *Franklin*, Samuel Tucker, and *Lee*, Daniel Waters.

INTERROGATION RELATIVE TO THE CAPTURE OF THE SHIP *Rittenhouse*¹

Nova Scotia Court of Vice Admiralty	}	Cause
		John Stanhope Esqr Commander of his Majestys Sloop of War the <i>Raven</i> - VS - A Sum of money found on board the ship <i>Ritten House</i> —Ambrose Ballet [<i>sic</i> Bartlett] whereof was Master
Wednesday May 2 1776	}	Libel filed and entred and Order made therein as on file
9 May 1776	}	Interrogatories fil'd by Daniel Leonard Proctor in behalf of the said John Stanhope the Captor Richard Willis Mate of his Majestys Ship <i>Raven</i> being sworn answers as follows -

1 Q do you know the Ship [*Rittenhouse*] now in the Harbour of Halifax.
 No. 1 Ans. yes he does

2 By whom, when and where was she taken

2. That she was taken the 27 December 1775, 6 oClock A.M. in the Lat-
 titude 36°45". North and Longitude 76°7" West off Cape Henry
 Bearing N.40°W. distant 7 Leagues by Capt John Stanhope

3 To whom did She belong and what Voyage was she upon when taken.

3. She belongs to Thomas York and John Potts of Philadelphia as ap-
 pears by the Register she was bound from Lisbon to Philadelphia.

4. What Papers were found on board and where are they?

4. the Papers now produc'd were taken out of her, and are all the Pa-
 pers found on Board her

5. What effects were on board the Ship when taken?

5. about £2000 in money² and 2 Qr Casks of Wine
 Paul Nickerais being duly sworn and Interrogated as above answers
 to

N 2 That she was taken off of the Capes of Virginia bound from Lisbon to
 Philadelphia

3 York and Potts of Philadelphia

5 Money and two Qr Casks of Wine belonging to the sailors

[Q] 6 Is the money Libeled in this Court the same that was found on
 board the *Rittenhouse* at the time she was taken?

6 he does not know -

1. Vice Admiralty Register, vol. 5, 1769-1777, N. S. Arch.

2. *Ibid.*, the money was condemned as a "Lawfull Prize" on May 22, 1776.

JOURNAL OF H.M. SLOOP *Senegal*, CAPTAIN WILLIAM DUDDINGSTON ¹

May 1776 Sequin Isld NNE Dist 8 Lgs
 Wednesday 8 Modt Wr at 6 Sequin N $\frac{1}{2}$ E 8 Mile at 7 Chaced a Schoo-
 ner, fired 6 guns & 6 swivels to bring the Chace to, Left off
 Chace, at 12 Lost a Deep sea Led & 2 Lines
 Thursday 9 at 1 A M anchored in 15 fam C: Elizabeth SWbW 4 Lgs at
 6 weighed, Lost a Cat Block found the Buoy & rope
 gone Little wind & foggy.
 Do Wr at 6 P M C. Elizabeth NbW 3 Lgs gave Chace at
 8 Came up with the Chace fired 6 Guns Shoted at her hove
 too took every thing out of the Prize and Set her on
 fire - ² Made Sail -

1. PRO, Admiralty 51/885.

2. There is no mention of this in British prize lists.

MASTER'S LOG OF H.M.S. *Milford* ¹

May 1776 Do [Cape Ann] NWBN 4 Leagues
 Thursday 9 at 4 Saw a Sail in the S W made Sail & gave Chace at 5 Fir'd
 4 Guns at her she Shorten'd Sail Proved to be a Sloop from
 Belfast bound to Nantucket sent a Midshipman & 3 Men to
 take Charge of her
 Fresh Gales & Hazy Tak'd Occasionally $\frac{1}{2}$ past 10 lost
 Sight of the Prize. ²

1. PRO, Admiralty 52/1865.

2. There is no mention of this vessel in British prize lists.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Thursday May 9th, 1776.

Resolved that the said Committee for fortifying the Harbour of Boston be hereby impower'd and directed immediately to procure and prepare, with every thing Necessary, such a Number of Fire Ships, and Rafts, as they may judge proper to annoy the Enemy's Ships, if they should again return to Boston Harbour. - And the said Committee are also directed without delay to sink the Hulks, before order'd by this Court, in such Place, and in such Manner, as the said Committee shall think best. - Whereas it has been usual in time of War to keep one or more Vessels to curise as Spies, and give Intelligence of the approach of an Enemy, and great advantages have accrued from the same; -

And Whereas the great Dependance which this Colony has on the Militia thereof for Defence, renders it absolutely necessary, that timely advice should be given of the advance of the enemy, it is therefore

Resolved that Mr Speaker ² Capt [Josiah] Batchelder, & Mr [Benjamin] Hall, be and they hereby are appointed a Committee to hire or purchase, and fit out at the Expencc of this Colony two swift Sailing Vessels, not exceeding Forty Tons each, [to] cruize on the Coast of America, and give Intelligence of the Movements of the Enemy, and lay their Accounts for fix-

ing out said Vessells before the General Court for allowance and when the said Vessells shall be ready to sail, the Committee of War is hereby impowered and directed to man, arm, victual, and give Orders for their Proceeding, which Orders the said Masters of said Vessells shall be obliged to observe and obey. —

1. Mass. Arch., vol. 34, 865, 867, 868–69.

2. James Warren.

MAJOR GENERAL ARTEMAS WARD TO GEORGE WASHINGTON ¹

[Extract]

Boston 9 May 1776

I have the pleasure to inform your Excellency that on the seventh Instant, Capt [Samuel] Tucker commander of the armed Schooner *Hancock* took two Brigs in the Bay, (within sight of the Men of War) and carried them into Lynn. One of them was from Cork, ninety tons burthen, laden with Beef, Pork, Butter, and Coal; — the other was from the Western Islands laden with Wine and fruit, about an hundred tons burthen.² Neither of them give any important intelligence they brought no papers or letters that had any relation to public affairs. The Master of the Irish Vessel says he sailed from Cork the first of April, that five Regiments lay there ready to embark for America, that he heard that Hessians and Hanoverians were coming to America, but had not heard of any Troops having sailed from Great Britain or Ireland for America this Spring. I am Your Excellency's [&c.]

Artemas Ward

1. Washington Papers, LC.

2. The brig *Jane*, James Fulton, from Cork, and the brig *William*, Richard Price, from Fayal. "The *Jane*, Fulton, taken by the Provincials, had a cargo on board, worth upwards of 6000 £. which is mostly insured in Glasgow." *Public Advertiser*, London, July 3, 1776.

New-England Chronicle, THURSDAY, MAY 9, 1776

Boston, May 9.

Last Tuesday, in the forenoon, two brigs were seen standing in for this harbour, on which Capt. [Samuel] Tucker, in the Privateer ¹ late commanded by Capt. Manly, then off in the Bay, gave them chace, and following them near up to the Light-House, very fortunately took them both, in sight of two or three of the British ships of war lying in King Road. Capt. [George] Dawson, in one of the enemy's armed vessels, came to sail, and endeavoured to get out to the assistance of the brigs, but was prevented by the wind being Easterly. The two prizes, accompanied by the privateer, were [the same day safely carried into Lynn, and properly secured. —] The largest is from Cork, James Fulton, master, upwards of 100 tons burthen, and has on board 50 tons of coal, 256 whole barrels and 130 half barrels of beef, 300 fi[r]kins of butter, 200 boxes of candles, 40 barrels of flour, 49 barrels of barley, a qu[a]ntity of hams, 100 boxes of soap, &c. The other is from St. Michael's, about 90 tons burthen, Richard Pine [*sic* Price], Master, loaded with wines and fruit.² The masters of these vessels, not knowing

that the British army had been obliged to evacuate this place, were bound hither, in order to dispose of their cargoes, for the benefit of our unnatural and cruel enemies.

1. Washington's schooner *Hancock*.
2. The *Jane* and the *William*.

ADVERTISEMENT OF THE RHODE ISLAND NAVAL COMMITTEE ¹

The Naval Committee having received Orders to appoint the Officers for the two Ships of War building here, take this Method to request all Gentlemen, who are desirous to engage in that Service, to send in their Names, with their Recommendations, to some of the Committee, as soon as may be.

All able-bodied Seamen, that are willing to serve on board said Ship, may apply as above; and they shall be entered into immediate Pay.

Providence, May 9, 1776

1. *Providence Gazette*, May 11, 1776.

JOURNAL OF THE CONNECTICUT GENERAL ASSEMBLY ¹

[Hartford] second Thursday of May, 1776
(being the ninth day of said Month,)

An Act for establishing Naval Officers in this Colony.

Be it enacted by the Governor, Council and Representatives, in General Court assembled, and by the authority of the same, That the Governor for the time being shall be Naval Officer in this Colony.

And be it further enacted by the authority aforesaid, That there shall be kept at the port of New London one naval office, at the port of New Haven one other naval office, at the port of Middletown one other naval office, and at the port of Norwalk one other naval office; and that the Governor for the time being depute some proper person at each of said ports as naval officers, and take bond with sufficient surety in the sum of one thousand pounds for the faithful discharge of their duty therein, to enter and clear out vessels and their cargoes, and to do and act therein in such way and manner and according to such rules and orders as to such their offices respectively appertain.

Whereas it is recommended by the Honorable Continental Congress to the several legislatures in the United Colonies, as soon as possible, to erect courts of justice or give jurisdiction to the courts now in being, for the purpose of determining concerning captures &c., and to provide that all tryals in such case be had by a jury, under such qualifications as to the respective legislatures shall seem expedient,

Be it therefore enacted by the Governor, Council and Representatives, in General Court assembled, and by the authority of the same, That the respective county courts in the Colony be and they are hereby authorized, empowered, constituted and appointed, to try, judge and determine, by jury or

otherwise, as in other cases, concerning all captures that have or shall be taken and brought into said respective counties. And that the civil law, the laws of nations, and the resolutions of Congress, be the rule of their adjudications, determinations and proceedings therein. And said respective county courts are hereby authorized and impowered, to constitute and appoint such proper officers under them as they shall find necessary and expedient for the purposes aforesaid.

Be it further enacted by the authority aforesaid, That appeals be allowed to the Continental Congress, under the restrictions and agreeable to the directions and resolves of said Congress. And that the fees for said court and the respective officers thereof be reasonable and such as are customary in the neighbouring Colonies, or may be established by said Congress or by this Assembly. And the judge of said respective county courts is hereby authorized to call said court for said purpose at any place within the respective counties, as shall be most convenient and expedient.

This Assembly do appoint, impower and desire his Honor the Governor, during the present session of this Assembly, to fill up the blank Commissions for Private Ships of War and Letters of Marque and Reprisal sent, or that shall be sent from time to time, by the President of the Congress to this Assembly, and the same deliver to the person or persons intending to fit out such private ships of war who shall apply for the same, and also to see the proper bonds executed, sent with such Commissions, and see the same duly returned agreeable to the resolutions of the Honble Continental Congress.

1. Charles J. Hoadly, *et al.*, eds., *Public Records of the Colony of Connecticut, 1636-1776* (Hartford, 1850-1890), XV, 280, 281, 318. Hereafter cited as Hoadly, ed., *Connecticut Records*.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

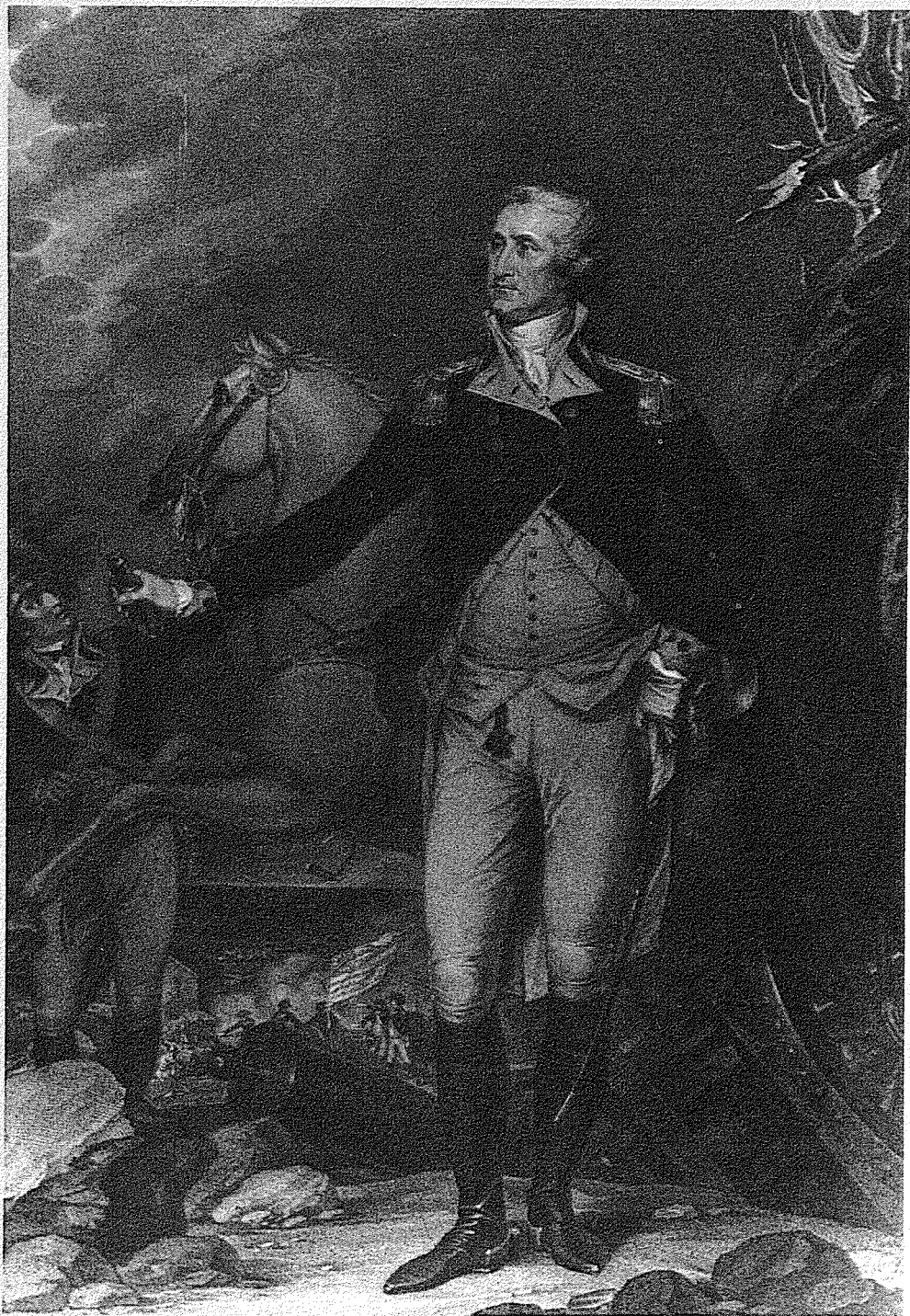
Sir,

New York. May 9th 1776.

When I was on the Road from Cambri[d]ge to this Place, I received a Letter from a Gentleman who subscribed it, Le Baron de Colliac. He therein mentions that he was a Captain of Dragoons in the French Service, that he comes to offer his Service to the United Colonies, that he attempted to come about the latter End of November, was taken by an English Frigate commanded by Capt. Young with 160 Fusees & 20 Barrels of Powder, that he got his Liberty thro the Friendship of Captn Young, got to Dominique, from thence to Guadaloupe, took passage again on Board of a Vessel bound to Philadelphia or New London, which by contrary Winds was obliged to put into Bedford Harbour to the Eastward. He has a Pass from the Governor of Guadaloupe, which gives him his Title. He desires a Line to you from Me, & what I have mentioned is all I know of the Bearer. I am [&c.]

G^o Washington.

1. John Hancock Papers, V, LC.



George Washington.

GEORGE WASHINGTON TO MAJOR GENERAL ARTEMAS WARD ¹

[Extract]

New York, May 9, 1776.

The Account you give of the Vessels at Beverley, being unfit for Service, surprizes me prodigiously; I was taught to believe very differently of the Ship *Jenny*, by Commodore [John] Manley, and Captain [William] Bartlett, who you mention to have given you their Opinion of them. The Brigantine from Antigua ² was also thought very fit to arm.

A Letter is just come to my Hands from Winthrop Sargent Esqr. Agent for the Navy at Gloucester; He says there are some Women and Children whom he is obliged to maintain at the Continl. Expense; also a Number of Men taken in some of the last Prizes. You will please to examine into their Situation; If Prisoners of War they should be sent into some Inland Place and confined; If Tories, the General Court are the proper Persons to take Cognizance of them.

I see by the public Prints, that the Prizes at Beverly are to be sold the 20th Inst: As by the Obstructions put on Commerce in General, there may appear but few Purchasers for the Vessels; of Course, they may be sold vastly under their Value, I think you had best have some Persons in whom you can confide, present at the Sale, with Power to purchase the large Ship, and the Brig from Antigua, if he finds them going very much under their Value. It is not above two or three Years since the Ship cost £ 3,000 Sterlg. She is to be sure something worse for the Wear, & I believe is not Remarkably well found at present, as she has been pillaged for the Use of our armed Vessels, which must make a considerable Abatement of her Value. The Brigantine is, I suppose, in the same Predicament; but a good Judge will easily know their Value.

Wm. Watson Esqr, of Plymouth, advises that the Prizes *Norfolk* and *happy Return*, are condemn'd; and desires I would appoint a Day for Sale of them, and their Cargoes: This you will please to do, letting them be advertised in the Papers, at least a Fortnight before the Sale.

1. John C. Fitzpatrick, ed., *The Writings of George Washington* (Washington, 1931-1944), V, 25, 26. Hereafter cited as Fitzpatrick, ed., *Writings of Washington*.
2. Brig *Little Hannah*.

PETITION OF FORMER OWNERS OF THE SLOOP *Joseph* TO THE NEW YORK
PROVINCIAL CONGRESS ¹

To the Honourable President and other members of the Provincial Congress of the Province of New-York, met in Congress, at the City of New-York. The Petition of Samuel Massey, Charles Massey, and Joseph Wood, the younger, of the City of Philadelphia, merchants, humbly sheweth:

That your Petitioners, in the beginning of the month of January last past, purchased a sloop or vessel called the *Joseph*, whereof William Raddon was late master, and loaded on board the said vessel a cargo of provisions to proceed with the same from the city of Philadelphia to Savannah in the Province of Georgia, as appears by an invoice and bill of lading herewith exhibited.

That the said sloop *Joseph* proceeded on her intended Voyage, and on the 13th day of February last past, was taken by an armed vessel, called the *General Gage*, whereof one George Sibles was commander, and carried into Cape-Fear, in the province of North-Carolina, where the said sloop *Joseph* was detained, and the cargo on board of her embezzled, particularly by Josiah Martin, late Governour and Commander-in-Chief of that province as fully appears by the protest of the aforesaid William Raddon, herewith also exhibited.²

That the said sloop *Joseph*, with her cargo, were illegally confiscated by the said George Sibles and the said Josiah Martin, without libel or condemnation, whereby your Petitioners are sufferers to near the amount of fifteen hundred Pounds, current money of the province of Pennsylvania.

That your Petitioners, immediately after the capture of the said sloop *Joseph*, made application to the Provincial Congress of the said province of North-Carolina, who appointed a committee to consider the facts as stated by your Petitioners, which said Committee reported thereon, as appears by the copy of the same likewise exhibited.³

Your Petitioners therefore pray that your honourable House will take their unhappy case into particular consideration, and grant them an order to seize the effects of the aforesaid Josiah Martin within the province of New-York, to reimburse the loss your Petitioners have sustained by the capture and detention of the said sloop *Joseph* and her cargo, or such other relief as your honourable House shall seem meet.

Joseph Wood, for self and copartners

[New York, May 9, 1776]

[Enclosure]

An estimate of the loss sustained by the capture of the sloop *Joseph*, William Raddon, late master

The sloop <i>Joseph</i> , with her furniture, tackle, and apparel, and outfits, cost January 5, 1776,	£625 0 0
The cargo on board of her cost as per invoice,	670 3 7
	<hr/>
Pennsylvania currency	£1295 3 7

1. Force, comp., *American Archives*, 4th, V, 1495.

2. Protest of William Raddon, March 25, 1776. See Volume 4, 513-14.

3. Journal of the North Carolina Provincial Congress, April 12, 1776. See Volume 4, 793.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Die Jovis, 4 ho. P.M. May 9th, 1776.

The Committee of Safety reported to this Congress, that Brigadier-General [Horatio] Gates, attended yesterday with a message from His Excellency General Washington; that he delivered a letter from Thomas R. Harris, late master's mate, and Wm. Metcalfe, late midshipman of the Ministerial armed vessel the *Savage*, now prisoners of war, in the jail, requesting some relaxation of their confinement.

Mr. Gates mentioned that many such prisoners have been enlarged, and are prisoners on their parol. That His Excellency General Washington thinks it necessary that some inland town or village in this Colony, should be fixed on, where the above mentioned prisoners, and such others as may from time to time be thought proper to be enlarged, may be sent to and lodged.

Resolved, That the township of Goshen, in Orange county, is the most proper inland town or village in this Colony for the placing of prisoners on parol, as well on account of the unanimity of the inhabitants in the cause of their country, as of its distance from any navigable river. And it is hereby earnestly recommended to the committee of Goshen precinct in particular, and to every other friend to American liberty in this Colony, to apprehend any such prisoner as may be sent to Goshen, if such prisoner or person shall be found out of the limits assigned him.

1. *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York, 1775-1776-1777* (Albany, 1842), I, 436. Hereafter cited as *New York Provincial Congress*.

BILL OF WILLIAM SMITH AGAINST THE NEW YORK ARMED SCHOONER
*General Putnam*¹

New York May 9th 1776.

Schooner <i>Putnam</i> Capt Cogier [Thomas Cregier] to Willm Smith	Dr.
To 8 Cartridge Boxes & painting	£ 3- 6
To 18 Pike Stoves [staves]	2- 5
To 12 Rammerstaves	0-18
To 12 Linstockes and Iron Work	1- 8
To 3 Formers	0- 3- 6
To 2 Do	0- 1
To 8 Rammer Staves	0-12
To 24 Tomkins	0-12
To 7 Lignumveity Mallets	1-11
To 2 Large Sheves	0- 5
To 16 Tompkins for Lope holes	0-12
To 3 Formers for Corohorns	0- 3
To 8 Tomkins for Do	0- 4
To 2 pins	0- 1
To 32 parrell Trucks	0- 9- 4
To 3 Staves for Bote hooks	0- 9
To 2 Blocks of 7 Insh	0- 3
To 2 Sarvering Mallets	0- 4
To 2 Han[d] pumps	0-10
To 1 Uper Box	0- 4- 6
To Sheving Topmast & Truck	0- 3- 6
To Sheving a fliing jib boom	0- 2- 0

£ 13 16 10

Received May 13th 1776 of Thomas Randall the above Contents in full
£ 13-16-10

Willm Smith

1. Record Group 45, NA, from original destroyed in the State Library fire, Albany, N.Y.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, May 9, 1776

Captain [William] Budden having been taken by the *Liverpool* Man of War, and permitted, on his parole, to come to Philadelphia, in order to procure a prisoner to be given in exchange for him,

Resolved, That a committee of three be appointed to consider the propriety of exchanging seamen:

The members chosen, Mr. R[obert] Morris, Mr. [Joseph] Hewes, and Mr. [Samuel] Huntington.

1. Worthington C. Ford, *et al.*, eds., *Journals of the Continental Congress, 1774-1789* (Washington, 1904-1937), IV, 338, 340. Hereafter cited as Ford, ed., *JCC*.

ACCOUNT BOOK OF JAMES WOOD ¹

[Philadelphia, May 8 and 9]

the 8 day of May 1776 was the day that the Great Battle in our Rever against Wilmington was fought, bet[w]een the *Roebuck* Man of War, & sloop *hornot* ² & Roegaleys Which lasted very hot for three ours, and a half or there a bout, and no damage done, Except one man kiled by one of the Roe gale Gun being twoo hot Set fire to the Cartridg and Blew him a way, - and the Next day they be Gan to fire at four a Clock and it lasted tell after dark: one our or two in which time they made three holes in the *Roebuck* and seven in the *liverpool* man of war ³ the Roe Gales lost 12 men: the last day the first days fight the Roegaleys Capt between three and four Miels distance of bold fellers Be sure:

1. From the private collection of J. F. Reed, King of Prussia, Pa.

2. Wood mistook the schooner *Wasp* for the sloop *Hornet*.

3. William Bradford, Jr. noted: "About Sunset the firing was very heavy: we counted distinctly, 60 in seven minutes." Memorandum Book and Register of William Bradford, Jr., HSP.

"EXTRACT OF A LETTER FROM PHILADELPHIA, DATED THURSDAY MORNING
10 O'CLOCK, MAY 9." ¹

My last of Tuesday informed you, that the two men of war had appeared off Reedy Island. That day orders were sent for all the galleys to go down and attack them. The galleys accordingly, 13 in number left Fort Island, where they are stationed, about 9 miles below this city, yesterday morning. The two men of war were then got up as high as Christeen creek, and they were the *Roebuck* of 44 guns, and the *Liverpool* of 28. The boats got down about two o'clock, and began the attack. The guns were soon distinctly heard in town. The engagement lasted till five o'clock, when the *Roebuck* run ashore on the Jersey side. The *Liverpool* came too,

near her. In the evening we had several expresses one after another from Wilmington and the banks of Christeen, with variety of accounts. After the *Roebuck* went on shore the fire ceased on both sides, it was then top high water. The following letter is the only account we have from on board the galleys, which may be depended on.

Off High Lands of Christeen, Wednesday 5 o'clock.

About two o'clock an engagement began, which continued upwards of two hours, and believe successful on our side. In the course of the engagement the *Roebuck* ran ashore, and is now fast on the Jersey shore, at Kearney's Point, a little above Deep Water Point. Our fleet has suffered no injury but by a single shot which struck the *Camden*, but has done her little damage. We expect in a hour's time she will be on the careen, when a second attac[k] will be made upon her, and hope it will be crowned with success. The other ship has come too under the *Roebuck's* stern within musket shot.

Thus stands the accounts we have received. No express this morning. About one o'clock this morning several guns were heard. We are impatiently waiting for further accounts. The province ship of 10 eighteen pounders, the ship *Reprisal* of 16 six pounders, and the *Hornet* sloop of 10 guns, are ordered down to the assistance of the galleys. While the men of war were engaged, the *Wasp* armed schooner came out of Christeen creek, and retook a brig which the pirates had taken.

1. *Constitutional Gazette*, May 11, 1776.

DIARY OF CHRISTOPHER MARSHALL ¹

[Philadelphia] May 9th

... after dinner went to coffee house, where various reports were Circulated, how the *Roebuck* ran aground &c but upon the whole it appeared that little Damage has been sustained on our Side, but as no express has arrived this day we are in Suspence, Near 5 I went & drank coffee at James Cannon's, afterwards he & I took a walk to State house Yard. there we heard the fight was renewed by the Constant discharge of heavy Cannon.

1. Diary of Christopher Marshall, HSP.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety,

[Philadelphia] 9th May, 1776.

Resolved, That Capt. William Richards, be appointed Ship's Husband to the Naval armaments of this Province, and that he be allow'd ——— p annum for his services.

1. *Pennsylvania Colonial Records* (Philadelphia and Harrisburg, 1851-1852), X, 561. Hereafter cited as *Pennsylvania Colonial Records*.

CAPTAIN JOHN BARRY TO ROBERT MORRIS ¹

Mr. Morris,

[Off Fort Mifflin] May 9, 1776.

Sir, – I think if the *Lexington* Was fited out to Come Down she might be of service, for the More thare is the Better. We shall Keep them in Play, if you think I shall be of More service heare than up, I think she Might be fited by some boddy up, than some of the Carpenters ought to be up than.

I Remain, Sir, [&c.]

John Barry.

P.S. – I think if Mr. [John] Wharton Was up he wood soon Get her Ready. Directed, Robert Morris, Esqr, Philadelphia.

1. Samuel Hazard, *et al.*, eds., *Pennsylvania Archives* (Philadelphia 1852–1856 and Harrisburg, 1874–), 1st series, IV, 750. Hereafter cited as Hazard, *et al.*, eds., *Pennsylvania Archives*.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND ¹

[May 5 to May 9, 1776]

5th May As I now began to grow short of water, and had lighten'd the Ship to as easy a draught of water as I could, which was abt 18 F. 6 I. I took the *Liverpool* with me & sailed up the River in order to fill my empty casks, and reconnoitre the Enemy's force of the River. We arrived off of Wilmington the 7th where we drove a Vessel ashore, and not being able to get her off proceeded to Unload her of her cargoe which was Bread & Flour.

8 May The next day about 1 in the afternoon, I percieved the Arm'd craft of the River coming down, before the wind, with an appearance of attacking us. Their Fleet consisted of 13 Row Gallies, each carrying one Gun from 32 Poundrs to 18 pdrs a Floating Battery of 10 Eighteen pdrs and a Sloop fitted as a fire ship. We met them under sail (as the Tide ran too rapid to ride with a Spring upon the Cable) and lay under the disadvantage of being obliged to engage them at the distance they chose to fix on, which was scarecely within point blank Shot: and being such low objects on the water, it was with some difficulty that we could strike them, so that we fired upon them near two hours before they thought proper to retire, and row off. Unfortunately, at this Juncture the *Roebuck* grounded, and being high water, could not be got off 'till 4 the next morn'g but as it was soft mud the Ship did not recieve the least damage.

9th May It was then so thick a fogg that nothing could be discerned 'till about 8 oclock when it cleard, and we percievd the Gallies at Anchor about 3 Miles above us. The Wind had changed and now blew up the River, so that we persued them imediately with all our Sail, and they as industriously plyed their oars & sails to avoid us. This chace lasted only for abt two hours, when it fell so little wind that we were not able to stem the ebb tide, and not having 6 Inches water more than the Ship drew in the best of the Channel (which was not a quarter of a mile wide) I was under the necessity of Anchoring.

The Gallies rowed to a point of land on the Western shore abt 4 Miles above us, and anchor'd also.

When I found there was no prospect of being able to get near them, and that they intended to retire up the River as I advanced, and not having a force with me sufficient to authorize me to attempt to force the fortified pass of the River, I consulted with Captain Bellew, who agreed with me in opinion, that it would answer no good purpose to go further up the River, which every mile made more intricate, but that it was best to try if we could draw the Gallies down to a wider part of the river, where we should be in less danger of getting a ground, and where we could run near them, and have a better chance of destroying them. Accordingly when the ebb tide made, about 5 in the afternoon, we got under way and turned down under an easy sail. The Gallies, with their former attendants, increased by several large launches, with each a cannon mounted in the Bow, immediately followed us, and kept up a smart fire, but cautiously remained at their usual distance. This gave me great hopes, I should be able to draw them into a wide part of the River, but about 10 at Night they thought proper to Stop near New Castle; upon which I immediately dropped Anchor, flattering Myself they remained there, either on Account of the darkness of the night, or that some of them were disabled, the latter of which appeared to be the case, as the next morning we saw only 11 Sail one of which had lost his Mast.

1. Hamond Papers, No. 4 and No. 5, UVL.

CAPTAIN THOMAS READ TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen

Ship *Montgomery* May 9 1776

This morning Reced Afew Lines from the Committee on Board the province Shallop off the High Lands Christeen at 1/2 past Seven Last Night which Arrived here at two oClock this Morning for a Demand of Powder & Shot which I have Dispatch'd 141 Rounds Powder & Shot from the fort, Capt Davidson ² has Sent the Greatest part of his also which I hope will come to them in time we are now Laying Short waiting for the Weather to Clear to go throo the Cheveax De frize we have Number of men in great Confusion for Want of Provisison, what to do with Them I dont Know without a Supply of that comes Shortly, when this order Came to me the Ship was aground & the *Liverpool* Laying by her - I am Gentlemen yours

Tho^s Read

P.S. the Sloop *Hornet* is here but as you gave no orders for her moving she [illegible] for it TR had Just Seald this to Send by Capt Hazelton [John Hazelwood] when your[s] Came to hand by Capt [James] Garrigues Shall Comply with your orders

Tho^s Read

1. Committee of Safety, Navy Papers, Pa. Arch.

2. Captain Samuel Davison of the floating battery *Arnold*.

CAPTAIN THOMAS READ TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen,

Ship *Montgomery*, May 9th, 1776, 9 o'clock.

Yours came to hand of 1/2 past five, according to yours of the 8th half af-

ter nine have Dispatch'd the Powder out of your Ship, before I got your Last, we have had no boat from below since Last Night, by your Last Determination, it distresses me much the want of Powder in the Ship, having but Six Rounds for Each Gun on Board, will take the first opportunity to get throo the Cheavex De frize, as the Wind is, I Expect some boats up every Hour, I think it not Prudent to go far down till I can Know how the[y] are situated, I will endeavour to act with every Precaution, & give every assistance Possible, our situation will admit of, we are getting our People Quartered, the[y] Keep so continual going and Coming that we hardly [k]now Whether we have them or not. I shall observe your Instructions as Near as Possible. I am Gentlemen [&c.]

Thos. Read.

Directed, To the Committee of Safety, Philadelphia.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 751.

CAPTAIN THOMAS READ TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Ship *Mongomery*, May 9, 1776. 3 o'clock.

Just below the Chevaux De frize.

Mr. [Arthur] Donaldson & Mr. [Thomas] Penrose came on Board and gave me the following account, the Ships are afloat and the galleys Playing about them, the situation we are in for want of Seamen is Terrible, that the Pilot got us a shore and the *Reprisal* Run on Board we Carried away his Jibb Boom. I do think and I believe that our Best station is above, to guard the pass and to get their as soon as the tide will admit, abreast of the Battery. I have Reced some Powder, but in such manner without measure to fill the Empty Cartridges, for which their has been an Indent some time, I shall send for Capt. Weeks [Lambert Wickes] to consult him, it is the opinion of all the Gentlemen on Board. From Gentlemen, [&c.]

We have not a Pike or Pole ax on Board, and no Medicins, no Amunition on Board the Battery, it being sent to the Gundolors.

Directed, To the Committee of Safety, Philadelphia.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 750.

AUTOBIOGRAPHY OF JOSHUA BARNEY ¹

[May 9, 1776]

The next morning the weather being thick & thinking the *Roebuck* still aground, we attempted to pass by where she lay, under cover of the fog, but at the moment we were abreast of her the fog cleared away, we discovered the *Roebuck* at anchor, they immediately got under way & commenced firing at us, we received a heavy fire from her for near one hour at half a miles distance, but she did us little or no damage; we by rowing, sailing & towing got past the enemy & Joined the Gallies, which had for some time been engaged; the action continued all day, the ships were much cut up, some of the Gallies could not come into action for want of men, I volunteered with a number of our men & went on board one of them, when she

was rowed up to the Enemy the action became warm & the enemy were drove down before us as low at New Castle. Much might be said respecting this action, it was generally believed that the *Roebuck* might have been destroyed, whilst aground in the night by our fire vessels, but no attempt was made; the blame laid between the Commodore & the Committee of Safety, but I am of an opinion that the latter were in fault; ² all the honour that was acquired in these two days was given to our little Schooner.

1. Manuscript Autobiography, DARL.

2. Barney was indulging in retrospect. The dispute between the galley captains and the Committee of Safety broke out some days after the engagement.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

May 1776
Thursday 9th
[4 A.M.]

At a single Anchor off Weilmington Creek River
Delaware

it was then so thick a fog that nothing could be discern'd till about 8 O'clock when it cleared, and we perceived the Galleys at Anchor about 2 miles above us, we gave them chase immediately with all our Sail, and they as industriously plied their Oars and Sails to avoid us: it falling little wind we were not able to stem the ebb tide, and not having 6 inches water more than the ship drew in the best ship channel (which was not a quarter of a mile wide) I was under the necessity of anchoring: The Galleys rowed to a point of Land on the Western Shore and Anchored also When I found there was no prospect of being able to get near them, and that they intended to retire up the River, as I advanced, and not having a force with me sufficient to authorize me to attempt to force the fortified pass of the River, I concluded with Captain Bellew, who agreed with me in opinion, that it would answer no good purpose to go futher up the River which every mile made more intricate, but that it would be best to try if we could draw the Galleys down to a wider part of the River, where we Should be in less danger, of getting aground, and where we could run near them and have a better chance of destroying them accordingly

The first part moderate and hazy, latter fresh gales and cloudy.

at 2 in the Afternoon perceived the enemy in motion and their Number encreased to 22 Sail, at [5] weighed and turned down under an easey Sail, the Galleys immediately followed and kept up a smart fire, but cautiously remained at their usual distance; and at 10 they thought proper to stop near Newcastle, contrary to my expectation I was in hopes to draw them down the River; upon which I immediately droped Anchor, flattering my self they remained there, either on account of the darkness of Night, or that

some of them were disabled; The latter of which appeared to be the Case.

1. PRO, Admiralty 51/796.

JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW ¹

May 1776 In Delaware River

Thursday 9 got the *Roebuck* off at 2 AM at 9 saw the Row-gallies the *Roebuck* made the signal to weigh weighed and gave Chace, it being calm, and the Tide against us – the *Roebuck* made the signal & we anchored –

First part Light airs and cloudy, middle modr and cloudy. at 4 PM the *Roebuck* made the signal to weigh Do weigh'd and gave Chace to the Enemy at ½ past began to fire upon them which they returned, and continued till 8 PM keeping in shoal Water – and mostly out of Reach of our Guns. at 8 the Rebels left off firing, and we turned down the river having received several Shot through our Sails, some few in our Hull, and one in our bowsprit at 11. the *Roebuck* made the signal to anchor. Do anchored in 5 fm with the Best Bower, and veer'd to half a Cable.

1. PRO, Admiralty 51/548.

LONDON CARTER TO GEORGE WASHINGTON ¹

[Extract]

Sabine Hall, May 9, 1776

As to news, you must be nearer to its fountain head than I am, if America can be said to have such a place at this time. I can only say A few Gentlemen from Richmond & Essex, have retaken a Prize that a Dunmore Tender impudently came, and took at Hobbs hole (a mere Nest of Tories). As soon as it was known they pursued her in Open boats amidst showers of Swivel balls & bullets; & had well nigh taken the Tender as well as the prize; but she was so well provided aga[inst] boarding, that it was impossible for low sided boats to get on board. An attempt was made to grapple at her stern, in which the only man, a poor slave was wounded & lost. We have heard since that we killd her 7 Men, some attempted to Peep at our boats through her netting; and they it is imagined were instantly shot. A brisk gail carryed her away; but it is said An armed Vessel from Maryland took her in the bay, after killing 17 men more; and from that report we have heard of the 7 we killed but I know not the truth of it ²

1. Washington Papers, LC.

2. An erroneous report.

JOURNAL OF THE NORTH CAROLINA PROVINCIAL CONGRESS ¹

[Halifax] Thursday, May 9th 1776.

Resolved That Allen Jones, and Thomas Jones Esquires two of the delegates of this Congress be appointed to attend the Convention of the Colony

of Virginia for the purpose of recommending to them the Expediency of fitting out two Armed Vessels at the expence of that Colony, to act in Conjunction with the Armed Vessels already fitted out by this Colony, for the protection of the Trade at Occacock [Ocracoke]; and that they be allowed thirty shillings per day while on that Service, and that the Treasurers, or either of them advance Forty pounds to each to be afterwards accounted for

1. Secretary of State Papers (Provincial Conventions and Congress/Councils 1774-1776), NCDAH.

10 May

JOURNAL OF H.M.S. *Triton*, CAPTAIN SKEFFINGTON LUTWIDGE ¹

May 1776	Isle Coudre WbS, 3 Leagues
Tuesday 7th	at 1/2 past 3 A M, weigh'd & came to Sail – at Kamarouska Islands SSW. Dist, 3 Miles – 2 Sail in Sight, run up against the Ebb all the Forenoon with a fresh Breeze – Light Airs & Cloudy – Latr. Light Breezes & Clear at 4 P M a Boat come on Bd from Coudre with 2 Pilots from Captn [Thomas] Pringle, inform'd me he had gone up to Quebec, as the Town was beseiged, I found from the Pilots that the <i>Isis</i> , <i>Surprise</i> & <i>Martin</i> were also gone up & the <i>Niger</i> – I order'd the Pilots to look out for the Ships coming up & gave them Letters for the Commanders of the <i>Bute</i> & <i>Brittish Queen</i> – at 1/2 past 7 anchor'd between Isle au Coudre & the No Shore with the B.Br in 8 fms & veer'd to 2/3 of a Cable Isle au Coudrew SSE, 1 Mile – <i>Agnes</i> & <i>Beaver</i> in Company
Wednesday 8th	at 1/2 past 12, an arm'd Sloop came down the River from Quebec with Pilots and the Captain of her brought me a Letter from Captain [John] Hamilton of the <i>Lizard</i> informing me & any other Ships that might arrive at Coudre “that the Town was besieged & they were apprehensive of being stormed again as there was a Number of scaling Ladders in Sight, desiring me to get up to the Town as soon as possible but not in the Night, without sending a Boat on Shore, & in Case of being hail'd from the Batteries to answer Sandwich” – Captn Rouchette inform'd me the Rebels were encamp'd on [St.] Charles River & had also a few Guns on Point Levi opposite Cul de Sac – the <i>Isis Surprise</i> , and <i>Martin</i> at anchor before the Town – at 4 A M weigh'd & came to sail with the <i>Beaver</i> & <i>Agnes</i> , saw a great many Fires on the So Shore, which the Pilots said were Houses, set on Fire by the Rebels belonging to the Canadians who refused Joining them – at 11 Anchor'd with B.Br in 7 fms veer'd to 1/3 of a Cable – Read the Articles of War to the Ship's Company

1st part fresh Breezes & Cloudy mid & latr mod with rain -

at 5 P M weigh'd & came to Sail with the Flood & at 8 anchor'd with the B.Br in 7 fms opposite the Point of St. Francis on the Island of Orleans 1/2 a Mile from the Shores -

Thursday 9th at 5 A M weigh'd again & at 11 anchor'd with B.Br in 10 fms veer'd to 1/2 a Cable - a Boat came on Bd at Noon with Pilots who inform'd that the Siege was rais'd on the 6th Inst the *Isis*, *Surprize* & *Martin* came before Quebec & landed their Marines, the Garrison sallied out at Noon when the Rebels fled and rais'd the Siege, leaving behind them all their Baggage, Artillery &c

Fresh Breezes with rain - Mid light Airs with Thunder, Lightning and heavy rain -

at 7 P.M, weigh'd & dropp'd up the River with the Flood - 1/2 past 10, anchor'd with B.Br in 14 fms, St Patrick's Hole -

Friday 10th at 7 A M weigh'd again & at Noon anchor'd a little Below Quebec with B.Br in 22 fms the Flood Tide being done got [*sic* could] not get up into a good Birth - found here his Majesty's Ships, *Isis*, *Niger* & *Lord Howe* armed Ship - the *Beaver* & *Agnes* anchor'd with me.

1. PRO, Admiralty 51/1013.

JOURNAL OF H.M.S. *Surprize*, CAPTAIN ROBERT LINZEE ¹

May 1776 [In the river above Quebec]

Friday 10th AM Employ'd occasionally. Got down the Top Chains & Clapt hem on the Cables. No Rebels to be seen these 24 Hours. -

First part fresh Breezes & Squally. Middle and latter Moderate. at 2 PM the Ship drove, veer'd away to a whole Cable exercis'd Small Arms, Got a Spring on the Cable.

1. PRO, Admiralty 51/336.

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS ¹

[Extract]

[Quebec] May the 10th

Capt [Skeffington] Lutwidge in the *Triton* is just come up with all Speed, having with the *Lord Howe* and *Bute* Transports under his Convoy (now armed Ships Commanded by the Captains [Thomas] Pringle & [Anthony] Parry) made such Struggles to get thro' the Ice, To the relief of their Besieged Friends as never were made in the Gulph of St Lawrence in any former Period.

1. PRO, Colonial Office, 5/124, 76b. A postscript; continuation of letter of May 8.

CONGRESSIONAL COMMISSIONERS IN CANADA TO JOHN HANCOCK¹

[Extract]

Montreal May 10th 1776

Sir By Col: [Donald] Campbell, who arrived here early this morning from Quebeck, we are informed that two men of war, two Frigates, & one Tender arrived there early on monday the 6th instt about eleven o'clock the enemy sallied out, to the number, as is supposed, of one thousand men. Our forces were so dispersed at different posts, that not more than two hundred could be collected together at Head Qrs; this small force could not resist the enemy: all our cannon, five hundred muskets, & about two hundred sick unable to come off have fallen into their hands. The retreat, or rather flight was made with the utmost precipitation and confusion . . . one batteau loaded with powder, supposed to contain thirty barrels, and an armed vessel, which the Crew were obliged to abandon, were intercepted by one of the enemy's frigates. . . .

B Franklin

Samuel Chase

Charles Carroll of Carrollton

1. Papers CC (Letters and Papers Relating to Canadian Affairs . . .), 166, 41, NA. See also Benedict Arnold to Philip Schuyler, May 10, 1776. Washington Papers, LC.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS¹

Sir,

Chatham in Halifax Harbour 10th May 1776.

I am to acquaint you that General Howe and the Army under his Command, still continue in this place waiting for the Arrival of a supply of Provisions; and having informed you in my Letter of the 19th past which with my other Dispatches I sent you by the *Princess Augusta* Victualling Sloop, (Duplicates of which you will now receive) of the Accident that had happened to the *Glasgow*, and my intention to send her to England to be fitted; I have therefore Ordered Captain [Tyringham] Howe to take under his Convoy Such Vessels as are ready to accompany him, (among which is the *Harriot* Packet having on board Mr. Legge Governor of this Province) and proceed to Plymouth.

I need not represent to their Lordships of how much greater importance the King's Yard and Harbor of Halifax, as well as the whole Province of Nova Scotia is now become, than formerly; and of consequence they will please to consider the great necessity of keeping the Bay of Fundy well Guarded to prevent any Hostile attempts being made upon this Province from thence by the Rebels; this will require an additional Number of Ships, and their Lordships will please to Observe by the Disposition of the Squadron, how very inadequate even the great number I have under my Command is to the various Services I am Ordered to Execute, and the different Posts I have to defend, especially as the Rebels are indefatigably employed in Equipping a Naval Force in all their Sea Port Towns in the several Provinces.

The *Orpheus* being refitted sailed the 5th Instant under Orders to

Cruise between the West End of Long Island and Cape Henlopen, calling in occasionally at New York and the Delaware; and having intended to have put the *Glasgow* under the Command of Captain Hamond in the Delaware, I have sent the *King's fisher* Sloop to supply her place.

I have Ordered on board the *Glasgow* Such Seamen and Marines, belonging to the Ships under my Command, as from Accidents and Disorders have been on examination found unfit for His Majesty's Service. I am, Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS¹

Sir *Chatham* in Halifax Harbour 10th May 1776.

Mr [Alexander] Brymer Agent to the Contractor for supplying Rum to His Majesty's Ships upon this Station, having by Letter (Copy of which I herewith inclose you) furnished me with his reasons why he could not comply with the Contract, and the Ships being in immediate want, I have been under the Necessity of making application to General Howe and borrowing Ten Thousand Gallons from the Store belonging to the Army, of which I have acquainted the Victualling Board, that the necessary Measures may be taken for a future Supply.

I profit likewise of this Opportunity to inform you that there is a great Scarcity of Ordnance Small Stores, particularly Match, at this place, of which the Storekeeper tells me he has repeatedly acquainted the Ordnance Board some Months ago. I am Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.

MAJOR GENERAL NATHANIEL FOLSOM TO COLONEL JOSHUA WENTWORTH¹

[Extract]

[Exeter, May 10, 1776]

By several authenticated Accounts lately received, Twelve Thousand or upwards of German Troops are on their passage from England, said to be bound for Boston, But as the place they are design'd for is not certainly known it is of great importance that each Colony be prepared to oppose them. Therefore you are required immediately to give Orders to all the Captains under your command to direct their several Companies to hold themselves in readiness to march on the shortest notice . . . You are to give Orders to your several Companies to muster and march as many men as can possibly be raised out of them properly Officer'd by Field Officers Captains & Subalterns according to the number of Men, to the place where said Troops are Landed to assist in repelling them. . . .

[Endorsed] Recd May 10th 1776 7 o'clock P.M. P Mr Richd Champney

1. MNHP. Folsom was an officer in the New Hampshire militia.

JOHN COFFIN JONES TO THE MASSACHUSETTS COUNCIL ¹

The Memorial of John Coffin Jones humbly represents that his Father Ichabod Jones being confined within the limits of the prison Yard at Northampton – for supplying the Enemy at Boston with Lumber & his conduct therein being occasioned not from a design against the liberties of America but with a view of supplying the Inhabitants of Machias with provisions apprehending they cou'd not be otherways obtain'd ² however his said Father having long since been convinc'd of his Error & desirous of making all reparation for his offence, in his Power – Your Memorialist Therefore humbly prays your Honors wou'd discharge him from his confinement, subjecting him to such Bonds & restrictions as will put it out of his power to do further injury & give him an opportunity to manifest his contrition & the attachment to the public Good or to give him such other relief, as your honors in your great Wisdom shall judge fit & your Memorialist as in duty bound shall ever pray.

John Coffin Jones

Watertown 10th May 1776

[Endorsed] In Council May 10th 1776 Read & ordered, that the said Ichabod [Jones] be enlarged from his present confinement, and have the Liberty of the Town of Northampton on condition, the said Jno Coffin Jones give his Bonds to the Colony Treasurer, in the sum of one thousand pounds – that the said Ichabod [Jones] shall not pass beyond the Limits of the said Town

1. Mass. Arch., vol. 164, 350–51.

2. "There was however in Boston a Mr Ichabod Jones who, having some property about Machias, imagined from his acquaintance and influence with the People there that he could furnish the Army with a considerable quantity of Firewood, he accordingly entered into a Contract for that purpose, and the General applied to the Admiral for an armed Vessel to go with and protect such Vessels as should be sent with Mr. Jones on this Service; The *Margueritta* armed Schooner was appointed and had orders accordingly . . . but the event proved how totally mistaken Mr. Jones was in the temper of his Countrymen, and also shewed what we had generally to expect," Graves's Conduct, 102, BM. See also previous volumes in this series.

FORM OF COMMISSION AND BOND ADOPTED FOR MASSACHUSETTS
ARMED VESSELS ¹

Colony of the
Massachusetts Bay }

The Major Part of the Council of the
Massachusetts Bay in New England,

To Greeting

You being appointed to take the command of the armed Sloop called the _____ of the burthen of _____ Tons or thereabouts, mounting carriage Guns, and navigated by _____ men, Fitted out at the expence and for the service of this Colony,

By virtue of the power vested in us, We do by these Presents (reposing special trust and confidence in your ability, courage and good conduct) com-

mission you accordingly, and give you the said full power, with such persons as you shall engage to your assistance, by force of arms to attack, seize and take the ships and other vessels belonging to the inhabitants of Great Britain, or any of them, with their Tackle, Apparel, Furniture and Ladings, on the high seas, or between high water and low water marks, and to bring the same to some convenient Port in this Colony in order that the Courts, which have been or shall be hereafter appointed to hear and determine maritime causes, may proceed in due form to condemn the said Captures, if they be adjudged lawful Prize; the said having given Bond, to the Treasurer of this Colony, with sufficient Sureties, that nothing be done by the said or any of the officers, Mariners or Company of the said Vessel contrary to, or inconsistent with the usages & customs of Nations, and the instructions that are or may be given to him by order of the Great and General Court, And we will and require all our officers to give succour and assistance to the said in the Premises. this Commission to continue in force until farther orders. —

Given under our Hands and the Seal of the said Colony at
the day of in the year of our Lord one
thousand seven hundred and seventy [—]

[Endorsed] In Council May 9th 1776

Ordered, that the foregoing be the form of the Commission to be issued to the Commanders of the armed Vessells to be fixed out by this Colony —

Perez Morton D Secy

[Bond]

Know all Men by these presents that we Stand firmly bound to Henry Gardner Esqr Treasurer and Receiver Genl of the Colony of the Massachusetts Bay in the Sum of Two thousand Pounds lawful Money to be paid to the Said Treasurer or his Su[ccessor] in said office to the True payment whereof we bind ourselves our heirs Executors and Administrators Jointly and Severally firmly by these presents Sealed with our Seals the Day of

The Condition of this Obligation is such that if the above bounden who is Commander of the Called belonging to the said Colony of the Massachusetts Bay and fitted out by order of the Great and Genl Court to Cruise on the Sea Coasts of America for the defence of American Liberties and to make Captures of such Vessells as shall be Supplying the Enemies thereof with provisions and other Stores or otherwise infesting the Sea Coasts and for making Captures of British Vessells & Cargoes.

Now if the said Shall in all things observe and Conduct himself and govern his Crew attending to the Resolves of the Genl

American Congress and according to the Acts & orders of the Great & Genl Court of this Colony Relative to armed Vessells fitted out for the purpose aforesaid and follow such instructions as he may Receive in pursuance of his Commission the foregoing obligation shall be void or Else remain in force – [Endorsed] In Council May 10th Ordered that the above be the form of the Bonds to be given by the Commanders of the Colony armed Vessells, previous to their being Commissionated –

Perez Morton D Secry

I. Mass. Arch., vol. 164, 345–46, 347.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] May 10, 1776

Resolved That the Committee Appointed this day to hire or purchase and fit out at the expence of this Colony two swift sailing Vessells not exceeding forty tuns each to Cruize on the Coast of America and give Intelligence of the movements of the enemy be and they hereby are fully Authorized and empower'd to Man Arm and Victual the said two Vessells fit for the Sea and that when they are ready the Committee of War give such orders to the Several Masters for their proceedings as they shall judge proper Anything in the resolve Appointing the Committee aforesaid to the Contrary notwithstanding And That the said Committee receive out of the Treasury of the Colony the sum of £ 300 for the purposes aforesaid each of the said Committee to be Accountable to the General Court for the Sum they shall respectively receive. –

Resolved That Colonel [Azor] Orne and others who are a Committee appointed to purchase a Quantity of Powder lately imported into Newbury Port, be and they hereby are empowered to impress said powder and Secure it for the use of this Colony provided that the Importers of said Powder or others who have or may have the disposal thereof have not Sold it, and refuse to sell it on the Terms on which said Committee are authorised to purchase the same.

And the said Committee are directed to assure the Owners of the said Powder that the General Court will be ready to hear any reasons that may be offered, why they should have a higher price for the same than has been offered by this Court.

Resolved That the Commissary General be and he is hereby directed to deliver out of the public Stores of this Colony one hundred barrels of Flour, and fifty barrels Pork to the Honble Richard Derby Esqr and Capt Josiah Bachelor, junr or either of their Orders to be applied for the use of the Armed Vessells which they are to build and Equipt, for the Service of this Colony. they to be Accountable to the General Court for the same.

I. Mass. Arch., vol. 34, 873, 874, 877.

COMMODORE ESEK HOPKINS TO LIEUTENANT JOHN PAUL JONES ¹

Sir

Providence, May 10th 1776 –

You are to take Command of the Sloop *Providence* and put her in the best Condition you can – and you are to take the Soldiers onboard that belong to General Washington's Army and carry them to New York as soon as you can and then return here with the Sloop for further Instructions – If you should be in want of any Supplys further than what Money you have will answer you may draw on me for so much as will be necessary to furnish the Sloop with any thing you cant well do without and if you have an Opportunity to Ship any Seamen, you are to get what Number you can or Landsmen – When you come back you may call at New London and take Onboard what of the Men is fitt in the Hospital there belonging to the Fleet

Esek Hopkins Comr in Chief

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 149, NA.

CAPTAIN NICHOLAS BIDDLE TO JAMES BIDDLE ¹

[Extract]

Providence Sat: Night May 10th

My Dear Brother

On our Arrival on this Coast we took a few Vessels the Masters of which informd us of a fleet being in Newport which we thought much stronger than ourselves. And we Began to look Round for a safe port to Shelter in. When at 1 Oclock on the Morning of the 7th of April we saw a Ship to leeward dogging of us as we steerd off Shore. As it was well known that the Enemy seldom separated we had all the Reason in the world to Believe the Rest of them were not far off.

If it was thought the Conquest would be easy there was Courage shewn in the Attack. If it was judgd otherwise there was no Conduct in Making it before the Prizes had some orders given them – And as it was I think there was neither. there was no order in the Matter. Away we all went Helter Skelter one flying here another there to cut off[f] the Retreat of a fellow that did not fear us. I kept close to the Admiral that I might the sooner Receive his order. But he had none to give. And the *Cabots* Running off Obliged Me in order to Clear her to go a little out of my way. And before I could Regain My ground the *Alfred* had sheerd off. Had I behaved as Capt [John Burroughs] Hopkins did. had I run on without Orders and brought on the Action in the Night. I think I should have lost my Commission before now.

The day we arrived at New London I Askd to go out for a few days and the sixth day Returnd with a Schooner prize.² From that we were kept under sailing Orders But were afraid to go out for fear of some Ships we heard was on the Coast till Aprill the 22nd (though I often Askd to go out to discover their force) when I was orderd up to the town of New London to



Clean and the Rest of the Vessels saild for this Place. I was unlucky in heaving down and got My Vessel twice full of water but was attended with no other ill consequence than detaining me a day or two Longer. When I was Ready I Run out a head of a Number of Merchant Vessels to no Whether the Coast was Clear. I se the *Cerberus* and gave them timely Notice But as We were far to windward and the time of day favourable they thought they might with safety stand on. I thought so too. And if I had not I had no Right to stop them. When I parted with them I had to Run so near to her that had She Chased me She could easily have come within gun shot of Me. I have been here this week Ready for Sea and waiting Only for orders The *Cabot* is to go with Me And I expect to sail in a day or too on a Cruise. I wish with all my Soul I was not Obligated to be taging after these Dam'd Ships I ask Nothing more of the Congress than the Vessel I have. Good God of Heaven I am out of all patience with being kept so much in port. Do Get Me a Cruizing Commission if it is possible to obtain it. And then You may expect to hear from me. Before you Cannot. . . .

1. Captain Nicholas Biddle Letters 1771-1778, on deposit at HSP.

2. The schooner *John and Joseph*, a recapture.

"A LIST OF PEOPLE ON BOARD THE *Andrew Doria* 10TH MAY" ¹

Number	Names		Station	
	Names	Station	Names	Station
1	Nicholas Biddle. . . .	Com- mander	15 Joseph Sheels.	Boatswain
2	James Josiah	1st Lieutenant	16 John Nowland.	Dittos Mate
3	Elishar Warner	2. . . Ditto	17 David Edmiston . . .	Carpenter
4	John McDougal. . . .	3rd. . Ditto	18 Willm Kenedy.	Cooper
5	Benjamin Dunn . . .	Master	19 William Green	Carpenters Mate
6	William Moran. . . .	First Mate	20 John Mackee.	Cooks Mate
7	John Dent	2nd Ditto.	21 Bartholomew Moore	Gunners Yoeman
8	Dennis Leary.	Midship- man	22 George Swenney . . .	Able Seaman
9	William Reynolds. . . .	. . . Ditto	23 Alexr Liviston.	Quarter Master
10	William Lamb. . . . .	. . . Ditto	24 Edward Kirk	Quarter Gunner
11	Evan Bevan . . . . .	. . . Ditto	25 Jacob Cook	Seaman
12	John Young.	Captains Clerk		
13	Elias Rohl	Steward		
14	Alexr McKenzie . . .	Gunner		

Number				
	Names	Station	Names	Station
26	John Christian	Do	4	Henery Savett Do
27	Michael Smith	Able	5	Samuel Johnson . . . Armourer
		Seaman	6	Davd Clark Private
28	Michael Bready	Do..Do	7	John Treasey Ditto
29	Samuel Dobbins	Do..Do	8	Andw Campbell . . . Ditto
30	George McEadoms	Do..Do	9	Willm Hasclip Ditto
31	Nicholas Cooney	Do..Do	10	Francis Dowie Ditto
32	John Cook	Negroe	11	Robert Kearns Sergeant
33	James Angus	Able	12	John Ponsett Private
		Seaman	13	Cornelius Grimes . . . Ditto
34	James Evans	Do..Do		Prisoners
35	Thomas Warren	Do..Do		Henery Hemak
36	James Heath	Do..Do		Jasper Chamberlain
37	Barnett Garland	Seaman		Peter Dumus
38	George McCane	Do		Dick—Negroe
39	George Kelly	Able		New Marines ²
		Seaman	1	Lieut Wadsworth
40	John Moize	Do..Do	2	Joshuah Whyley
41	John Chisnell	Do..Do	3	James Cook
42	James Crosby	Do..Do	4	Jonathan Barrett
43	Joseph Elding	Do..Do	5	James Hall
44	Jeremh Mahaney	Seaman	6	Charles Liebreth
45	Willm Willding	Able Do	7	Ekilat Cumstöck
		Marines	8	Francis Lyon
1	Isaac Craig	Captain	9	James Lepthorn
2	Patrick Kenney	Private	10	Samuel Eldred
3	Andw Scott	Do	11	Edward Benett

1. Captain Nicholas Biddle Letters 1771–1778, on deposit at HSP.

2. *Andrew Doria* Journal, April 19, 1776, Volume 4, 1163. The “New Marines” were from the army. Lieutenant Wadsworth probably was Joseph Wadsworth, an ensign in the 23d Continental Infantry, see *Andrew Doria* Journal, May 12, 1776.

Connecticut Gazette, FRIDAY, MAY 10, 1776

New London, May 10.

By Capt. Stephen Tinker, arrived here in 12 Days from Newbern, in North-Carolina, we learn, that the People of that Province, and of South-Carolina, are very generally for the INDEPENDENCE of the Colonies; and that they would scarcely be willing to continue the War with the Court of Great-Britain on any other Principle.

Capt. Tinker informs, that a large Schooner from Bermuda, arrived at Newbern just before he sailed, and brought in between 20 and 30 Guns, from 4 to 9 Pounders, a Number of Small-Arms, and a Quantity of Shot, which were taken from a Fort at Bermuda, in order to sell for Provisions, (which at that Island had become exceeding scarce). They took on board 43 Guns, some of which they mounted in the Vessel, with a View of securing themselves against the King's Cutters on this Coast; but being chased by a Frigate near the Land, they were obliged to throw over the Guns they had mounted in order to lighten their Vessel so as to run over a Bar, after being chased 12 hours.

Last Monday [May 6], a New-York Privateer which was bound out from this Port, was chased for several Hours, by the *Cerberus* Frigate and a Brig her Consort, from Montauk Point to the Westward, but the Privateer by making short Tacks close in Shore, kept out of reach of their Shot and got clear; mean while sundry Vessels which had been some Weeks waiting an Opportunity to get to Sea, run by Montauk-Point, and got out.¹

1. This seems to be a garbled account of the *Andrew Doria's* departure from New London.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

[Extract]

Albany Friday May 10th 1776 –

Dear Sir I had the Honor to receive Your Excellency's Favor of the 3d instant, by Mr Bennet; which was delivered on Wednesday Evening, General [John] Sullivan arrived here at six that Afternoon, half an Hour before that I returned from Fort George, having embarked General [William] Thompson with the last of his Brigade, on the Morning of the preceeding Day. –

Immediately on the Receipt of your Excellency's Letter of the 29th, I ordered up an Additional Number of Carpenters, some of which have already left this Place, and others are going off this Day, so that I hope on Sunday and on Every succeeding Day to build Eight Boats, But as I had Not one left when General Thompson was Moved and could build no more than six a Day, I shall on Saturday Night have only thirty Completed, So that I fear It will be the 21st instant before the last of General Sullivan's Brigade will embark, When I expect to have finished 110 Batteaus Carrying thirty Men Each, Besides the Baggage, Ammunition & Intrenching Tools and about ten Barrels of Pork . . .

. . . The Chain is to go on to day, which I shall forward to General Arnold with Directions to fix It, I suppose It was intended for the Rapids of Richlieu.

Capt: [Jacobus] Wynkoop and his Company of Sailors are at Tyonderoga. –

1. Washington Papers, LC.

"A LIST OF THE OFFICERS, SEAMEN AND MARINES, WITH THEIR TIMES
OF ENTRANCE ON BOARD THE [NEW YORK ARMED] SCHOONER
[*General Putnam*]"¹

Names	Officers	Time of Entrance	Dollars pr Month
		1776	
Thomas Cregier	Captain	March 24th	32 Dollars
Thomas Quigly	First Lieut		20 Do.
David Walker	2d Lieut	May 1st	20 Do
Eliakim Littell	Master	April 24	20 Do.
Cornelius French	Mate		15 Do
Jno James Boyd	Doctor		21 2/3 Do
George Shells	Gunner		15 Do
John Thomas	Carpenter	29	15 Do
John Trail	Boatswain	26	15 Do
Josiah Davis	Steward	May 1st	13 1/3 Do
William Radly	Cook	April 24	12 Do
Benjamin Woodruff			8 Do
Timothy Burns		April 24	8 Do
William Willasey			8 Do
William Bell			8 Do
John Griffith			5 Do
Nathaniel Laurance		May 1st	8 Do
Elias May			8 Do
Morgan Lahy		6	8 Do
John Pricket			8 Do
Ezekiel Hayzen			8 Do
Ebenezer Davis			8 Do
Samuel Turner		9	8 Do
John Thayer			8 Do
Thomas Stelle			8 Do
Ebenezer Allen			8 Do
Alexander McDonald			8 Do
John Taylor			8 Do
Henry Basset			8 Do
John Hardy			8 Do
			348 Do. The Advance
			Money 8
			278-4
		Months Advance	139-4
		Wages Due	67-8-1
			£206:12:1

Received New York May 10th 1776 of Thomas Randall Two Hundred and six Pounds Twelve Shillings & 1d for the Wages due and One Month's Pay Advance on Board the Schooner *Genl Putnam* myself Commd
£ 206.12.1 pr me Thomas Cregier

1. Record Group 45, NA, from original lost in the State Library fire, Albany, N.Y.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Veneris, 4 ho.P.M. May 10th, 1776.

Directions for Capt. Thomas Cregier of the armed schooner *General Putnam*, were read and approved, and are in the words following, vizt:

Capt. Thomas Cregier:

Sir –

You are hereby directed to inform his Excellency General Washington, that the armed schooner named the *General Putnam* under your command, is fitted and ready to proceed to sea.

You are diligently to observe and follow such orders and directions as you shall from time to time receive from General Washington, until the further order of the Provincial Congress, or Committee of Safety of this Colony.

A copy of the said instructions signed by the President, were delivered to the said Thomas Cregier, and he was directed to show them to Genl. Washington.

1. *New York Provincial Congress*, I, 438.

LIEUTENANT COLONEL ROBERT HANSON HARRISON TO
CAPTAIN THOMAS CREGIER ¹

To Thos Cregier Esq, Commander of the Armed Schooner *General Putnam*

I have it in command from his Excellency Genl Washington to inform you, that It is his pleasure & order that you immediately proceed with your Vessell & Join those under the Command of Colo [Benjamin] Tupper lately gone from Hence, and having Joined them, you are to put yourself under his Command & faithfully & diligently to Obey & Execute such Orders as he may give you from Time to time.

Head Quarters New York the 10th
day of May Anno Domin 1776
Rob H Harison A D C

1. Washington Papers, LC.

CONGRESSIONAL COMMITTEE REPORT ON GENERAL WASHINGTON'S LETTER
OF APRIL 25 AND 26, 1776 ¹

[Extract]

Resolved

R. 13. That all Vessels which sailed from the Port or Harbour of Boston whilst the Port of Boston was in Possession of the Enemy, having of board Effects belonging to the Enemies of American Liberty, be liable (together with the said Effects) to seizure & confiscation. And that if any of the said Vessels have been already taken they together with their said Cargo be decreed forfeited & be confiscated in the same Manner in the same Proportions as have been heretofore [resolved] by Congress

R. 14. That it is essential to the Interest of these Colonies that the Con-

tinental Agent in the respective Provinces where no Courts [of Admiralty] have been established for the Trial of Captures have Power & be dir[ec]ted to dispose at Public Sale of such Articles being of a perishable Nature as shall be taken from the Enemies of America & that the Money to arise from such Sale be liable to the Decree of the Court when the said Court shall be established.

That the Inventory of the Ordinance Stores taken by Captain Manly be sent down to Genl Washington & that he be requested to appoint a Person on the part of the Colonies to join one on the Part of Captain Manly & his Crew who shall having first taken an Oath for that Purpose proceed to Value the sd Stores so taken & that if they cannot agree as to the Value they call in a third [Party] to determine the cause – that the Report of such [Party] be made to Congress so soon as may be & that the Value of the Shares that shall appear to belong to Captain Manly & his Crew be transmitted to them –

1. Papers CC (Reports of Committees on Applications of Individuals), 19, VI, 201–04, NA. The Committee submitted report on May 10.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Friday, May 10, 1776

The committee appointed to consider the propriety of exchanging seamen, brought in their report, which was agreed to: Whereupon,

Resolved, That Lieutenant [George] Ball, of the *Roebuck*, and the three seamen that were taken with him, and are now prisoners in the lower counties on Delaware, be exchanged for Captain [William] Budden and his son, Seth Davis, and Samuel Conyers:

That six of the seamen now prisoners in the city of Philadelphia, to be named by the committee of safety of Pennsylvania, may be given up in exchange for the following persons, viz. Mr. Lightbody, James Hage, — Fortescue, a pilot boy; William Martin, Jacob Wilson, and John Durry:

That the said exchange of prisoners be conducted by such proper person as the committee of safety of Pennsylvania may appoint for that purpose. ²

The Congress took into consideration the report of the committee to whom was referred the case of Alexander Ross; Whereupon,

Resolved that he be discharged from confinement.

1. Ford, ed., *JCC*, IV, 341, 345–46, 347.

2. On May 11 the Pennsylvania Committee of Safety resolved that “Capt. James Craig, be and he is hereby appointed to conduct the Exchange of Prisoners there proposed, and this Committee name James Spencer, Thomas Phillips, James Ogelvie, John Shad & Owen Humphreys, as the five persons to be exchange’d. . . .” *Pennsylvania Colonial Records*, X, 563–65.

JOHN HANCOCK TO GEORGE WASHINGTON ¹

[Extract]

Philadelphia May 10th 1776

The Particulars of the Engagement in the River below this City, tho at present it is over, are so variously reported, that it is impossible to give any

consistent Representation of it. It is certain however that the King's Ships have quitted their Stations, and have fallen down the River as low as Reedy Island. When the Gondolas began the Attck, they were almost as high up as Chester.

1. Washington Papers, LC.

MARINE COMMITTEE OF THE CONTINENTAL CONGRESS TO
COMMODORE ESEK HOPKINS ¹

In Marine Committee

Sir

Philada 10th May 1776

You will perceive by the foregoing that Congress have order'd Twenty of the Cannon you brought from Providence to be improv'd in Philadelphia, and in order that the Benefit of that order may be Realiz'd as soon as possible; we direct that you order the said Twenty Cannon to be put on board the *Fly* or any one other of your Vessells & Carried to New York & direct the Commander of the Vessell to Call on General Washington for his further proceedings to whom we shall write on the Subject – This to be Effectuated in the best manner you can, but by no means to be done to the Prejudice of more essential Service – The Cannon however must be sent as speedy as possible by some Conveyance that shall be Judg'd best. We are [&c.]

John Hancock Joseph Hewes
Robt Morris Saml Huntington
R, Alexander

1. Hopkins Papers, RIHS.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 10th May, 1776.

Resolved, That Mr. Thomas Cuthbert & Mr. John Britton be desired to purchase four Old Flatts for Hulks for covering the Gondolas at the Chevaux de Frize, and that they draw on this Board for the cost.

Resolved, That 14 Barrels of 18s. Beer be sent down to the Gondolas, at the Expencc of this Board, and that Mr. Sam'l Morris order the same to be put on board some Boat or Vessel for that purpose.

1. *Pennsylvania Colonial Records*, X, 562.

CAPTAIN SAMUEL DAVISON TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlmen –

Fort Island May 10th 1776

Yours I Recd late last night & Sent down the night Before 120 Rounds with out orders which I hope will meet your approbations, with Consent of Captn Reed took Wm Roden with a Sloop which had aqunty of ammonition in & put all My powder 27 dubl head Shot 6 dozn Wads on Bord found the wind likely to fail loaded one of My Boats & procdd down on My getting

into the fleet found them well Supplyd all But the 24 poundrs & was under difficulty of Getting the Boat [illegible] after which went on Board the provence Shallop to advise the honorbl Gentlman there of what I had done the[y] Imedally ordered Me to Repair on Board with the Shallop & powder that was not wanted, have Recd p Return of Shallop 80 Rounds in place of 120 Remainder Shall apply for agreebl to Yours of last night have but 4 Men Quartrd to agun there Being 74 of My Batt[ery] in the Galleys, not More perticular to advise you of at this Juncture hope our arms wi[ll] Be Crownd with Success & Remains Gentmn [&c.]

Sam^l Davis[on]²

1. Committee of Safety, Navy Papers, Pa. Arch.

2. Captain of the floating battery *Arnold*.

CAPTAIN WILLIAM HALLOCK TO THE MARINE COMMITTEE OF THE
CONTINENTAL CONGRESS¹

Gentlemen,

On bd the *Hornet*, 10th May, 1776.

Capt [Thomas] Proctor's Company of Artillery served on board the *Hornet* as Vollenteers, with a great deal of Freedom, upon my request, and at our return they were called into the Garrison, which leaves me with only Twenty-five men, including officers, and they having been hurried from Town, had not Time to get their cloths and bedding on board, therefore, if you think proper that we shall come up part of Way, that we may get those & other necessarys that we greatly Want, If you should not approve of this request, we are willing to stay your pleasure. I am, Gent. [&c.]

Willm. Hallock.

P.S. – The powder taken on the *Hornet* is in Very bad order, Casks without Hoopes, & Cartridges damp and broke to pieces.

Directed, To the Hon'ble Marine Committee.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 751-52.

GEORGE READ TO CAESAR RODNEY AND THOMAS MCKEAN¹

[Extract]

Wilmington Friday May 10th 1776

The Committee of safety have thought it highly necessary that you should be acquainted with the situation of the magazine at Lewestown, to exert your influence for an immediate supply of powder and lead; which, I suppose, must be by land, as the *Roebuck* and *Liverpool* will probably continue as high up the river as Reedy Island; this morning they are in the bite below New Castle, and though the row-gallies have proceeded down, from the Christiana Creek's mouth about two hours ago, I am apprehensive the high wind now blowing will not permit their acting to advantage in that cove.

We have had warm cannonading between the ships and gallies these two days past, all within our view. Great intrepidity was shown on the part of our people, who compelled the two ships to retire, not much to their cred-

it; but it appeared to me the ships were afraid the gallies would get below them. Young Captain [Thomas] Houston led the van. . . .

I suppose it will be thought that too much powder and shot have been expended by the gallies in these attacks, but I am well satisfied they have produced a very happy effect upon the multitudes of spectators on each side of the river; and in that part of the Colonies where the relation shall be known, British ships of war will not be thought so formidable. A few long boats drove, and apparently injured, those sized ships that seemed best calculated to distress us. The committee of safety are going this morning to New Castle, and downwards, to see what may be necessary to advise for the protections of the shore below. Truly the people at large have shown great alacrity and willingness on this occasion. I know not when I shall be with you, as I may be of some little use here. I shall stay till there is some alteration in the appearance of things.

1. George Herbert Ryden, ed., *Letters to and from Caesar Rodney 1756-1784* (Philadelphia, 1933), 76. Hereafter cited as Ryden, ed., *Letters to and from Caesar Rodney*. Rodney and McKean represented Delaware in Congress.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

May 1776 At Single Anchor off of Reedy Island, River, Delaware
 Friday 10th The next morning we Saw only eleven Sail, and one of which had lost her mast. We had but one Man killed during both days' Action (Jno Murray) but received many Shott through the Sails and cut the Rigging, and a few in the Hull: at 9 weighed and made Sail: During the Action, a Brig that was in Company, on board of which I had Sent a few Empty Casks by way of clearing the Ship, took an opportunity of deserting to the enemy, she was quite light and of little value (Vide, my certificate for the Loss of Staves and Casks to the Purser, in Clearing Ship) ²
 At Noon Anch. off the upper end of Reedy Island in 5½ fathoms water.
 The first part fresh gales and cloudy, latter light airs and hazy. P M employed filling and completing the water, Splicing the Rigging and mending the Sails damaged in the Action with the Rebels, cut the Mizen Yard off 2 feet before the Slings, being shot thro' in Several places.

1. PRO, Admiralty 51/796.

2. The brig *Betsey*, Thomas Slater, master, which did not desert to the enemy but was taken May 8 by the Continental schooner *Wasp*.

JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW ¹

May 1776 In Delaware River
 Friday 10 weigh'd and came to sail anchd off Redie Isld in company as above -
 First and middle parts fresh Gales and cloudy with showers of

Rain – Latter Light airs and cloudy, at 4 P M unbent the mainsl and Mn Topsl and bent others in lieu, till they are repaired – empd repairing the sails

1. PRO, Admiralty 51/548.

PURDIE'S *Virginia Gazette*, FRIDAY, MAY 10, 1776

Williamsburg, May 10.

His majesty's sloop *Nautilus*, of 18 guns, is arrived in Hampton road.

The Printer presents his compliments to capt. Bellew, of his majesty's ship *Liverpool*, and congratulates him upon his *sumptuous fare* in this plentiful country; but would be glad to ask him one plain question, and it is this, *Whether he pays for his good eating? And if he does not look upon his new trade to be downright piracy? – For which freedom many a brave, but not honest man, has mounted, part-way, to the skies.*

“REPORT OF A COMMITTEE OF THE NORTH CAROLINA PROVINCIAL CONGRESS
UPON THE CONDUCT OF INSURGENTS AND SUSPECTED PERSONS NOW
PRISONER IN GAOL”¹

[Extract]

Halifax 10th May 1776

That George Blair a Captain appointed by Lord Dunmore to command a Company in a Regiment of new Levies called the Queens Royal Regiment did by Order of his Lordship go on Board a Tender for the avowed Purpose of seizing as prizes of War all vessels comeing to or going from America that they came within Occacock Bar in search of Provisions and were there taken by pilots belonging to that place

That Charles Robb Mate of the Ship *William* belonging to Lewiston in Maryland and seized by Lord Dunmore (was Ordered on Board said Tender by his Lordship for the Purpose aforesaid and was taken in said Tender by the Pilots at Occacock

That Thomas Douglass a Midshipman of said Tender was on Board for the Purpose aforesaid and was taken in the said Tender by the Pilots as aforesaid

That Thomas Mander a Soldier belonging to the 14th Regiment was Ordered on Board the said Tender by Lord Dunmore for the purpose aforesd and was taken as aforesaid

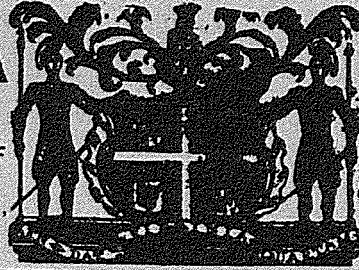
That John Goodrich late of Portsmouth in Virginia was in the Actual service of Lord Dunmore for the avowed Purpose of annoying the Sea Coa[s]ts and seizing the Ships Bound to and from America that in the said Service he Commanded a certain Tender called the *Lilly* under the Superior Conduct of a certain Lieut John Wright of the British Navy who commanded an Armed Sloop called the *Fincastle* That during his Command of the *Lilly* and under the Conduct aforesaid he seized as prizes of War, divers Vessels outward Bound from this Colony – It also appears to your Committee that the said John Goodrich was superintending Pilot on Board the *Otter Man* of War, when she sailed up Cheseapeak Bay for the

MAY 10, 1776.

THE

NUMBER 67.

VIRGINIA GAZETTE.



ALWAYS FOR LIBERTY.

AND THE PUBLICK GOOD.

ALEXANDER PURDIE, PRINTER.

parish, in King and Queen county, and chaplain to the 6th regiment.

••• The Printer presents his compliments to capt. Bellew, of his majesty's ship Liverpool, and congratulates him upon his *sumptuous fare* in this plentiful country; but would be glad to ask him one plain question, and it is this, *Whether he pays for his good eating?* And if he does not look upon his new trade to be downright piracy? -- For which *freedom* in any a brave, but not *h-w. B. man*, has mounted, part-way, to the skies.

••• The publick are reminded, that Friday the 17th inst. is the day appointed

Purpose of Burning the vessels at Baltimore and if resisted the Town of Baltimore That from his Knowledge of the Sea Coasts and various Inlets into the different maritime Colonies he is Capable of being made a dangerous Instrument in the hands of our Enemies and He thinks himself bound to serve and obey them implicitly because he has some considerable property under their power –

That John Hunter Lieutenant to a Company Commanded by Captain Hunter who was appointed by Lord Dunmore in a new Regiment of Levies did go on Board a Tender called the *Lilly* commanded by Capt Goodrich who went a Cruize for the Avowed Purpose of Seizing as Prizes of War Vessels belonging to America, that they came within Occacock Bar and seized a Vessel belonging to Mr Jones of this Province on Board which the said Hunter was taken by the Pilots belonging to that place.

[Endorsed] The foregoing reports of enquiry were read in Open Congress & Concurred therewith. By order Ja^s Green jun Secy²

1. NCDAH.

2. Committee report on all except John Hunter was read and concurred with by the Provincial Congress on May 1.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

On board the *Palliser* Transport Cape Fear River 10th May 1776

I am honored with your Letter upon the subject of your application for a supply of provisions for the use of His Majestys Squadron under your Command, and as there appears to have been a misapprehension of some parts of the Conversation that passed between us upon this business I must beg leave to repeat to you what I then said, and nearly I believe in the same words, That I understood from Genl Howe that all Transports were at my direction.

I have read all the instructions given to the Agents by the Navy Board, and it appears to me by them that in all cases respecting the Military, they are to pay attention to such orders as they shall receive from the Commander in Chief. – By the directions you have given for the delivery of provisions from the Transports dated the [blank] you seem to be of a different opinion –

In all Conversations we have had together I have been desirous for the good of the Service of submitting every thing to you reserving to myself only a right of protesting in cases that might not appear to me to be strictly regular – I have represented that in my opinion it would be for the good of the Service that every arrangement respecting the Troops should be left to me, and as you appeared to acquiesce in that opinion all matters of form may be settled at some future day. I am &ca

H Clinton

1. Sir Henry Clinton Papers, Miscellaneous Letter Books, CL.

JOURNAL OF H.M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES ¹

May 1776 in Willmington River Cape Fear No Caroline
Wednesday 8 at 8 A M came on Bd a pilot weigh'd and Run up the

River at 11 came to anchor below the upper Flatt the old town House SBE and the drem Tree NBE 2 miles & ½ Do the pilot went away

Modt and fair kept all hand[s] at Quarters all night got Intelligence of a privateer and boats Intending to Attack us

Thursday 9 At Noon Recd orders to fall down to new town Ferry Do weighd and came to sail turning to Windwrđ

Do wr at 1 P M Came too in 2 fm water there not being water over the Lower flatts Barnets creek NBE old Town House WSW one mile

Friday 10 at 1 A M Weigh'd and warp'd over the flatts at 6 Came too in 3 fm the old town House NNW½W and Newtons Ferry SE½S at 8 Came on Bd 2 Refugees

1. PRO, Admiralty 51/4330.

CAPTAIN JOHN COLPOYS, R.N., TO GOVERNOR ABRAHAM HEYLIGER ¹

(No 1) *Seaford*, St Eustatia Road May the 10th 1776.

Sir I have just now received information that there's lying in your Road a Sloop lately arrived from Philadelphia – as I wou'd not wish to do any thing, which might be deemed an Infringement of the treaties, & good Harmony, Subsisting between their high mightinesses, and the King of Great Britain my Master, I therefore request your Excellencys Sanction, for Seizing the aforementioned Vessel. I have the honour to be Sir [&c.]

Signed Jn^o Colpoys.

His Excellency The Governor of St Eustatia.

1. PRO, Admiralty 1/309.

GOVERNOR ABRAHAM HEYLIGER TO CAPTAIN JOHN COLPOYS,
H.M.S. Seaford ¹

(No 2) St Eustatius May 10th: 1776.

Sir I have just received a Letter dated on board his Britannic Majesty's Ship the *Seaford* with the Honour of your Signature.

The demand, or if it may be so qualified, request therein made is of so Extraordinary, so unprecedented a kind, that its author must Certainly rather have supposed me totally unacquainted with the just rights and franchises of my Masters; or wicked enough to betray the trust by them in me reposed.

I have every kind of respect for his Britannic Majesty's flag; but as my duty dictates, do hereby forbid [*sic* forbid] the Commander of his Ship the *Seaford*, to visit, arrest, or by any other means whatsoever molest any Vessel under the protection of this friendly port, on pain of his being answerable for any disagreeable Consequences that may Casually ensue. I am with due Consideration Sir [&c.]

Signed Abraham Heyliger

1. PRO, Admiralty 1/309.

CAPTAIN JOHN COLPOYS, R. N., TO GOVERNOR ABRAHAM HEYLIGER ¹

(No 3)

Seaford, St Eustatia Road May 10th 1776.

Sir Till I had the honour of receiving your Excellencys Letter, I did not know that their High Mightinesses Governors had Orders to protect the Vessels, belonging to the King of Great Britain's Rebellious Colonies. I have the honor to be Sir [&c.]

Signed Jn^o Colpoys.

1. PRO, Admiralty 1/309.

11 May

JOURNAL OF H.M.S. *Surprize*, CAPTAIN ROBERT LINZEE ¹

May 1776

Running up the River above Quebec

Saturday 11th at 11 AM Sent away the Barge mann'd and Arm'd with the Generals Aide de Camp to observe the Motions of the Enemy. Dry'd Sails. –

First and latter parts fresh Breezes and Cloudy. Middle Mode & Clear. At 2 PM the Barge Return'd with an Account of their having rowed close in with Port Neuf, where about 200 of the Rebels came down to the Waterside and fir'd at them, they likewise Observ'd that the Enemy was Intrenching themselves on Point de Shambeau.

1. PRO, Admiralty 51/336.

COMMISSIONERS IN CANADA TO MAJOR GENERAL PHILIP SCHUYLER ¹

Dear Sir:

Montreal, May 11, 1776

The enclosed intelligence came to hand at two o'clock this morning. It is impossible to procure any pork in this Colony; there is none but what came over the Lakes. A schooner sails this afternoon for Deschambault with three hundred and fifty barrels of flour and about ten barrels of pork, which is the whole to be procured here. After the arrival of the brigade under General [William] Thompson, we compute there will be about five thousand troops in Canada. We understand this brigade brings only ten days' provisions with them.

Mr. [James] Price thinks he can procure a sufficient quantity of wheat with the bills of exchange (three thousand pounds sterling) lodged with him by Congress; and Mr. [John] Bondfield, with the specie lent us by that company, will endeavour to purchase some beef, but the quantity is very uncertain, and the quality will be very indifferent. Some peas may be bought, but no other vegetables of any kind can be expected.

General Arnold leaves us this afternoon to go down to Deschambault; we cannot flatter ourselves with the keeping possession of that post. The cannon which you sent, and our powder (about five tons) are at the mouth of the Sorel. We think it impracticable, indeed, without maintaining our

ground at Jacques Cartier, we believe it impossible. If the enemy's frigates should pass the fall of Richelieu, and a fair wind alone is necessary, our Army will be cut off from provisions and a retreat by water. Retreat by land will not only be very difficult, but very dangerous, if pursued by the enemy. We are unable to express our apprehensions of the distress our Army must soon be reduced to from the want of provisions, and the small-pox. If further reinforcements are sent without pork to victual the whole Army, our soldiers must perish or feed on each other. Even plunder, the last resource of strong necessity, will not relieve their wants. We do not see the propriety of sending more troops before you hear from us. We have undoubtedly a sufficient number to maintain St. Johns and the Isle aux Noix. You will be pleased to communicate the present state of affairs, and forward the enclosed papers, to Congress.

We wish you a speedy restoration of your health, and every blessing of this life; and remain, with the most perfect esteem and regard, dear sir [&c.]

Samuel Chase
Charles Carroll of Carrollton

1. Force, comp., *American Archives*, 4th, VI, 481.

PETITION OF STEPHEN PARKER TO THE MASSACHUSETTS GENERAL COURT ¹

May it please your Honours –

With the profoundest respect and submission I beg leave to acquaint your Honors that the fifth of July last I took passage from this place for Philadelphia in hope of obtaining a supply of provisions for the Inhabitants here, as I had not cash to purchase the Reverend Mr James Lyon furnishd me with a letter of recommendation to his friend Jonathan Smith Esq of Philadelphia, but after the most earnest application to that gentleman & others during a months stay in the City with offers of mortgaging a considerable interest till Payment for one hundred barrels of flour, finding no probability of success & having nearly expended the trifle of money I carried with me I took passage with Captain Edward Bacon of Barnstable in a sloop loaded with flour, belonging to Colonel Doane of Welfleet, bound for said place, arriving at Barnstable, I made pressing suit to Colonel Doane offering him the same, but was here unsuccessful, I then try'd Captain Solomon Davis, Melatiah Brown Esq, and Colonel Joseph Otis of Barnstable for assistance but these gentlemen not being disposed to risque or Credit their interest and my money being gone I was obliged to sell two of three barrels of flour which I brought from Philadelphia for my family, I then met Mr Shubael Lovel of Barnstable who gave me encouragement of sending a small Schooner with some provisions to Mechias, but failing of obtaining the provisions, or fearing to risque his vessel this also fell thro', my solicitude was now turn'd to get home with all speed and going from Highannas to Nantucket with Mr Lovell he mentioned my case to Mr Timothy Fitch there, who told me if I could obtain permission for exporting Lumber to the West Indies he would supply me with provisions, in consequence of which I prosecuted a journey

to Watertown, waiting on Colonel Joseph Otis and the Honourable James Bowdoin, who furnished me with recommendatory letters to the Honourable James Warren, but Collonel Warren presuming the matter would not be acceptable to the Honourable House, I returned full of anxiety & distress to Nantucket, being reduced so low as to fear I should either suffer or be obliged to solicit the hand of Charity; On arrival at Nantucket I let Mr Fitch know my Circumstances with the scituation of Mechias and inform'd him I thought I could serve that place effectually if I could go to Nova Scotia & send or carry hay from thence which we always supplyd ourselves with from said government for the support of our Cattle, Mr Fitch coincided in sentiments with me & we purchased of Captain Dunham of the Vineyard Three hundred thirteen bushels of Indian & fifteen bushels of rye Corn which was increased by a trifle of said articles & some rye flour & bread Mr Fitch had by him & we were preparing to sail when five or six people at Nantucket appeared dissatisfied on which I was advised by the Inhabitants to make application to the Committee at Falmouth, This I did & informing them what pains I had taken and at what expense I had been to serve Mechias with my earnest desire of getting home with what I could procure I obtained their consent to sail, on which we left Nantucket in a Brigantine commanded by Captain Thomas Fossey and meeting with one vessel only which appeared to chase us, arrived at East passage, from which Place we immediately proceeded to Cape Forschue in the bay of Fundy & directly oposite Mechias, here I disposed of what was on board save a small matter sold Mr William Pitt at East passage (exclusive of what I was intituled to from a Commission allowd me & which I strictly reserved in provision to Carry to Mechias) to New england people only, who appeared real friends to the welfare of America On arrival I engaged a Schooner of one Mr Tinkham & seven Load of salt hay (no english being to be had) intending immediately on the Brig's sailing to proceed therewith for Mechias, but the Hay proving very bad & none else to be got, I faild in this but embras'd the first oportunity I could meet of getting to Mechias with my Provisions, at the expense of ten dollars.

May it please your Honours Ignorance, inadvertance & absolute necessity were the sole cause of my setting foot in the government of Nova Scotia & during my continuance there which was at Cape Forschue, I neither corresponded counteranced or associated with any of the enemies of America, but most warmly espoused the cause of Liberty & bore unfeigned testimony against the iniquitous tyranical ministerial measures & acts of Brittish parliament, nor was this confined to my tongue alone but my hand witnessed the same as leisure & oportunity gave me leave, Copies of which I humbly crave leave to lay at the feet of your Honours most solemnly declaring them to be authentic –

May it please [your] Honours, from the first of my leaving Mechias last july to my arrival a few days since I have not ceased endeavours to serve the place to the utmost of my ability and I do most solemnly declare that nothing has, is, or can be remoter from my heart than an inclination to aid or

abet the enemies of America, Liberty & Freedom and in this necessary contest am willing to risque my interest in Life and for this purpose did strictly recommend to Captain Fossay to bring a quantity of powder for the use of the Colony Therefore throwing myself at the feet of your Honours I most humbly crave for myself and distressed family your Honours Pardon and protection, and as in duty bound shall ever pray for your Honours consummate Happiness & prosperity –

Stephen Parker ²

Mechias 11th May 1776 –

1. Mass. Arch., vol 194, 391-94.

2. Parker sent a copy of his petition to James Bowdoin on May 13, *ibid.*, 389.

LETTER OF AGENCY OF THE CAPTAIN AND OFFICERS OF H.M.S. *Milford* ¹

No. 4 Know all Men by these Presents that we the Captn and Officers of his Majestys Ship *Milford* have constituted and appointed and in their stead and place put Alexander Brymer of Halifax in Nova Scotia Gentleman our lawfull Attorney for us and in our Names to ask Claim Demand and recover all Prize Money, Share or Shares of Prize money which by any ways or means is or may become due to us and to take care of such prizes or seizures as we shall make and to prosecute the same in the Court or Courts of Vice Admiralty and generally to do act and Transact in all things respecting the premisses as fully amply and Effectually to all intents and purposes as we might or could Do if personally present hereby ratifying allowing and Confirming all & whatsoever our said Agent may lawfully do or cause to be done in & about the premises, with full power to make Substitute one or more Attornies under our said Attorney, and the same again at pleasure to revoke. In Witness whereof we have hereunto set our hands and Seals the 11th day of May one thousand seven hundred & seventy six on board his Majestys Ship *Milford* [off Cape Ann] ² and in the sixteenth year of his Majestys Reign

Sign'd Seal'd & Deliverd }
in Presence of

Jn. Turnbull

Wm Collis

Jn Burr

W Governor

Robert Dunkin

Joseph Sowell

Henry Penny

John Searly

Will^m Bell

Andrew Forbes

Andrew Burn

Joseph Duffin

[Endorsed] Recd 2d Octr 1776 & Registered

1. Register of Letters of Agency, 1776-1781, Vice Admiralty Records, N. S. Arch.

2. Master's log of the *Milford*, May 11, reads: "[Cape Ann] NWBN 5 Leagues At 10 [A.M.] Saw a Sail to the W. ward which bore down to us Hove too Maintopsl to the Mast & Clear'd Ship for Action, Prov'd to be a Sloop from Martinico with Wine for Genl Gage." PRO, Admiralty 52/1865.

JONATHAN GLOVER TO TIMOTHY PICKERING, JR. ¹

Sir

Marblehead May 11. 1776

I have Sent you By the Barer two Libels which the masters are very Desirous May Come to tryal as soon as posable. Shall Esteem it a favour if youl please to advertize them in the Next weeks paper ² and youl much Oblige [&c.]

Jonathan Glover

1. Pickering Mss. vol. 56, 82, MassHS.

2. The libels against the brig *Jane* and brig *William* appeared in the *Boston Gazette*, May 20, 1776.NICHOLAS BROWN, ABNER THAYER AND BENJAMIN COMSTOCK TO
JOSEPH COMSTOCK ¹

Capt Joseph Comstock

Providence May 11, 1776

You being Master & part Owner of the Sloop *Polley* bound To Surinam Our Orders Are that you proceed & make your passage as Soon as possible and Dispose of the Cargo to the best Advantage and layout the neet proceeds in Good Melass[es] Sugar, Cotton Powder Small arms, Nutmegs, Silk & Linnen HenkerChiefs Rousia Drab Ravens duck Ticklinbourg Ozenbrigs (but no Heavey Duck) Course Linnens and such other things as you may Think Will best Answer Making all the Dispach you Can & to keep a Good look out with all possible Care to keep Clear of the Enemie, your Commissn is to be 5 pCt for sails & 2½ pCt for Returns, and Three hhds Priveledge & to see that no more Priveledge go on bord than is Agreed for

Wishing A Good Voyage we are your friends & owners You are to bring no English Manufactures or Tea

N Brown Abner Thayer Benj^a Comstock

[Endorsed] Recd a Copy of the forgoing or order to be Observd. to the best of my Judgment p me –

Joseph Comstock ²

1. Nicholas Brown Papers, JCB. A "Price Curt of Goods at Providence" was included in the letter.

2. Owners' bond for *Polly* and another bond executed the same day by Nicholas Cooke, owner of sloop *Sea Flower*, in behalf of his son Nicholas Cooke, Jr., for a voyage to New York, are in the collection Bonds, Masters of Vessels, R. I. Arch.JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS ¹

May 1776

Block Island N15. 19W 12 Leagues

Saturday 11 at 5 A M saw a Sail, out all reefs & sett Top Gallt sl at 7 Brot too & spoke the Schooner *Fleuril Le Mer* from Cape Francois bound to St peter wt Molasses & Sugar sent a Mid & 4 Men on bd her to Carry her to Halifax. ²

1. PRO, Admiralty 51/181.

2. This vessel is not found in any British prize list.

JOURNAL OF THE CONNECTICUT GENERAL ASSEMBLY ¹[Hartford] May [11] 1776 ²

In the upper House

Jabez Huntington Esqr is appointed to confer with such Gentlemen as the lower House shall appoint on the expediency of giving Instructions to Capts Harden [Seth Harding] & [Robert] Niles, of the Colonys arm'd Vessels, relative to any Course to be undertaken by Them or either of Them, at this Time, & what Instructions may be proper to give, & make Report as soon as may be

Test George Wyllys Secry

In the lower House

Mr Burr, Colo Waterbury & Capt Seymour are joined a Committee for the purposes in this Bill expressed

Test Titus Hosmer Clerk

We your Honors Comtee upon Consideration of this Bill take the Liberty to Report it as our opinion that his Honor the Governor be desired to give such Orders & Instructions to Capts Harding & Niles to proceed in a Cruise to the Eastward with the Colonys Armd Vessels as far & in Such manner & [as] he shall Judge best – Signed P order

Jz Huntington

In the lower House

This report is accepted & approved

Test Titus Hosmer Clerk

1. Conn. Arch., 1st Series, IV, 88a, 88b, ConnSL.

2. The date is approximated. The Assembly met on May 9, 1776, and adjourned on May 11.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

[Extract]

Albany May 11. 1776 2 OClock P. M.

Dear General I found It impossible to leave Town to Day as I had intended, It is lucky That I did not, for I just now received an Express from Fort George advising me that amongst the Nails I had ordered from Canada there were very few of those wanted for the Bottoms of the Boats, This Account has plunged me into almost Inextricable Difficultys as I can procure only four hundred Weight in this Town, I have set Every Blacksmith at Work to make what they can, I shall still fall greatly short, and beg the Favor of You to order up fifteen Cask of 24d Nails as Many of 10d and a like Quantity of 8d – A New York Carpenter must be employed in Chusing them, as they go by different Names in different Colonies, – I could wish that they were sent up in a Pettiauger fitted with as Many Oars as possible, and under the Care of an Officer and a Party of Good Oarsmen. –

The Troops are so slow in getting from here, Altho' General [John] Sullivan does all in his Power to move them. That I shall be under the Ne-

cessity of sending on Provisions from Fort George, before they arrive there, Which will necessarily detain some of them until a Number of Boats are built equal to those which Carry the Provisions.

Read's which moved Yesterday took Eight Batteaus, Starks, which has been Embarking their Baggage all Day with the Activity of Snails, will carry Something more, Nor can I prevail on them to leave any Part of It behind. – I shall leave this in the Morning and hope to reach Lake George to Morrow Night, where I am much wanted . . .

1. Washington Papers, LC.

“PRACTICE OF NATIONS WITH REGARD TO PRISONERS.”¹

It is the Custom in England & France to send every Person Soldier or Sailor under the Degree of a Commissioned Officer to some inland Place, where there is an old Castle, commonly surrounded with a high Stone Wall and oftentimes with a Moat comprehending a pretty large Space of Ground where they are confined as in a Debtor's Goal with a strong Guard of Militia without Side surrounded with Sentries where they are maintained by a Commissary who contracts for their Support. The Officers are sent upon their Parole to some Inland Town as far distant as possible from their Men, where they are allowed to negotiate their Bills of Exchange, but are confined in Goal upon Non Payment. Cartels for Exchange of Prisoners are always settled between State & State at War; but in the last War between England & France, each Cartel was not settled until the latter End of it, England having seized so many Prisoners before a Declaration of War, that France had no Equivalent to exchange, or considered it as an Act contrary to the Law of Nations, and would not until obliged by Necessity submit to a Cartel, which at Length was settled by Genl [Henry Seymour] Conway. An Account is kept in Europe of the Expences of maintaining Prisoners of War by both States, which is settled & the Ballance paid at the Peace. England ought to be obliged to acknowledge us an independent State, at least as far as respects Prisoners of War, otherwise the Treatment She shews to our Soldiers and Seamen in her Hands ought to be exactly observed upon our Part, to those we take Prisoners from them. –

1. John Hancock Papers, LC. Enclosed in Washington to Hancock, May 11, 1776.

COLONEL JEDEDIAH HUNTINGTON TO ANDREW HUNTINGTON,
NORWICH MERCHANT¹

[Extract]

Camp, New York 11 May 1776

Dear Sir An Insurance Office is lately opened at Philadelphia, I have sent to know the Price of Premiums to the West Indies – Col: [Joseph] Trumbull, Col: [Thomas] Mifflin & Lady are going down this Day – It is said Congress have taken off all Restraints on the Prices of Goods that by their consequent Rise, Adventurers here & abroad may be induced to bring us Supplies

upon which I am told great Numbers at Philadelphia are fitting out Vessels – Salt sells there @ 2 Dollars P Bushell – Sugar is between five & Six Pounds P hundred. – it is expected that by Fall we shall have most Articles in much greater Plenty – my Landlady tells me she has just given a Dollar for a ps Dutch Lace whh she used to buy for $\frac{2}{6}$ —by last Accounts from Philadelphia the *Roebuck* of 44 Guns & *Liverpool* of 28 were warmly attacked by 3 armed Vessells & all the Gallies in Delaware & tws expected the former would be made Prizes . . .

Jed Huntington

I. Huntington Papers, ConnHS.

RICHARD HENRY LEE TO MAJOR GENERAL CHARLES LEE ¹

My Dear Friend,

Philadelphia 11th May 1776

Since I wrote you last nothing of consequence hath happened, unless it be, that the *Roebuck* & *Liverpoole* coming up the river Delaware, were met about Christeen, some miles above Newcastle, by the 13 Gondolas of this City, and after a cannonade of 3 hours each day for 2 successive days, the Ships returned down the river, and the Gallies to their old station, without much hurt, I believe, on either side. My friendship for you is so strong, and the sense I have of the obligations America is under to you so high, that I will ever pray the liberty of being full and free on every subject that may materially concern you. I find a spirit prevailing here, which leads its possessors to regard with a jealous eye, every instance of deviation (in a Military or Naval Commander) from the line of instructions, and also every undertaking productive of expence which is not warranted by express order of Congress. Thus animated, I find some Gentlemen expressing dissatisfaction at your having promised forage to such Cavalry as might be assembled in Virginia, and likewise, because of the Boats you had ordered to be built for the security of the rivers. You know my friend, that the Spirit of Liberty is a jealous spirit, and that those appointed to guard it, are not always wise and candid Counsellors. Upon this consideration, will it not be prudent to put it out of the power of any person to complain with justice, by a timely representation of such things as are necessary, and unless in great and most urgent cases, not to let the adoption precede the Congressional order of any measure. I am very sufficiently conscious of the thousand occasions in which the service must suffer immensely if Commanders at a distance are not to accomodate conduct to circumstances—But I know also that all men are not candid, not wise; and that some are governed frequently by envy, by enmity, and by evil designs. I would therefore carefully avoid furnishing such men with the opportunity of cavil, by obtaining the proper sanction for all such things as were extraneous to the immediate line of duty, unless, as I have before mentioned, in cases where the Distance, time and public good would not admit of delay.

I. R. H. Lee Papers, VHS.

DIARY OF CHRISTOPHER MARSHALL ¹

[Philadelphia] May 11th

Little further accots from below, but agreed that no persons was killd or wounded by the enemy, that our officers of Six of the Gondolas have done their duty with Credit, both officers and men having distinguished themselves nobly & gained great reputation. they others not Shewing the same bravery & resolution I hope will be enquired strictly into . . . great numbers of familys have movd out of town this last week.

1. Diary of Christopher Marshall, HSP.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a 11th May, 1776.

Thomas Slater, Master, & John Peckham, Mate of the Brig't *Betsy*, who came from Virginia with said Vessel to the *Roebuck* Man-of-War, and taken by Capt. Charles Alexander, Commander of the Continental Schooner *Wasp*, near New Castle, was by order of the Board Committed to Gaol there, to be kept in safe custody 'till the further orders of this Committee.

Resolved, That Robert Towers, Commissary, send to Wilmington by one of the Stage Boats, Capt's Bush or Taylor, three quire of Canon Cartridge Paper, & three hundred weight of Gunpowder, to replace that quantity lent to the Gondolas by the Committee of that County.

This Committee having made application to Congress for twenty pieces of heavy Canon, out of those taken at New Providence, for the defence of this Province, Robert Morris, Esq'r, deliver'd to the Board the following Resolves & Letter to Commodore Hopkins, Vizt:

In Congress, 7th May, 1776.

Resolved, That twenty of the heaviest Canon taken by Commodore Hopkins at New Providence, and brought from thence to New London, and since carried to Newport, be brought to the City of Philad'a and deliver'd to the Committee of Safety of Pennsylvania, for the defence and protection of the said City, to remain there during the pleasure of Congress.

Extract from the Minutes,

Signed Cha's Thomson, Sec'y.

Sir:

The Congress having by the foregoing Resolve, agreed to lend twenty of the heaviest Canon taken at [New] Providence & carried to Rhode Island, to the Committee of Safety of Pennsylvania for the defence of this City, I have to desire you will immediately deliver the same to the person or Persons whom the said Committee send to receive and bring them hither. I am, Sir, [&c.]

Sign'd, John Hancock, Pres'dt.

To Commodore Ek. Hopkins,
Or in his absence,
To Dan'l Tillinghast.

In Marine Committee.
Philad'a, 10th May, 1776.

Sir:

You will perceive by the foregoing, that Congress have ordered Twenty of the Canon you brought from [New] Providence to be improv'd in Philad'a; And in order that the Benefit of that order may be realized as soon as possible, we direct that you order the said twenty Canon to be put on board the *Fly*, or any one other of your Vessels, and carried to New York, & direct the Commander of the Vessel to call on General Washington for his further proceeding, to whom we shall write on the subject; this to be effected in the best manner you can, but by no means to be done to the prejudice of more essential service. The Canon, however, must be sent as speedy as possible, by some conveyance that shall be Judged best.

We are &ca.

Signed Jno Hancock,
Robert Morris,
R. Alexander,
Joseph Hewes,
Sam'l. Huntington

To Commodore E. Hopkins.

In Consequence of the above Resolves & Letters of Congress, this Board came to the following Resolutions:

Resolved, That Mr. Thomas Richardson & Mr. Levi Hollingsworth do, as soon as possible, proceed to New London & there apply for the Canon, should they be at that place; If not, That they then go to Newport & procure them, and apply for the *Fly* or any other armed Vessel to Transport them to New York or Brunswick, by the Sound; or if the Navigation should be interrupted by the Enemy's Vessels, that they are then to procure the Canon to be conveyed by Land to some Harbour in Connecticut, & from thence to be conveyed in any proper Vessel. Upon the whole, they are to procure the Canon to be brought to this place at all events.

That any sums that may be wanted to effect this service they are to draw on this Committee

At a Special Meeting of the Committee of Safety, 1th May, 1776.

By order of the Board, Robert Towers, Commissary, was directed to deliver the following ammunition, to be sent down to the Gondolas immediately, Vizt:

Shot - 18 pounders,	500
24 do.	240
32 do.	60
Cartridges - 18 do.	320
32 do.	25



Capt. [William] Greenway was ordered to receive the following Powder, Shott & Wadds, & carry them down in the Pilot Boats to the Gondolas, and deliver them to the Senior Officer, Vizt:

From Rob't Towers,	500 shot,	18 pounds,
	240 do.	24 do.
	60 do.	32 do.
	320 Cartridges,	18 do.
	25 do.	32 do.
From Capt. [Thomas] Read,	25 do.	32 do.
	164 do.	24 do.

And all the 24 & 32 pound shott on board his Ship or at Fort Island, Viz:

From Capt. [Nathaniel] Falconer,	a quantity of Wadds.
Capt. [Lambert] Wickes,	ditto
Capt. Reed,	ditto
The Batterys,	ditto

1. *Pennsylvania Colonial Records*, X, 563-66.

Pennsylvania Evening Post, SATURDAY, MAY 11, 1776

Philadelphia, May 11.

Last Thursday evening the engagement between the gondolas and men of war was renewed, and continued some hours, when the ships retired below Newcastle, having, it is thought, received a good deal of damage. Both the *Roebuck* and *Liverpool* were hulled several times. During the time the *Roebuck* was aground, the *Wasp* schooner, which had been chased into Christeen by the *Liverpool*, came out, and retook a brig that the *Liverpool* had taken the preceding day.¹ By the best accounts, too much praise cannot be given to the officers and men on board the gondolas, who behaved with the greatest courage and prudence. They have received very little if any damage.

This engagement, a correspondent says, sufficiently establishes the reputation of Row-Gallies, as being the best mode of defence practicable in a river; especially, if we consider, that although the whole thirteen were employed, yet not more than one half can be said to have been engaged at any one time: And this circumstance, though it shews a want of judgment somewhere, in stationing them *properly* and at *proper distances*, is, at the same time, an additional argument in favor of the real service of boats. The officers and men have done their duty with credit, and many of them have distinguished themselves nobly. The proper distance to engage at is now known, which is, the nearest distance you can approach a ship without coming within the reach of grape shot; and beyond that, is a waste of powder. But if it should at any time be necessary to approach within grape shot, then in that case, the nearest you are, so as to be out of the reach of the musketry, is the best shot both for service and safety; because, grape shot.

like small shot, does the most execution at the greatest killing distance, and the least execution at the least distance.

1. Memorandum Book of the Pennsylvania Committee of Safety reads: "11th May - Brig't *Betsey*, Thos. Slater, Master, Jno. Peckham, Mate; taken by Capt. Alexander," Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 513.

"EXTRACT OF A LETTER FROM PHILADELPHIA, MAY 11." ¹

In my last I informed you that the *Roebuck* was on shore on Wednesday evening. Soon after the post went out on Thursday, we had an account that she was off, not having laid long aground, and that no attack was made that night. On this news, the Province ship, &c. was ordered back to their former station. Thursday afternoon about five o'clock the firing was heard again all round the town, at which time the galleys began the attack again. Some of the galleys were now close with the men of war, and an incessant fire from both sides carried on. The men of war finding it too hot, went down the river as fast as they could, firing as they went along. The galleys carried on the attack till nine o'clock. Their ammunition being then expended, they left off, and the men of war came to an anchor about three miles below Newcastle. Friday morning they were seen on the career, and stages over the sides. At ten o'clock they weighed anchor and stood down, and at 12 o'clock were seen as low as Reedy-Island. I believe they are heartily sick of the galleys. I have not since heard any thing from them. The galleys yesterday at noon were preparing to go to Reedy-Island to see if they were there. We had but one man killed on both attacks. The brig mentioned in my last, taken by the *Wasp* armed schooner, is a brig belonging to the men of war, being a store ship for them; what she has on board we have not yet learned.

Just now we have heard the galleys have got to Reedy-Is[a]nd, and that the men of war had weighed, and gone farther down.

1. *New York Packet*, May 16, 1776.

CAPTAIN THOMAS READ TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen:

Ship *Montgomery*, May 11, 1776

I should be extremely glad that you would furnish us with the stores you have Indent of, as we can do nothing without, the Carpenter has no kind of Plank on Board. Mr. [John] Nixon has a Memorandum of Several things that he is convinced we greatly want, the Chains and Anchors for Mooring, as I am sure our Bowers will not hold us athwart the tide when the wind blows up or down; the powder sent down comes in such a manner that a number of the Cartridges broke in such a condition that it will scarce bare touching without falling to pieces and the waste considerable, we have Room for no more; the paper that the Cartridges are made of is too thin, they should double it, and that some method should be taken to get us Man'd, you may depend on it we can make no

defence in the situation we are in. As for Volunteer, I will not be in the Ship with them, they know nothing, and will do nothing they are ordered, which several of the Gentlemen has been witness of. I have dispatch'd the Boat with Beer and a quantity of wads, which, with those on the way I think they will have a pretty good Stock. I have wrote to Capt Dougherty [Henry Dougherty] to send a Return of the Ammunition the Boats have now on Board; the quantity we have on Board, inclosed you have an account of what Remains From Your [&c.]

Thos. Read.

Directed. To the Gentlemen of the Committee of Safety, Philadelphia

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 753.

CAPTAIN HENRY DOUGHERTY TO ROBERT MORRIS¹

Sir,

New Castle, 11th May, 1776

The Enemy's Ships are still in sight, at Anchor & Moor'd abreast of the upper End of Ready Island, the *Roebuck* close in with the Jersey shore, and the *Liverpool* with the *Pennsylvania*.

A Council of War has this day been held on our present situation, with Twenty rounds of Powder each, (including a Supply this day Wills' Pilot Boat, and but a few 24 pd Shott; Sundry of the Boats,) with Eighteen pounders have Not a Single One. The result of the Council of Wars is to remain here untill we Can be Amply furnished with Amunition of Every Kind, & if it may be thought proper, to send down the Ships that we may make a general Attack upon the Enemy, as we think it unadvisable to risk the Galleys down in that part of the River, without being Sustain'd by the Province Ship, &c. Yesterday it Blew Fresh at N.W. with the Ebb Tide, which made a Swell in the River, Just at the time the Enemy's Ships were getting under Way, which Obliged us to put Our Fleet in Motion, & Spread across the River, Not knowing but their intention was to run up; & during the time we Lay in this Suspence, three or four of the Galleys had Very Near been founde'r'd. I remain [&c.]

(By Order of the Council of War,)

H. Dougherty, Presdt

Directed. Robert Morris, Esqr, President of the Committee of Safety, Philadelphia.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 754.

JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW¹

May 1776

In Delaware River

Saturday 11 Carpenters emp'd Fishing the Bowsprit. First and midle parts light airs and Cloudy, latter calm and cloudy – emp'd as above fix'd a new Bobstay the old being cut with a Shot – at 8 PM sent the Boats to row Guard

1. PRO, Admiralty 51/548.

HUGH YOUNG TO THE MARYLAND COUNCIL OF SAFETY ¹

Baltimore 11th Ma[y] 1776

Immediately on the Alarm of Captn Squires being at the head of our Bay; I Ordered Captn Wise, of the *Nancy* (who had not got far down the River) up to our Bason, where she now waits your further Orders, & have also Stop'd loading out the Schooner *Ninety two*, which has got about three fourths the Cargo on board, & the rem[ainin]g one in Store ready to put on board. – I shall be glad to know immediately what in your Opinion is best to be done with those Vessells & Cargoes, Whether I am to finish loading the latter; leaving her as She is: or discharging both of them. I am waiting your Orders. Gentn your most [&c.]

Hugh Young

1. Red Book, XIII, Md. Arch.

ADVERTISEMENT FOR A DESERTER FROM THE VIRGINIA NAVY ¹

May 11th, 1776.

Eight Dollars Reward.

Deserted from the Naval Force now in Alexandria, James Wall, born in Ireland, Twenty-six years of age, five feet eight inches high, brown hair, fresh complexion, a likely well made fellow; served his time with one Shaw near Bladensburgh; he carried with him sundry cloaths so that his dress cannot be described. Whoever apprehends the said Deserter and returns him to his Company now in Alexandria, shall receive the above reward paid by me

John Allison,
Captain of Marines.1. *Dunlap's Maryland Gazette*, May 28, 1776.DIXON AND HUNTER'S *Virginia Gazette*, SATURDAY, MAY 11, 1776

[Williamsburg, May 11]

The colours of the American Fleet to have a snake with thirteen rattles, the fourteenth budding, described in the attitude of going to strike, with this motto, "Don't Tread On Me!"

It is a rule in Heraldry, that the *worthy properties* of the animal in the crest borne shall be considered, and that the *base ones* cannot be intended. The ancients considered the snake, or serpent, as an emblem of wisdom, and (in certain attitudes) of endless duration. The rattle snake is properly a representative of America, as this animal is found in no other part of the world. The eye of this creature excels in brightness that of any other animal; she has no eyelids, and is therefore an emblem of vigilance; she never begins an attack, nor ever surrenders; she is therefore an emblem of magnanimity and true courage. When injured, or in danger of being injured, she never wounds until she has given notice to her enemies of their

danger; no other of her kind shews such generosity. When she is undisturbed, and in peace, she does not appear to be furnished with weapons of any kind; they are latent in the roof of her mouth, and even when extended for her defence, appear to those who are unacquainted with them, to be weak and contemptible; yet their wounds, however small, are decisive and fatal. She is solitary, and associates with her kind only when it is necessary for their preservation. Her poison is alone the necessary means of digesting her food, and certain destruction to her enemies. The power of fascination attributed to her (by a generous construction) resembles America. Those who look steadily on her are delighted, and involuntarily advance towards her; and having once approached her, never leave her. She is frequently found with thirteen rattles, and they increase yearly. She is beautiful in youth, and her beauty increases with her age; her tongue is blue, and forked as the lightning.

REPORT TO LORD DUNMORE ¹

Information of another Spy given 11th of May 1776

My Lord

Since I had the honour of waiting on your Excellency upon Friday evening last [May 3], I have received the following interesting Intelligence – That the Shirt Men are and have been busie some time past in Constructing Boats every ways fitt and proper to Attack and destroy the Fleet lying off Norfolk – That the whole or greatest part of said Boats are ready and only wait for favourable Weather to be Conducted to the Shipping – That they are to be fully Manned with desperadoes, and have a proper proportion of Combustibles for burning the vessels, – That their horred plan is to Operate in various ways and Conducted with the greatest Secrecy at dead of Night – That some of the Ships they are to Board, some they are to Burn, and cutt the Cables of the rest so as they may drive on Shore – That the Landing on each side of the Shipping are to be covered with their Infernal demons who are to put to death all that Attempt to put their feet on Shore and lastly, that a very strong party are destined to your Excellency's Ship in Order that She may be with Certainty destroyed – Such, My Lord, is the bloody Plan intended to be perpetrated by those Sons of Murder and devastation and Your Excellency has had Sufficient and repeated proofs of their Barbarous Inhumanity, to convince you that no Crime is too Black and dismal for them to perform, and that they are well provided with desperate Villains who will undertake to Execute the most dreadfull and horrid Butchery – When I deliver my weak Sentiments upon this very interesting and Momentious Affair it proceeds from no presumption, but a real and great Solicitude for the Safety and preservation of your Excellency's Person, which believe me my Lord, in the present Situation of Affairs cannot be out of danger – Your Lordship ought to have a much greater Number of hands on Board your Ship and their Characters if possible well known, for be assured, My Lord the Fleet have too many Villains on Board who give in-

telligence to the Shirt Men of every thing that passes in the Fleet, and they have the information almost as soon as it reaches your Own ears, and I sincerely wish that your Ship may be clear of such Vermin – The most Strict Watch and Outlook is Necessary and every implement of defence and destruction ready and prepared to repel those Blood hounds of Murder and Rapine, – Upon a Subject of such Consequence, I do think I cannot, especially, if I omitt any that ought to [be] mentioned, exceed, – Your Excellency will please to know, that the three fellows that came lately on Board your Ship had no meaning in their Application but were intended as Spies under the protection of a Flag of Truce, and to observe the Situation, Condition, and Strength of your Excellency's Ship, and I think the Names of two of [the] three were Campbell and Fleming. –

1. PRO, Colonial Office, 5/1353, 781, enclosed in Dunmore to Germain, June 26, 1776.

JOURNAL OF THE NORTH CAROLINA PROVINCIAL CONGRESS¹

[Halifax] Saturday May 11th 1776.

Resolved That the Commissary of Stores deliver out to the Commissioners of the Armed Vessels belonging to this Province, in the districts of Edenton, New Bern, and Wilmington, such Stores as the said Commissioners shall apply for, necessary for fitting the said Vessels; and also six Bolts of Osna-brigs, and thirty six peices of Checks or Striped Linen, for cloathing the Seamen belonging to the Said vessels

Resolved That the Council of Safety have full power and Authority to establish Courts of Admiralty at the ports of Edenton, Bath, New Bern and Wilmington, and to appoint a judge at each of the said Ports, to sit, hear and determine, all maritime matters Cognizable in Courts of Admiralty, and to Authorize and Impower the Judges so to be appointed to Nominate and Appoint one Register and one Martial at each of the said ports, and all other Officers necessary for the Purpose of carrying into Execution the determinations and Decrees of the said Courts; and all the proceedings, Determinations and decrees of the said Courts of Admiralty, shall be consonant and agreeable to the rules and Regulations, laid down by the Continental Congress; and that the Judges and other Officers of the said Courts shall take such Fees only as are directed to be taken by the Laws of this province and that each and every Juryman attending the said Courts, shall be intituled to the same Allowances as directed by the last Jury Law.

Resolved, That the Council of Safety have full power and authority to Nominate and Appoint Commissioners at each of the ports of Currituck, Roanoke, Bath, Beaufort, and Brunswick for the purpose of taking Bonds and granting Certificates to Masters of Vessels about to depart the said Ports in order that the rules and Regulations prescribed by the Continental and this Congress may be fully observed and carried into execution.

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

12 May (Sunday)

JOURNAL OF H.M.S. *Surprize*, CAPTAIN ROBERT LINZEE ¹

May 1776 Running up the River above Quebec
 Sunday 12 at 4 AM the *Triton's* Boat came on board with dispatches from
 the Commodore. ² People Employ'd occasionally, making
 Wads &ca
 Fresh Breezes and Clear weather. PM. Saw about 200 of the
 Rebels, fir'd several Guns at them, at 4 Lost a 5 Inch Cabet in
 warping a large Raft of Wood (which was floating down the
 River) Clear of the Ship. People Employ'd occasionally.

1. PRO, Admiralty 51/336.

2. Captain Charles Douglas of H.M.S. *Isis*.

CONGRESSIONAL COMMISSIONERS IN CANADA TO MAJOR GENERAL
 JOHN THOMAS ¹

[Extract]

Dear Sir We are informed by Mr [James] Price ² that there is not water
 enough in Lake St Pierre for a frigate to pass over with her Gunns & Stores:
 he says that there is not, even at this season of the Year when the water is
 highest, more than between 14 & 15 feet in the channel, which is very
 narrow. If this representation be just, our Gondaloe now at the Mouth of
 the Sorrell may perhaps prevent the enemies ships of War from coming
 higher up the River St Lawrence than Lake St Pierre. . . .

La Prairie May 12th 1776

6 oClock P.M.

P S the Depth of water in Lake St Pierre may be ascertained by Sounding.

1. Emmet Autograph Collection, NYPL.

2. Price, a Canadian, had been appointed by Congress on March 29, 1776 as a deputy commis-
 sary of stores and provisions for the army in Canada, and had been supplied with a large
 quantity of specie. Ford, ed., *JCC*, IV, April 3, 15 and 19, 1776.

JOURNAL OF H.M. SLOOP *Martin*, CAPTAIN HENRY HARVEY ¹

May 1776 At Anchor off Point Plator River St Laurence
 Sunday 12 Moderate & fair Weather fir'd several Shot at the Rebels
 sent a Midshipman, & some Men in the Arm'd Schooner to
 Point au Tremble: to get the *Gaspe* Brig off left there by the
 Rebels

1. PRO, Admiralty 51/581.

VICE ADMIRAL MOLYNEUX SHULDHAM TO GEORGE JACKSON ¹

Sir

Chatham Halifax 12 May 1776.

I am to acquaint you that last night His Majesty's Sloop *Swan* arrived at
 this place having a few days ago fallen in with the *Dispencer* Packet, bound
 to Boston, and taken out of her the Dispatches for General Howe and me;
 all which I have received and caused to be delivered; and am particularly to
 acknowledge the receipt of their Lordships Order of the 29th March, where-

in they are pleased to inform me that "it is intended Lord Viscount [Richard] Howe should proceed to the Course of last Month to take upon him the Chief Command of His Majesty's Ships and Vessels employed and to be employed in North America, and on his Lordships arrival to put myself under his Command and follow his Orders for my further proceedings," in answer to which I beg leave to acquaint you for their Lordships information that I shall with great Chearfulness resign that Command to his Lordship in the consciousness of having discharged my Duty with Fidelity to His Majesty, and with the Diligence and attention the importance of the Service required during the short Period in which I had the honor of being entrusted with it.

The Evacuation of the Town and Harbour of Boston by the Fleet and Army I find was not known to their Lordships at the time their Orders were dated, and I presume they will see by my Letters that all proper measures were taken on that event taking place; I shall now consult with the General what further steps are necessary to be taken previous to, and respecting the Arrival of Lord Howe with the great reinforcement of British and Foreign Troops proceeding with His Lordship to America, and act comformable thereto, and I hope to their Lordships approbation. I am Sir, [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS ¹

[Extract]

Chatham, Halifax Harbour 12th May 1776.

I have received from Mr Jackson the following Letters to which I shall pay a proper attention;

Duplicate 7th Febr'y 1776 Informing me that Mr Peacock was appointed to take charge of the *Elizabeth* Storeship, and after delivering his Cargo to put himself under my Command.

Duplicate 13th Febr'y, Acquainting me that Mr Roberts was appointed to the Charge of the *Elizabeth*, in the room of Mr Peacock.

Duplicate 23d Febr'y To acquaint me it was His Majesty's pleasure that for the future the Transports were to be under the directions of the Commander in Chief of the Fleet.

Triplicate 29th Febr'y Acknowledging the receipt of my Letters of the 19th 27th and 28th January last with their Lordships replies thereto, and their pleasure respecting a Ship at Boston, recommended by Lieutenant Mowat to be purchased for His Majesty's service

Triplicate 29th Febr'y To acknowledge the receipt of my Letter of the 15th January acquainting their Lordships of my Arrival at Boston.

Duplicate 1st March Signifying their Lordships approbation of Mr White the Surgeon of the Hospital at Boston, his returning to England, and my appointing a Surgeon of One of His Majesty's Ships to Succeed him.

Duplicate 4th Mar. Enclosing an Extract of a Memorial from the Persons concerned in the Chaleur and Gaspee Fisheries, and their Lordships pleasure upon that head.

- Duplicate 14th Mar. Enclosing an Article of Intelligence that an American Vessel was at Nantz, and that several were at other Ports in France in search of Ammunition.
- Duplicate 14 Mar. With intelligence of two Vessels having sailed from Bourdeaux to some Port in America with Gunpowder &ca
- Duplicate 16. Mar. Enclosing a particular Account of the *Alfred* and other Rebel Privateers.
- Duplicate 16. With Intelligence of there being at Bourdeaux Several Vessels laden with Gunpowder &ca supposed to be bound for America.
- Duplicate 16th Giving information of some American Vessels taking in Gunpowder at Corunna, and others having sailed to America with the like Commodity.
- Duplicate 16th Relative to sending Transports to St Vincents for the 6th Regiment, also to carry the 48th Regiment from Grenada and the ceded Islands to England.
- Duplicate 19th To Acquaint me their Lordships had Ordered an Assortment of Stores for the Ships in America, as also that Careening Geer would be sent, and that the *Levant* Victualler, was to come out under Convoy of the *Greyhound*.
- Duplicate 27th Informing me that Ordnance Stores had been sent to Halifax, and that a further Supply was getting ready for that purpose.
- Duplicate 27 March Signifying His Majesty's pleasure that the 48th Regiment should continue some time longer at the Ceded Islands, revoking their Lordships directions in your Letter of the 16th Instant, respecting that Regiment, and further instructions relative to the 6th Regiment.
- Duplicate 28th With Extract of a Letter from Sir Joseph Yorke to the Earl of Suffolk, a Letter from Sir Joseph Yorke to Mr [William] Eden, One from Mr Irvine to the Earl of Suffolk, and an Article of Intelligence from Amsterdam, all which relate to the Exportation of Gunpowder &ca from Holland.
- Duplicate 29th Relative to the sailing of Sir Peter Parker; of the *Greyhound* being sailed for Cork where she will take a Convoy of Victuallers and others; the *Isis* and *Triton* being sailed for Quebec with the *Bute* and *Lord Howe* two large Ships, Commanded by Lieutenants, and that they were to be put on the Establishment of Sloops, for which their Commanders have Commissions. I am, Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.

MAJOR FRANCIS HUTCHESON TO MAJOR GENERAL FREDERICK HALDIMAND¹

[Extract]

Halifax May 12th 1776

... The want of Provisions still keeps us here nor do I see any prospect of leaving this place these three or four Weeks as not one [of] the Victuallers from Europe, or those drove off[f] the Cost last Winter to the West Indias are arrived. ...

By what we can here of the Rebel Army the greatest part have left Boston, and are Collecting at New York which they are fortifying, Expecting we will bend our Course there. – As I send you our last news paper I refer you to that for particulars – their Admiral Hopkins with four sail (the ships he had when he attacked the *Glasgow*) were seen a few days ago off Cape Sable, its said he is looking out for the Ships we Expect dayly from Europe, We have Several Men of War at Sea, but we are unlucky, they cant meet with him – ² A number of the friends of Government who left Boston with us go home at this time in two transports that is sent with them under Convoy of the *Glasgow* Man of War, there are numbers of them to be pittied, their Situation is realy distressing, a few will remain in this Province till they see how this Campaign will end, in hopes of returning to their once happy & Comfortable habitations

Our Quiting Boston has raised the Spirits of the Rebell Party beyond description they look upon themselves invincible.

No accounts from the Southward the *Centurion* Man of War sailed for Philadelphia and the *Orphious* for New York two days ago to reinforce the ships there – You have heard that the Philada Rebell Privateers have been at [New] Providence, & have brought off Governor Brown with all the Ordnance and Stores that was there; Brown is still on board of Hopkins's Ship –

1. Haldimand Papers, BM.

2. The British war vessels would have had little chance of meeting with Hopkins' fleet, as most of them were in Providence harbor at this time.

JOHN LANGDON TO WILLIAM WHIPPLE ¹

Dear Sir –

Portsmouth 12th May 1776

I write you fully by this Post respecting my Seat at Congress, & takeing the Agency and my reasons for so doing, but notwithstanding if it should so happen, that much difficulty should arise, and some other Person must be appointed, I think of no Man superiour to Capt Supply Clap, who you know to be an active Man and honest fellow, good Accountant and a staunch Friend to the Cause. Our Ship ² has her Bowsprit set and head, all compleatly Square to the Gunwail, her bends black, and her paint work primed, round & Galleries built and by every Judge looked upon to be the Compleatest piece of Work, ever done in this part of the World, and in my Opinion no better can be done elsewhere – There has nothing turn'd up, since Colonel [Josiah] Bartlett set out, my kind respect to him, and the Mr Adams's, Colo. [Richard Henry] Lee E[dward] Rutledge, Mr [Roger] Sherman, Govener [Stephen] Hopkins, John Jay – all Friends I am your assured Friend [&c.]

John Langdon

Communicate this to Brother Bartlett, shall write him next week –

We can Launch any time – O! the Guns the Guns

To the Honble William Whipple Esqr.

Member of Congress Philadelphia

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. The frigate later to be called the *Raleigh*.

COMMODORE ESEK HOPKINS TO GEORGE WASHINGTON¹

Honor'd Sir

Providence May 12th 1776

By Captn. [John Paul] Jones in the *Providence* I have sent you as many of your Officers and Soldiers as I could Collect but some of them that I took onboard are Sick and some have left the Fleet, for what Reason I can't tell

Shall Collect as many of those that are left behind as soon as possible and send them by the first Opportunity and Advertize the Remainder as Deserters tho' the Officers tell me they believe some are set out by Land to join their Regiments – I am with great Regard [&c.]

Esek Hopkins

1. Washington Papers, LC.

COMMODORE ESEK HOPKINS TO CAPTAIN NICHOLAS BIDDLE,
CONTINENTAL BRIG *Andrew Doria*¹

Sir

Providence May 12th 1776

You are to take as many Men out of the *Alfred* as will make your Compliment eighty five, and proceed on a Cruise against the Enemies of the United Colonies for three or four Weeks in such places as you think will most annoy the Enemy if you do not take as many Prizes as you can well Mann sooner

You are also to endeavour to keep Company with the *Cabot*, and give such directions to Lieutenant Hinman her Commander as may be necessary for the Public Good –

If you take any Prizes you are to Send them in here, or in Case of Necessity any other Place you can with most Safety – You are to send in for Tryal all British property, and all Vessels bound to Great Britain or to any of the British Plantations which are now under the British Ministry –

In Case you should want any Supplys you may draw on me for the same or on the Continental Treasurers – Yours [&c.]

E. H. Cr in Chief

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO LIEUTENANT ELISHA HINMAN,
CONTINENTAL BRIG *Cabot*¹

Sir

Providence May 12th 1776

You are to take Command of the Brig *Cabot*, and take as many Men out of the *Alfred* or *Fly* as will make your Compliment up [to] Ninety, and go to Sea and Cruise three or four Weeks if you don't take as many Prizes as you can well Mann in less time – And you are likewise to take such directions from time to time as you may Receive from Captn Biddle

In Case of a Separation with him and you should want Supplys you may draw on me for much as is Necessary

E H Cr in Chief

1. Hopkins Letter Book, RIHS.

JOURNAL OF CONTINENTAL BRIG *Andrew Doria*, CAPTAIN NICHOLAS BIDDLE ¹

May 1776 [Providence River]

Sunday 12 Moderate Breezes & Clear, Sent the Marines on board the *Providence*, that we gott at New London, to the Camp at [New] York

1. *Andrew Doria* Journal, PRO, Admiralty 1/484. For log of *Andrew Doria*, see Volume 4, Appendix C.

CAPTAIN JOHN HAZARD TO COMMODORE ESEK HOPKINS ¹

Honourd Sir/

[Providence, May 12]²

I Trouble you with these Lines hoping that out of your accostomed goodness and Generosity to the destressd and Afflicted that you would lend a helping hand and herken with a Gracious Ear to the Petition and request of one whom it is likely may never have such an Oppertunity to address you on so Important an Affair as at this present time, As the Copy of my Tryal is not yet made publick to the World and many will be enquiring into my Conduct since I have been in the Fleet and under your Honours command And in particular in Regard to my being Broke for Crimes aledged to me at my Tryal the first of which is a Breach of Orders in not delivering some Wood at Ready Island which I thought was settled there The Second crime laid to my charge is my not doing my duty on the Night we had the engagement with the *Glasgow* I Beg the Comodore would enquire into my conduct after the Mate awaked me and I came on Deck whither there would be any room for to think me Backwards in fighting when there was Occasion for it an Instance to the contrary was shewn by me when I hove my Top Sail to the Mast for Capt whipple to come up with me and Hailed him and Asked him if he would go alongside of the Ship And if he would I would take the other side and would sink by her or be on Board of her This no man on Board will deny from this I beg your Oppinion and that you would report it accordingly The third Crime is the Embezlement the greatest of all my Crimes in the light it now stands against me And I humbly Beg you would enquire and you will find it a Mear Triffle indeed – The fourth Crime is my Disobeying Orders in not keeping under your Stern up Providence River which I hope you will set in as favourable light as it will admit as I understood you was going to Newport then when I left your Ship and will give my reason for what did happen then at the time and when that is done I hope you will set the Circumstances of my conduct in as favourable a light as they will admit of As it is likely I shall offer my services again in my Country's Service in some Capacity or another And as a few lines from under your hand may be of great Service to me as a Recomendation to the Publick as my Intention is to serve my Country and the Publick Cause whilst these Warrs continues if they think it proper to employ me and if not my abilitys will get me Employ elsewhere And as Captain Saltonstall

has Deprived me of many Priveledges which I ought to have had at my Tryal and as a proof of his partialty towards me I hear Send you a Copy of an Original I intend for him the first convenient oppertunity which is the usage I did receive from him at my Tryal and Since and to the Truth of which I am ready to attest and in Defence of which I am ready to face my Antogonest any day and to let him and the world know I am no Coward and I likewise hear send you a Copy of my Tryal with the sum of the Evedences against me for your Inspection as to my Evedences he has not give me the Copy of one or the least Remark of any in my favour nor the Writers Defence I made or a copy tho' demanded by me or you should have had it with these papers So from these and your knowledge of the mater I Beg your Honour would recommend me to the Naval Comittee and to represent maters and Circumstance as they were or the particulars that was against me and your Oppinion of my Conduct since I have been in the Fleet and under your honours command and in particular about the Embezlement and hope you may see fit to recommend me to have a new Tryal as I do Desire I may for Sundry reasons and if you will not that you will Recommend me as far as I merit or Deserve and as to the usage I received from Mr President on my Tryal and since I Beg to be heard by you on the Affair as I am determd not to let it pass unnoticed without you should think I am in the wrong and give me your Reasons for it Whose advice I would take and commands Obey as soon as any man in your Fleet would tho' I am now Broke for Disobeying them but my Conscience dont accuse me of doing it Knowingly or I should not Speak with the Boldness I now do and as you have acted the fatherly part towards me since I have been under your Honours command I Beg you will not this time Deny me my Request in this Affair that my Crimes meant appear in a worse light than the[y] ought to do and that allowances may be made for my Misconduct and that I may have a few lines from under your hand to Recommend me to the Naval Committee without which I cant expect any favours from them or any Body else And as I am in a Strange place and destitute of advice or friends to Councel me on Such an Affair, I Beg your honours advice on it which will be greatly acknowledged By me as I am Determ[in]ed not to leave the place till my Char[acter] stands on some Better Foundation than it now does according to the Questions of my Accusation Which will appear Blacker than they are if Circumstances of the proof against me are Omitted Especially to the Question of Embezlement and I Beg Sir for my Characters Seak you'd State Matters as in your own Judgement you think best for me And in so doing I remain your Honours Humble Servant to Command

John Hazard

1. Hopkins Papers, RIHS.

2. The date is approximated. Hazard's trial took place May 8, and the results were first published in the *Providence Gazette*, May 18, 1776. As his letter states, "the Copy of my Tryal is not yet made publick to the World," he could have made his appeal any day between May 8 and May 18, and it can be assumed, once he secured a copy of the proceedings, he would have lost no time in presenting his plea to Hopkins.

SAMUEL PATRICK TO FRANCIS LEWIS¹

Copy

Tho' all that Mr [John] Griffiths did was at my request & with a design to serve me yet on examination I find erecting a Mill to bore the Cannon, the makg of Patterns &c and the Moulders have asked me fourteen pounds p Ton for makg them, that it will be impossible for me to make them unless I have the same price given by the Honbl the Continental Congress to the Iron Masters of Pensylvania, I desire no more, and whatever that be. If I have your order, will make as many 9, 12, 18, & 24 Pounds, as the Shipping will want,² Mr Griffiths will forward me your orders, and it shall be attended to immediately, my Furnace is now ready, and I think I can accomplish the business, all I desire is to have the same Price given to others, and I trust it will not be expected that the New York Furnaces should work at lower prices than any other Furnace on the Continent I am &c

Sam^l Patrick³

Orange Furnace [New York] May 12th 1776 –

1. Robert Treat Paine Papers, MassHS.
2. The two Continental frigates building at Poughkeepsie.
3. Enclosed in Francis Lewis's letter of May 20, to Paine.

GENERAL ORDERS OF GEORGE WASHINGTON¹

Head Quarters, New York, May 12, 1776.

Parole Madrid.

Countersign Paris.

The Carpenters, Boat Builders, and Painters, who were selected for the public service this morning, by Major Genl. [Israel] Putnam, are to parade to morrow morning at Sunrise, in the Street opposite to Genl. Putnam's, where they will receive his orders.

1. Fitzpatrick, ed., *Writings of Washington*, V, 39.

MATERIALS FORWARDED FOR VESSELS BUILDING ON LAKE CHAMPLAIN¹[New York, May 12, 1776]²

Blocks Compleat for two Vessels on Lake Champlain & for two Pettiaugers –

171 feet of Blocks	}	amount	£25. 16. .9d
4 Serving Malletts			
5 Dozen of Pearl Trucks			
Rigging mentioned in a Letter of Capt Varrick [Richard Varick] as requested by Genl Schuyler			
6 Coils spun yarn		wt 7.2.26	
2 Jib Stays 6½ Inches 16 fathom		3.2. 6	
200 fathm 2 Inch Rope in 4 Coils		3.0. 1	
200 Do 2½ Do in 2 Coils		3.1.19	
100 Do 3 Ind Rope in 1 Coil		2.2.24	
2 Coils Ratline		1.1.10	
3 ½ Inch Stays		1.0..7	

	22.3.10 } }	
1 Doz white hamberline		
12 Dozen Marline & houseline		amount £98.19..6
5 pieces – 192½ yards English Duck		amount 28.18..3

The above articles were desired by a Letter from Capt Varrick by General Schuylers order – That Letter was dated 2d May and the whole went to Albany in a Vessel which sail'd from New York in the Morning of the 12th May directed to Walter Livingston Esqr

The [Provincial] Congress have not any Lead & know not how to obtain it – but what remains in & on the dwelling Houses –

Colo [William] Malcom has Rigging – Holland Duck @ £9. and ravens Duck are in town & may be purchased if wanted –

1. Washington Papers, LC.

2. This seems to be the report of Peter Curtenius, Provincial Commissary of New York, to whom the matter was referred by the Committee of Safety, May 8, 1776. It may have been delivered on the day the shipment went off for Albany, May 12, or a day or two later.

JOHN ADAMS TO ABIGAIL ADAMS ¹

[Extract]

[Philadelphia] May 12, 1776

There has been a gallant Battle, in Delaware River between the Gallies and two Men of War, the *Roebuck* and *Liverpool*, in which the Men of War came off second best – which has diminished, in the Minds of the People, on both sides the River, the Terror of a Man of War. . . .

It gives me great Pleasure to learn that our Rulers are at last doing something, towards the Fortification of Boston. But I am inexpressibly chagrin'd to find that the Enemy is fortifying on Georges Island. I never shall be easy untill they are compleatly driven out of that Harbour and effectually prevented from ever getting in again. As you are a Politician, and now elected into an important Office, that of Judges of the Tory Ladies, which will give you naturally an Influence with your sex, I hope you will be instant, in season and out of season, in exhorting them to use their Influence with the Gentlemen, to fortify upon Georges Island, Lovells, Petticks [Ped-docks], Long, or wherever else it is proper. Send down Fire ships and Rafts and burn to Ashes those Pirates.

1. L. H. Butterfield, ed., *The Adams Papers*, Series II, *Adams Family Correspondence* (Cambridge, 1963), I, 406–07. Hereafter cited as Butterfield, ed., *Adams Family Correspondence*.

CAPTAIN WALTER STEWART TO JOHN HANCOCK ¹

[Philadelphia, May 12, 1776] ²

On Thursday afternoon May the 9th Mr Jacob Rush ³ waited on me, and desired I would have a Carriage ready by the next Morning, and wait on Mr Hancock with it by Eight oClock, which I accordingly did, when Mr Hancock was pleased to Honor me with a Commission to repair on Board the *Liverpool* Frigate Commanded by Bellew, in Order to Conduct Mrs Bellew to Philadelphia in her Way to Marblehead.



THE HON^{BLE}. JOHN HANCOCK ESQ^R.

Late GOVERNOR of BOSTON in North America
Given from an Original Picture in the Possession of Capt. James Scott.

Engraved by John Scott N^o 4 Middle Row Holborn

About Five oClock I arrived at New Castle, where I applied to the Commodore of the Row-Gallies for a Boat, with a Flag, to row me on Board the Ship, as She lay Twelve Miles below, which he immediately complied with; and I set out Accompanied by Mr [William] Erskin[e], & Mr [John H.] Carter who were desirous to see the Vessells. – On my Arrival at the Ship, being Ask'd my business &ca, and finding it was with the Captain, I was Ushered into the State Room where he and Mrs. Bellew were, – I informd him that I had the Honor of being deputed by Congress to deliver him an Answer to the Queries he had sent to Philadelphia by Capt Budden, – He told me he was extremely Sorry he had Asked any Questions as he had been Used very Ill – I replied, – I imagined he would find his Request granted as much to his satisfaction as he could possibly wish, – When I presented him with the Papers delivered me by Mr Hancock, he read them over, then delivered them to me again, and said, he had just look'd them over but they were not worthy his Reading. – I then (as Mr Hancock desired) made his & Mrs. Hancocks Compliments to Mrs Bellew, and assured her all possible Civility would be shewn her by them during her stay at Philadelphia, – and took upon me to assure Captain & Mrs Bellew, on my Honor, the People of that Place would be happy in rendering her every kind of Respect and Civility in their power, – Capt Bellew made answer it was all Nonsense, and affirm'd the Inhabitants of America could never be Capable of shewing Civility to any Person after this, as they were nothing but deceit, rancour & Malice, – and thought it was impossible a Fool (such was he pleased to term Mr Hancock) could shew Civility to any One, – he then began to explain the matter to Mrs Bellew, – and told her that those People we call'd the Congress & John Hancock had sent down word, if she went to Philadelphia, they would protect her untill such Time as her Friends Arrived to Conduct her to Marblehead, which was Nonsense in the highest degree, – and wondered the Congress would take upon them to Consult on any Matter which concerned his Wife, – and she well knew She had none but Female Friends who could never come for her, – I assured him there should be no obstacle as I would Answer for it, the Congress who were pleased to send me for Mrs Bellew in Order to Conduct her to Philadelphia, would likewise take care to forward her to Marblehead. – He again made Use of the above Expressions, both in Respect to the Inhabitants and Mr Hancock, – but enquired whether old Mrs Hancock was in Town, – being answer'd in the Negative, – he said was she here, his Wife might be taken care of, as She was a Genteel Woman, – but Intimated he did not choose to Risk her with any other Person. –

Having Ask'd if I would choose any thing to Drink, – he mentioned a Variety, – among the rest English Porter, – but made this observation, – he supposed I was afraid it would poison me – I assured him my Prejudice to the English did not extend so far as to deprive myself of making Use of any good Porter and Cheese he might have, which I would prove if he would be kind enough to let Us try them, – at the same time I could assure him it was

the Ardent desire of the Inhabitants of America to be on the same footing with England as in former Days would they but propose the matter in an honorable manner, – he immediately told me it was not true – he was Convinced a great Majority never desired to see that Day when the Quarrel would be made up, – for his part, he was sorry to be so situated, but he was only in the Line of his Duty, – but says he, – 'tis a new Thing – you are fond of your Shoulder Knots, Coats, &ca – and you are all turn'd Soldiers, – I expect however in a short time to see you return to your Duty again – I told him, – to be sure, at present, it is a new thing to Us, – but asked him whether he was not Confident, if we pursued it much longer it would not become a second Nature to Us & we would not wish to live but in that State, – he allowed it, but said it would be attended with the Ruin of the Countrey. – I beg'd to know what would become of that Power who Waged War with Us – he would not allow they could be hurt – We alone must suffer; – finding him get Warm I told him, that was not the Subject I came on Board to discourse on, & begged it might be at an end. –

I then addressed myself to Mrs Bellew (who I really think had a desire to come) – told her I had brought a light Phaeton & Servant to attend her and wish'd she would give me an Opportunity to prove myself worthy of the trust reposed in me by shewing her all the politeness in my Power between this and Philadelphia. – The Captain was not pleased to thank me, but seemed, the greater Civility Used to him & Mrs Bellew on that Subject, to be the more displeas'd at it, – and told her She must Content herself for a few Days, for then they would Arrive and settle the matter, when she might go safely without John Hancocks Permission.

Being desired by Mr Hancock to inform him The Subject of an Exchange of Prisoners was to take place that day, – and that he imagined an Exchange would be offered – he said it was impossible, – as our Tyranical Committees & Conventions had passed a Resolve that no Exchange should take place. – I told him the Congress were the Body who had the regulating of that matter & that it was morally Impossible any such Resolve should appear from any of the Committees, – if there had, I had never seen it, – but this he might depend on, Mr Hancock would not mention the matter unless it was to be so, – he still doubted it, – but enquired for his Lieutenant Bouger [Richard Boger], – who I told him was well, and at his Liberty to go about, and was much Caressed by the People as he had proved himself both the Man of Spirit and the Gentleman, – After a little indifferent Conversation We took our leave, when I begged to know if he had any Commands to Mr Hancock or any Person ashore – he answered me very shortly, by saying No, two or three times, – but recollecting himself desired I would carry a Letter to Mr Bouger, which if I pleased I might open as he imagined it was from his Mother, or if you please you may present it to your honorable Congress to open. –

Thus Sir according to your desire I have laid down the Conversation which passed between Captain Bellew and myself as nearly as my Memory

would serve; – I am confident Mr Hancock will excuse any Improprieties throughout which he discovers, when he Considers I had to attend to nothing farther than Matters of Fact. – I am, Sir [&c.]

Walter Stewart

[Endorsed] We do Certify, That the foregoing is the discourse, as nearly as our Memories can serve which passed between Captain Walter Stewart of the 3d Battalion of Pennsylvania, – and Capt Bellew of the *Liverpool* Frigate on Friday May the 10th on Board the said Frigate We being present during the Conversation from beginning to end thereof.

Will^m Erskine
John H. Carter

1. Etting Autograph Collection, HSP.
2. The date is approximated. Stewart must have returned to Philadelphia the next day, May 11, and made a verbal report which Hancock apparently requested in writing. It can be assumed that Sunday, May 12, would have been the logical opportunity to compose his letter.
3. Jacob Rush was one of the clerks in the office of Charles Thomson, Secretary of the Congress.

CLEMENT BIDDLE TO GEORGE TAYLOR ¹

[Extract]

Dear Sir:

Philad. 12 May 1776.

While I was from Town Mr. Risberg forwarded a letter to you from Mr. James Wharton to which he desired a speedy answer but none has yet come to hand – they wanted 300 Tonns of Pig Iron for the Frigates & desired to know how soon you could deliver it – they offer £ 8 p. Tonn, and if you cannot afford it under £ 8.10 – perhaps they would give it but dont let them know that I mention it – They also wrote about Shott & I must beg your particular answer inclosed to me either other [*sic*] or let me know the purport of it.

In consequence of the Engagements on Wednesday & Thursday between our 13 Galleys & the Kings Ships *Roebuck* & *Liverpool* the Committee of Safety find they shall want an immediate supply of Shott and I have procured part of them for you agreeable to the inclosed List, provided you can do them without Delay & send them down as fast as a waggon Load is finished.

There are many reasons to induce a belief that a larger force will come against us and it is of the utmost consequence to be fully prepared. Therefore if you cannot make the Shott immediately please to inform me by return of the Express who comes with that [*sic* this] that may apply elsewhere, but if it is possible I hope you will do them and I will endeavor to get orders for more which I think will be wanted.

A Gentleman in Congress informs me they want a number of Howitzers cast of Iron wch will weigh as high as 12 Cwt. and down and they are informed of the Quality of your metal & would agree with you if you could undertake to cast them – you will be particular on this head also in your answer.

There seems no prospect of accomodation & I think an Independency will soon take place. Indeed I cannot see how we can avoid it as we must take such steps as will unite the Friends to America & depress our internal Enemies when we have before us the greatest Chance of a vigorous campaign in wch. the whole forces that England could command from within themselves & from foreigners are employed against us.

I must mention to you something of our Engagement below – The *Roebuck* of 46 Guns & *Liverpool* of 28 Guns came up our Bay & River sounding & filling water & it is thought were making themselves acquainted with the Channel for no good purpose – The Committee ordered down our 13 Gallies who with one Gun each engaged for several hours on Wednesday but at too great a distance to do much damage on either side – but on Thursday they began the Engagement near Christian Creek which continued very close for 4 hours in which our Captains behaved very well & obliged the ships to retire fighting as far as New Castle & then they made down the River & have passed Reedy Island – we have certainly done them great damage & received but little on our side – The first day one man was killed, the second day a few slightly wounded.

Thus we have proved the great utility of Gallies for the defense of Rivers as 13 of them drove two of the finest ships of their rates that the King has & we could have engaged them to greater advantage higher up among the Islands – the place they were at being wide & entirely open from shelter.

Referring to the list of shot below & waiting your answer – I am Sir [&c.]

Clement Biddle.

[P.S.] the 12 April it is said they were at short allowance of Provisions in Quebec, but I dont think our chance of taking it before summer arrives is favorable.

List of Shott for Committee of Safety.

		lb.
140 rounds Shott of	32.	
560 do	of 24.	
1078 do	of 18.	

Bar Shott

15 bar 32 lbs.	bars 19½	Ins. long from the flat of each half ball to the other.
60 do. 24 lbs.	18	Ins. do. do. do.
555 do. 18 lbs.	16½	Ins. do. do. do.

Since the foregoing wch. contains the order I received last night the Committee have extended it to 50 Tonns & you will if possible execute it according to the List inclosed for round Shott & the bar Shott as above.

1. Typescript in HSP from a letter to Col. George Taylor of Durham, Pa., in private collection.

“EXTRACT OF A LETTER FROM PHILADELPHIA, MAY 12.”¹

Yesterday came up an express from Lewis Town, informing, that the *Roebuck* and *Liverpool* men of war, were got down to the road, and had taken their old stations.

By another express we have account, that the privateer, *Congress*, fitted out of this port, had taken and sent in to Sinepuxent, a schooner from Pensacola, loaded with flour and lumber, and about 200 half joes.² When the Congress dispatched the schooner, it is said she was in chase of two ships.

1. *Connecticut Courant*, May 27, 1776.

2. The *Thistle*, Charles Roberts, master, taken April 30 by the Pennsylvania privateer sloop *Congress*, George McArroy, commander. Records of the Admiralty Court of Pennsylvania, April 13–December 3, 1776, LC Photocopy.

CAPTAIN THOMAS PROCTOR TO THE PENNSYLVANIA COMMITTEE
OF SAFETY¹

Mr. Chairman:

Fort Island, May 12th, 1776.

Sir, I have herewith Inclosed a Return of Stores Recd at this place for the use of the Battery and fleet, with the Disbursements, also an Acct of the Amunition as Ordered formerly by the Committee to the Commissary, which is not Recd. The tann'd Hides I have not Recd and the powder is in much want of Airing. Lieut Simons [Jeremiah Simmons] brings with him the pay list and Master Rolls, which you will please to order payment for. Yours [&c.]

Thos. Proctor.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 754–55.

CAPTAIN HENRY DOUGHERTY TO ROBERT MORRIS¹

Sir

Newcastle 12th May 1776

At Nine oClock this Morning The Men of War Weighed and is Standing down the River, I have Sent a Guard Boat down as far, is Ready [Reedy] Island to know how far the[y] go. –

I would be Glad to know if we Stay here or go up to our Station I am with Respect [&c.]

H Dougherty²

1. Committee of Safety, Navy Papers, Pa. Arch.

2. Senior captain of the Pennsylvania fleet, and commander of the galley *Washington*.

JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW¹

May 1776

In Delaware River

Sunday 12 at 8 AM weigh'd and came to sail as did the *Roebuck* and Tenders – at 11 anchd. with Do Stoney Point Bearing N. N. E. 2 miles –

First part calm and cloudy midle and latter modr and cloudy. at 4 P M down Topgt yards. at 8 sent the cutter to row Guard

1. PRO, Admiralty 51/548.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Cape Fear River the [12th] May 1776 ²

Commodore Sr Peter Parker Knt

I must beg leave to make it my request to you that some Vessel of sufficient force may be sent to Virginia & New York with some dispatches of Consequence from me to The Commander in Chief

If you should think it necessary to send a Frigate and it may be difficult to get out with this Wind, I submit it to you Sir Whether one of the Cruizers may not be directed to proceed upon this Service, and she replaced by the *Sphinx* which might possibly stretch for a few Leagues beyond her Station to protect the Schooner it has been thought necessary to send to South Carolina. I am &ca

H.C.

1. Sir Henry Clinton Papers, Miscellaneous Letter Books, CL.

2. Clinton left the day in May blank, and the one used is approximated. It is based upon the fact that on May 15 Parker reported to Philip Stephens that he had received application from Clinton for assignment of a vessel to carry letters of consequence to Howe.

MERCHANTS OF BRITISH HONDURAS TO VICE ADMIRAL CLARK GAYTON ¹

St George's Kay Honduras 12th May 1776

Sir

(On His Majestys Service)

Mr Miller late Master of the sloop *Morning Star* taken off Black River bar on Mosquito Shore the 30th day of April last arrived here on the 6th Inst in order to procure a Vessel to carry dispatches to his Excellency Sir Basil Keith and yourself – To these dispatches and such accounts as Mr Miller shall give of that unwarrantable Capture, we beg leave to refer you. And as his Majesty's Subjects, residing in the Bay of Honduras, as well as the Merchant Vessels now loading here (of which there are now twenty sail in the different Harbours) think themselves open and defenceless as they are liable to the like insults and danger of the same depredations: WE Therefore take the liberty of laying before you our critical situation, and most humbly crave such assistance as you shall think proper to afford us, and the exigency of the affair requires. – We are with great Respect Sir [&c.]

James Valentine

Pat. Bourke

Will OBrien

Tho^s Pitts

Walter Davidson

[Endorsed] May 13 76 Bay of Honduras Letter from the principal Inhabitants requesting assistance being greatly alarm'd at the Spaniards Seizing a Sloop in Black River Road.

1. PRO, Admiralty 1/240.

13 May

JOURNAL OF H.M.S. *Surprise*, CAPTAIN ROBERT LINZEE ¹

May 1776

[In the river above Quebec]

Monday 13th AM Exercised the small Arms.

Most part fresh Breezes and Cloudy. PM. Sent the Schooner down to Point Au Trumble, to get off the *Gaspee* Brig,² being inform'd by the Inhabitants that the Rebels had only cutt two small holes in her Bottom, which might easily be Stop't at low Water People Employ'd occasionally, and about the Rigging.

1. PRO, Admiralty 51/336.

2. H. M. Brig *Gaspee* had been captured by the American forces when Montreal was taken.CONDEMNATION OF SLOOP *John* IN VICE ADMIRALTY COURT, HALIFAX ¹

Nova Scotia Court of Vice Admiralty Monday 13 May [1776]	}	Cause John Collins Esqr Commanding his Majestys Ship of War the <i>Nautilus</i> – VS – The Sloop <i>John</i> , William Chace master – Court Opened by Makeing Proclamation as usual. Proclamation made for all Claimers Decree Pro- nounced as follows
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In the Name of God Amen We Richard Bulkeley Esqr Judge & Commissary of his Majestys Court of Vice Admiralty for the Province of Nova Scotia & the maritime parts thereof – Haveing maturely considered the Allegations against a certain Sloop called the *John* her Cargo seiz'd & taken by John Collins Esqr. Commander of his Majestys Sloop of War the *Nautilus* set forth to this Court in a Libel prefer'd to us by William Nesbitt Esqr his Majestys Advocate General in the said Court, as well on the Part and behalf of his Majesty, as for and on the behalf of the said John Collins who therein alledg'd that one William Chace Master of the said Sloop in open defiance of the Act of Parliament made in the 16th year of his Present Majestys Reign was found on a Trading Voyage with the Colonies now in Rebellion and was endeavouring to enter into some Port of the said Colonies laden'd with Bread and Flour ² and the Allegations having been fully Proved by Evidence sworn and examined before the Register by our Special Order and all Persons claiming Property in the said Sloop and Cargo having been by due Process notified to appear and assert their Claims to the same but no Person appearing so to do, We Do Pronounce this our sentence & Decree thereon as follows We do adjudge and decree the said Sloop *John*, together with her Boats, Tackle and furniture as also her Cargo on Board to be lawfull Prize to the Captors thereof and we do Condemn the same as such Accordingly and do Order the same to be deliver'd to the Agent or Agents for the said John Collins his Officers & Crew to be divided in such Proportions and after such manner as his Majesty hath or shall think fit to Order and direct by his Royal Proclamation or Proclamations Issued or hereafter to be issued for that purpose.

Given under my hand and the Seal of the said Court this Thirteenth day of May Anno Domini 1776 & in the sixteenth year of his Majestys reign –

Rich. Bulkeley Jud. Admtes

1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.
2. Taken off Rhode Island March 30, 1776.

REQUEST BY OWNERS FOR A COMMISSION FOR THE RHODE ISLAND
SLOOP *Montgomery* ¹

Sir

Providence May 13th 1776

We the Subscribers all of Providence in the County of Rhode Island Merchants request your Honor to grant a Commission or Letters of Marque and Reprisal to Daniel Bucklin Commander of the Sloop *Montgomery* of which we are Owners. She is burthened about Sixty Tons, carries Ten Carriage Guns Four Pounders & Two Pounders and Ten Swivels, manned with Fifty Men, and fitted with a suitable Quantity of Muskets, Blunderbusses, Cutlasses, Pistols Powder Ball and other Military Stores. He hath on board Thirty Barrels of Beef and Pork, Forty Ctwt of Bread, Eight Barrels of Flour, with some Rice, Beans Potatoes &c. John Field is First Lieutenant, Thomas Rutenber Master, & Thomas G. Scranton Second Lieutenant. We are [&c.]

To the Hon'ble Nicholas Cooke Esqr

R^d Salter
W^m Wall
Elihu Robinson
Joseph Cooke
D Laurence
John Smith
Jos: Bucklin
Nichs Power

Paul Allen
Nath: Greene
William Rhodes
Jn^o Mathewson
Lewis Peck

1. Maritime Papers (Letters of Marque Petitions Instructions 1776–1780), R. I. Arch. Continental Bond, \$5000, was executed this date.

Newport Mercury, MONDAY, MAY 13, 1776

Newport, May 13.

The *Cerberus* frigate, of 28 guns, was seen cruising a little to the westward of Point-Judith point several times last week.

APPLICATION FOR PRIVATEERING COMMISSION FOR THE CONNECTICUT
SLOOP *Gamecock* ¹

This may certify Whom it doth or may concern, that having applied for a Commission or Letter of Marque & Reprisal for the Privateer Sloop called the *Game-Cock* of the burthen of Forty two Tons or thereabouts – mounted with Four Three Pounders and two Four pounders, Eight Swivels Twelve [illegible] 6 Blunder busses, Twenty Muskets twenty Four Cutlasses & Thirty pair of Pistols – Five hundred wt of Round & Chain Shott – Three hundred wt of Swivel and Grape Shott – & one hundred and Fifty wt of

Musket and pistol Shott – with Thirty Rounds of Powder for all the fire Arms Fifty hand Granados – Forty Barrels of Beef & Pork & Twenty Eight Casks Bread, three Casks pease &c – Her Crew Consists of Fifty Men under the command of Lemuel Brooks Captain – John Gordon first Lieut. Thomas Wheedon second Lieutenant – White, Master – the said Privateer is fitted & set forth by the subscriber at New Haven in the Colony of Connecticut who is sole owner thereof –
Hartford May 13th 1776 Adam Babcock²

1. Jonathan Trumbull Papers, ConnHS.

2. Connecticut Council of Safety authorized Babcock to draw 400 pounds of powder "out of the Colony store at N. Haven." Hoadly, ed., *Connecticut Records*, XV, 401.

CONTINENTAL BOND FOR THE CONNECTICUT PRIVATEER SLOOP *Gamecock*¹

1776 *Gamecock*, Sloop. Guns 6; Men, 50
May 13 Commander: Lemuel Brooks
Bond: Continental \$5,000
Bonders: Lemuel Brooks, Norwalk. Adam Babcock,
New Haven
Owner: Adam Babcock.
Witnesses, Noah Phelps, Ezekiel Rogers Hyde

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, VI, 1, NA. This abstract from the *Gamecock* bond is illustrative of the vast number of privateer bonds in this source.

CERTIFICATE OF GOODS SALVAGED FROM THE NORTH CAROLINA SLOOP
*Francis*¹

In Provincial Congress, New York, May 13, 1776

It is hereby certified that the Sloop *Francis*, Christopher Clarke, master, bound from North-Carolina to this Port, was seized by Captain [Hyde] Parker [Jr.], commander of a British ship-of-war named the *Phoenix*, some time in December last, of which Mr. William Lowther informed this Congress soon after he got on shore, within sight of the City. That the said sloop was, in March last, by order of Captain Parker, sent away to the eastward; that advices were received that the Sloop was cast away on the Vineyard, in her way to Boston, and perished; that Mr. William Lowther went in pursuit of her some time after she sailed, and is since returned; that he has brought here and landed out of that part of the cargo which was saved, fifty barrels of tar and turpentine, forty-six barrels of tobacco, and about two thousand staves; and that Mr. Lowther has further informed us that the further quantity of one hundred and twenty barrels of tar and turpentine, and between five hundred and one thousand staves (part of the said cargo) have been preserved, besides those that have been brought back here. [Endorsed] May 13, 1776: In Provincial Congress. – Certificates

1. Force, comp., *American Archives*, 4th, V, 1508. Apparently, from the endorsement, one of the items lost in the State Library fire, Albany, N.Y.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. ¹

May 1776

Moor'd off Sandy Hook The Light House
EBN Distance 1 Mile

Monday 13th AM empd [fitt]ing Netting for the Quarters. First & Midl parts Modt & Cloudy . . . at 2 PM Fired Several uper and Lower deckers, at a Party of Rebels attempting to board the *Asia's* watering Boat. Do sent out Boats Man'd & Arm'd to her assistance, at 4 Fired a Gun & made the Signal for the Boats to Return, the Rebels having made for the Shore,

1. PRO, Admiralty 51/693.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety,

[Philadelphia] 13th May, 1776.

Resolved, That Capt. [Robert] Whyte, Capt. [Nathaniel] Falconer, & Mr. James Wharton, settle with the several owners of the Shallops and Boats lately employed in the Public service, and draw orders for payment on Mr. [John] Nixon and others, the Committee of accounts.

By order of the Board, an order was drawn on Jno. Nixon & others, the Committee of accounts, in favour of John Cobourn, for two hundred pounds, being towards the payment of the men employed in sinking the Chevaux-de-Frize.

Resolved, That Capt. [Joseph] Moulder & Mr. Tho's Fitzsimmons be desired to purchase two Convenient Vessels, the one for a Magazine, the other for a Provision or Store Vessel, & Man & fit them immediately, to be ready to attend the Fleet upon the orders of this Board, or the Commanding Officer. And that when they are in service, Richard Wells, with his Pilot Boat, be employed to ply between the said Vessels and the Fleet.

Resolved, That the Committee of Fire-Rafts be authorized to purchase a Convenient Vessel for quartering the Men belonging to the Fire-Rafts while down the River.

Resolved, That Capt. [John] Hazelwood & Capt. Hervey, be appointed to survey the River from Billingsport to Fort Island.

1. *Pennsylvania Colonial Records*, X, 566, 567.JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW ¹

May 1776

In Delaware River

Monday 13 at 8 AM weigh'd as did the *Roebuck* and Tenders, turned down the River –
First part fresh Gales and cloudy,
turning down the River at 3 PM anchd in 7 fm empd about the Barrakading for the Qur Deck modr with Rain

1. PRO, Admiralty 51/548.

COLONEL JOHN HASLET TO CAESAR RODNEY ¹

[Dover, May 13th 1776.]

We are much distressed here on receiving an Order of Congress, inclosed by the Council at Newcastle to exchange Lt [George] Ball for a Certain Capt. [William] Budden of the City of Philadelphia; Our Uneasiness does by no means arise from opinion, that to exchange an officer of the *Roebuck* for the master of a Merchantman employed in Private Business, is unequal; but from our apprehensions of Danger to the Community; if the Lieut. is permitted to go on Board, while his ship continues in our Bay; You, Sir, well know the Humanity with which he has been treated at Dover, the General Acquaintance which he has Contracted, & the Particular Correspondence he has held with Persons, who have discovered very little Zeal in Defe[n]ce of American Liberty, he has been heard to express great Satisfaction on finding so many true Subjects to his Majesty in the Circle of his Acquaintance: he knows our Naked & defenceless Situation; he knows, it is in his power with 150 men well armed to desolate great part of this Seemingly Devoted County. [Charles] Popes Company is armed by us for the Defence of Lewes Capt [Jonathan] Caldwell marched a Detachment of 150 men completed for the Field by my Orders, as soon as Intelligence was had of the Men of War going up the River, which leaves us without a Sufficient Number of Guns to mount a Sergeants Guard—all this is known to Mr Ball—

Have not Congress been hurried into this Resolve by the Weight of Capt Buddens Influence in the City, & the Inclination of the Wilmingtonians to Ingratiate themselves with the Commander of the *Roebuck*. I can't help thinking, in the Spirit of a freeman, but with absolute Submission to the Decisions of [Congress, had] the Matter, appeared in its true light [to] them, the Order had not issued. The armed Vessels are expected down every hour. The Council here have called on me for their Arms, & I shall order Capt. Caldwell to march his Detachment back here forthwith, if the Lt is sent on Board. In all this I flatter myself with receiving the Approbation of Congress—as the future Danger, if any, before a Reinforcement, will be in the two Lower Counties—perhaps before the Lt can march from here, & be sent on Board, we may be happy enough to hear from you—this shall go by Express—hope you will be able to collect my meaning from this Hasty unrevised scroll, & shall leave it without other apology, to depend on yr Good sense to give it weight by your Representation.

P.S. I have this Instant been informed by the President of the Council now sitting, that their Sense of the Matter will be sent up with the Prisoners to Newcastle to morrow—

1. Ryden, ed., *Letters to and from Caesar Rodney*, 77–78.

“EXTRACT OF A LETTER RECEIVED BY THE WAY OF SCOTLAND, BY A MERCHANT IN LIVERPOOL, DATED NORFOLK HARBOUR, VIRGINIA, MAY 13.” ¹

It is now five months since the friends of Government have been confined on board the shipping under the protection of the ships of war, and

God only knows when we shall set foot again on Terra Firma. Independence is publickly declared throughout the Colonies, and nothing but force of arms will settle the unhappy dispute. The Provincials are at present laying waste the lower counties, and driving the poor inhabitants up the country.

1. *London Chronicle*, August 10 to August 13, 1776.

JOURNAL OF THE NORTH CAROLINA PROVINCIAL CONGRESS¹

[Halifax] Monday May 13th 1776.

Whereas it hath been thought necessary to fit out three Armed Vessels for the Protection of the Trade of this province. Resolved, That the following Sums be paid the Officers, and Seamen employed on Board the said Vessels by the Month to wit Captain Ten pounds Wages and four pounds for Table, Lieutenant eight pounds Master eight pounds Mate five pounds fifteen Shillings, Doctor Eight pounds Boatswain five pounds Gunner five pounds Carpenter five pounds Clerk five pounds Armourer four pounds ten Shillings, Cooper four pounds ten Shillings, Captain of Marines eight pounds Marines two pounds thirteen Shillings and four pence, Seamen Compleat four pounds, Seamen not Compleat three pounds, That all other Officers on Board Vessels of equal force Burthen the same regulations and pay as by Continental Establishment.

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774-1776), NCDAH.

"EXTRACT OF A LETTER FROM WILMINGTON IN N. CAROLINA, MAY 13."¹

The Enemy having landed at General [Robert] Howe's Plantation, on Sunday Morning, between 2 and 3 o'Clock, about 900 Troops, under the Command of Generals [Henry] Clinton and [Charles] Cornwallis, the Centry posted on the River Bank immediately gave the Alarm to the Guard, who had only Time to collect their Horses, and throw down the Fences to let a few Cattle out, which they drove off before the Enemy surrounded the House. On their March up the Causeway from the River, Part of the Guard kept up a Fire on them, which the Enemy returned. A few Women, who lived in the House, were treated with great Barbarity; one of which was Shot through the Hips, another stabbed with a Bayonet, and a third knocked down with the Butt of a Musket. The Enemy had two Men killed, several wounded, and a Serjeant of the 33d Regiment taken Prisoner. They proceeded on their March to Orton Mill, with a Design to surprise Major [William] Davis, who commanded a Detachment of about 90 Men, stationed at that Place. In this they failed, as the Major had received the Alarm from the Guard, and had retired, with his Baggage and two small Swivels, in very good Order, unpursued by the Enemy. They have burned the Mill, and retreated to their Vessels at the Fort. Upon the whole, the Generals have very little to boast of, they having got by this Descent, three Horses and three Cows. We have not had a man killed or wounded.

1. *South-Carolina and American General Gazette*, May 8 to May 22, 1776.

JOURNAL OF H.M. SLOOP *Scorpion*, CAPTAIN JOHN TOLLEMACHE ¹

- May 1776 Moor'd off Brunswick in Cape Fear River No Carolina
 Sunday 12 A M sent a Boat with an Officer Man'd & Arm'd on a Secret Expedition Boat Retd Supply'd the Transports Boats with Rum & Rice interred the Body of Jno Jefferies at Brunswick. ²
 PM Fir'd a Six Poundr & made the Signal for Embarkation of the Troops ³
- Monday 13 A M Recd Beef and Bread large Cutter Empd Fishing.
 PM Arriv'd here His Majs Ship *Falcon*

1. PRO, Admiralty 51/872.

2. A seaman who had died the day before.

3. On board a transport which had come up the river on May 2.

JOSIAH SMITH, JR. TO JOSEPH BLEWER, PHILADELPHIA ¹

[Extract]

[Charleston] May 13th. 1776 –

Respecting Publick Affairs, I have the pleasure to tell you that we remain undisturbed as yet by the Brittish Troops or Ships, tho we are daily uneasy at the expectation of their visiting us, there being late reports from North Carolina of their having commenced a rendezvous in Cape Fear River. – we hope they will be wise enough not to force an entrance into our Harbour, as they must undergo no small damage in such entrance from our Chevaux de Frize and a Noble Battery now finishing on Sullivans Island, and shoud they weather the brunt there, Fort Johnston & a Fifteen Gun Battery on the high Bank near Mr Lambells will not alittle retard their progress, before they can feel the force of our Cannon from the Wharves & Batteries on the Front of Charlestown &ca of which wehave more than 120 mounted, from 9 to 26 Pounders. – Providence hath Greatly manifested itself in our favour in many Instances, and particularly so, in causing such a dread to fall upon the late Bloodhounds of Boston, as to occasion their sudden & shameful retreat from thence. and if the late resolve of Congress for a General exportation of Goods from all the united Colonys, do not prove the means of their being afresh supply'd with Provisions from the Continent – both Men Warr & Troops must be in an unpleasing situation before the end of this Summer . . . Independency has in a great Degree already taken Place with us, a Commander in Chief, with all other needful Officers being appointed, and all publick business regularly carried out –

1. Josiah Smith, Jr.'s Letter Book, 1771–1784, UNCL.

MASTER'S LOG OF H.M. ARMED VESSEL *Cherokee* ¹

- May 1776 Moored in Savannah River Georgia
 Sunday 12th employed Watering
 The first part fresh breezes and fair the middle and Latter parts Light Airs Inclining to Calms
 at 11 PM heard several Musquets fired on Cockspur Island,
 Do manned and Armed the pinnace and Cutter and sent

them on shore at $\frac{1}{2}$ past the boats returned with Intelligence that a party of Rebels had Landed on Cockspur and Attacked our Centinels, and that the Rebels had retired with the Lost of 1 Man killed, Do we sent our Cutter to the Wt end of Cockspur in Company with two boats belonging to the *Raven* in Order to cut off their retreat, at 12 our boats returned with the Rebels boat and 3 prisoners who gave us Information of an Armed boat (Schooner rigg'd) belonging to the Rebels at Anchor about 4 Miles up the River,

Monday 13

at 1 AM sent our pinnace in Company with two boats belonging to the *Raven* In chace of the above Armed Vessel, Likewise employed two boats to Guard Cockspur at 5 Do our boats returned with the above Vessel she mounted 6 Swivel Guns and 6 Organs Commanded by John Brown, Compliment of Men 16, at 11 Do our boats took 3 more of the Rebels from Cockspur Island, prisoners taken 15 one killed and 2 Wounded N B the Rebels fired first at his Majestys boats

1. PRO, Admiralty 52/1662.

JOURNAL OF H.M. SLOOP *Raven*, CAPTAIN JOHN STANHOPE ¹

May 1776

Moor'd off the Island off Cockspur, Savannah river.

Sunday 12

at 11 PM there was an Alarm given on the Island of Cockspur by firing of Musquets – Mannd and Armd the Boats as did the *Cherokee*, and sent them on Shore, found the Rebels had made an attempt to take away a White Man a Pilot & some Negroes, but being discovered, shot 1 of the Rebels, & the others made off. do sent the Boats round the Island to cut them off –

Monday 13th

our Boats fell in with the Rebel Boat & took her with 3 Men. Examined the Prisoners & found there was an Armd Schooner Boat at 4 mile point – Sent 3 boats to take her which was happily effected – She had 6 Swivels & 6 Organs with small Arms & 8 Men they had 1 Man Shott dead & 3 wounded. Took 3 Men more Prisoners on the Island.

1. PRO, Admiralty 51/771.

VICE ADMIRAL JAMES YOUNG TO VICE ADMIRAL CLARK GAYTON ¹

(A Copy)

English Harbour Antigua the 13th May 1776.

Sir I have lately received information that several Ships of Force were fitting from different parts of America which are said to be intended to Cruize for and intercept the homeward bound West India Ships, both from these Islands and Jamaica: and as it has likewise been represented to me that Sundry Vessels from the West India Islands Laden with Gunpowder and Military Stores for the use of the Rebels in America; pass under French Col-

ours and are cleared out with French Papers for the Islands St Pierre and Miquelon, on the Coast of Newfoundland, thinking by such finesse to pass for French Vessels, and escape the vigilance of our Cruizers. – As it is probable the same Artifices may be practised on your Station, from Cape Francois &c. I have therefore thought it necessary to acquaint you with the aforesaid Intelligence that you may take such measures to defeat the designs of the Rebels as to you shall appear needful. I am Sir [&c.]

Jam^s Young.

1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG TO LORD DUNMORE ¹

[Extract] English Harbour Antigua the 13th May 1776

My Lord I had the honour to receive your Letter of the 9th April by the Brigantine *Rebecca*, John Brown Master; accompanied by another Letter for Sir Ralph Payne, Governor of this Island who being absent from his Government, I opened the same agreeable to your desire. In answer, I beg to acquaint your Lordship; that the Provisions Ordered by Mr Jameson (as they are said to be for the use of Government) have been procured at this Island, and Shipped by Messrs Willm Robertson & Co Merchants here; and I have granted my pass for the same to be carried to Virginia for the use of the Kings Army and Navy Employed there; said Gentlemen proposed likewise sending a Considerable Sum of Money by the same opportunity, but as I do not think myself Authorized by the late Act of Parliament to grant a pass for Money, I have therefore declined doing so.

The Ordnance and Military Stores your Lordship has wrote for cannot be procured at any of the Islands within my Command, but had it been possible to have got them; I could not have suffered Stores of such Consequence to have been carried to the Coast of America in a Vessel so defenceless and likely to be intercepted by the Rebels; and the small Number of Kings Ships employed on this very extensive Station, makes it impossible for me to spare any of them, as a Convoy on such an occasion.

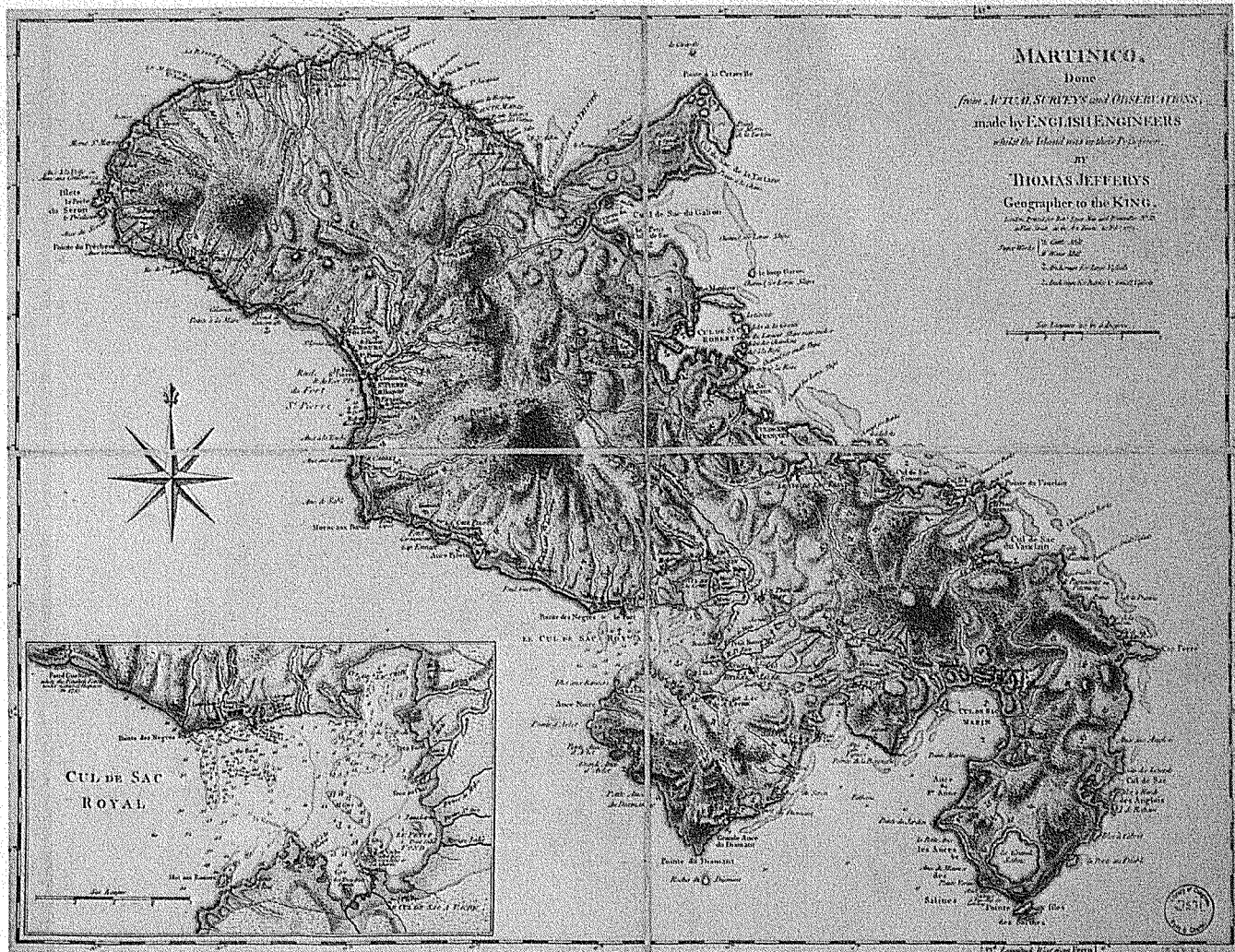
Such a person as your Lordship describes Mr [John] Goodrich called on me in February last, but having no Credentials whatever and giving rather a lame Account of himself I was induced to think him an Imposter; since then have neither seen or heard of him. . . .

1. PRO, Admiralty 1/309.

PIERRE BEGOZZAT TO GOVERNOR NICHOLAS COOKE ¹

Sir St. Pierre Ma[r]tini[que] 13 May 1776

this Letter will inform you Capn Samuel Soule is departed from hence the 14th of April he hath done very well to wait no Longuor for 3000 of Gun powder he wanted more, because our french Vestles have been detained by the Contrary wind till the 6th of this Month, Since that time we have received 14 Vestles laden with provisions and dry goods, they have imported about a hundred thousand of Gun powder & Some Casses of fire



MARTINIQUE.

Done
from *ACTUAL SURVEYS and OBSERVATIONS*
made by **ENGLISH ENGINEERS**
while the Island was under *English* Possession.

By
THOMAS JEFFERYS
Geographer to the KING.

Scale Reduced from the original to 10000
of the Scale of the French Map of 1789.
Paris 1792. 10000
1800. 10000
2. 10000
3. 10000
4. 10000

See Envelope to this Map for
a complete List of the Names.

CUL DE SAC
ROYAL



Arms, the first powder hath been paid 5 – lbs, the Americans have purchased about the Half at that rate, the price fall now every day, I hope the next months it will be no more than four about five days [ago] a general assembly hath resolved how the Americans will be received here with provisions of all Sorts, I think it will be Brofitable to the Americans to send here the Produce of their Country, to Exchange them for goods they want, the Brofit of the entry, will pay the risque they will run, I hope the Next Month we will recive about hundred thousand weight of gun Powder at least You May depend upon that, and any Vestle Send here to that Purpose will be well received here,

I wish to be informed of the Safe arrivary of your son in law Mr Paul allen and of your Sloop *Diamond* Capt Soule I am sir [&c.]

P Begorrat

1. Letters to the Governor, 1776, vol. 8, R.I. Arch.

14 May

CAPTAIN SKEFFINGTON LUTWIDGE, R.N., TO PHILIP STEPHENS¹

Sir

Triton, at Quebec, 14th May 1776.

I take the earliest opportunity by his Majesty's Sloop *Hunter* going Express to England to desire you will inform my Lords Commissioners of the Admiralty of the safe Arrival of the Convoy under my Command.

After acquainting their Lordships of the *Swift* Victualler being unfortunately burnt, I saild with the rest of the Convoy, from Portland Road, the 21st March, and on the 13th April struck Soundings on the Banks of Newfoundland, having the preceding Evening passed by several large Islands of Ice and many small drifted pieces. On the 19th I made Cape Ray on the West end of Newfoundland, where I fell in with a vast quantity of drifted Ice which with great difficulty we sail'd thro', & some of the Convoy were for a considerable time stop'd by it we kept forcing thro' till the 24th when we got clear of it – On the 29th in the River St. Laurence between Anticosti and the South Shore, I spoke with his Majesty's Ship *Niger* and a Transport from Hallifax having a part of the 47th Regiment onboard for Quebec – Being very desirous to gain early information of the Situation of that Place I made Sail a head of the Convoy, ordering them to make the best of their way to Isle Coudre, and on the 4th of May I sent a Boat onshore opposite the Isle of Bic, where I got intelligence that Quebec was closely be-seiged, and that the *Isis* and some other Ships were gone up a few days before. my Convoy by passing on the North side of Isle Bic where I was be-calm'd got ahead of me, & I received an Order from Captain [George] Talbot² to wait at Coudre (on my arrival there) for farther intelligence, and to take care of any Ships of his own Convoy or mine that I shoud meet with – On the 7th, I anchor'd at Coudre with Two Victuallers, and having there received a Letter from Captain Hamilton³ dated the 6th that they were apprehensive of being storm'd again, I left Orders for the *Bute* and *British Queen* who were a few Leagues a stern of me to follow as soon as

possible and with the two Victuallers Anchor'd before the Town the morning of the 10th Instt: –

I have great satisfaction in acquainting their Lordships that the Officers commanding the Convoy paid the strictest Obedience to the orders they received from me and that it was entirely owing to their assiduous attention that I was able to arrive with them at so early a Season. – Capn [Thomas] Pringle who now commands the *Lord How* as an Armed Ship, having arrived at Isle Coudre before me on hearing the Town was closely beseiged, and knowing of what consequence the reinforcement he had on board might be, proceeded immediately up to the Bason, and Anchor'd before the Town the 8th instt. I am happy upon this occasion to acknowledge the great assistance I received from him upon the passage from England, not only in keeping together for some time a part of the Convoy which was unavoidably seperated from me in the foggy Weather we met with, but also upon every occasion shewing an Alacrity in the Service we were employ'd upon which must recommend him to their Lordships Notice as a diligent and active Officer. I have the Honor to be Sir [&c.]

Skeffⁿ Lutwidge

1. PRO, Admiralty 1/2054, 6, 12.

2. Commanding the *Niger*.

3. Captain of the *Lizard*, and in command of the naval battalion in Quebec.

GOVERNOR SIR GUY CARLETON TO LORD GEORGE GERMAIN ¹

[Extract]

Quebec 14th May 1776. –

My Lord! After this Town had been closely invested by the Rebels for five Months, and had defeated all their attempts, the *Surprise* Frigate, *Isis*, and Sloop *Martin* came into the Bason the 6th Instant. –

As soon as that part of the 29th they had on board, with their Marines, in all about two hundred, were landed, they, with the greatest part of the Garrison, by this time much improved, and in high Spirits, marched out of the Ports of St Louis and St John's, to see what those mighty Boasters were about; they were found very busy in their Preparations for a Retreat, a few Shot being exchanged, the Line . . . marched forward, and the Plains were soon cleared of those Plunderers; all their Artillery, Military Stores, Scaling Ladders, Petards, &c.&c. were abandoned, the *Surprise*, *Martin*, and a Province Armed Vessel, went up the River, when they also quitted the *Gaspe*, and the Armed Schooner *Mary*; the Rear of the Rebels have halted at Deschambault, and the *Surprise*, with the other two Vessels, are a little upon this side of the Falls of Richelieu. –

Thus ended our Siege and Blockade, during which, the mixed Garrison of Soldiers, Sailors, British and Canadian Militia, with the Artificers from Halifax and Newfoundland, shewed great Zeal and Patience under very severe Duty, and uncommon Vigilance, indispensable in a Place liable to be Storm'd, besides great Labor necessary to render such attempts less practicable . . .

May the 3d about ten at Night a Fireship attempted to run into the Cul du Sac, where the greatest part of our Shipping were laid up, but

this also proved abortive, and she burned to the Water's edge without doing us the least Injury; 'tis supposed they intended a general assault, had they succeeded in setting Fire to the Ships and lower Town. —

I cannot conclude this Letter without doing Justice to Lieutenant Colonel Maclean [Allan McClean], who has been indefatigably Zealous in the King's Service, and to his Regiment, wherein he has collected a number of experienced good officers, who have been very useful; Colonel [John] Hamilton, who Commanded the Battalion of Seamen, his Officers and Men discharged their Duty with great alacrity and Spirit, the same thing must be acknowledged of the Masters, inferior Officers, and Seamen belonging to his Majesty's Transports, and Merchant Men, detained here last Fall; only one Seaman deserted the whole time; the Militias British and Canadian behaved with a steadiness and Resolution, that could hardly have been expected from Men unused to Arms, Judges and other Officers of Government, as well as Merchants, cheerfully submitted to every Inconvenience, to preserve the Town; the whole indeed upon the occasion shewed a Spirit and Perseverance, that does them great Honor.

1. PRO, Colonial Office, 42/35.

American Gazette, TUESDAY, JUNE 25, 1776¹

Halifax, May 14.

Sunday last the *Glasgow* man of war, Capt [Tyringham] Howe, with four vessels under her convoy, sailed for England: — In this fleet went many Gentlemen of *Distinction*, viz. Francis Legge, Esq; Governor, and James Monk, Esq; Solicitor-General of this Province, Gov. [James] Wright of Georgia, Thomas Oliver, Esq; Lieutenant-Governor of Massachusetts-Bay, and President of the Council, Hon. Peter Oliver, Harrison Gray, John Murrey, Richard Lechmore, John Erving, Nathaniel Hatch, and George Erving, Esqs. Councillors; Brigadier-General Royal, Col. Vassal, John Gore, Esq; Adino Paddock, Esq; Captain Joye, Mr. Laughton, Mr. Brindley, Mr. Bowes, Mr. Inman, Mr. Deblois, Thomas Danforth, Esq; Benjamin Gridley, Esq; Mr. Pitman and Mr. Pelham, all of them of Boston, and most of them with Families; Charles Dudley, and George Rome, Esqrs; of Newport.

1. This news was reprinted from the *Nova-Scotia Gazette*. The June 19, 1776 supplementary issue of the *American Gazette* noted: "By Captain Joseph Cook, of the Schooner *Elizabeth*, who arrived at Portsmouth, New-Hampshire, Yesterday from Canso, in Nova-Scotia, we are favored with Two Halifax Papers."

MASTER'S LOG OF H.M.S. *Milford*¹

May 1776

Thatcher's Isld N N E 2 Leags

Tuesday 14

saw a Sail under the land out Reefs and gave Chase at 11 found the Chace to be a Rebel Privatr Hove in Stays & fir'd 2 Nine Poundrs & stood of[f]

Mode & fair discovered a Rebel Privateer Coming out of Cape Ann Harbr Tack' Ship and gave Chase at 2 the Chace Bearing for Cape Ann Harbr fir'd 5 three Poundrs & 10 Nine

pounds, at 6 Spoke the *Orpheus* saw 2 Sail to the Etward made Sail & gave Chace at 1/2 past the *Lively* fir'd a Gun at the Chace Shortend sail & haul'd our Wind *Lively* & Chace standing to the Etward.

1. PRO, Admiralty 52/1865.

JAMES FULTON TO HIS SHIP OWNERS IN ENGLAND ¹

Sir,

Salem, May 14, 1776.

This is to acquaint you, that we were taken by an armed schooner, Capt. [Samuel] Tucker, commander, on the 6th of this instant, within two miles of the light-house of Boston, and in sight of four men of war. We are used very well, and have liberty to walk where we please; but when we shall get home, I cannot tell; but will come home as soon as possible.

James Fulton.

1. *Public Advertiser*, London, July 3, 1776. Fulton was master of the transport brig *Jane*. In the *Remembrancer* there is a paragraph reading: "The *Jane* (formerly the *Minerva*) Fulton, a transport, from Clyde to Boston, was taken by the Provincials on the 6th of May, and carried into Salem. . . . The above ship had a cargo on board, worth upwards of 6000 l. which is mostly insured at Glasgow." John Almon, ed., *The Remembrancer or Impartial Repository of Public Events* (London, 1776), III, Part II, 139. Hereafter cited as Almon, ed., *Remembrancer*.

RICHARD DERBY, JR. TO THOMAS CUSHING ¹

Sir

Salem 14 May 1776

The Honble the Council some time since did me the Honour to appoint me one of a Committee for building Armed Vessells, and agreeable to my Directions I have had one of said Vessells completed more than three weeks ago, which vessell might now have been on a Cruize against our unaturall Enemys, had I been furnished with Cannon & other necessary Implements – I think 'tis of Importance that no more time should be lost, & if your Honour is of the same oppinion I beg you will assist the Bearer, one of the Lieutenants of the *Tiranicide*, in procuring Canon for said Vessell. Comodore Manly, last Evening from Boston, informs me, he saw a Considerable number of 6 lb Cannon, with only one Trunnion off, which is of very little Consequence, as this can soon be Repair'd –

I have ordered the Bearer, & with your leave, he will tarry & see these Gun's put on board a Boat for this Place, where I have the Caryages, Provision &c &c for said Vessell Ready – six pound shot & 12 Swivell Guns are also wanted & some Pistolls if to be obtained.

The Plan on which these Vessells was ordered to be Constructed is by no means agreeable to me, I have made some Little alterations in the one now Completed, and have taken the Freedom, in the one I am now Building to make many more; such as Increasing the Length six feet, two Inches more Dead Rising & six Inches more Beam, this vessell will be soon Compleat & 'tis time even now to begin to procure materialls for fixing her – I have Rigging Enough but Duck will be wanted, – nothing on my part shall

be Wanted if can be provided – Please Excuse my Innacuracys as I have wrote very haistily & believe me to be Sir [&c.]

R. Derby Junr

I have not had an opportunity to see the Committee and hope the alterations I have made without their consent will be over looked as I had [no] other motive in Doing it, but making the Vessell more fit for Publick Service as a Cruiser.

To the Honble Thomas Cushing Esqr
Chairman of the Committee of War

[Endorsed] answered May 15, 1776 by the Committee who Referred him to the Commissary General for the necessary Supplies and wrote to the Com General ordering him to do it

1. Mass. Arch., vol. 194, 397.

JOSEPH Lee and MILES GREENWOOD TO THE MASSACHUSETTS COUNCIL ¹

The Petition of Joseph Lee of Beverly and Miles Greenwood of Salem – Humbly sheweth

That your Petitioners, together with several other Persons, their Partners, have at their own Cost, fitted out an Armed Sloop, called the *Revenge*, for the purpose of making Reprisals on the Enemies of the united Colonies of North America, agreeable to the Laws and Regulations of this Country, and which Vessell is now all ready for Sailing; Your Petitioner's humble Prayer, therefore is, that Joseph White of Salem may be Commissionated Captain of the said Armed Sloop, and your Petitioners as in Duty bound shall ever pray

Joseph Lee Miles Greenwood

Watertown May 14th 1776

The abovementioned Sloop is burthen Ninety five Tons – carries twelve Carriage and sixteen Swivel Guns, Navigated by Eighty five Men.

[Endorsed] In Council May 14th 1776 Read & order'd that a Commission be issued to the abovementioned Joseph White as Commander of the Sloop *Revenge* on his giving Bonds agreeable to the Resolves of Congress John Lowell Dpy Secy P T –

1. Mass. Arch., vol. 164, 356.

CONTINENTAL BOND FOR THE MASSACHUSETTS PRIVATEER SLOOP *Revenge* ¹

1776 *Revenge* Sloop. Guns, 12, and 16 swivels; Men, 85.

Commander: Joseph White

Bonders: Joseph Lee [Beverly] and Miles Greenwood [Salem] merchants, and Joseph White [Salem], mariner

Owners: Joseph Lee, Miles Greenwood and others ²

Witnesses: John Lowell, John Molineux

1. Mass. Arch., vol. 6, 339. An abstract from the bond. This source contains numerous bonds.

2. One of the other owners was Josiah Batchelder, Jr., whose share in the sum of ninety pounds was acknowledged on May 18, 1776, by Joseph Lee "on acct of the Sloop *Revenge*," Bartlett Papers, 2428, BHS.

JOURNAL OF BARTHOLOMEW JAMES¹

[May 4 to May 14]

From the time of our arrival [at Halifax, in his Majesty's ship *Orpheus*] to the 4th of May we were employed fitting the ship for sea, on which day we quitted this port and stood to the southward; and on the night of the 8th spoke his Majesty's sloop *Merlin*, with two transports from Amboy bound to Halifax. On the 12th we spoke the *Milford* and *Lively* on a cruise,² and that day arrived in Nantucket [*sic* Nantasket] Road, Boston, where we found lying the *Renown*, Commodore [Francis] Banks, whose broad pennant we saluted with thirteen guns. During our stay here a constant cannonade was kept up by the rebels at the ships, which we occasionally returned. And on the night of the 14th, having been sent on shore to secure our boats with a party of men, while watering, I furnished my berth with a handsome table and half a dozen chairs.

1. John Knox Laughton, ed., *Journal of Rear-Admiral Bartholomew James 1752-1828* (London, 1896), 25. Hereafter cited as Laughton, ed., *James' Journal*.
2. According to the *Milford's* journal, she spoke the *Orpheus* on May 14, not May 12. James' narrative frequently seems hazy on dates.

GOVERNOR JONATHAN TRUMBULL TO GOVERNOR NICHOLAS COOKE¹

[Extract]

Hartford, May 14th, 1776.

Would acquaint your Honor that upon application being lately made to the Honorable Continental Congress, to have the cannon and such other of the stores which Commodore Hopkins brought from New Providence, except what was necessary for the fleet, to be left at New London for the defence of that port; the Congress considering the importance of having that place well fortified, passed a resolve directing said cannon and stores to be left at New London, for the purpose aforesaid, as will appear by a copy of said resolve which I herewith transmit to you. But I was much surprised and disappointed to find that the Commodore had sailed from that port without complying with said resolve. Have wrote him upon the subject, and have to request the influence, aid and assistance of your Honor, that the cannon, stores &c., may be sent back to that port, as soon as possible, agreeable to the expectation and resolve of the Congress, as before mentioned.

1. *Collections of the Rhode Island Historical Society*, VI, 156-57.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

Hartford, Tuesday 14 May, 1776

Gave order on Pay-Table for Wm. Griswold for £125 12, as follows, *viz:*

Please to draw on the Treasurer for the sum of £125 12 0, in favor of Capt. Wm. Griswold, for and in payment of the hire of the brig *Minerva*, employed the last season as an armed vessel in the service and for the defence of the seacoasts of this Colony, under the command of Capt. Giles Hall,

being the sum and amount of said hire according to charter party, as the account has been settled and allowed by the Governor and Council of Safety, March, A.D. 1776.

To the gentlemen Committee of Pay-Table, Hartford.

N.B. *I was to have carried it to him in March, going to Philadelphia, therefore dated it in March.*

1. Hoadly, ed., *Connecticut Records*, XV, 401-02.

BILL OF ANTHONY PERIT AGAINST THE CONNECTICUT BRIG *Defence* ¹

[New Haven, May 14] ²

Colony of Connecticut to Anthony Perit			Dr
[Feb.] 9	To 11 Yds Blue Tammy	1/7	£ 0.17..5
10	To 2 lb 6d Nails		0..1..9.
22	To 1 Keg white lead 0.2.0	84/	2..2..0
	To 3 lb 6d Nails	10½d	0..2..7½
	To 1 Brass Hob lock		0..6..0
	To 3 lb 6d Nails	10½d	0..2..7½
	To 26½ yds white Tammy	1/7	2..1.11½
	To 2 lb 6d Nails	10½d	0..1..9.
	To 2 Gimblets	4d	0..0..8
	To 4 lb 24d Nails	8½d	0..2.10.
	To 1 Spick Gimblet		0..1..0
	To 35 yds Ozabrigs	2/	3.10..0
	To 1 Bolt Ozabrigs 71 Ells	2/4	8..5..8.
	To 1 Pad lock		0..1..2
	To 2 Half hour Glasses	1/6	0..3..0
			<hr/>
			£ 18..0..5½

The above Goods Deli[vere]d James Rice –
for Use of the Row Galley [*Whiting*] –

20 Yd[s] osnabrigs	2/	2..0..-
8 Yds ditto		.16..-
		<hr/>
		£ 20.16..5½

1. Conn. Arch., 1st Series, IX (*Defence*), 67-68, ConnSL.

2. *Ibid.*, 1, bill rendered that day, according to general account of the *Defence*.

LIEUTENANT COLONEL HENRY BROCKHOLST LIVINGSTON TO GEORGE
WASHINGTON ¹

[Extract]

Fort Constitution 14th May 1776

Sir/ I arrived here the 9th Instant, but did not take the Command till today, as Colo [Isaac] Nicol did not think himself releived before.

The Fortifications intended here with a few improvements will render them almost impregnable, and impassable if a Boom was thrown Across the River Oposite them; which I think very Practicable as the River at this

Place is no more than 500 Yards – its Depth 18 Fathom, the Tide not so rapid as at New York and a very Bold Shore 2 Whale Boats with Oars at Each Post are much wanted to render the Communication more easy, I fancy they might now be Bought Cheap at New York as they cant be employed in the Fisherie. – Also a Boat to Transport Stores from one Post to another. Colonel Nicol tells me he represented to Your Excellency the Necessity of an Allowance of Rum for the Men upon Fatigue at this Post: and that Your Reply was that they Should be allowed a Gill per Man. – An Order from Your Excellency to the Commissary General would procure us a Supply of that Necessary Article on Working Parties its Efficacy is well Known. . . .²

1. Washington Papers, LC.

2. *Ibid.*, Robert Hanson Harrison, writing for Washington, answered this letter on May 19. Little could be done to meet Livingston's needs except that rum and fresh provisions were ordered immediately.

ROBERT HANSON HARRISON TO LIEUTENANT COLONEL BENJAMIN TUPPER¹

Sir

New York May 14, 1776

His Excellency received yours of the 13th Instt and It is his desire that you take every possible means in your power to prevent the Intercourse & communication with the Ships of War & to hurry the fitting of the other Boats – As to dislodging the people at the Light House, he does not mean to advise an attempt unless you are morally certain that It will be attended with Success – A Miscarriage wou'd damp the Spirits of the men at the first set out, be held disgracefull, and the Experiment is such case be considered as a departure from the plan & design you went on I am &c

R H

1. Washington Papers, LC.

“EXTRACT OF A LETTER FROM GREAT EGG-HARBOUR, MAY 14.”¹

Yesterday Capt. Broadhurst, in the schooner *Fidelity*, from Martinico for Brunswick, was chased in here by a large white-bottomed sloop, with a square-sail and standing top-sail, supposed to be a tender, as she appeared to be full of men; she followed the schooner on to the bar, till it was thought she struck; – being low water, and the bar rough, she wore round and stood out, and has been beating off and on ever since.

1. *Pennsylvania Gazette*, May 22, 1776.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Tuesday, May 14, 1776

Martin Strobach [Strobagh], lieutenant of marines on board the *Hornet* sloop, finding the service by sea to disagree with him, and apprehending he can be of more use in the land service, begs permission to be discharged

from the present service he has engaged in, that he may apply for a lieutenancy in the Pennsylvania artillery company, where there is a vacancy, which he is encouraged to make application for: ²

Resolved, That leave be granted to discharge him.

1. Ford, ed., *JCC*, IV, 352, 355-57.

2. John Martin Strobagh was commissioned a lieutenant in Thomas Proctor's artillery company. Francis B. Heitman, *Historical Register of Officers of the Continental Army During the War of the Revolution, April 1775 to December, 1783* (Washington, 1914), 525.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 14th May, 1776.

Resolved, That the Officers of the Ship, Armed Boats, Floating & Land Battery, make report to this Board the quantity of Military stores they now have.

Whereas, several Gent'n have offered to form themselves into Companys of Volunteers, and whenever called upon in defence of this River, to enter into actual service on Board any armed Boat that shall be provided for them by this Committee, under their own officers.

Resolved, That this Board has a just sense of their spirited & patriotick offer, and Messrs Sam'l Howell, Thomas Wharton, & Owen Biddle, are appointed to confer with those Gent'n, receive their proposals, consider of the best means of employing them, and of the expediency of making any alterations in any of our armed Boats for the use of the said Volunteers, & consult Capt. [John] Rice upon that subject and that they make a Report to this Committee as soon as possible.

Resolved, That it appears necessary to build two Gallies for the protection of the Commerce in Delaware Bay, and that the above Committee procure the same to be built by Boat builders, with all possible dispatch.

Resolved, That it appears necessary to Fortify some part of the Jersey shore for the Defence of the River Delaware.

Upon application of the Marine Committee, orders was give to admit the sick Men from Capt. [Lambert] Wickes' ship into the Hospital at Province Island.

1. *Pennsylvania Colonial Records*, X, 567-70.

WOOLSEY & SALMON TO JOHN PRINGLE ¹

[Extract]

[Baltimore] 14th [May]

we shall as soon as the Brig gets away, make out Your Acct & Get all settled to satisfaction. Mr. Russell is Arrived in Town, he got all safe Landed at Indian River, and is now a getting them over he had five Tons of Powder in which will be some help. he goes out again for the same Consarn, & we think we Can get You any sum in Your Share (at present we are only £ 50 and do not mean to put more in now) . . . the Boat Russell is in is a fine Boat, and therefore think You had better fix soon if You do anything

by him . . . your brig now full, has on Bd 1189 Barrls 113 half Barrels flour 448 Keggs Bread 1000 hhds Staves, 1500 bls do all on freight, the Capt Goes to Morrow to Annapolis, & by Next Post shall tell you which way she goes, & Perhaps You may have time to give further Orders if not we shall do what we think Necessary². . . we are sorry to find that ships of war is got up as high as Wilmington we do not think they can hurt your Town but they must Certainly, stop all Trade which will injure us here Very much.

1. Woolsey & Salmon Letter Book, LC.

2. Woolsey & Salmon wrote again to Pringle that George Woolsey and the brig's captain had gone to Annapolis but "we do not yet know when she will get her Orders to Sail. Neither will they tell us what Island she will go to, of Course it puts out of our power to let you know our Council are Queere People," *ibid*.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY¹

[Williamsburg] Tuesday, May 14, 1776.

A warrant to Richard C. Graves for £15.5.0 for arms for the marine service.

Same to Capt. James Barron for £44.10.8 for the pay of the Hampton militia under his command to the 12th April.

Same to same for £108.11.6 for the pay of the men belonging to the Boat *Liberty* to the 25th April.

Same to same for use Rich'd Barron for £62.12.0 for do. for Boat *Patriot* to the 25th April.

Same to same, use Wm. Watkins for £3.0.0 for work on board the Boat *Liberty*.

Same to Capt. James Barron for £16.10.10½ for sundry necessaries to the Boat *Liberty*, also for use Capt. Rich'd Barron for [£] 5.8.9 for 435 lbs. junk to Capt. [John] Calvert.²

Same to Capt. James Barron for use Latimer & Parish, and for £140 for the boat *Patriot*.

Same to same for use Ballard & Bayley, £200 for the boat *Liberty*.

1. *Journal of the Committee of Safety of Virginia From February 7, 1776, to July 5, 1776, Calendar of Virginia State Papers* (Richmond, 1890), VIII, 176. Hereafter cited as *Virginia State Papers*.

2. Commander of the galley *Norfolk Revenge*.

JOSIAH SMITH, JR. TO MATTHEW CLARKSON AND MICHAEL HILLEGAS¹

[Extract]

Gentlemen

[Charleston] May 14th, 1776. –

The 25th March per Post, I wrote you in reply to yours of the 28th February, in which I expressed my Willingness to transact for you the business you requested of me to do with Theobald Ent, who at that time not being arriv'd here, I was fearful had fallen into the Enemys hands, or perished on the Seas – the former misfortune it seems has been his portion, being taken by the *Syren* Man of Warr 15 days after he left Philadelphia, and carried Prisoner into Cape Fear, himself & 45 of his Companions that could not be

prevail'd on by threats or promises to enter into the British Service, were confined onboard an Hospital Ship in the River, where they suffer'd exceedingly in the want of suitable provisions, which put 18 of them to the desperate attempt of getting to Shore on a Raft they had contrived in the Night, and which they happily accomplished. – Ert, with three others, soon after took the resolution of swimming to shore in the Dark, but he only, came safe, the others having drown'd by the way. The other 24 were afterwards put on Shore from the Ship in order to save their scanty food. three of the 46 are return'd overland to your place, and forty sett off on foot for this, most of them are come in, and Ert among them, he appear'd to be in a tatter'd State but in good Spirits. they have Join'd our Artillery Regiment, Ert is in the first Company under Command of Capt [Barnard] Beekman, who is a very good Officer. . . .²

1. Josiah Smith, Jr.'s Letter Book, 1771–1784, UNCL.

2. This tells what happened to Captain Francis Proctor's artillery company which sailed from Philadelphia February 16, 1776 for South Carolina and were taken prisoners on March 15, 1776, by H.M.S. *Syren*. See Volume 4, 358.

RICHARD HARRISON TO CAPTAIN FRANCIS SPEAKE¹

Sir

St Pierre Martinique May 14. 1776.

I have now by me Sixty Barrells of Gun powder & twenty two Barrells of Sulphur, which I am desirous of Shipping to America for the province of Maryland, for whose use I purchased it. – If therefore, you will take it on board the Schooner *John*, belonging to Messrs Jenifer & Hooe, & now commanded by you, and will safely deliver it to any Committee in Maryland, Virginia or Pennsylvania; I do hereby promise & engage that the Council of Safety of the first mentioned province shall allow & pay unto your Owners a just & satisfactory Freight for the same. – And further, that should the Vessel be lost at Sea, or taken by the Ennemy, in either case, your Owners shall receive the sum of four hundred pounds Common Currency of Maryland, as a Compensation for their Loss, from the Council of Safety as aforesaid.

The Swivels & small Arms I have put on board for the protection of the Cargoe, together with the Articles thereunto appertaining, I agree shall go to the public Expence, and you must accordingly deliver them with the Cargoe as already directed.

If these proposals are agreeable to you be pleased to signifie your Assent by a Line at bottom.

I am, wishing you a safe passage, in behalf of the province of Maryland. Sir [&c.]

R Harrison

[Endorsed] Sir I do in behalf of my Owners, Messrs Jenifer & Hooe, consent to take the Goods you have mentioned above, on board the Schooner *John*, on the Terms you offer. and am Sir [&c.] Fr^s Speake,

To Mr Richd Harrison St Pierre.

May the 14, 1776

1. Revolutionary Papers, Box 10, Md. Arch.

GOVERNOR ABRAHAM HEYLIGER TO VICE ADMIRAL JAMES YOUNG ¹

Sir.

It is not without the greatest real Concern that I find myself reduced to the disagreeable Necessity of complaining to your Excellency of an Insult very recently offered to the Flag of their High Mightinesses the Lords States General of the United Netherlands and my person as Governor of this Island, by John Colpoys Esquire Commander of His Britannic Majesty's Ship of War the *Seaford* in the following manner.

On the 10th Current the said Ship of War came to an Anchor here and the usual Ceremonies of Salute being adjusted with the proper Officer, paid the Ordinary Compliment of the garrison which was returned with equal courtesy: in a few hours afterwards Captn Colpoys by a Lieutenant Signified to me; that he had received information of a Sloop belonging to Philadelphia being Anchored in the Port, requiring my permission to Seize her, to this demand or request not less Extraordinary than impertinent, I returned, as was my duty, a negative conceived in as gentle Terms as the nature of the case would permit, notwithstanding which he saw proper to cause certain of his Crew to board and take possession of her by Violence and then sent me a Letter of which the inclosed piece No 1 is a copy; to this repetition of his absurd demand I returned an answer in writing of which the piece No 2 is a copy; and ordered withal the proper Officer of the Government to take possession of the Sloop, which he did but not without some opposition on the part of the Officer & people Captn Colpoys had been pleased to put aboard, and some short time after their retreat, I received a Second Letter from that Gentleman, of which the piece No 3 is a copy, as preposterous as affrontive. ²

I Complain not to your Excellency of the indecent and insolent behaviour of a Subaltern. I believe a Midshipman employed to bring Messages on the part of Captn Colpoys, because of my Contempt of his illiberality Secured him from being punished upon the Spot, I think him also beneath your Excellencys notice.

To a Gentleman acquainted as you are with the treaties, of Amity Subsisting between my Masters and his Britannic Majesty, it is unnecessary to say that the Conduct of Captain Colpoys was such as I neither ought or can consistent with the duties of my function, overlook without demanding and receiving such Satisfaction as hath been accorded to other Governors acting under the commission of a free and independent State in cases of a Similar nature.

When I did myself the honour of complaining to your Excellency formerly of the Singular ridiculous and irregular Conduct of William Garnier Esquire Commander of His Majestys Ship the *Argo*, I received neither Satisfaction or Answer; Altho' I had an apparent claim of the former from your Excellencys Justice and might justly have hoped the latter from your known politeness.

The Political contention between Great Britain and her American Colonies neither hath or ever can furnish the former with any plausible reason for offering causeless insults to the Flag of any neutral power, and it is under that persuasion that I expect your Excellency will not only procure me intire Satisfaction from Captn Colpoys, but give such Orders to the particular Cruizers of the Squadron under your Excellency's Command as may prevent any future wanton infractions of the Law of Nations or of the particular Treaties subsisting between his Britannic Majesty and the States General of the United Netherlands.

This Letter will be handed to your Excellency by Mr Charles Chabert and I flatter myself with the Expectation of receiving by him such an answer as may prevent all future Altercation. I have the Honour to be with the most respectful consideration, Your Excellencys [&c.]

Abr^m Heyliger

St Eustatius 14th May 1776.

James Young Esquire, Commander in Chief of his Britannic Majesty's Squadron Stationed at the Windward Island, Antigua.

1. PRO, Admiralty 1/309.

2. For these three "pieces" see exchange of correspondence between Heyliger and Captain Colpoys, May 10, 1776.

15 May

JOURNAL OF H.M.S. *Surprize*, CAPTAIN ROBERT LINZEE ¹

May 1776

At Single Anchor off Point Au Platoun

Wednesday 15th AM. The Schooner returned and inform'd us that she had got the *Gaspee* Brig, off, and sent her down to Quebec. People Employ'd occasionally.

Mode and Cloudy Weather. PM. Came on board a Desserter from the Rebels. People Employ'd Variously. ²

1. PRO, Admiralty 51/336.

2. *Ibid.*, the *Surprize*, on orders from Captain Charles Douglas of the *Isis*, dropped down to Quebec on May 19, and sailed from there May 22, bound for a station off the Island of Bic in the lower St. Lawrence. She remained there until June 25, and then sailed to join the Newfoundland squadron.

MAJOR GENERAL JOHN THOMAS TO THE CONGRESSIONAL COMMISSIONERS IN CANADA ¹

[Extract]

Three Rivers, May 15, 1776

. . . The invalids who have got in I shall leave here with the other troops for a few days, where Mr. [John] Bonfield tells me he can provide for them. I shall repair immediately to the Sorel, and advise with the principal officers there; if the boats and gondolas are in readiness, it will be my opinion to return with the utmost expedition to Deschambault, a post I am, for many substantial reasons, extremely unwilling to abandon to the enemy. Not a vessel of theirs has yet been able to pass the falls of Richelieu, so difficult is the navigation. But should it, after a thorough inquiry, be thought advisable to fortify and make a stand only at the mouth of the



John Thomas.

Sorel, and give up the large tract of country below, the observations Mr. [James] Price makes in regard to our taking post at the little river Berthier, I believe are just and shall be attended to.

1. Force, comp., *American Archives*, 4th, VI, 588-89.

BRIGADIER GENERAL BENEDICT ARNOLD TO THE CONGRESSIONAL
COMMISSIONERS IN CANADA ¹

[Extract]

Sorel May 15th 1776

. . . Mr [John] Bonfield a Gentleman of Character arrived here Yesterday, he left Sully on Thursday last Decham: on Saturday Morning – where General [John] Thomas was with only nine hundred Men Colonel [William] Maxwell was at Jacques Cartier, but the Number of Men with him Mr Bonfield could not tell – Mr Bonfield saw a Number of the regular Officers and Inhabitants of Quebec before he left Sully, who acquainted him that on Monday the 6th Instant arrived at Quebeck one Sloop of War of fourteen Guns, one twenty and one fifty Gun Ship from England, with two Companies of the 27th Regiment and one Company of Marines, which were immediately landed, who with the Garrison that came out the same Afternoon made a Body of one thousand Men commanded by General Carleton, from whom our people made a most precipitate Retreat without ever firing a Gun, on the 8th arrived a Frigate of thirty Guns and a Large India Man, with five hundred Men from Halifax part of General Howe's Army the whole of which were on their passage for Quebec & six thousand Hessians it is said are on their Way from England – If the latter is true we shall doubtless have our Hands full, Colo: [Ethan] Allen is come out in the Ships from England in Irons (it is given out) to receive his Trial for Rebellion & to be executed here.

1. Washington Papers, LC.

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS ¹

Sir

Isis, Quebec, May 15th 1776

So many things have happened, & been transacted since my long Letter of the 8th, that I gladly, find myself under the necessity of hereby troubling you with another. On the 8th His Majesty's Ship *Niger*, from Halifax, anchored here, having sail'd from thence, with the 47 Regiment in three Transports under her Convoy, two of which, are this day safely arrived here, as did on the same day, the *Lord Howe*, armed Ship, commanded by Lieutenant (now Captain) [Thomas] Pringle, the other Transport is safe in the river, & hourly expected up, with the *Bute* Arm'd Ship, and the *British Queen* Victualler; Capt'n Lutwidge in the *Triton*, on the 10th in the Morning, having with great Alacrity made the Best of his way up, as soon as he reached the Isle aux Coudres. The *Beaver* & *Agnes* Victuallers, got up the same day, and Capt Pringle, with the Lieutenants Knox Maclellan, & Scot, are in possession of their respective Commissions, which I received from the hands of Capt'n Lutwidge, together with their Lordships other commands; all which shall be carefully attended to. And in compliance, with the Spirit

of their orders to me, of Feby 16th I detain the *Niger* under my command, for some time at least, And shall employ her forthwith, on a Cruize between Cape Roziers, and the Island of Anticost:, his Majesty's service, both in General Carleton's opinion & mine, strongly requiring a Cruizer there, and moreover now and then to look into the bays of Chaleurs & Gaspee, — Whereof I acquaint Admiral Shulldham, at Halifax, the moment the *Magdalen* schooner can be got ready, which I hope may be by the 14th. Both she and the *Hunter* Sloop, have required repair, as does every Ship, Vessel and Boat, which winter'd at Quebec, either from the ice, or Rebel Shot, not excepting Fire transports, all which I have much to the liking of General Carleton, begun to fit out, to act, both in their late capacity and that of floating battery's, in the approaching expedition towards Montreal, to the end that no time be lost I also, at the request of His Excellency, am fitting out the taken Rebel Schooner; the command whereof as Lieutenant I have given to Mr Starke, superceeded by Lieut Maclellan in the *Lizard*, to which Lieutenancy Captn [John] Hamilton had appointed him; he having bravely performed the duty of Captain, in the Gallant Naval battalion; And the General therefore much desiring that he may command the said Vessel; which his Excellency has expressed a desire, may be for his own Conveyance, as Occasion may require, If Mr Peacock arrives in time, he shall have his passage to England in the *Hunter* — if not, by the next express, for I humbly judge the late event to be of such importance, that I shall send duplicates in some small hired Vessel, some few days after the above Sloops departure. I hope my Lords Commissioners will approve, of my having appointed, Mr Boyle my first Lieutenant, to the Command of her; Mr Thos Butler Master of the *Isis*, to be my third Lieutenant; Mr Mcevoy first, and Mr Berkley second; all which appointments, after so particularly critical and perilous a Voyage, I beseech their Lordships to conform. I am also under the necessity of appointing Surgeons & Gunners to the *Lord Howe & Bute*, and a Master & Carpenter to the *Hunter*; of which I flatter myself my Lords Commrs will moreover approve; the same also, arising from the Exigencies of the Service, and the nature of my present; accidental; situation, hitherto under the Command of nobody, between me and their Lordships, under whose immediate orders alone, I am still acting. The nature of the Service at present in various pressing respects, lays me under the necessity of wearing a broad pendant, until some superior officer arrives in the River, or until the present, or future Commander in Chief, shall order me to haul it down; yea should more force arrive, and our Arms then move upwards, in order to perform my duty, according to my Wishes, for my King and Country's service, and to my own honor, I shall be moreover under, the necessity of appointing a Captain to the *Isis*. To the end, that I may in person superintend the naval operations, quite up to Montreal. As I feel no impressions from the appointments, or Ornaments of a Commodore in this great Affair, I shall be ready to relinquish both without regret; In the mean time I shall hope for the approbation of their Lordships herein being signified to me, by the first conveyance —

Many of the Gentlemen who did the duty of Officers, in the naval battalion, having been thereby put to great expences, wou'd be undone, were not their Lordships to take order for making their pay up to them, according to their respective late Military ranks; and I have been pressed hereby to solicit their Lordships accordingly.

The *Surprize*, *Martin*, and province arm'd Sloop, still keep their Stations near the rapids & are to continue there; as we do not mean to retrograde, even to the most minute appearance. A province Arm'd Vessel carrying 40 men & Guns in proportion, is now cruizing near the Isle of Bic, with Pilots, until I send another of greater force, (also an armed Vessel taken last Winter into the Service by General Carleton) to relieve her, and to continue there to countenance, and protect them, in their functions. I am very well aware, that I may have done, have left undone, and may be doing various matters, which in other times wou'd be reckoned excentric: but I hope their Lordships will impute any such inaccuracies, to the quick deciding, necessity I am under of followng the dictates of my own poor judgement, arising from the nature of my Situation, and the pressing exigencies of His Majestys service. Capt'n Lutwidge in the *Triton* struggled also hard with the ice, in the Gulph, as did the Captains Pringle & Parry, in the armed Ships; and the Victuallers too but was [*sic* what] is very extraordinary, Capt [George] Talbot in the *Niger*, with his Convoy, who passed through the Gulph of Canceau, and between the Island of St Johns, and the Main, on the 24th April saw none at all. I send you herewith an account of our States & Conditions: As also some rebellious papers and acquaint you, that we have recovered the *Gaspee* Brig not very materially damaged, that the whole of the 47th Regiment is now in the bason, & that the *Bute* arm'd Ship & *British Queen* Victualler are hourly look'd for, not having been able as yet to pass the traverses. I am &c –

Charles Douglas

1. PRO, Colonial Office, 5/124, 76c.

JOURNAL OF H.M.S. *Lizard*, CAPTAIN THOMAS MACKENZIE ¹

May 1776	Laid up in the Coude Sec [Cul de Sac, Quebec]
Monday 12 [Sunday]	Fresh breezes & fair weather . . . Capt [John] Hamilton being ordered home with dispatches in the <i>Hunter</i> Sloop Capt Thomas Mackenzie of the <i>Hunter</i> was appointed to the <i>Lizard</i> & Mr Dunbar Maclellan haveing Superceded Mr Stark as 2nd Lieut both their Commissions were publicly read on the Quarter Deck
Tuesday 13 [Monday]	Modt & fair there being no further Occasion for the Seamen in the Garrison, they were Marched up to the Grand Perade to deliver up their Arms.
Wednesday 14 [Tuesday]	Fresh breezs & fair Capt Douglas hoisted his broad pendant on board his Majestys Ship the <i>Isis</i> & was saluted by the Men of War and Garrison

Thursday 15 Do Wear A M Arrived here the *Bute* Armed Ship Lieut
 [Wednesday] Perry & *British Queen* Transport Sailed for England his
 Majesty's Sloop *Hunter* recd on board Men from the
Hunter.

1. PRO, Admiralty 51/550.

JOHN BRADFORD TO JOHN HANCOCK ¹

[Extract]

Sir

Newbury port 15th May 1776

I but yesterday Recd a Ltr from Mr [Thomas] Cushing under the 7th Instant, informing me you had Acquainted him with my being Appointed Agent for prizes with a power to Appoint deputies, that you had not time to write me, but desired to know if I would accept, in answer to which, I am truly penetrated with a Sense of Gratitude for the honour Conferr'd on me by this appointment, and shall at all times endeavor to Exert my self in such a manner as I hope will Render my conduct irreproachable by my worthy friends who have appointed me

I can with pleasure Acquaint you Sir our Builders go on briskly, the small Frigate we shall launch the next full moon. we this day begin to lay her upper deck and I cant but flatter my self the Ships will be equal in every Respect to any on the Continent

Mr Cushings Ltr. Recd yesterday advises to be looking out for Officers, in order to return their names to your Comme for approbation, wch shall be done so Soon As the nature of the business will Admit of. Capt [John] Ford (I think) of Chensford, a distinguish'd officer in the Bunker hill battle has offer'd himself as Capt of Marines and says, he will bring all his men with him, I make no doubt we shall get the Ships well Officer'd

1. Dreer Autograph Collection, American Navy, vol. 1, HSP.

JOURNAL OF H.M.S. *Experiment*, CAPTAIN ALEXANDER SCOTT ¹

May 1776

Cape Ann WbNo $\frac{1}{2}$ N 6 Leagues

Wednesday 15 A M do at 4 [TKd] $\frac{1}{2}$ past 5 brought too & detain'd a fishing boat belongg to Piscataway, took her in tow, at 8 Saw a sl in the SW out all reefs made sail, at 10 found her to be the *Lively* frigate brot too, at Noon in Co the *Lively* & 10 sail of our Convoy
 First part Fresh Breezes & hazy, latter Modte & fair P M Sent the *Vipers* men on bd the *Lively*,² joind Co the *Senegal* sloop, at 6 the *Lively* took Charge of our Convoy & bore away for Halifax, $\frac{1}{2}$ past made sl & kept the Wind at 12 tack'd

1. PRO, Admiralty 51/331.

2. The prize crews which the *Viper* had put on board two prizes she had sent into Antigua; the brig *Tartar*, February 24, 1776, and the brig *Sawney*, March 1, 1776. See journal of the *Viper* for these dates, Volumes 4, 74 and 134.

ACCOUNT BOOK OF WILLIAM SEVER¹

Kingston 15th May 1776

Colony Dr for Brig *Independence*

3 lb Sole Leather 4/ 1¼ hundd 10 d nails 1/10½	5.10½
100 6d nails 1½ hundd 40 each	1..6
Colony Dr Joseph Shurtloff bill for boards &c	14..--
Colony Dr cash pd Anty Thomas for 135l lb pork	
p rect	27..0..5
pd Joseph Short carting do	10..--
	27.10..5
pd Lazs Goodwin for 7.2.0 Bar Iron @ 40/	15..--..--
Nathan Spear for 30 Iron bound W[ater] Cask	24..4..--
1218 feet Mentd boards pd Silas Cook @ 30/7d	3.17..2
Carting do 4/	
	70.11..7

1. Sever Account Book, 263. Courtesy of Captain and Mrs. Noel Sever O'Reilly, Glenview, Illinois.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND¹

[Providence] Wednesday Evening May 15th 1776

Meeting in being according to adjournment –

Whereas Major Benja Tolman has safely launched the ship that he was building, and it is determined that the other ship may be launched on Saturday provided that Major Tolman gets the way up. It is thereupon Voted that the sum of fifty Dollars be paid to the master Builder of each ya[r]d to be expended in providing an Entertainment for the Carpen[ters] that worked on the Ships. –

Voted That one third of the sum of the Agreement made with Capt Pendleton be paid him for the Disappointment he met with in not bringing the provisions from New Haven bought their for the Fleet. –

Voted That the Committee's Treasurer pay the sum of Twel[ve] Hundred Dollars to Eseck Hopkins Esqr for a Bill drafted by him on the Continental Treasurer at Philadelphia.

1. Journal of the Committee who built the Ships *Providence* and *Warren* for the United States AD 1776, RIHS. Hereafter cited as Journal R. I. Frigates, RIHS.

NICHOLAS BROWN TO JOHN LANGDON, PORTSMOUTH¹

Sir

Provid May 15, 1776 –

I Wrote You of 10th Inst. p Post In Ansr to yrs of the 2nd Inst sinc wch have recd Orders from the Secret Comme of Congress, to send you 100 Bolts of the Contl Duck, wch is now forwarded by Mr Dogets Waggon to the care of Capt Jere Stamford of Ipswich as you Directed it was with the Graitest Difficulty Could get it Carted Just at this Time, Was Obgd to give at the rate of 3/6, LM, p 100 from hence to Boston Cart Houst about 50

Mile & In pro[po]rtion to Ipswich how much further that is cant say wch is 6d more p 100 [illegible] have Wrote Capt Stamford Desirg him to pay the C[h]arges As Do not Choose to take it here – Abolt of Duck supposd to weigh 45 lb –

If you Should Want Any of My Duck please to make strict Orders Other servcs in My Power shall at all times be ready to offer I am Yrs &c

1. Nicholas Brown Papers, JCBL.

OWNERS' BOND FOR THE RHODE ISLAND SCHOONER *Success*¹

Know all Men by these Presents That we Ambrose Page Joseph Russell and Wiliam Russell all of Providence in the County of Providence and Colony of Rhode Island &c. Merchants are held and firmly bound unto Joseph Clarke Esquire General Treasurer of the said Colony in the Sum of Four Hundred Pounds Lawful Money to be paid to the said Joseph Clarke in his said Capacity or to his Successors in said Office for the Use of the said Colony to which Payment well and truly to be made we bind Ourselves and each of our Heirs Executors and Administrators jointly and severally firmly by these Presents. Sealed with Our Seals. Dated the Fifteenth Day of May in the Year of Our Lord One Thousand seven Hundred and Seventy Six

Whereas Jonathan Donnison Master of the Schooner *Success* is bound by Permission of the Honble Nicholas Cooke Esqr Governor of the said Colony a Voyage with the said Schooner to the Island of Hispaniola. Now the Condition of this Obligation is such That if the said Jonathan Donnison shall in all Things during and respecting said Voyage Conform himself to the Rules and Regulations of the Continental Congress, then this Obligation shall be void or else in full Force.

Sealed and Delivered	}	Ambrose Page
in the Presence of		Jos Russell
John Russell		W ^m Russell
Joseph Green		

1. Bonds, Masters of Vessels. R. I. Arch. This is a standard form of owners' bond, and is illustrative of the many to be found in the Rhode Island Archives.

CAPTAIN SETH HARDING TO GOVERNOR JONATHAN TRUMBULL¹

Sir

Fairfield, May 15, 1776

Agreeable to order I now transmit to your Honour an account of my proceedings since my last letter wrote while at Fairfield, since which I have enlarged my number to about one hundred and expect soon to have my complement of men. I proceeded with the brig under my command from Black-Rock-Harbour, westward, & on the 12th Instant espied a small sloop attempting to cross the sound which I brought along-side and on examination found eight persons on board who pretended they were going to New York for shad-, but on more strict enquiry found to my satisfaction they were tories from the town of Redding in Fairfield County bound to Long

Island to Join Peter Fairchild, a noted tory, who had fled to the Island before. One of the eight was Samuel Hawley whose declaration² is inclosed the contents of which declaration are a profound secret not communicated even to my officers choosing rather to leave the matter to your Honour's wise direction considering the character of a respectable gentleman who seems to be slightly pointed at. Upon discovering that Peter Fairchild was on the Island I ordered Lieut [Samuel] Smedley with a number of men to proceed to the Island in the small sloop in order to apprehend Fairchild, but upon Mr Hawley's disclosing the whole scene I hoisted a signal for Lieut Smedley to return which he did immediately, and we arrived here this day since which have despatched my orders several ways and have brought in seven Tories more whose names were given me by one of the eight taken on board the sloop and expect some of the leading persons will soon be apprehended. Have ordered a small sloop to be taken into the Government service, and Lieut Smedley with forty men under him to take the Sloop and proceed directly to Long-Island in pursuit of Fairchild with directions to take one of the eight Tories taken in the little sloop who knows the place where Fairchild is lodged and had appointed to join him there who is to write to Fairchild and acquaint him of his arrival which it is hoped will afford Lieut Smedley a favorable opportunity to seize him, I have taken this step from a full conviction of great expediency & even necessity of the measure and by the advice of Jonathan Sturges Esqr³ whom I have consulted on the occasion in the before-mentioned manoeuvre had an opportunity to open sundry letters passing the sound which have improved but made no material discoveries, I send this to your Honour by my Clerk and pray a Copy of this by him as I am so hurried as not to have time to copy. shall proceed to New London, with a view more thoroughly to fit the Brig and procure such things as are necessary for a cruise unless your honour should order me otherwise it is my opinion it will be highly serviceable to employ several small Cruisers in the Sound especially at the westward, to prevent the collection of Tories on the Island and to prevent the escape of those who are collected there, as it is hoped an attempt will be made soon to seize the whole body of them – I pray your honours directions for my future conduct which I shall endeavour punctually to observe and shall make it my great study to serve the common cause to the utmost of my power. I am with great truth & regard [&c.]

Seth Harding

1. Jonathan Trumbull Papers, Force Transcripts, LC.

2. *Ibid.*, Hawley's declaration revealed the Tories' "horrid plot." This date Harding and Sturges joined in a letter to Governor Trumbull asking that Hawley be allowed bond since he had "disclosed the affair voluntarily, without any compulsion . . ." and, furthermore, he seemed "to be very penitent."

3. Sturges wrote to General Washington on May 14 suggesting an army expedition to Long Island "to spread over the whole and break up the gang." Sturges promised that the people of Fairfield would join with the troops. "They should land on the island, to prevent their [the Tories] escape eastward, would land one hundred or more men, and also place guards at our shore at different places." *New York Provincial Congress*, II 114. Washington replied on May 16 requesting specific details, "names or places of abode of the persons alluded to," Washington Papers, LC.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

[Extract]

Fort George May 15th: 1776 – 10 O'clock A.M.

My dear General

This Moment Capt [William] Goforth arrived with sundry Letters and papers to me; Copies of all which I do myself the Honor to enclose to your Excellency.

The Distress our Army is in from their Variety of Wants is truly affecting and gives me the most poignant Anxiety – Some of the inclosed papers observe that General [William] Thompson's Brigade carried only ten Days provision with them, but this is happily a Mistake, for they carried from three to five Barrels of pork in each Batteau with all the Flour that there was at the post, insomuch that Colo: [Cornelius] Wynkoop had to send an Express Boat here for pork and Flour for his Garrison – On the 13th I sent off 120 Barrels of pork, with Orders to have it forwarded without Delay; Colo: Wynkoop writes me that 115 Barrels of it left Tyconderoga on the 14th and it will probably reach St John's to Day.

Immediately on receiving the Intelligence of our Distress in Canada I flew to the Communication below; sent on part of [James] Reed's Regiment; the Front of which I met (on the 5th Day after their leaving Albany) 20 Miles below this: those I sent on, being picked Men arrived here the same evening being the 14th and Yesterday they crossed this Lake with 109 Barrels of pork; 12 Barrels more are gone off this Morning and 110 Barrels with half the Remainder of Reid's Regiment will move to Morrow, and the next Day I hope to send an equal Quantity, and after that about 50 Barrels a Day along with the Troops – ordered to move on Saturday next from the several places where they were halted.

When I met Colo: Reid's Regiment, I had their heavy Baggage taken out of the Batteaus, and loaded them with pork, acquainting the Officers and Men with the Distress our people laboured under in Canada for Want of provisions, but as I could not stay to see the Boats off, being obliged to push further down the River, to the other places of Embarkation, no sooner was my Back turned when the Officers threw the provisions out of the Batteaus, and reloaded their Baggage by which Means I have forty eight Barrels of pork less than I had ordered – At this Outrage and infamous Conduct I must however wink, lest the Service should be still more retarded.

I hope a considerable Quantity of Pork is coming: – if there is, 150 Barrels will be sent off daily from here after the 21st Instant.

I shall be quite out of Nails on Tuesday – I hope a Supply is on the Way up.

Intrenching Tools of every Kind will be wanted, more powder, Lead and Cannon Balls, and Guns for the Vessels on Lake Champlain, Rigging, Sail Cloth and Sail Makers to be sent up . . .

The Misfortunes we experience would in all probability have been pre-

vented had the Connecticut Troops not quitted Canada so early as they did last Year, or had it been possible for Congress to have complied with my repeated Solicitations to send in Troops.

Altho' I believe we shall lose Canada, which will be attended with many disagreeable Consequences, yet I am not under the least Apprehension that they will be able to penetrate into this province. I am with every Wish for your Excellency's Health & Happiness – Dear Sir [&c.]

Ph: Schuyler

1. Washington Papers, LC.

DIARY OF CHRISTOPHER MARSHALL ¹

[Philadelphia] May 15th

. . . part of Several p[ie]ce[s] of the men [of] war, beat off[f] by our Gondolas the other day we brought to [the] Cofee house this day.

1. Diary of Christopher Marshall, HSP.

Pennsylvania Journal, WEDNESDAY, MAY 15, 1776.

Philadelphia [May 15].

We are told, that the *Roebuck* is one of the handsomest ships of war belonging to the King of Britain, and was built last summer under the particular patronage of Lord Sandwich, whose favorite she is. – The Captain is also of his particular appointment. – *Quere*, What must his Lordship say of his ship, when he hears that she was beat by the “cowardly Americans,” who have nothing but “rusty guns, broomsticks, &c.”

ROBERT MORRIS TO THE DELAWARE COMMITTEE OF SAFETY ¹

In Committee of Safety

Philada May 15. 1776

Gentl

In Consequence of a representation made by your Delegates to the Congress of the Impropriety and danger you apprehend in Exchanging Lieut. [George] Ball for Cap [William] Budden

That Honble Body have passed the following Resolve –
[Here was inserted the Continental resolve of May 15]²

This Resolve of the Congress is but just sent down to us and we dispatch this letter instantly by Express to prevent the execution of a Measure that we understand is disagreeable to you Gentl for whom we have the greatest Respect & are [&c.]

By order of the Committee RM. VP.

1. Papers Relating to British Prisoners and their Paroles, HSP.

2. “Resolved, That the committee of safety of Pennsylvania be desired to write to the committee of safety of Delaware government, to suspend the execution of the resolve of Congress, for exchanging Lieutenant Ball for Captain Budden, till farther orders.” Ford, ed., *JCC*, IV, 357.

HENRY FISHER TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen,

Lewistown, May the 15, 1776.

This Day, about noon, Came down the Bay, and anchored in our Road, the *Roebuck*, *Leverpool* & two Tenders, and as I tho[ught] it my Duty to let you Know it, I have sent of[f] this Express that you may Govern your selfs Accordingly. Excuse me for Dictating to you, but I think it would be Necessary for to have some of your Arm'd Vessels under Cape May for to Protect your Vessels from the insults of the Pirates' smaull Boats. I am inform'd that Lieutt Ball is to be sent on board his ship, if that be the case, it will be attended with bad Conciquences, for he has had such Liberty, that I Doubt he has got better information that I could wish, therefore I must beg that you would use your Interest with the Congress to have him Remain a Prisoner, if you have any Regard for us here. I should be glad to here something about the matter that I D[e]sir'd you to lay before the Congress in regard to us here, (some time ago,) and in the mean time beleave me, Gentlemen, that I shall doe Every thing in my Power to give you the Earliest acct of any New matter that may turn up. Puting full Confidence in you that you will doe Every thing in your Power for us here. I Re[m]ain [&c.]

Henry Fisher

Capt. Sheldon return'd yesterday from Sinnepuxent, says there was a Vessel there sent in by the Sloop *Congress*, taken in the Lattd 28, bound from Pensacola, one Hammond, the Prize Master; he said the Capt. when he saw the Sloop *Congress* burnt all his papers, but after being taken there confess'd she was charter'd as a transport; there was found on board 2 or three hundred half Johs, which I forget, her deck is fill'd with Lumber.

J. King.

N.B. - The Sloop *Congress* was in Chase of two Ships, which the Prize Master thought struck to her.

[Endorsements]

My Express set of[f] at 15m. after 5 o'Clock in the Afternoon

Henry Fisher.

Came 20 minuets after 8 o'Clock, went of[f] at 9 o'Clock from

Thomas Evans.

Reced fifty-five minits after Seven, Dispatchd Ten after Eight.

Mat'w Delany.

Rece'd at Wilmington at Half after two, and Dispatch Forty Minuets af. Two.

Thos. Kean.

Directed, To the Committee of Safety in Philadelphia. Express.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 755-56.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND ¹

[*Roebuck*, Delaware Bay, Wednesday, May 15]

We lay here [south of New Castle] & above Reedy-Island for three days,

when finding there was no prospect of drawing them down having filled our water, and fully executed all I had in view in going up the river, we weighed anchor in order to drop down to the Capes, where we arrived the 15th

It is, however, a matter of some satisfaction, that the Enemy should have fired away so much Powder & Shot, to so little purpose; For at a moderate computation they could not have fired less in the 2 days then Seven Tuns of Powder, which they obtained with infinite difficulty.

Neither Ship received any damage, the least material: some shot holes thro' the Sails, and a few in the Hull, being the chief of what they sustained – onboard the *Liverpool* no Person was in the least hurt, and the *Roebuck* had only one man killed and another wounded.

During the Action, a Brig that was in Company, onboard which I had sent a few empty Casks by way of clearing the Ship, took an opportunity of deserting to the Enemy: She was quite light, and of little value.

Being now confirmd in my opinion that nothing could be done in the River Delaware without more Ships, a Bomb vessel, and a body of Troops to act with them, I imediately turned my thoughts towards the expedition going on to the Southwd and accordingly took the resolution of leaving the *Liverpool* to cruize off the Capes to intercept the Trade of Philadelphia, and to proceed with the *Roebuck* to join Sir Peter Parker.

1. Hamond, No. 5, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN HENRY BELLEW,
H.M.S. *Liverpool* ¹

(Copy)

Roebuck Delaware Bay 15th May 1776.

Sir: If at any time in the Course of our Cruizing off this place, we should happen to lose Company, or that I should think it necessary to proceed to any other place with the Ship under my Command, It is my desire and direction to you, that you remain with His Majesty's Ship the *Liverpool* on this Station, and Cruize in the manner You shall think best to annoy the enemy and intercept the Trade of the River Delaware.

And whereas I expect the *Glasgow* to arrive here every hour, I would have you keep her to Cruize with You; but should any other of His Majesty's Ships arrive here also, you are to dispatch one of them to Virginia, with any intelligence or information you can collect necessary for my knowledge. I am Sir [&c.]

A. S. Hamond

1. PRO, Admiralty 1/487.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN NATHANIEL SMITH ¹

No 157.

Sir Captn [James] Campbell has applied to our Board to exchange two Pieces of Cannon, for two Pieces of Cannon belonging to the Province – four Ponders. – those he has are too long for the Service he is

going on. — ² If his Cannon are good of the Kind, and will answer the public Service, we are willing to make the Exchange and desire you would let Captn Campbell have two of the four Pounders now at the Battery. We are [&c.]

[Annapolis] May 15, 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. Campbell was going privateering in a vessel subsequently named the *Enterprize*. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, IV, 77, NA.

COMMODORE SIR PETER PARKER TO PHILIP STEPHENS ¹

Sir,

Solebay Cape Fear River 15th May 1776

The 3d instant I arrived Here, with His Majesty's Ships *Bristol*, *Actaeon*, and *Solebay*, the *Sybella* Storeship and Sixteen Sail of Transports, Ordnance Ships, and Victuallers; They are all in this River except the *Bristol*; She must Anchor without the Bar, I have therefore shifted my Pendant for the Present on Board of this Ship, for the convenience of a ready Communication with General [Henry] Clinton, Who has been Here since the beginning of March with Two Companies of Light Infantry; Governor Martin and Lord William Campbell are also Here. The *Sphynx* arrived Two Days before me, with the *Pigot* Hospital Ship, Two Transports and a Victualler; Captain [Anthony] Hunt informs me, that He thinks the *Thunder* Bomb and Her Tender have put Back; Besides the *Sphynx* I found in this River, His Majesty's Sloops *Falcon*, *Cruizer*, and *Scorpion*, the *St Lawrence* Schooner and some Transports; Their Lordships will See by the List which I send Herewith, that There are now Five Transports, One Ordnance Ship, and Two Victuallers, missing. The 2nd instant I fell in with the *Syren* off [f] Cape Fear, and the next Day with the *Mercury*; I sent the former to Cruize for the remainder of the Convoy, from Three to Fifteen Leagues off [f] the Frying Pan, and the Latter from Three to Fifteen Leagues, between the South End of the Frying Pan and Cape Romaine. The *Hawke* Sloop has not been off [f] this Cape, nor can I get any information about Her. Captain [Tobias] Furneaux wrote to me the 1st instant, charging Lieutenant David Cuming of Marines, belonging to His Majesty's Ship *Syren* under His Command, with Shooting in a Duel on the 18th of January last, Mr Joseph Pennington, first Lieutenant of the said Ship, and desiring a Court-Martial on Him; I have given Mr Thomas Newton the Second Lieutenant an Order to Act as First of the *Syren* in the Room of the late Mr Pennington, have appointed Mr Sylvester Moriarty (who has passed His Examination) to Act as Second Lieutenant. General Clinton having applied to me for a Vessel to carry some Dispatches of Consequence from Him to General Howe, I shall send the *Mercury* with Them as soon as They are ready, and also with a particular Account to Admiral Shuldham of all my Proceedings. The *Hinchin-*

brook Schooner came in Here, the 4th instt for Orders, and with a Letter from Captain [John] Stanhope of the *Raven*, complaining of the want of Provisions; At the Instance of General Clinton, I have sent Her with Mr Stewart [John Stuart] Superintendent for Indian Affairs, to Pensacola. She is to call in Her Way at Savannah with Provisions for the *Raven* and *Cherokee*; I have stationed the *Hinchinbrook* at St Augustine, and the *Raven* and *Cherokee* at Savannah, till I hear from the Admiral. As I have found all the Ships and Vessels Here, and to the Southward in great want of Provisions, and as the *Levant* Victualler is ordered to Boston, and no Contractors in any of the Rebellious Colonies, and not knowing as Yet, how the Ships to the Southward are to be supplied, I have put the Squadron to Two Thirds Allowance of Bread, Beef, and Pork, have taken about a Weeks Provisions from the Transports (which had near Twelve Weeks on Board) and ordered Mr John Read Purser of the *Bristol* to Purchase out of some Prizes that I have found Here, some Flower and Rice, which will come reasonable to Government; General Clinton brought with Him, a large Quantity of Rum for the Army which He bought on His Way hither, at Virginia. He has promised to spare Us a few Hogsheads, which we are to return in kind, or give Bills for Them – I have sent the *Sphynx* with the *Pensacola Packet* off [f] Charles Town; in the latter, the General sent an Engineer, and I, a Lieutenant with instructions to act in concert with the Engineer, to observe the Motions of the Rebels and gain all the Information in His Power of the State of the Fortifications, and particularly whether any have been lately Erected on Sulivans Island, Cummin's Point or at the Light House; When He has finished His Observations, He is to Sound the Bar with the greatest Exactness, in Order to ascertain the true depth of the Water.

The 12th instt the 33d and 37th Regiments and Four Companies of Light Infantry were Landed at Day Break Two or Three Miles above Brunswick, with a view to surprise about Three Hundred Rebels, Who were incamped near Town, but They had timely Notice, and made Their Escape. The 57th Regiment is incamped at Bald Head, and the rest, near Fort Johnston. General Clinton is in Daily Expectation of Hearing from General Howe; the Season is so far advanced, that it is likely our next Movement will be to Virginia, especially, if the Troops shou'd be wanted soon to join the Main Army.

I have received Your Letter by the *Sphynx* of the 8th of Feby last, inclosing a Commission for Mr John Rickman to be Lieutenant of the *Carcass* Bomb, I am informed that the *Carcass* has been at Spithead, and tho Mr Rickman is now in England, I shall keep the Commission in my Hands 'till I hear further from You. I am Sir [&c.]²

P. Parker

1. PRO, Admiralty 1/486.

2. The letter was not posted until later, and Parker added a postscript on May 19, "The 17th instt His Majesty's Ship *Active* and the *Thoetis* Victualler arrived."

"A LIST OF HIS MAJESTY'S SHIPS, TRANSPORTS, VICTUALLER &C. WHICH SAILED UNDER CONVOY OF COMMO SIR PETER PARKER; AS ALSO THOSE WHICH SAILED AFTERWARDS FROM CORK, NOW IN CAPE FEAR HARBOUR THE 15TH OF MAY 1776."¹

<u>Ships Names</u>	<u>Capt's Names</u>	<u>Ships Names.</u>	<u>Master's Names.</u>
<u>Ships of War.</u>		<u>Lt Knowles's Transpts</u>	
<i>Sphynx</i> —	Anty Hunt	<i>Myrtle</i>	{ Lt Knowles
<i>Solebay</i> —	Thos Symonds		{ Goland Burton
<i>Actaeon</i> —	Chrisr Atkins	<i>Nancy (1st)</i>	Chas Yarrel
<i>Bristol</i> —	John Morris	<i>Emanuel</i> —	Danl Spencer
<i>Carcass</i> Bb Tender		<i>Blessing</i> —	Jno Atkinson
<u>Lt Tonkins's Transports.</u>		<i>Saville</i> —	Thos Brown
<i>Harcourt</i> —	{ Lt Tonkin	<i>Earl of Orford</i>	Jas Johnson
	{ Thos Price	<i>Union</i> —	Willm Wallis
<i>Juliana</i> —	Wm Johnson	<i>Jenny</i> —	Willm Pigg
<i>Ocean</i> —	Jno Mallam	<i>Nancy (2d)</i>	Saml Late
<i>Mercury</i> —	Jno Chalmers	<i>King George</i>	Peter Kelly
<i>Peace & Plenty</i>	Elisha Preston	<i>Rachl & Mary</i>	Fras Rowbottom
<u>Army Victuallers</u>		<i>Ann & Isabella</i>	Gif. Read
<i>Sovereign</i> —	Php Flin	<i>Golden Rule</i>	Isc Thompson
<i>Thos & William</i>	Jas Smith	<i>Good Intent</i>	Jno Wiely
<i>Sea Nymph</i>	Jno Levitt	<i>Aurora</i> —	Jno Wetherall
<i>Pce of Piedmont</i>	Fras Harman	<i>Clibborn</i> —	Wm Thomas
<i>Nancy</i> —	Paul White	<u>Hospital Ship.</u>	
<u>Arm'd Ship.</u>		<i>Pigot</i> —	
<i>Friendship</i> —	Robt Lumley	<u>Ordnance Vessels.</u>	
<u>Navy Storeship.</u>		<i>Earl of Derby</i>	Jno Habberson
<i>Sibella</i> —	G. Robinson	<i>Noble Bounty</i>	Jno Duckman

1. PRO, Colonial Office, 5/125, NCDAH Transcript.

"A LIST OF AMERICAN PRIZES TAKEN BY HIS MAJESTY'S SHIPS UNDER MY COMMAND. (VIZT)"¹

Time When Taken	By what Ship Taken	Names of		From Whence	Where Bound	Burthn Tuns	No.		To whom Consign'd	Lading
		Vessels	Masters				Men	Guns		
1776 April 17th	<i>Actaeon</i>	<i>Frankland Sloop</i>	Amos Weeks	No Carolina	Tortola	50	5	—	Robt Knox	White Oak Staves
Do	Do	<i>Sally Sloop</i>	Jno Riggen	Do	Do	50	5	—	Do	Do
April 24th	<i>Solebay</i>	<i>Industry Schooner</i>	Nemh Taylor	Wilmington	Wt Indies	30	4	—	Nobody	Flour, Rice, Tar Turpentine
" 27th	<i>Actaeon</i>	<i>Sally Sloop</i>	Leml Jenkins	Cape Nicola	Dartmouth N. England	50	6	—	Not known	Molasses, Coffee, Arms Gunpowder & Sulpher

[Endorsed] List of Prizes taken by the Ships under the Comd of Sir Peter Parker

1. PRO, Admiralty 1/486. Enclosed in Parker to Stephens, May 15, 1776.

MAY 1776

JOURNAL OF THE GEORGIA COUNCIL OF SAFETY ¹

At a meeting of the Council of Safety,
[Savannah] the 15th day of May, 1776.

Ordered, that a rowingboat, cockswain and six men be forthwith procured for the service of the public.

1. Allen D. Candler, comp., *The Revolutionary Records of the State of Georgia* (Atlanta, 1908), I, 125, 126. Hereafter cited as Candler, comp., *Georgia Records*.

JOURNAL OF THE BERMUDA ASSEMBLY ¹

Die Mercurii, May 15th, 1776. Post Meridiem.

Then Mr. [John] Randle, Deputy Secretary, attended, read and delivered a written Paper from His Excellency the Governor to the General Assembly as follows: —

The Law for ascertaining the price of all kind of Grain being very nigh expiring, I have called you together to consult you on that matter, and to observe to you at the same time that moderation and forbearance were the humane principles that have been the constant guide of our most gracious Sovereign; and all His Majesty's orders and commands tend to direct those Principles of Benevolence and Goodness to be followed. Until the deluded People in many parts of the Continent of America broke into faction, Rage and Anarchy, by Plundering His Majesty's Stores and Arsenals and committing many Acts of Violence in many Parts of His Majesty's Dominion even to open Rebellion.

The Consequence of such Violent and Atrocious proceedings hath caused Coercive measures to be exchanged and pursued with Violence in many Parts of His Majesty's Dominions in place of lenity and moderation. In vindication of the Resistance and Oppressions that many Persons have suffered for their Zealous attachment to our happy Constitution, and to our sorrow it is known that such Hostile and unwarrantable Proceedings have brought on the Horrors of a Civil War in many parts of His Majesty's Dominions, with the Loss of many a Brave Man. And myself hath been the greatest sufferer of any Person in these happy Islands, by the fall of a dearly beloved Son, in the Defence of and for the continuance of the justly admired and happy Constitution of great Britain, with this single consolation, that my Boy hath done his Duty. I think from His Majesty's well known lenity and Moderation I may be authorized to hold out the Flag of Truce to all such as do and will continue in Moderation and Submission, and properly support legal Government. And it is the Duty of every Governor to take care that His Majesty's Subjects be provided with Provisions at a reasonable and Moderate price, and to prevent forestalling and monopolizing. These were my Reasons for my giving my assent to the provision law last year; which is now very near expiring.

And notwithstanding very little of the wheat (as I am informed) hath been sold, It having been kept up at so high a Price, and so long as the Inhabitants could supply themselves in any shape they did not purchase. Yet

so large a quantity of wheat being in these Islands hath alleviated the fears of starving which many Persons seemed to have. But as the late Act of Parliament which I but very lately received from London by a tedious Passage, may prevent any future supplies being brought into these Islands contrary to that Act. I think you will find it necessary to lower the price of the wheat that the poor may be able to purchase it, as the season for our little plantings of Potatoes, &c. hath not been auspicious or fruitful for the present Season.

Gentlemen of the Assembly, I have now an Information to give you which I hope will be pleasing and Interesting to alleviate your fears of Starving, which many Persons have appeared to be terrified with.

It is the following Paragraph taken from my Lord Dunmore's letter to me, word for word:—

“If the People of your Island are loyal, well disposed Subjects, and should have occasion for flour or any thing else that I can supply them with, I shall be willing at your Request to do so.”

This assurance from my Lord is a comfort to me and I hope to all you, which benefit you may have in a legal way to all such as continue to profess Loyalty and act agreeable thereto, and I pray that you may be guided by a due sense of your Duty and Loyalty to His Majesty with a perfect obedience to the Sovereignty of the British Empire, as the only means to preserve yourselves in a state of tranquility and avert the impending danger that hang over such as do Revolt.

George James Bruere

St. George's, May 15th, 1776.

1. Journal of the Votes of the Assembly, 1664-65, Bda. Arch.

“EXTRACT OF A LETTER FROM JAMAICA, DATED MAY 15.”¹

Our Vice Admiralty Courts have lately had some business from the prizes brought in here by Admiral Gayton's squadron. A sharp lookout is kept at the windward passage, and scarce any thing escapes them. Two vessels were brought in yesterday, prizes to a sloop of war. The people on the island are in some measure glad of these helps, the prizes having always a loading very acceptable; yet they wish no disturbances had ever happened, as not only in the article of provisions, but also in that of trade, they will suffer; particularly in molasses and coffee, of which the Americans used to take great quant[i]ties— I have the pleasure to inform you of the goodness of our crops of sugars.

1. *London Chronicle*, June 11 to June 13, 1776.

16 May

JOURNAL OF H.M.S. *Triton*, CAPTAIN SKEFFINGTON LUTWIDGE ¹

May 1776 Moor'd In the Bason of Quebec
 Thursday 16th Do. W – lat, fresh Breezes – AM, came in & anchor'd here the *Bute* & *British Queen* belonging to my Convoy – at 9 AM, the *Hunter* made Sail down the River, going express to England – Recd on bd, brass 6 poundr from the Garrison in Lieu of two 3 pounders Went on Board the *Maria* Schooner by order of the Commodore. Light Breezes & vble – PM, recd an Order to proceed up the River to Point au Tremble with 3 Transports appointed to carry the 47th Regt thither & to protect them in there Operations – at 6 PM, unmoord

1. PRO, Admiralty 51/1013.

JOURNAL OF H.M.S. *Lizard*, CAPTAIN THOMAS MACKENZIE ¹

May 1776 Laid up in the Cou'de Sec & the People in Barracks
 Friday 16th employed Stripping the fore & Mizon Masts severl of the
 [Thursday] Shrouds being Shot away by the Enemy.

1. PRO, Admiralty 51/550.

JOURNAL OF H.M. SLOOP *Hunter*, LIEUTENANT JOHN BOYLE ¹

May 1776. the West end of Orleans N N W
 Thursday 16th A M: Fired a gun and made the Signal for our Boat $\frac{1}{2}$ past repeated the Signal $\frac{3}{4}$ past repeated the Signal $\frac{1}{2}$ past 9 Weigh'd & Came to Sail Under Single Reef Topsails having Recd on board Capt Hammelton & Majr Caldwell with their Dispatches ² in Weighing Lost the Kedge Anchor –
 First & Middle parts fresh gales & Squally latter light Breezes and fair $\frac{1}{2}$ past 1 P M Came too with the Small Bower off Bertie in 8 fathom Water & Veer'd Away to $\frac{1}{2}$ a Cable the Church E S E 2 Miles at 4 fired a Swivel Shotted to bring too a Batteaux $\frac{1}{2}$ past 5 Weigh'd & Came to Sail Working down the river $\frac{1}{2}$ past 8 came too With the Small Bower in 13 fathom Water and Veer'd a Way to a $\frac{1}{2}$ Cable.

1. PRO, Admiralty 51/466.

2. Captain John Hamilton and Major James Caldwell carried the official letters of Sir Guy Carleton and Captain Charles Douglas, announcing the relief of Quebec.

CONDEMNATION OF AMERICAN SLOOP *Britannia* AND CARGO IN VICE
ADMIRALTY COURT, HALIFAX ¹

Nova Scotia } Court of Vice } Admiralty }	Cause Captn [John] Burr Commander of his Majestys Ship the <i>Milford</i> – VS John Gray Master of the Sloop <i>Britannia</i> and Cargo –
---	--

May 13th [sic 16] Court Open'd by makeing Proclamation as usual – Decree Pronounc'd as follows –

In the Name of God Amen

We Richard Bulkeley Esqr Judge and Commissary of his Majestys Court of Vice Admiralty for the Province of Nova Scotia and the Maritime parts thereunto belonging & c & c –

Haveing maturely consider'd the Allegations against a certain Sloop called the *Britannia* and her Cargo seiz'd & taken by Captn Burr Commander of his Majestys Ship the *Milford* ² libell'd in this court by William Nesbitt Esqr his Majestys Advocate General in the said Court for and on the behalf as well of the said Captn Burr as on the behalf of his Majesty who therein alledgd that the said Sloop was own'd by some one of the Inhabitants of his Majestys Colonies now in open Rebellion, & that in open violation of an Act of Parliament made and pass'd in the 16 year of his present Majestys Reign, one John Gray Master of said Sloop *Britannia* was found trading or on a pretended voyage to one of the said Rebellious Colonies without any Papers on Board laden with wood And the Allegations so set forth in the Libel aforesaid haveing been fully proved to us by Evidence Sworne and examined before the Register of our said Court by our special Order for that purpose & all Persons claiming property in the said Sloop & Cargo haveing been by due Process notified & Cited to appear and assert their Claims to the said Sloop & Cargo haveing failed so to do – We do Pronounce this our Sentence & decree therein as follows. We adjudge & decree the said Sloop *Britannia*, her Boats, Tackle and furniture as also her Cargo on board to be lawfull prize to the Capters thereof, and we do Condemn the same as such accordingly and do order the same to be delivered to the Agent or Agents for the said Captn. Burr his Officers & Crew to be divided in such Proportions & after such manner as his Majesty has or shall think fit to Order and direct by his Royal Proclamation or Proclamations issued or hereafter to be Issued for that purpose –

Given under our hand & the Seal of the said Court this 16 Day of May A.D. 1776 and in the 16 year of his Majestys reign –

Rich. Bulkeley Jud Admtie ³

1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

2. Taken April 23, 1776. See Master's Log of H.M.S. *Milford*, Volume 4, 1213.

3. On May 16 the schooner *Betsy* taken by H. M. Sloop *Hope* and ship *Chance* taken by H. M. S. *Roebuck* were also condemned. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

JOURNAL OF H.M.S. *Rose*, CAPTAIN JAMES WALLACE ¹

May 1776

Moor'd in Halifax Harbr

Thursdy 16

A M Clear'd Hause Unmoor'd and hove Short, at 9 Weighed and came to Sail Came in H M Ship *Greyhound* Haul'd down the Broad Pendant, Steerg out of the Harbour, Stowd the Anchors &c left in the Harbour Vice Adml Shulldham in the *Chath[a]m* with the *Scarbor[o]* & *Greyhound*

Light Breezes and Cloudy, at 8 PM the Light House N N W 10 Legs Spoke a Ship from St Kits bound to Halifax at 10 Squally In 1st Reefs,

1. PRO, Admiralty 51/805.

VERDICT IN LIBEL AGAINST THE SCHOONER *Industry* ¹

Colony of the Massachusetts Bay }
in New England Essex ss }

At a Court erected to try & condemn all Vessels that shall be found infesting the Sea Coast of America, & brought in to either of the Counties of Suffolk, Middlesex, or Essex, holden at Salem in the said County of Essex, by the Honourable Timothy Pickering junr Esquire, Judge of said Court, on Thursday the sixteenth Day of May in the year of our Lord one thousand seven hundred & seventy six

Jonathan Glover of Marblehead in said County of Essex Merchant Proponent in a Libel against a Schooner called the *Industry* about twenty five Tons Burthen, commanded by Francis Butler – The said Francis Butler Claimant. The Time & Place of Trial having been duely notified. After a full Hearing of the said Proponent and the said Claimant, the Bill aforesaid of the said Jonathan & the Claim of the said Francis were committed to a Jury duely returned impannelled & sworn, Which Jury upon their Oath said “that the said Schooner *Industry* with whatever she had on board upon her Return from New Providence, designed to go into Boston in the County of Suffolk in New England & was taken by Hugh Hill in the Schooner *Dove* & his People & carried into Salem in the County of Essex.” ²

And thereupon, It was by the said Timothy Pickering, Judge as aforesaid, considered and decreed that the said Schooner *Industry* with her Cargo & appurtenances be restored to the said Francis Butler the Claimant for the Use of himself and the other Owners thereof

as appears from the record

attest Isaac Mansfield Clerk

1. Mass. Arch., vol. 292, 1022, 1023.

2. *Ibid.*, vol. 180, 274, is an undated petition from Hugh Hill to the General Court stating: “That Your Petitioner in Concert with a Number of his Fellow Townsmen (Actuated & Inspir'd with the hopes of Doing Good to the American Cause and Injuring their Enemies) did some time in the Month of October 1775 by force of Arms Attack Subdue & take a Small Schooner Call'd the *Industry* Commanded by Francis Butler laden with Turtle Limes &c from New Providence bound to Boston. Your Petitioner as soon as he Made the Capture (there being No Courts of Admiralty Establish'd) Communicated it to the

Committee of this Town with the papers found on board sd Vessel, who forwarded them to the Honble Council & in Consequence Rec'd Directions to dispose of the Cargo at Vendue & to deliver the Vessel to the Order of Genl Washington, Which they Complied with, As soon as the Courts of Admiralty were Open'd some of the Persons Concern'd in the Capture of said Vessel Libell'd her & Trial thereon Was had, When the Jury for Want of Proper Evidence & from some Mistaken Circumstances Clear'd Vessel & Cargo and of Consequence made Your Petitioner Liable to Costs Your Petitioner therefore prays your Honors Will take the Matter into Consideration & Grant him an Indemnification from such Costs and from such other Damages as the Owners of sd Vessel may attempt or recover Against him & Your Petitioner as in Duty Bound Will Ever pray Hugh Hill."

JAMES LYON TO GEORGE WASHINGTON ¹

[Extract]

Boston May 16. 1776 –

... I shall venture to give your Excellency my sentiments of the necessity & importance of an immediate expedition against Nova Scotia, in as few words as I can.

If our late intelligence from Great Britain can be relied on, I apprehend none of our troops in Canada can be spared, whether Quebeck is, or is not, in our hands. Nova Scotia has heard of our intention to reduce that Province, as soon as we can call Quebeck our own, & that the troops now in Canada are to be sent against them. Consequently they are now in profound peace. no ships of war are now in the Bay of Fundy, except the *Marlin* stationed at Anapolis; nor have the Kings troops taken much pains to fortify Halifax, as yet. But as soon as they hear of the reduction of Quebeck, they will immediately make themselves as strong as possible. Nova Scotia will not readily be given up, & if Anapolis & St Johns River are strongly fortified, the eastern part of this Colony, as far as Penobscot will be ruined, it is almost ruined already; & should Machias break up, which lies about ten leagues from the boundary line of Nova Scotia, an infant, & once flourishing country, of upwards of 100 Miles in extent, will probably be deserted & become again a wilderness, or a prey to enemies. Now the whole Province may possibly be taken by surprize, if proper secrecy can be observed. Nine tenths of the Inhabitants, who amount to 12, or 14000 Souls, wish for nothing more, & would join us instantly. A few pieces of cannon, which might be easily conveyed across the Country either by land or water, properly planted on a hill nearly opposite the town of Halifax, would soon demolish the town, & navy yard, & destroy or drive the shipping away. Some variation from the plan already laid before your Excellency would doubtless be necessary – Five thousand men would not be too many to insure success –

If this is the proper time to strike a decisive blow in that quarter, the importance of an immediate expedition is self-evident, victory will add to the other Colonies a territory of great extent & immense value.

1. Washington Papers, LC. Lyon was chairman of the Machias Committee.

JOSEPH HAWLEY TO JOHN HANCOCK ¹

[Extract]

Twenty Officers in the British Navy the greater part Midshipmen were confined to this Town on their Parole not to go beyond the Bounds of it the Complaints of the Inhabitants that they were abroad unseasonably in the Night to the Disturbance of the People induc'd us to resolve that they should not be from their Lodgings after 9 oClock in the Evening – though several of them have since declared they were not properly notified of it – About the 20th of March from an Apprehension that some might be inclined to make their Escape a mutual Parole drawn up by one of their own Number & at that Time known only to themselves was proposed to each of them to sign in which the Subscribers after reciting the above Apprehension reciprocally engaged to each other that they would not leave the Place of their Confinement without the Knowledge & Consent of the Majority, all of them signed the above mentioned Paper except Messrs [Henry Edwin] Stanhope, [George] Gregory, [E. E.] Webb, Robinson, Curtis & [John] Atkinson soon after the Committee was informed by some of the People with whom they lived that a Design of Escape was certainly in Contemplation among the Prisoners, but as they were closely connected among themselves it was impossible to learn who in particular entertained the Design & being often out on Horseback late in the Evening & sometimes absent through the Night, the Committee thought it necessary about the Middle of April to direct them for the present not to be from their Lodgings after Sunset – In the Evening of the 27th of April Mr Stanhope & Gregory absconded they were pursued & retaken at Middletown in Connecticut & brought back to this place on the first of this Month & committed to Gaol – when they were examined the next Day before the Committee Mr Stanhope declared that any Restriction laid on him by the Committee would discharge him from every Obligation to observe his Parole & that the Order not to be out after Sunset or even after 9 oClock would justify his going away, Mr Gregory excus'd himself on similar Principles they were recommitted & are now in close Confinement.

In the Night of the 30th of April Mr Robinson also absconded & has not yet been retaken – On the first of this Month Mr Webb (of whom there had been strong Suspicion) was desired to attend upon the Committee, one of his fellow Officers declared he had heard him say that he did not think his Parole binding, another testified that Mr Webb had told him he would make his Escape if he had an Opportunity – the Committee also confined him in Gaol ² as the other Gentlemen did not appear to be privy to their Companions going off & had only heard them express themselves in general Terms our Conduct toward them is not altered – We should be happy to know the Sentiments of Congress touching the Matters abovementioned & it would be perfectly agreeable to us if any other Place could be chosen where those in Gaol could be confined in a Manner less disagreeable to them how-

ever we shall with the greatest Punctuality observe any Instructions we may receive –

Northampton 16th May 1776

1. Papers CC (Letters addressed to Congress), 78, XI, 49, NA. Hawley was chairman of the Northampton Committee of Inspection.
2. *Idid.*, XXIII, 277, Webb wrote John Hancock complaining about his treatment – “that I think is rather enforced by the hand of tyranny than of Justice.”

ORDER ON CONNECTICUT COMMITTEE OF THE PAY TABLE FOR BUILDING
THE SHIP *Oliver Cromwell*¹

Hartford 16 May 1776

Gent Please to draw on the Treasurer for the sum of Five Hundred pounds, in favr of Cap Uriah Hayden of Saybrook, Master Builder of the ship building at Saybrook for the Use of the Colony, to be by Him accounted for in & about building & Material &c for sd Ship

By Order of the Govr & Council of Safety

W^m Williams Clerk

1. Conn. Arch., 1st Series, IX, 1162, ConnSL.

CAPTAIN SETH HARDING TO GOVERNOR JONATHAN TRUMBULL¹

[Extract]

Fairfield May 16th 1776
12 o'clock P.M.

The Brig *Defence* is so well known in this part of the Sound that I apprehend it would have been in vain to have sent her out on the present affairs² accordingly with the advice of the Committee took the Sloop *Discovery* into service, gave the command of her to Captn Smedley. – subalterns were appointed from among respectable gentlemen of this town, – Manned her with forty of my own people – hope your Honour will excuse the liberty on this pressing emergency – should imagine it would be of consequence by some small Cruisers to cut off entirely the communication between the Main and the Island, unless sufficient certificates for a Passport were first obtained from Magistrates or the Committee – however submit the whole to your Honour’s judgment. In the meantime as your Honr in Council was pleased to vote that I should have orders to cruise on the High Seas for a while – hope I may not be disappointed – I await your Honrs further commands & shall cheerfully fulfill them with my best abilities³ As my own desire was I joined Commodore Hopkins at New London after the enemy had left the coast – I obtained leave to pursue your Honour’s first orders – have touched at several places and have now near an hundred men. should have been now ready to have proceeded on a cruise to Sea had not these new affairs turned up – Notwithstanding I mentioned my desires of going to sea, am however all submission to future orders.

1. Jonathan Trumbull Papers, Force Transcripts, LC.

2. To seize Tories on Long Island.

3. Governor Trumbull replied on May 18 directing Harding to “continue cruising in the Sound for the present.” Trumbull Papers, V, 32a, ConnSL.

BRIGADIER GENERAL JOHN SULLIVAN TO GEORGE WASHINGTON ¹

[Extract]

Albany May 16th 1776

My Dear General

I this moment Returned from Still Water where I have been To give Some Directions about Conveying the provisions forward to our Troops in Canada immediately upon the Receipt of The Letters which I forwarded to your Excellency I Draughted a Number of Men for the Batteaus from the Regiments here being well Convinced that the Men appointed for that purpose would not in a year Carry forward provisions Enough to Last our Troops a month, I sent off all the Batteaus to half Moon, (the Night the Express arrived) well Loaded with Pork our Men tho unacquainted with the River carried up the Batteaus & Returned again Early in the morning I had them immediately Loaded & Sent off againn when I had ordered them Constantly to Make two trips in 24 hours I thought best to proceed up the River to See whether it went from there without being Delayed by the Indolence of Such Rascally Batteau men & waggoners as we are Cursed with in this City. when I arrived at half Moon (about twelve miles from hence) Early on the 15 Inst to my Surprize I found three hundred Barrels (which I had sent forward) Lying on the Beach without any teams to Carry them to Still Water about twelve Miles further I Enquired for the waggon Master & was Informed he was at his own House About Six Miles off I Immediately wrote him of the Necessity of his Exerting himself at this time I heard of Some waggons ready to Enter the Service at New City I immediately ordered the Commissary there to Send for & Employ them, – I then proceeded the Same Day to Still Water there I found Some Batteaus Setting off with one oar and a paddle Some indeed had Neither Some of them making one trip to Saratoga Falls in a Day & Some but one in two days Though the Distance is but Sixteen miles & the water not half so Rapid as between this & half Moon. I immediately Draughted a number of water men from Colo Winds Regiment for the Batteaus ordered a party to make proper oars & Paddles and with assistance of the overseer there Contrived matters So that two trips may be made in twenty four hours (at least Double the Number they have heretofore made) . . .

1. Washington Papers, LC.

ROBERT HANSON HARRISON TO MAJOR GENERAL ARTEMAS WARD ¹

[Extract]

New York, May 16, 1776.

His Excel[lenc]y Congratulates you on the Success of Captn [Samuel] Tucker, & is hopeful more of the Vessels employed for the ministerial Army, will be picked up. They will in some small Degree compensate for the Damage done by seizing those belonging to us.

1. Washington Papers, LC.

COLONEL HENRY KNOX TO JOHN ADAMS ¹

[Extract]

New York May 16th 1776

Such opportunities as the present do not often turn up in the course of human events – The picture – happiness or misery of a great proportion of the human race is at Stake – and if we make a wrong choice ourselves and our posterity must be wretched – wrong choice! there can be but one Choice consistent with the Character of a people possessing the least degree of reason – And that is to Seperate – to Seperate from that people who from a total dissolution of virtue among them must be our enemies – An Event which I directly pray may soon take place; and let it be as soon as it may I Hope we shall like the romans when Hannibal was thundring at the Gates of Rome carry the War into the enemies Country.

I know many people would laugh at this proposition I think but whoever Considers of the total blindness of the present ministry; and the Unprepar[e]d situation In which they will be if the intended armament comes here – their veterans in America – their regular militia Coxcombs – their peasantry unarm'd – In this Situation of affairs admiral Hopkins with three or four frigates might I think plunder & burn Liverpool a place where they seldom or ever have Ships of war a retali[at]ion for Charlestown Falmouth & Norfolk – a successfull expedition of this Kind would give strength and energy to any ambassadors of America which might be at foreign Courts – perhaps this may be chimerical – I know Monsieur Thurot with 2 or 3 frigates landed At Carrick fergus in Ireland in War time, when the whole British fleet almost was cruizing for him and the whole coast alarm'd, and it was a mere accident he was met by Capt Eliot – ² If so when prepar'd something might be done now by an enmy they effect to despise and they unprepar'd

We are going on rapidly in fortifying this place and in a few days I think we shall be able to give any troops a proper reception – I wish Boston was as well fortified not that it appears probable the enemy will attempt it again – but it would give a greater confidence knowing it to be secure – I am afraid sir you will repent the Invitation you gave me to correspond with you and under the influence of that fear I shall wait for one short line to dispel it. In the Interim I am Dear Sir [&c.]

H. Knox

1. Adams Papers, MassHS. Materials drawn from the Adams Papers at the Massachusetts Historical Society are copyrighted and printed by special permission of the Society.
2. An exploit of the Seven Years War which culminated with the capture of Thurot in the frigate *Belleisle* by Captain John Eliot in the British frigate *Aeolus*.

LIEUTENANT COLONEL BENJAMIN TUPPER TO GEORGE WASHINGTON ¹

Sir

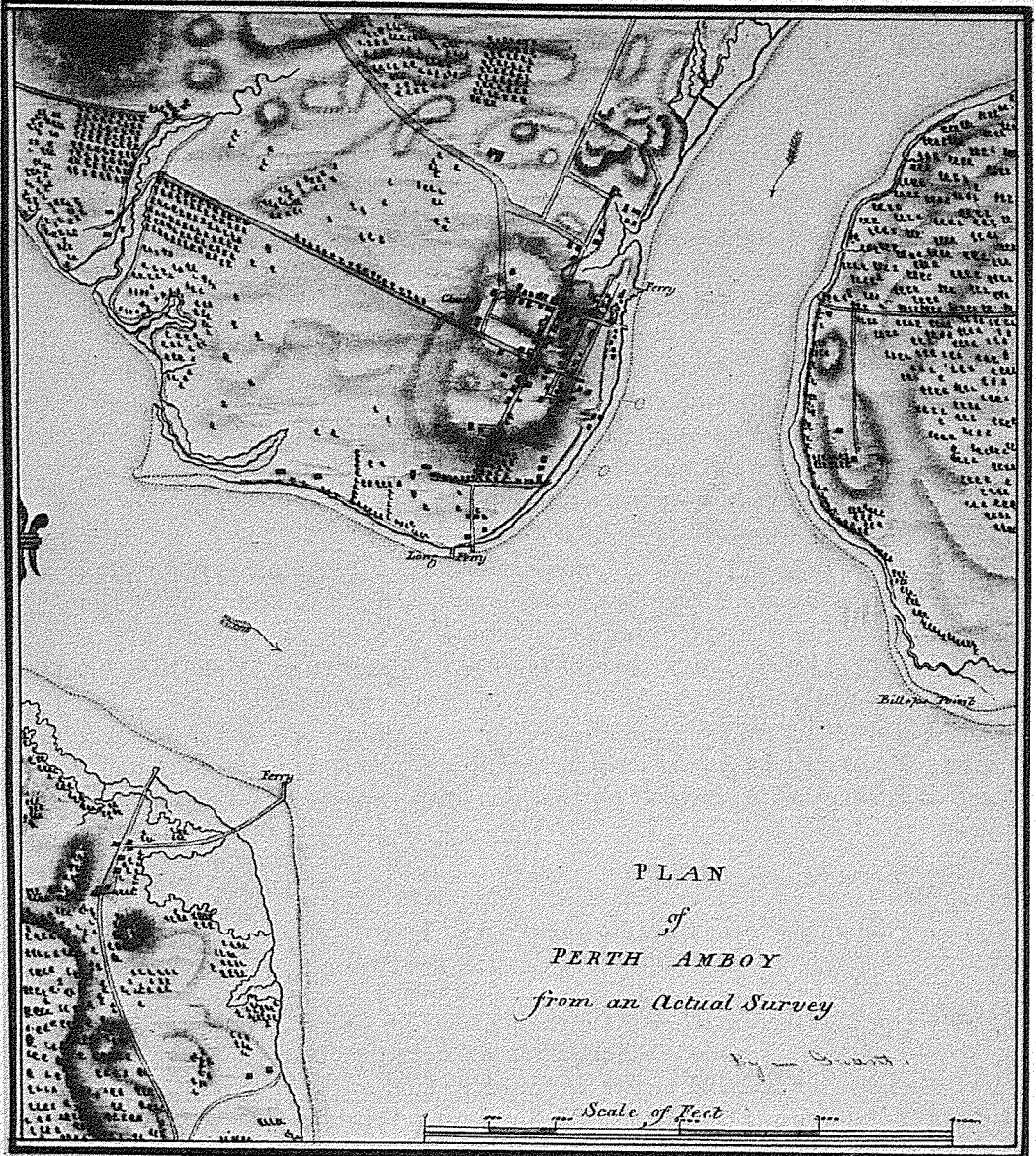
Sloop *Hester* off Amboy May the 16th
A D 1776 Thursday 10 oclock A M

Ever since the Evening date of my last report I have been Employed in Detecting some persons who have lately been on board the men of War, in a

small sloop which I have taken into Custody & Shall wait your Excellencys orders for a further Disposition of her, I have also taken & Sent by Lt Humphris [Nathaniel Humphreys] who brings this one Mrs Darbage who went on board – she has absolutely refused to give any Account or Answering any Questions both to the Committee of the Town as well as to my Self & says She will do the same to Your Excellency, but it is my opinion a little smell of the Black hole will set her Tongue at liberty, it is the opinion of our friends in this Town that She is able to bring out a Number of Rascalls & Villins in Sundry towns Nigh here.

There is something unaccountable to me as well as of the Committee here respecting the Conduct of the Comtee of Brunswick where one John Hartwick resides who conveyd the woman on board and carried fresh meat Hams &c I sent a party to apprehend him but he could not be found untill the officers pledged their Honours that no vilence should be offered. the Commtee met examined him & Resolved that as he had got on Shore that it was more proper he should be tried by their own Provintial Congress than by Millitary Law, took Bonds for his appearence & set him at liberty – as a good Corrospondance with the Committee is so Necessary, (which I have Indeavored & obtain[ed] here and else where) that I judged (howeer I may be mistaken) that it would not be prudence for me to Arrest him untill I had aquainted your Excellency with the Circumstances, your further orders will be obeyed to a tittle, it is thought that he is detaind least by Examination he should bring out some pretended friends in disguise – he owns he Saw Person ——— Langdon & his Brother who live on long Island Nigh Hogg Island on board one of the Ships as he sd Hartwick was on board both.

I have sent a Number of Lymes which I found in the Care of one Thomas Stevens a late Colector who is very Insolent but I can git no Evedence against him unless the Ladys Tongue should be set at liberty and I could find no owner for them Thought No person could be More disarving of them than Your Excellency, I have kept a few to Drink your Excellencys Health – I am Instantly removing my Station to Princess Bay shall send the whail Boats to Cruze in the Narrows, the Torrys here begin to hang their heads like Bull rushes, and the Friends to Amaraca have taken great Courage and act more Vigorus since my Arival. hope soon by Gods Blessing to be able to bring them to Terms as well as many other of Your Excellncys Enemies – I have got a good rattan and unless I am forbid by your Excellency if they Insult me as a Continantel officer as some of them have done Rather than trouble your Excellency with Such Villins I will pay them off at the small end of my ratt[an] – as I conceive that as Soon as I can complea[t] the Numbers of whail Boats &c as was proposed it will be Nessesary to Send part of the Armiment to cruze on long Island shore, and as I conceive that the vessel which we sent up the Sound after them only waits for a wind to return that when the wind is fair Should be glad of your Excellencys Aprobation to post my Vessels in the best manner I can and return



PLAN
of
PERTH AMBOY
from an Actual Survey

By - Survey



to New York to Man & direct the sd boats &c – I cant discover any alteration of the Sytuacion of the Ships at the Hook – I am Your Excellencys [&c.]

Benj. Tupper Lt Colo of the 21st Regt

P S as Captn Crige [Thomas Cregier] of the schooner *Putnam* is gone to York to procure some Nessesaries was with the Committee at Brunswick your Excellency can Inquire of him further of the Matter

1. Washington Papers, LC.

JOSEPH HEWES TO SAMUEL JOHNSTON ¹

[Extract]

Philadelphia, 16th May 1776

My endeavours to get a few Muskets for your Troops have hitherto been fruitless it is impossible to procure any here at this time, many of the Continental Troops in this City and in New York are without any, we are greatly distressed on that Account, some of our Vessels have returned without any, some have brought a few, a very few, and several that were expected with a Considerable quantity are missing supposed to be taken by our Enemies, every effort is exerted to get them made in these Colonies but this Source falls exceedingly short of our demands, however we have some Vessels out that may be expected about this time and we hope they will arive safe with a seasonable Supply.

a few days ago Thirteen Row Gallies built at the expense of this Province each carrying one Eighteen pounder attacked the *Roebuck* & *Liverpool* Men of War in the River about Twenty Miles below and obliged them to return to the Capes in a Shattered condition it is thought if they had been fully supplied with powder & Ball they would have destroyed those Ships, the Boats expended in the engagement about four Tons of powder, the report of this day is that the Ships are gone out to sea supposed to be to Halifax or Virginia to repair the damage they received in this action

...

1. Samuel Johnston Papers, NCDAH.

JOSEPH MOULDER AND THOMAS FITZSIMONS TO THE PENNSYLVANIA
COMMITTEE OF SAFETY ¹

Gentn

In pursuance to yr Resolve, we have made Inquiry for two, such Vessels – as you describe,² & are of Opinion That one under the Care of Arthur Donaldson wd be fitt for an Ammunition Vessell & a Schooner belonging to Thos Hollingsworth for a Victualling boat. the former is Valued at Three hundred twenty Five pounds Capable of Carrying four hundred Barrels – the latter at Two hundred Carrys about two hundred Barrels – both tolerably well found, & wanting very little repairs or attention, to make them fitt for the Service.

Josep^h Moulder Tho^s Fitzsimons

To the Hble the Committee of Safety ³
 [Philadelphia] May 16, 1776 –

1. Committee of Safety, Navy Papers, Pa. Arch.
2. See minutes of Committee of Safety, May 13, 1776.
3. While the minutes do not show an authorization to purchase the recommended vessels, Moulder and Fitzsimons were ordered to equip them. See minutes of Committee of Safety, May 28, 1776.

PENNSYLVANIA GALLEY CAPTAINS TO THE PUBLIC ¹

To the Public

Whereas many misrepresentations have been circulated respecting the quantity of ammunition, and other circumstances relating to the condition of the galleys at the time of the late engagement, the officers on that service, in justice to their reputation, conceive themselves called upon to give a true account thereof.

The number of cartridges on board, at the commencement of the action on the 8th instant, amounted on an average, to twenty-eight rounds only, when filled up fit for service which was expended in many of the boats, and only a round or two left in others, at the time the *Roebuck* got aground otherwise, we have every reason to believe we should have made a prize of her, as we had above an hour's daylight when we were obliged to retreat for want of ammunition. Soon after this we received a small supply, partly of loose powder, amounting to eight rounds only, and deficient of cartridges to put it in, which we judged insufficient to renew the attack with.

On the ninth we received a second supply, which made up forty five rounds including the former eight, but not till long after the *Roebuck* was got off, which she effected before day-light. Soon after receiving this, we began the second attack, under the disadvantage of being obliged, in the time of the action, to cut up blankets, jackets, trowsers, stockings, &c. to supply the defect of cartridges; and for want of wads, some were necessitated to cut up cables and take the oakum out of the netting, this supply likewise also expended about sun-set, after a very close engagement, when some retreated to look for fresh supplies, and meeting with a barge, three of us got seven rounds therefrom and returned to the attack, which was continued till the enemy was below Newcastle. Next morning they dropt to Reedy-Island, we continued watching them three days, in which time we received a farther supply of powder, but as many of the boats were then without shot, and others having but very few, we were still ill provided either for attack or defence.

We have on former occasions, from first entering on the duty, experienced many distresses, both for service and accomodation, which we have borne with a soldierlike patience, under the hopes that future regulations would relieve us therefrom.

We are the public's most obedient humble servants, Henry Dougherty, John Rice, John Hamilton, James Montgomery, James Blair, Richard Eyers, Alexander Henderson, Thomas Moore, Nathan Boyce, Hugh Montgomery,

Thomas Houston, Lieut. Benjamin Thompson commanding the *Experiment*, Lieut. Robert Hume commanding the *Ranger*.

1. *Pennsylvania Evening Post*, May 16, 1776. Reprinted in the *Pennsylvania Journal*, May 22, 1776.

Pennsylvania Evening Post, THURSDAY, MAY 16, 1776

Philadelphia, May 16.

The correspondent who furnished the printer of this paper with the paragraph inserted in the *Evening Post* of Saturday last, ¹ respecting the engagement between the gallies and the enemy's ships, is concerned that the officers on that service should misunderstand him. He meant to do honor to the bravery both of them and the men under their command, and to rescue their reputation from any misrepresentations which might be thrown out, in their absence, to their disadvantage, in order to screen it from others. We know who hath declared "*that he hath served under the King, and that he will never serve against him,*" and the public are amazed that such a person was trusted with any part of the direction of the expedition.

1. The paragraph to which the galley captains probably had taken exception reads: "if we consider, that although the whole thirteen were employed, yet not more than one half can be said to have been engaged at any one time: And this circumstance, though it shews a want of judgment somewhere, in stationing them *properly* and at *proper distances*, is, at the same time an additional argument in favor of the real service of boats." *Ibid.*, May 11, 1776.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

[Philadelphia] 16th May, 1776.

Resolved, That Commodore [Andrew] Caldwell be directed to give notice to the Commanding Officers of the Armed Boats, to attend this Board on Saturday Morning next, at 9 O'Clock.²

Resolved, That Mr. [John] Nixon & Capt. [Robert] Whyte, be requested to make enquiry and Report the quantity of ammunition that each Armed Boat was supplied with when they went down the River last week against the Ships of War, and what supplies they received afterwards from the Ship, Fort & Floating Battery, with the times and other Circumstances of the different supplies.

Resolved, That Mr. [George] Clymer, Mr. James Biddle and Mr. [Alexander] Wilcocks, be a Committee to draw up a Memorial to Congress, respecting the procuring of Sulphur & Lead, and erecting Fortifications at Billingsport.

1. *Pennsylvania Colonial Records*, X, 570-72.

2. Colonel John Cadwalader was also requested to attend. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 757.

JOHN KING TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen

I Once more Petition that honourable Board hoping that in your Wise

Councils you may think your Petitioner Worthy a Lieutenantcy in the River Fleet when A Vacancy Shall Offer either in Som Gondola that is or hereafter may be built or in the Marins Your Compliance with my humble Request Shall be Grately Acknowledged by a Sincer freind to the Amaricain Cause [&c.]

John King

Newport New Castle County [Delaware]

May 16th 1776

[Endorsed] We whose Names are hereunder written do give it as our oppinion that the above Petitioner is fitting for the Office for which he has Petitioned as first or Second Lieutenant when such Should be Wanting

John Morton	Elias Boys
James Read	Robert Knox ²

1. Simon Gratz Autograph Collection, HSP.

2. *Ibid.*, George Read and Thomas McKean also endorsed King on May 22.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

May 1776.

Cape Henlopen Lighthouse WNW 3 Leagues.

Thursday 16 at ½ past 9 in the morning weighed and made Sail the *Liverpool* in Company.

Moderate and fair Weather at 2 in the afternoon gave the *Liverpool* orders ² and made her Signal to chase to the NEt 6 the *Dolphin* my Tender joined us, from Norfolk; at 7 Sent the *Pembroke* and *Ranger* on a Cruize.

1. PRO, Admiralty 51/796.

2. The orders were written May 15; see under that date. Hamond was bound for Virginia to join Lord Dunmore.

JOURNAL OF THE VIRGINIA CONVENTION ¹

[Williamsburg] Thursday May 16, 1776.

Resolved, That the Committee of Safety be desired to lay before the Convention a list of the armed vessels now fitting out for the defence of this colony, with a state of the condition they are in, and an account of the cannon, arms, and ammunition, provided for them.

Mr. [Archibald] Cary, from the Committee of Privileges and Elections, reported, that the committee had, according to order, examined into the cases of Josiah Rogers, William Bliss, and David Ramsay, prisoners confined in the public jail, and had agreed upon a report, and come to the following resolutions thereupon; which he read in his place, and afterwards delivered in at the clerk's table, where the same was again twice read, and agreed to.

It appears, that Josias Rogers was a mate in the *Roebuck* ship of war, which had taken a vessel bound from Cape Francois to Philadelphia, into which he was put as prize master; that the sailors rose against him, and, the vessell running on shore, he was taken prisoner. ² That William Bliss was a soldier in captain Pickett's company of Provincials; that he had deserted to

Lord Dunmore, and returned again. That David Ramsay was a sailor in a vessel belonging to Joseph Scott, in the county of Nansemond, which was taken by the enemy; that the said David Ramsay was afterwards employed by the provincial prisoners who were put on board that vessel to provide them with fresh provisions, and that the said Ramsay was active in procuring such provisions, and, having a pass from Anthony Lawson to come on shore, in quest of some vegetables, he was taken and sent to jail.

Resolved, That the said Josias Rogers is a prisoner of war, and that this resolution be communicated to the commanding officer.

Resolved, That the said William Bliss appears to be guilty of desertion, and that he ought to be delivered over to the commanding officer, to whom the resolution should also be communicated.

Resolved, That the said David Ramsay be discharged.

1. *The Proceedings of the Convention of Delegates held at the Capitol, in the City of Williamsburg, in the Colony of Virginia, on Monday, the 6th of May, 1776* (Richmond, 1816), 17. Hereafter cited as *Virginia Convention*.
2. Apparently the *Cazia*, from Cape François for Philadelphia with molasses and coffee, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Thursday, 16th May, 1776.

A warrant to L't Edward Venable for £36.5.0 for pay and prov[ision]s to him and Co. as a Guard at Sandy Point.

Same to Capt. John Calvert for £250 upon acc[oun]t for furnishing materials and fitting out the Galley under his command.²

Order'd, that the commissary of stores deliver to Capt. Calvert, or his order, 150 yards Slaver's Duck and 100 y'ds Oznaburg for the use of his Galley.

Resolv'd that any person who shall furnish the commanders of the Cruizers or Gallies now fitting out with rigging or necessaries for that purpose, be paid the full value thereof in money or repaid in kind out of any public stores which may be hereafter procured.

Capt. Calvert is empowered to procure a H'h'd Rum for use of his Galley at 7s.6d.

In the Evening

Mr. Rob't Cuirlie having offered the Committee to engage himself and raise 30 men to be employed in the business of building vessels for the use of the Colony the Commee are disposed to encourage that business but Mr. Cuirlie being a stranger to the Comm'ee they recommend it to the Comm'ee of Norfolk or Princess Anne proceed to the choice of a discreet and proper person to take the direction of a number of ship carpenters to be employed in the public Dock yard and certify the name of such person to this comm'ee, giving him directions immediately to proceed to engage as many ship Carpenters as he can, whose abilities shall be satisfactorily made known to the Comm'ee to engage in the public service for at least one year, and employed in building vessels for the colony at such place as shall be appointed by the Comm'ee of Safety or other executive power, and when 30 of the said

persons shall be so engaged, they proceed to Cobham in Surry County, there to wait for further directions, the wages to be agreeable to a late advertisement of Gen. [Charles] Lee's

1. *Virginia State Papers*, VIII, 179-81.

2. Commander of the Virginia galley *Norfolk Revenge*.

JOURNAL OF H.M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE ¹

May 1776 Moord at Brunswick [North Carolina]
 Wednesy 15 Modt. and Cloudy
 Empd Occasionally Exercis'd Small Arms.
 P M Supply'd H M Arm'd Schooner *St Lawrence* with 105
 Galls of Rum pr Order of Sr peter Parker. Came on Bd 2
 Negro men from the Rebels
 Thursy 16 Recd on Bd some Water Empd Stowg it away Huld Ship and
 Hogg'd her Both Sides – Modt. and Cloudy Wr the Rebels
 fird at us Returnd with Round and Grape

1. PRO, Admiralty 51/334.

MAJOR GENERAL CHARLES CORNWALLIS TO LORD GEORGE GERMAIN ¹

My Lord Camp at Cape Fear May 16th 1776
 I arrived here on the 3d of this month, & had the pleasure of finding that many of the Transports had got here before us. Your Lordship will hear from Genl. Clinton the present state of this Colony, & his intention of going from hence as soon as the Transports are watered, from what I have heard since I came here I must still more lament the fatal delays that prevented the armament from arriving in time in this Province, As I am now convinced that it would have produced the most happy effects in this & probably in the other Southern Colonies. I shall now probably serve in the Army under Genl. Howe. I have only to assure Your Lordship that wher-ever it may be my lot to serve His Majesty, I shall do it with the utmost zeal & diligence. I have the honour to be with the greatest esteem, Your Lordships [&c.]

Cornwallis

1. PRO, Colonial Office, 5/93, 927.

“JOURNAL OF THE EXPEDITION TO CHARLES TOWN IN THE PROVINCE OF SOUTH CAROLINA IN THE MONTHS OF MAY JUNE & JULY 1776 – UNDER THE COMMAND OF MAJOR GENERAL CLINTON AND COMMODORE SIR PETER PARKER. –” ¹

The Possession of the Port and Harbor of Charles Town having been thought an object of much importance to His Majesty's Service, and many different accounts having been received of the state of that Town, and the works carrying on by the Rebels in fortifying the Town, putting Fort Johnson in a posture of defence, and erecting a Fort of considerable strength on Sullivans Island, which commands the entrance of the Harbor; on the 16th

May His Majestys Ship *Sphinx* with a small Schooner called the *Pensacola Packet* were dispatched from Cape Fear River, with instructions to sound the Bar and to reconnoitre the works on Sullivans Island, and in order to obtain the fullest information Capt [James] Moncrief of the Engineer Corps and one of the Lieutenants belonging to the Commodores Ship were directed to embark on board the Schooner. ²

1. Sir Henry Clinton Papers, CL.

2. Journal of H.M.S. *Sphinx*, May 16, 1776 reads: "A M hauling off the Land, gradual soundgs from 5 to 10½ fm *Cornet* schooner in Co Modt breezes & clear Wr standg off & on graduall soundgs from 14 a 8 fm," PRO, Admiralty 51/922.

"EXTRACT OF A LETTER FROM ST. EUSTATIA, MAY 16." ¹

I wrote you some days ago of a schooner's being seized in the road by the *Seaford* twenty gun ship, who kept possession of her till on my making application to the Governor; he sent a guard of soldiers and took the possession from them; next morning the *Seaford* sailed, and since that the Governor has sent a flag to the Admiral to know the reason of such insolence: The Burghers were much enraged, and we may now depend on any American bottom in this road being defended to the last, in case of such attempts."

1. *Pennsylvania Journal*, June 5, 1776.

17 May

CONGRESSIONAL COMMISSIONERS IN CANADA TO MAJOR GENERAL
PHILIP SCHUYLER ¹

[Extract]

Montreal 17th May 1776

A Gondola built to carry a 24 pounder, or two of them would now be exceedingly serviceable – By what time could you finish one? Pray fit out the *Royal Savage* & the other Vessel as speedily as possible for War, to keep us the Masters of Lake Champlain – Pray send back the Batteau In which Docr [Benjamin] Franklin & Mr. [John] Carroll returned and Remember us most affectionately to them – We desire our respectful Compliments to Your Family and with great Sincerity & regard Dr Sir [&c.]

Samuel Chase

Ch: Carroll of Carrolstown [Carrollton]

1. Washington Papers, LC.

BRIGADIER GENERAL BENEDICT ARNOLD TO THE CONGRESSIONAL
COMMISSIONERS IN CANADA ¹

Sorell May, 17th 1776

It is thought most adviseable to send all the Troops at Montreal here, who have had the Small Pox, & to send Five or Six hundred Men from this to Montreal, who will be at no expence of getting up, as they can row themselves. . . .

As soon as Genl. Thomas arrives I expect a council of War will be immediately held, I shall be for keeping Deschambault by all Means. if it can be done without too great a hazard of our Army. our own Strength (which at present is uncertain) and the advice which we may receive of the Numbers & designs of the Enemy, must govern our movements. I believe the Difficulty of Provisions may be got over; but the Small Pox, & Gondaloes; to secure our Navigation and retreat, are very great obstacles in our way. – We have here abt three Tons of Powder. there is a quantity at Chambly. how much I am uncertain, the Distribution of the Battoes is already Made, & twenty are sent from this to St Johns Immediately on my arrival here I sent to Maska & have received from thence One Hundred & seventy Six Bags of flour, I believe the same you refer to. as soon as Mr [John] Bondfield arrives I shall employ him to collect all the Flour in this Neighbourhood, who will at the same time call on Mr. Belfeüel & receive such goods as may answer our purpose. I have in Contemplation the sinking a Cheveaux de Frize, at the Islands five Miles below this, where the Channel is very narrow, but the water is so high we cannot Fortify at present; Two other Vessels will be Ordered to Montreal the first fair Wind. ² . . . Honble Messrs Chase & Carrol

1. Papers CC (Letters from General Officers), 162, 68–69, NA.

2. *Ibid.* (Letters and Papers Relating to Canadian Affairs), 166, 49. From Montreal this date, the Commissioners wrote to the President of Congress: “In the present situation of our Affairs it will not be possible for us to carry into execution the great Object of our instructions, as the possession of this country must finally be decided by the Sword; we think our stay here no longer of service to the public—We are however willing to sacrifice our time, labour and even our lives for the good of our Country. . .”

RICHARD DEVENS TO JOHN ADAMS ¹

[Extract]

[Watertown, May 17, 1776]

. . . 2 of our small Cruizers brought into the gut at point Shirley a Ship 34 days from Ireland I had an oppertunity to cast my eye on the Inventory and she has on board 1500 Barrils of powder & 1000 Stand of Arms the rest of the Cargo Consists of intrenching Tools &c in Such Abundance as tho they intended to Cut Cannals thro’ America, and Station their Navy up in the Wilderness. as the prize Could not get up to Town at low Tide all the Boats in Boston Charlestown & Dorchester were sent onboard her to bring up the powder and arms, and part of the powder is Already in the Magazine in Boston. ²

The Men of War in Nantaskett could not get out to her Assistance the wind being Easterly
the hand of Providence is Conspicuous

1. Adams Papers, MassHS. Continuation of May 16 letter.

2. The ship *Hope*, Alexander Lumsdale, master, with a cargo of 1000 carbines, five gun carriages, 10,000 sand bags and 1500 barrels of gunpowder, taken by Washington’s schooner *Franklin*, James Mugford, commander.

A LIST OF BRITISH NAVAL PRISONERS FOR EXCHANGE IN MASSACHUSETTS ¹

[May 17, 1776]

Prisoner 24th Decr - 75 - Robt. Basden 3d. Liutt the *Niger*
 Ditto 24 June 1775 - Robt Campbell, Voltr
 Do Wm Furnivall Midshipmn taken May 6th 76
 Do Thos Payne Ste[n]t Midshipmn taken February 8th 76
 Do Jno Mulcaster Midshipmn taken May 17th 76
 Richd Edgcumbe rated as Able Seaman onboard his Majesty's
 Ship *Chatham*
 John Lear rated as Able Seaman on board his Majs Ship *Falcon*
 N.B. the gentlemen that you'r acquainted with Desire there Compts
 Rd Luckes

1. Mass. Arch., vol. 8, 231.

MAJOR GENERAL ARTEMAS WARD TO GEORGE WASHINGTON ¹

Sir -

Boston, May 17, 1776

I have the pleasure to inform your Excellency that the Armed Schooner *Franklin*, Captain [James] Mugford this day took and bro't into this Harbour a large Ship from Cork, Several other armed Schooners were in company. A Bill of Lading I have inclosed, by which you will see that she is a very valuable Prize; she carried four three pounders, and is about three hundred tons burthen. She came out the fourth of April with nine Sail of transports under convoy of a Frigate; I cannot learn any important intelligence by her; the Master says there are but about one hundred Soldiers on board these transports, and that they are laden with provision and warlike Stores for the Kings troops. I am your Excellency's [&c.]

Artemas Ward

[Enclosure]

Account of Stores received from the *Hope*, taken from the Enemy May 17, 1776

Carbines Compleat, 1000 in 40 Chests —	
Traveling Carriages, 24 Pds heavy —	1 -
12 Pds Light —	4 -
sand bags, bushels 5000- ½ bushel 50000-0 } In 20 Bales	
Coils white Rope,	3½ Inch - 1 - 2 - 1 - 1½ - 2 -
Tann'd hides - 5 -	
Powder . . . barrels, Cooper hoop'd	1497 -
Short dld from the ship	3.
The remainder of the Stores are dld to Thos Chas Esqr A.Q.M. General } 500 bbls of the above mentioned powder is at Cambridge	

500 do at Roxbury

497 do at Boston which is to go to Watertown immediately

Errors Excepted

Nathl¹ Barber Jun^r

Dpy Commy Artillery

1. Washington Papers, LC.

THOMAS CUSHING TO JOHN HANCOCK ¹

Dear Sir

Boston May. 17. 1776

I embrace this opportunity, by Mr Cabot, to Congratulate you upon our Continental Vessells this day bringing into this Harbour a Ship of between Two and three hundred Tons loadened with fifteen hundred barrells of Powder, One Thousand Carbines and a number of intrenching & Carpenters Tools – one of the Richest pri[z]es that has as yet been taken – As Genl Washington has left so few Men for the defence of the Town of Boston it's harbor & the Lines around it, This Colony has been oblided to raise at its own Expencc Two Regiments one under the Command of Colo [Josiah] Whitney & the Other under Colo [Thomas] Marshall of Boston, & also a regiment of the Train under Colo [Thomas] Crafts [Jr.], for the defence of the Town & harbor of Boston and as the Carbines (provided they are not Wanted for the Ships) As well as the intrenching and Carpenters Tools will accomodate these Regiments as well as if they had been sent for on purpose, I heartily wish you could prevail with Congress to make this Colony a present of them or, if they will not do that, to direct that the Colony should be supplied with them, they paying their Value – I hope the Congress will also order that this Colony should be refunded for the Powder (abt Ten Tons) they have advanced the Continent out of the powder taken in this Prize – & permitt us also to purchase as much more of it as we want for the supply of our Town – We shall want a great deal of Powder left here for the Defence of the Works at Boston,² we have got fine works on Charlestown Point, Noddles Island, Fort Hill Dorchester point, & at Castle Island – The Court also have ordered two row Gallies to be built & some fire rafts. I beg leave to put you in mind that I want some more money for the Ships – Mr Nathl Carter has furnished me with Thirty five hundred Dollars for which I have given him two Setts of Bills Dated May 12, 1776 on your Self, one sett for 17 hundred Dollars & the other for 18 hundred Dollars, which I doubt not will be punctually paid. If the Carbines will answer for the Marines for the Ships I hope some of them will be applied that way Excuse haste – I remain [&c.]

Thomas Cushing

1. Emmet Autograph Collection, NYPL.

2. James Sullivan this date sent a similar appeal for the powder to John Adams, Adams Papers, MassHS.

J. PALMER TO THOMAS CUSHING ¹

Braintree, 17th May, 1776

Yesterday a party of the enemy landed upon Pettick's Island (at or near

the Sheep-Pen) & traveled about upon it a considerable time; if these companies had had the Whale-Boats, 'tis not likely the enemy would have ventured so far – I find that a considerable number of inhabitants of Hull are returned, & boats from the Ships have been observed to go thither; no doubt can be made, but that intelligence and provision are conveyed in that channel, & for want of Whale-Boats we can't prevent it; It would be better to burn the Town than permit such communication – but a party, perhaps 50 or 100 men might prevent it, & protect the Inhabitants: They certainly know that the W-Boats are taken off from hence, or they would not venture to look after our Fishing Canoes so far up the Harbour, wh[en we wer]e so near to our Guards upon Hough's Neck: The Comte of W[ar] will doubtless consider this matter.

By inteligence from our Guards, our Armed Vessels, this morning took a ship & Brig a little without the L[ight]-House; Some say only a ship: I saw [George] Dawson endeavour to go out, at the time of the Firing, but wind and Tide being agst him, he cou'd not get out; ² The like has taken place several times before, & is evidence to me that the enemy do not think it safe to ride outside the L-House: Just before their great Fleet left Nantaskett Harbour, several of them anchored below the Lt-House, but soon returned; similar instances I can give, which fully evince that they do not think it safe to anchor so low down:

It may be well to consider, whether, if they are driven from their present station, they may not attempt to lodge in Marblehead Harbour, or some other within the Capes. It ought also to be considered, how they may be dislodged from the heights of Hull and the Islands, should they possess them, & also how they will dislodge us, shou'd we have possession of those heights. I am &c.

J. Palmer

[To] The Honble Thomas Cushing, Esqr.
Chairman of the Comtee of War Boston

1. Mass. Arch., vol. 195, 1.

2. Captain of H.M Sloop *Hope*.

MASTER'S LOG OF H.M. SLOOP *Hope* ¹

May 1776	Remarks in Nantasket Road
Friday 17th	at 6 AM the Commodor Sent his Boat on Brd with Orders to go to Sea at ½ Past 6 AM Weigh'd and Came to Sail as Did the <i>Milford</i> , at ½ past 9 Boraway for the Light house Channel it Being Little Wind & a Strong Flood Tide at 11 the Commodor Sent a Boat to Order us in Again at Noon Anchored in Nantasket Road Saw a Transport taken by the Rebels ² First and Midl Modt and Hazy the Latr Calms and Cloudy at ½ past 3 PM Weigh'd and Came to Sail

1. PRO, Admiralty 52/1794. The *Hope* seems to have been ririgged from a brig sloop on or about this date.

2. The powder ship *Hope* taken by Washington's schooner *Franklin*.

MASTER'S LOG OF H.M.S. *Milford* ¹

May 1776 Boston Light House West 3 or 4 Miles
 Friday 17 at 6 AM Weighd & came to Sail as did the *Hope* on informa-
 tion of some Privateers at 1/2 past 7 saw 3 Privateers to
 Windward Gave Chase at 10 lost sight of the Chace the
Hope parted Company.

1. PRO, Admiralty 52/1865.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS ¹

May 1776 Montock point N43°W 23 Leagues
 Thursday 16 A M TKd at 5 saw two Sail to the SE gave Chace fired
 two 3 pdrs at the Chace at 11 sent the Longbt on bd
 her found her a Sloop from New York bound to Demarara
 with Flour, Bread &c. ²

Fresh Breezes and fair at 1 P M hauld the prize
 alongside Empd clearing her took out of her 7215 lb
 Bread & served the People 15 lb p Man lieu of their short Al-
 lowance from the Time we began which was 1st of April, not
 being able to stow it at 7 sett fire to the prize at 8 wore
 Ship

Friday 17 Do N38.32W 12 leags
 A M saw a sail to the NE out reefs & gave Chace at 8 Brot
 too the Chace a Schooner from Newhaven loaded with Lum-
 ber bound to some of the French Islands ³ Empd taken the
 provisions out her 1/2 pt 12 sett her on fire
 First and Middle pt Modt Latter fresh Breezes and
 Rain at 1 P M made Sail at 7 Montock NNW 3 Lgs 1/2
 pt TKD Set Close Reef the Topsls.

1. PRO, Admiralty 51/181.

2. Sloop *Polly*, Robert Crosby, master, — Franklin, owner, Howe's Prize List, March 31, 1777,
 PRO, Admiralty 1/487.

3. *Ibid.*, the schooner *Leviathan*, B. Woodcock, master and owner.

JAMES MEASE TO THE CHAIRMAN OF THE PENNSYLVANIA COMMITTEE
 OF SAFETY ¹

Sir [Philadelphia, May 17, 1776] ²

I have been so exceeding ill ever since my Return from below, & the
 weather is so intollerably bad for my disorder That I cannot without certain
 injury to my wretched health Stir abroad today: Therefore I am in hopes
 the committee will indulge me unless there is an absolute necessity for my
 presence wch I can hardly think will be the Case

Upon considering the business as it now stands I am of opinion the nature
 of our intended enquiry became totally changed by the publication of the
 officers, ³ It was the Commodores duty to have attended the board as soon
 as possible & given an Accot of the transactions of the fleet. but he neglect-
 ing that duty & much altercation arising without doors the Board, as I con-

ceive wish'd to have as decent an Accot of the engagement as possible that by some publication from them they might quiet the minds of the public & favor the character of the Officers far as they could without transgressing the truth.

The Attack made by the Capts against the Committee of Safety hath made it necessary in some measure for the board to justify themselves to the publick, Therefore in my opinion it would be very prudent for the board to postpone taking up the matter on the last ground untill tuesday or wednesday next – & just in general acquaint them that when the board required their attendance they had no expectation Of being cal'd upon by them to justify their conduct to the publick,⁴ but wanted to have collected from a general inquiry materials to have made a publication of the whole transaction without any design of blaming the officers – & they may be dismiss'd very decently in my opinion upon some such Ideas as those – one reason wch induce's me to think the posting the enquiry off a day right is that I am fearful there has not been time to collect sufficient evidences of many facts wch may be discovered from those volunteers from the floating Battery & ship on board the Gallies during the Engagements. Mudian Dick – & Garret should be examened the former supplying almost all the Gallies with rounds of Cartridge during the first engagement – Capt [Thomas] Forrest was also on board & present at the council cald to plan an Attack on the Ships at Night & will I dare say be able to recollect tha[t] not the least objection was Made to an Attack on the score of Amunition. when I sat down to address you I did not think of being so prolix but I hope you Sir in particular & the Committee in general will excuse it in their most Obdt [&c.]

James Mease

P.S. If you read this yourself perhaps it will not be needful to trouble the board with it –

1. Committee of Safety, Navy Papers, Pa. Arch.

2. The date is based on the fact that the publication of the galley captains' grievances was on May 16, 1776. And, on May 18 Mease was appointed to a committee of seven to draw up a memorial to the Pennsylvania Assembly justifying the conduct of the Committee of Safety in supplying ample arms and ammunition to the galleys during the May 8 and May 9 engagement with the British frigates *Roebuck* and *Liverpool*. *Pennsylvania Colonial Records, X, 572-73*.

3. See *Pennsylvania Evening Post*, May 16, 1776.

4. The Committee had asked, on May 14, for a report from the various units of the fleet, the quantity of military stores they had on board, and on May 16 had requested the captains of the armed boats to attend the Committee on Saturday, May 18.

BENJAMIN HARRISON, JR. TO WILLING, MORRIS & CO.¹

[Extract]

Williamsburg 17th May 1776

. . . Yours of 7th Inst is come to hand this After noon, The Tobacco I expect will be safe in the Public Warehouses, Tokely has been here since my last to you, & he then had not a hand belonging to his Vessel but himself – & he says they are not to be got,² I have advanced him forty One pounds 12/6 by the inclosd Rects, for which I was once going to make out an Acct against Mr. Hews [Joseph Hewes] & charge him 2½ PCt & draw on him for the

Amt, but I conceive it best to send them to you to know how I am to be reimbursed, I suppose the new Trade will soon begin to open, in that case when a Foreigner leaves his own Port, to come to America in the Confusion that things now are, he must make the first Port that he can after he gets on our Coast, for fear of being taken, perhaps in these instances it may be the Fate of some of your old & Valuable Correspondents to drop in here, without having any one to assist them in the sale of their Cargoes, & in such or any other Instances, I beg leave to offer myself to them through you promising you a Share of the Advantages that I may gain in this Business through your means, I would have them directed in case they should come into Virginia & cant get up James River to my house to go up York River to Cumberland Town, from whence I live only 24 Miles, I offer this for your Consideration.

1. Papers of Robert Morris, Accession 1805, LC.
2. William Tokely, master of the brig *Fanny*. The brig was to be loaded with tobacco on account of the Secret Committee of Congress.

ANNOUNCEMENT BY THE VIRGINIA COMMITTEE OF SAFETY ¹

Pursuant to powers received from the Hon. the Continental Congress, the Committee of Safety are ready to grant commissions for making reprisals upon the property of the people of *Great Britain*, at sea, or in the rivers, below high-water mark, to any persons who shall apply for them, and comply with the terms mentioned by Congress.

Edmund Pendleton, president.

1. Purdie's *Virginia Gazette*, May 17, 1776.

"EXTRACT OF A LETTER FROM AN OFFICER OF THE 15TH REGIMENT, TO
HIS FRIEND HERE [LONDON], DATED AT THE CAMP NEAR CAPE
FEAR, NORTH CAROLINA, MAY 17." ¹

On the 7th inst. the 15th and 28th regiments landed on a Peninsula, at the mouth of the River, but the enemy not chusing to shew themselves, the General, after reconnoitring the country, reimbarcked them. A few days after, the 27th and 33d regiment went fifteen miles up the River, and dispossessed the Rebels of a post they had at that place called Brunswick. They took a few prisoners, and had one man killed. After executing this business, they returned to the ships with a seasonable supply of twenty bullocks. On the 15th inst. the 15th, 28th, 33d, 37th, and 54th regiments landed, and encamped near a demolished post opposite to our shipping.² The 57th is encamped on the opposite shore, and the 46th is still on board. Part of the Rebels are within two or three miles of us, but their strongest post, or chief dependence, is at Wilmington, about twenty miles from hence.

1. *Lloyd's Evening Post and British Chronicle*, August 5 to August 7, 1776.
2. Fort Johnston.

18 May

JOURNAL OF H.M. SLOOP *Viper*, CAPTAIN SAMUEL GRAVES ¹

May [1776] Pettet Passage SBW Sandy bay SEBS 5 or 6 leagues
 Saturday 18 at 6 AM Sandy bay SSE Diste 3 or 4 Leags
 First part Light breezes & hazzy . . . at 2 P M saw 2 Sail in
 the SE at 3 Spoke a Sloop from Halifax who Informed us
 the Sloop & Schooner to Windwd was privaters and had
 chased him all the Morning, Fired a gun every hour & Mus-
 quet every half hour as Sigls to the Convoy Tackd Oc-
 casionally

1. PRO, Admiralty 51/1039.

CONDEMNATION OF THE AMERICAN SLOOP *James* IN ADMIRALTY COURT,
 HALIFAX ¹

Nova Scotia	}	Captain Rainer [John Raynor] of his Majestys Ship <i>Chatham</i>
Court of Vice Admiralty		
Saturday 27th April 1776	}	VS Richard Puller Master of the Sloop <i>James</i> & Cargo
16 May 1776		Libel filed and entred and Order made thereon as on file first Court day 30th April 2d, 16th May
16 May 1776		Court open'd as usual and as the Captors had not exhibited any Proofs concerning the said Sloop <i>James</i> the Judge Order'd the Court to be adjourn'd to Saturday the 18th. Instant to which Time the Court was adjourn'd accordingly –
Saturday 18 May	}	Court open'd as usual – the Examinations taken as on file no Claimer appear'd
		Decree Pronounc'd as on file Court adjourn'd without Day

1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

OWNERS' BOND FOR THE MASSACHUSETTS SLOOP *Tyrannicide* ¹

Know all Men by these Presents that we, John Fisk Mariner Richard Derby junr Esq & David Phippen [illegible] all of Salem in the County of Essex, Stand furmly bound to Henry Gardner Esqr Treasurer and Receiver General of the Colony of the Massachusetts Bay in the sum of Two Thousand Pounds L My to be paid to the said Treasurer or his Successor in said Office to the True Payment whereof we bind our Selves our heirs Executers and Administrators jointly and Severally and furmly by these Presents Sealed with our Seals this eighteenth day of May, one thousand seven hundd & seventy six

The Condition of this Obligation is such that if the above bounden John Fisk Commander of the Sloop Called *Tiranicide* belonging to the said Colony of the Massachusetts Bay and fitted out by the Order of the Great & General Court to Cruise on the Sea Coasts of America for the defence of

American Liberty and to make Captures of Such Vessells as shall be supplying the Enemies thereof with Provisions and other Stores or otherwise infesting the Sea Coasts, and for the makeing Captures of British Vessells & Cargoes

Now if the said John Fisk shall in all things observe and Conduct himself and Govern his Crew According to the Resolves of the General American Congress and according to the acts & orders of the Great & General Court of this Colony Relative to Armed Vessells fitted out for the Purpose aforesaid and follow such Instructions as he may Receive in pursuance of his Commission the foregoing Obligation shall be Void or Else remain in force

Signed & Sealed

Jn^o Fisk

in Presence of

Richard Derby Jun^r

Tho^s Safford Wm Gray Jun^r

David Phippin

1. Mass. Arch., vol. 139, 119. Bonds for other ships are also found in this Mass. Arch. volume.

WILLIAM HUNT TO ELBRIDGE GERRY ¹

[Extract]

Watertown May 18th 1776

Yesterday was brought into Boston Harbour by one Capt Muckford [James Mugford] of Marblehead, in face of the Men of War, a Brig, loaded with fifteen hundred whole barrells of Gun Powder, containing about – seventy five Tons, one Thousand stands of Arms a large quantity of intrenching Utensils – a Number of travelling Carriages, a quantity of English Goods &c &c – If you want any thing farther, you may expect an Account thereof by the next opportunity, as the Privateers are gone after more. sixteen sail came from Cork in Company with the above Brig convoyd by two Frigates, & the Capt supposes they have received Intelligence, that Boston is evacuated by Genl. Howe & that they are gone to Halifax Our Privateers intend doging of them & find out who they are where they are bound. A Number of letters are taken, what intelligence I have not heard but as she is but Thirty four Days from Cork no doubt something material. I expect to hear the *Roebuck* man of war is in our hands, every Day. God grant it may prove true.

All well, can tell you nothing more at this time, and unless you are exorbitant in your Demands, apprehend you will be satisfied for once. [&c.]

William Hunt

1. FDRL.

D. INGRAHAM, JR. TO SAMUEL PHIPPS SAVAGE ¹

Dear Sir –

Boston, May 18th, 1776

Yesterday Morning one of our Small Privateers Gave Chase to a Ship ² and follow'd her almost up to the Light House and Boarded her and to our Surprize she made no resistance, altho' our Vessell mounted but 4.2 Pounders and the Enemy had (6) 4 and 6 Pounders Loaded with Grape Shot. They brought her through Pulling Point Gut, and in Sight of 10 Sail of Poltroons unladed her in Part, and this Morning She is Safe at Anchor off

Hancock's Wharf. She is part of Eleven Sail that saild from Ireland 34 Days ago, and lost the Fleet 8 Days Past, and expected to find the Troops here. Her Cargo is as follows 1500 Barrells (or 75 Tons) Gun Powder, 2500 Small Arms and Carbines, a few English Goods, a Large Quantity of Intrenching Tools, Gun Carriages and t'is said, 8 Brass Field Pieces, etc. etc. The Sailors on Board say she has 10,000 Stand of Arms under the Powder. But I'm of opinion 'tis a mistake. Thus while we are humbling ourselves for our Sins, and beseeching the Pardon of them; and intreating the Assistance of Heaven, we receiv'd an answer, and to me a very Striking one. Excuse my Errors as I'm in haste and accept my best [wishes] for Self and family. I am, Sir, [&c.]

D. Ingraham, Jun.

No Troops had Sail'd from Ireland, but were to Sail in 14 Days, all for Quebec. A number of Papers and Letters were found on board.

1. *Proceedings of the Massachusetts Historical Society*, XLIV, 689.
2. *The Hope*.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, May 18, 1776

[Resolved] That, as the colony of Virginia is intersected with many navigable rivers, six gallies be built for the protection of the troops in their transportation across the said rivers, at the continental expence, on as cheap terms as the business for which they are intended will admit of; that such other defence of the rivers and bays, as shall be requisite for the colony, be at the particular charge of the inhabitants thereof; And, that General [Charles] Lee, or the commanding officer in Virginia, transmit to Congress, as early as possible, an account of the expence which shall be incurred in consequence of this resolution.

The Secret Committee having informed Congress of the arrival of one of the vessels fitted out at the expence of the continent, with a quantity of cash,

Resolved, That the Secret Committee be directed to give orders for sending the cash, with all convenient despatch, to the commissioners of Congress in Canada:

The secret committee laid before Congress A letter from Mr. [John] Langdon; and, the same being read,

Resolved, That it be referred to the Committee of Secret Correspondence, and that said Committee be directed to apply to the Marine Committee for the use of one or more of the continental fleet; and that they send the same to the French West India islands, in order to procure, if possible, a number of muskets, not exceeding ten thousand, and further, that the said Committee be directed to endeavour to discover the designs of the French in assembling so large a fleet, with a great number of troops in the West Indies; and whether they mean to act for or against America.

1. Ford, ed., *JCC*, 362-66.

“EXTRACT OF A LETTER FROM PHILADELPHIA, MAY 18.”¹

By another express we have account, that the privateer *Congress*, fitted out of this port, had taken and sent into Sinepuxent a schooner from Pensacola for Grenada, loaded with flour and lumber, and a bout 200 Half Joes; when the *Congress* dispatched the schooner, it is said, she was in chase of two ships.

1. *Constitutional Gazette*, May 22, 1776.

WILLIAM WHIPPLE TO JOHN LANGDON¹

My Dear Sir,

Philadelphia 18th May 1776

This only serves to tell you Col [Josiah] Bartlett arrived yesterday and to enclose a Resolution of Congress which I know will not displease you.² You see how we come on, a confederation permanent and lasting ought in my opinion to be the next thing and I hope is not far off: if so then the establishment of foreign Agencies I hope will fill our ports with ships from all parts of the world. By the enclosed “Evening’s Post” you’ll see the effects of their resolution – may it operate in the same manner through America. Your sincere friend

W^m Whipple

1. William Whipple Papers, Force Transcripts, LC.

2. Resolution of May 15, 1776.

MEMORANDUM BOOK OF WILLIAM BRADFORD, JR.¹

[Philadelphia] Saturday May 18.

. . . I received a letter from Capt [Philip] Lacey for Mr [Joshua] Wallace inform[ing] him there was no provisions on board the Vessel which was in Morris River² & that [William] McFaden (the former Capt whose bad conduct made Mr Wallace dismiss him) had carried off [with] him the directions for signals. The remainder of 1 night I spent in enquiring after a vessel for morris River & provisions.

1. Colonel William Bradford Papers, HSP.

2. The brig *Polly*, destined for France under contract with the Secret Committee of Congress, in Maurice River, New Jersey. See William Bradford to Joshua Wallace, May 19, 1776.

Pennsylvania Evening Post, SATURDAY, MAY 18, 1776

[Philadelphia, May 18]

Mr. [Benjamin] Towne – Please to insert the following Queries in your next paper.

1. Whether it would not be adviseable to keep the fire rafts at a greater distance from each other for fear of accidents. Also to keep separate, as much as possible, all other combustibile matters, such as tar, pitch, turpentine, rosin, sulphur, gunpowder, &c.

2. Would it not be well to collect all the spare cannon into one common magazine, or place of safety, and protect them with a strong guard, probably it would be much cheaper then clearing the spikes out, and running the hazard of a disappointment?

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Saturday 18th May 1776

Ordered, That Treasurer of Western Shore pay to Joseph Middleton ninety one Pounds five Shillings, it being the Balance of his Acct for furnishing a Pilot Boat to 3rd Day of Instt

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

GEORGE MASON TO RICHARD HENRY LEE ¹

[Extract]

Williamsburg May 18th. 1776

Pray confer with some of Your ablest Friends at Congress upon the Subject of forreign Alliances. what Terms it will be expedient to offer. Nations, like Individuals, are govern'd by their Interest – Great Britain will bid against Us – whatever European Power takes us [b]y the Hand must risque a War with her. – We want but two things – a regular Supply of Military Stores, and a naval protection of our Trade & Coasts – for the first we are able & willing to pay the Value in the produce of our Country – for the second, we must give something adequate – to offer what is not worth accepting will be trifling with ourselves. – Our Exports shou'd not be bound or affected by Treaty; our Right to these shou'd be sacredly retain'd – In our Imports perhaps We may make Concessions, so far as to give a preference to the Manufacturers or produce of a particular Country: this wou'd indeed have the Effect of every other Monopoly: We shou'd be furnished with Goods of more Quality, & at a higher price than in an open Market; but this wou'd only force Us earlier into Manufactures – It is an important & delicate Subject, & requires thorough Consideration – I know you will excuse my loose Thoughts; which I give You in a Hurry, without order, but without Reserve.

1. Lee Miscellaneous Folder, VHS.

JOURNAL OF H.M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES ¹

May 1776 in Willmington River Cape Fear No Carolina
 Thursday 16 fired 6 four pounders at a party of the Rebbels who was firing at us
 Friday 17 at 11 P M sent the master and 9 men to assist Captn [John] Linzee in dislodging a party of the Rebbels from Newtown ferry House.
 Saturday 18 AM the Boats Returnd

1. PRO, Admiralty 51/4330.

MAJOR GENERAL HENRY CLINTON TO MAJOR GENERAL WILLIAM HOWE ¹

[Extract]

Cape Fear River

Commander in Chief

the 18th. May 1776

In my last letter of the 29th of April by the *General Gage* Sloop I had the Honor to acquaint Your Excellency that a few of the Transports had got into this River. – and I am now to inform you of the Arrival of the greatest

part of them with Lord [Charles] Cornwallis & Sir Peter Parker, who joined us on the 3d of this month – Two more of the Transports are since arrived, and there are now missing five Transports, The *Hawke* Man of War, Two Bomb Vessels, an Ordnance Store Ship, and a Victualler –

By Lord Cornwallis I received my dispatches from His Majesty's Secretary of State a Copy of which is herewith inclosed.

Having previously considered the several objects pointed out by the former instructions from which these appear to differ but little in any essential points, I must beg leave to refer Your Excell. to my letter by the *George*, wherein I stated my Sentiments at large upon the Subject of what in my opinion might be undertaken with effect – But as under the present instruction I am in hourly expectation of receiving your Commands to join you I shall attempt little more than putting the Troops on shore for a few days – for though I am convinced that with a sufficient force operations of consequence might be carried on, I am equally of opinion that it is by no means adviseable to engage in such measures without giving them a fair and full Tryal, as a very ineffectual Attempt would only serve to throw Things into greater confusion and embarrassment.

It is now upwards of Three months since I have received any Letters from Your Excellency which leaves me in a state of total ignorance with respect to the operations carrying on in the Northern Colonies, and tho I might think myself justified by my instructions in joining you immediately, I conceive it upon the whole to be most adviseable to touch at Virginia, which I shall do as soon as the Fleet can be got in readiness for sailing, and there wait for your ultimate directions, unless I should hear from you before my departure.

Brigadr Genl [John] Vaughan has represented to me that the 46th Regt are much in want of their Clothing on board the *Argo* Transport which Vessel was blown off to the West Indies and is now supposed to be with you [Endorsed] By The *Mercury* sailed Sunday 19th May

1. Sir Henry Clinton Papers, Miscellaneous Letter Books, CL.

JOURNAL OF THE BERMUDA ASSEMBLY ¹

Die Saturni, May 18th, 1776. Ante Meridiem

Mr.[John] Randle also delivered the Bill for renewing and prolonging the Provision Act, Concurred to by the Council, but not assented to by the Governor, with a Message from His Excellency as follows, vizt.: –

I am directed by His Excellency to acquaint Mr. Speaker and the House of Assembly that he can by no means give his Assent to the Bill for renewing and laying on an Embargo on all kinds of grain, flour, &c. &c., without the following Exception: That if any kind of grain or flour is or may be wanted for any of His Majesty's Navy or Army, or any Vessel actually employed in the Government Service, on such necessity any kind of grain or flour may be Exported; anything to the contrary in this Bill or Act notwithstanding.

Ordered that the following Message be sent to His Excellency the Governor in answer to the one just received, viz.: –

May it please Your Excellency: –

We have this Moment received Your Excellency's Message to our House acquainting us that Your Excellency cannot give your Assent to the Bill for renewing the Provision Act unless a Clause be therein inserted in the following words: "That if any kind of Grain or Flour is or may be wanted for any of His Majesty's Navy or Army, or any Vessel actually employed in the Government's Service on such necessity, any kind of Grain or Flour may be Exported; any thing to the contrary in this Bill or Act notwithstanding." In answer to which we will beg leave to observe to your Excellency that if any of His Majesty's Ships of War or any other Ships in the Government Service shou'd come to these Islands in want of Stores for the Prosecution of any Voyage they may be destined for, full and ample provision is made for them under the General Direction of the Bill now under Consideration. Shou'd more be required, the Legislative Body, it is to be presumed on a proper Representation of the matter will be ever ready to testify their Loyalty to their Sovereign by giving all assistance to Government that can be done with security to the Inhabitants of these Islands. This it has ever appeared to us they have been ready and desirous of doing, however it might have been represented to the contrary. Your Excellency well knows that this is not a Provision Country, and that the Difficulty of our Situation in respect to the obtaining Supplies necessary for our subsistence obliges us to give as little Latitude as possible for a possibility of evading the Intention of the Bill in question. Shou'd the Clause proposed be inserted, we conceive it wou'd be incompatible with that security we shou'd endeavour to preserve to the Inhabitants of these Islands, as at present we are not permitted to enter the Ports of America from whence we have hitherto drawn our Resources, by which so far from having it in our power to provide for Fleets and Armies, we might be compelled by hard necessity to quit These Islands for some Country that might furnish us with the necessaries of Life. It is with concern that we find ourselves under the necessity of declining the insertion of the Clause proposed for the Reasons we have already given to Your Excellency. We therefore hope that the Bill will be favored with Your Excellency's assent in it's present State as it cannot operate to the prejudice of His Majesty's Service, and as the safety of thousands of the poor Inhabitants might now be said to depend in a great measure on the Will of Your Excellency.

By Order of the House,
May 18th, 1776.

Cornelius Hinson, Speaker.

Whereas the Bill for renewing, prolonging and amending the Act for prohibiting the Exportation of Provisions, which this Day passed this House and has been Concurred to by His Majesty's Council, has met with some Obstruction from His Excellency the Governor. In order to remove any Doubts or Objections which may remain in the Breast of His Excellency relative to passing the same; therefore unanimously Resolved that if any of His Majesty's Ships of War or any other Ship actually employed in the service of Government should arrive at these Islands, and should be in want of more Provisions than are by the said Bill allowed, this House on application will ever be ready to grant a further allowance consistent with the safety of His Majesty's Subjects of these Islands.

Ordered that the said Resolution be laid before the Council for Concurrence.

Moved that a Message may be sent to His Excellency the Governor desiring a months' adjournment.

Ordered accordingly, and that such Message be carried by the following Members: — Thomas Fitt, Stephen Outerbridge, Esqrs.

Then Mr. Randle, Deputy Secretary, attended, read and delivered a Paper from His Excellency the Governor, as follows, viz.: —

Mr. Speaker and Gentlemen of the Assembly: —

I think I am fully justified for refusing my assent to the Bill if you will not amend it by the proper Clause proposed. As I suppose many of your House cannot be ignorant of the Idle pretence made use of for pursuing out to Sea the small Sloop on the 3d of September, and the Insult the Master of the Vessel met with which I had sent to Sea with Dispatches to His Majesty, And likewise the Disappointment that Captain [John] Tollemache, of His Majesty's ship the *Scorpion*, met with in not obtaining the Rice he had actually agreed for with two several Gentlemen.

As I cannot call the General Assembly upon every occasion of the kind which Assembly might neglect to give their attendance as heretofore.

George James Bruere.

18th May.

Mr. Randle, the Deputy Secretary, attended with the following Message, viz.: "I am directed by His Excellency to acquaint Mr. Speaker and the Gentlemen of the Assembly that he adjourns their House to Monday, the 24th June next."

1. Journal of the Votes of the Assembly, 1676-79, Bda. Arch.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JOHN COLPOYS,
H.M.S. *Seaford* ¹

(A Copy)

You are hereby required and directed to proceed forthwith in His Majesty's Ship *Seaford* under your Command, to Prince Ruperts Bay at the Island of Dominica, and there use all possible dispatch to Compleat her Wood



John Colpoys.

and Water, and as soon as that is finished, you are to proceed off the Island Curassou and Cruize about that and the adjacent Islands to intercept and take as Prize of War all such American Vessels as you may meet with; and are particularly described in my General Orders marked No 12 and No 13, which Orders you are strictly to obey and execute, as well as the other General Orders you have received from me; but in executing the same, you are to be exact and careful not to offer any Insult to the Forts, Harbours or Ships of War belonging to His Most Christian Majesty; His Danish Majesty; or the States General of Holland &c. you are to remain on this Service till the 30th June then to return to English Harbour Antigua, with such prizes as you may have taken: for which this shall be your Order.

Given under my Hand at English
Harbour Antigua; the 18th May 1776.

Jam^s Young

1. PRO, Admiralty 1/309.

19 May (Sunday)

DIARY OF SIMEON PERKINS ¹

[Liverpool] Sunday, May 19th,

Mr. Gideon White reports that one Doan, of Port Roseway, has, as he has said been brought too by 2 armed vessels, one a 40 gun ship, the other a 10 gun brig. That he was detained some time under their sterns, and in a fog, cut cable and run. He supposes them to be Americans.

1. Harold A. Innis, ed., *The Diary of Simeon Perkins 1766-1780* (Toronto, 1948), 121. Hereafter cited as Innis, ed., *Perkins' Diary*.

“EXTRACT OF A LETTER FROM HALIFAX, NOVA SCOTIA, MAY 19.” ¹

On Thursday last [May 16] arrived here the *Greyhound* man of war, Capt. [Archibald] Dickson, in six weeks from Corke, with nine victuallers under convoy; and the same day sailed the *Rose*, Capt. [James] Wallace.

On Friday arrived the *Savage* sloop of war, Capt. [Hugh] Bromedge, from New York, with dispatches for Admiral Shuldham and General Howe.

Sunday last arrived the *Argo* transport, with Col. Enoch Markham, and three companies of the 46th regiment.

1. *London Chronicle*, June 20 to June 22, 1776.

JOURNAL OF H.M.S. *Renown*, CAPTAIN FRANCIS BANKS ¹

May 1776

Moor'd in Nantasket Road

Sunday 19

A M Read Prayers to the Ships Company

Mode & hazey Wear. P M Arrived here His Majs Ship *Experiment*, who Saluted me with 13 Guns; Do Return'd Eleven. At 8 sent the *Experiments*, & our Boats Mann'd & Arm'd, (with three Officers) to Attack a Privateer that was aground off Pudding Point, at 10 they came up with her, but found the Rebels had got her off, and another Privateer with her, which obligd they Boats to Retreat, as they kept up such a

constant fire; Our Barge in Boarding One of them was overset & Lost wth 18 Ships Musquits, 18 Cutlasses, & 8 Pr of Pistols, together wth Cartouch Boxes &ca Compleat. Find Missing Lieut Josh Harris, Robt Socket, & Wm McFarlin, Seamen, And James [E]lling & Andw Sullivan Marines –

1. PRO, Admiralty 51/776.

JOHN COTTON TO BARNABAS DEANE ¹

Sir

Middletown My 19th 1776 –

I Recd yours by Mr Osborn wherein you Desire Me to Send you the Length and Size of the Ships Stays to gether with the Qnty of Lines worming, Marling, and Housling, to gether with the Length and Size of Main and Fore Shrouds which Must be Cable Laid and of the Best of Rusia hemp ² – In Regard to My acct, I am about to Gett them Ready for You as I Suppose this Week will be the Most Leasure time With Me, as I intend [to be] about fixing the top Mast Riging and Straping Blocks, I Dont Send you any Dementions for the Mizen Mast Except the Stay as I think there is here a Coil of Riging that will Make Shrouds Which I intend to fix as Soon as I Can Gett the Dementions from Callander as he has Gott them and I have No Coppey I wish if you Come to Rockeyhill you would Gett them and Send them to Me by the first Oppertunity and to Desire Strong to Send Down his Blocks as Soon as posibl as I Shall want them Emediaty – We have gott these wails on the Ship and fifteen Streakes of a Side, I hope this Week please God to Near Shut in Under the wails and Gitt the Bottom Bolted of Which is all present From [&c.]

John Cotton

Main Stay 9 Inch 13½ fathm, Fore Do 13 fathm Same Size
Mizen Stay 7 Inch 10 fathm, fore Shroud 177 fathm, 8 Inch
Main Ditto 80 fathom – 8 Inch –
Wormline 4 Whole Shots of 6 Thread, & 2 Do of 4 thread –
2 Dozen Codlines 8 Dozen Marlin 10 Ditto of Houseline
60 lb of Twine for Sewing and 10 lb for Whiping –

Yrs J.C –

1. Barnabas Deane Papers, ConnHS.

2. The Continental frigate building at Middletown.

JOURNAL OF CONTINENTAL BRIG *Andrew Doria*, CAPTAIN
NICHOLAS BIDDLE ¹

May 1776	[Providence River]
Monday 13	Light airs and Calm, Weigh'd, in Company with the <i>Cabot</i> & drap'd, down to Petuckoct and came too
Tuesday 14th	Moderate Breezes & Clear, Hove up and beat Down, and at 6 P M, gott a Ground on the Gull rocks
Wednesday 15	Light airs & Calm, At 3 A M, Gott off & tow'd down abres of new Port & came too
Thursday 16th	Moderate Breezes & Clear, Employ'd filling Watar
Friday 17	Fresh Breezes, the first part, the Latter Rain

Saturday 18 Moderate Breezes & Cloudy thick Weather, the *Fly* arriv'd from Providence
 Sunday 19 Light Breezes & Clear, at 2 P M, took a Sloop, from the Warf, Bound to Halifax, & fetch'd her a Long side & over-hauld her,

1. *Andrew Doria* Journal, PRO, Admiralty 1/484. For *Andrew Doria* Journal see Appendix C, Volume 4.

LIEUTENANT JOHN PAUL JONES TO JOSEPH HEWES ¹

On board the Sloop *Providence* N. York

Sir

19th May 1776

I had the honour of writing you the history of our Cruise in the Fleet from the Capes of Delaware 'till our Arrival at N. London the 14th Ulto inclosing an inventory of all the stores taken at N. Providence &ca – the letter contained a particular account of the Action with the *Glasgow* in an Extract from the *Alfred's* Log Book – it also contained some free thoughts on Certain Characters in the Fleet – it was inclosed to Mr [David] Sproat, and by ill luck fell into hands not the most agreeable on its way to the Post Office; from which circumstance I much fear it hath miscarried – for, I have Just now parted from Captn [David] Lenox and tho' he is late from Philadelphia he hath no account of any letters from me to his Uncle Mr Sproat.

I now inclose you the minutes of two Court Martials held on board the *Alfred*, the Evidences at large excepted – these minutes have not yet been seen in Print. – in Consequence of the last Trial I was ordered to take the Command of this Vessel the 10th Curr't I arrived here Yesterday Afternoon in 36 hours from Rhode Island with a return of upwards of 100 men besides Officers which Genl Washington lent to the Fleet at N. London. – I left the *A. Doria* & *Cabot* at Rhode Island ready to Sail together on a four Weeks Cruise. – What will become of the *Alfred* & *Columbus* heaven only knows – the Seamen have been so very Sickly since the Fleet returned to the Continent, that it will be Impossible to man them without Others can be entered. – I have landed Genl Washington's Soldiers, and shall now Apply to Shipping men, if any can be Obtained but it appears that the Seamen almost to a man had entered into the Army before the Fleet was Set on Foot, and I am well informed that there are four or five thousand Seamen now in the Land Service. ~~If this be admitted, I will affirm that without an Order to draft seamen out of the Army the thirteen New Ships may rot in the harbours for want of hands²~~

The Unfortunate Engagement with the *Glasgow* seems to be a general refl[ec]tion on the Officers of the Fleet – but a little reflection will set the matter in a true light – for no Officer who Acts under the Eye of a Superiour and who doth not Stand charged by that Superiour for Cowardice or Misconduct, can be blamed on any Occassion whatever. – For my own part I wish a General Enquirey might be made respecting the Abilities of Officers in all Stations – and then the Country would not be Cheated. I may be wrong but in my Opinion a Captain of the Navy ought to be a man of

Strong and well connected Sense with a tolerable Education. a Gentleman as well as a Seaman both in Theory and Practice – for, want of learning and rude Ungentle Manners are by no means the Characteristick of an Officer. – I have been led into this Subject on feeling myself hurt as an Individual by the Censures that have been indiscriminately thrown out – for altho' my Station confined me to the *Alfreds* lower Gun Deck where I commanded dureing the Action – and tho' the Commodores letter which hath been published says “all the Officers in the *Alfred* behaved well” – Yet still the Publick blames me among Others for not taking the Enemy.

I declined the Command of this Sloop at Philadelphia – nor should I now have Accepted it had it not been for the Rude Unhappy Temper of my late Commander. – I now reflect with Pleasure that I had Philosophy Sufficient to Avoid Quarreling with him – and that I even Obtained his blessing at Parting. – may he Soon become of an Affable even disposition, and may he find Pleasure in Communicating Happiness arround him.³

There is little Confidence to be placed in reports Otherwise the Lieutenants of the Fleet might have reason to be Uneasie when they are told that the Several Committees have orders to Appoint all the Officers for the New Ships except only the Captains. – I cannot think that they will be so far Overlooked who have at first Stept forth and Shewn, at least, a Willingness. – Nor can I suppose that my own Conduct will in the Esteem of the Congress Subject me to be Superseded in favour of a Younger Officer, especially one who is said not to Understand Navigation – I mean the Lieutenant of the *Cabot* who was put in Commr of the *Fly* at Reedy Island after I had declined it –⁴ I was then told that no new Commission would be given – and I considered her as a paltry Message Boat fit to be Commanded by a Midshipman. – but on my Appointment to the *Providence* I was indeed Astonished to find my Seniority Questioned – the Commodore told me he must refer to the Congress – I have recd no New Commission – I wish the matter in dispute may first be cleared up – I will Chearfully abide by whatever you may think is right – at the same time I am ready at Any time to have my pretentions enquired into by men who are Judges.

When I applied for a Lieutenancy I hoped in that rank to gain much useful knowledge from Men of More experience than myself – I was however mistaken for instead of gaining information I was Obliged to inform Others – I formed an Exercise and trained the Men so well to the Great Guns in the *Alfred* that they Went thro' the motions of Broad Sides & Rounds as Exactly as Soldiers generally Perform the Manual Exercise.

When I get what men are to be had here – I am Ordered back to *Providence* for further Instructions. – the Sloop must be hove down – and considerably repaired and refitted before She can Proceed properly on any Cruise. – I should esteem myself happy in being Sent for to Philadelphia to act under the more immediate direction of Congress especially in one of the new Ships – I must rely on your Intrest herein. –

The largest and I think by far the best of the Frigates was Launched the day after I left *Providence* – but from what I can learn neither of them

will equal the Philadelphia Ships – I left the *Columbus* heaving down and the *Alfred* hauling to the Wharf. – I send this by the Commodore's Steward who hath leave to Visit his Wife at Phila^s and will call on You on his return in a day or two I expect that he will overtake me here if I succeed in getting Men – if not he will follow me to Rhode Island and Providence. – May I hope for the honour of a letter from you by his hands – it will most Singularly Oblige me and greatly add to the favours Already Confered on Sir [&c.]

Jn^o P. Jones

[NB.] If you have not recd my last I will send a Copy if desired

1. Hayes Manuscripts, NCDAB.
2. The deleted sentence is contained in the draft of this letter in Papers of John Paul Jones, L.C.
3. Captain Dudley Saltonstall.
4. Lieutenant Hoysteed Hacker.
5. The Commodore's steward was John Connor who appears on the *Alfred's* roster as "discharged May 10, 1776," the day that he apparently took passage on board the *Providence* for New York.

WILLIAM BRADFORD, JR. TO JOSHUA WALLACE¹

[Extract]

Philada Sunday Evening.

Dear Sir,

May 19th 1776

Yesterday Evening I received a Letter from Capt. [Philip] Lacey for you, which I opened agreeable to your directions. It was in these words,

Mr Wallace

Morris River May 17th

Capt. McFaden has been here and has taken his Chest and every thing out of the Cabin. He has left some letters and the Ships Papers. His things is gone to Philada in Mr Peterson's Shallop. There is but one Barrel of Beef and one of Pork on board, which will be broached in a few days. I am going to try if I can get any. If you would send two or three barrels down in Mr Peterson's Shallop: he keeps store here: If I can get provision I shall sail the first opportunity: If I should be gone Mr Peterson will take care of them for you. Capt. McFaden has taken away his orders with Directions for signals that is to be at our Capes, I know not. I am yours &c P. Lacey²

I consulted with Daddy what was to be done. He advised, to get two barrels of Pork & two of Beef, to look out for Peterson's Shallop & send them by her. Accordinly I set out & inquired at almost all the Pork Merchants I could hear of – they either had none or none to dispose of. Rees Meredith, however, on acquainting him with the circumstances of the case has promised to let me have two barrels if I can get none elsewhere, & Billy say Mr Wharton has a few Barrells which he believes he will spare – My inquiries after the Shallop were still more fruitless – I could hear nothing of her – I hurried to McFaden – he was not at home but this Morning I saw him. He told me the Shallop had not yet come. I demanded the orders that he had carried off[f] – The villain said he had left them at Cohansie – that he had been stopped by some of the Committee of that place as a suspected person. [No wonder thought I! that ugly Face of yours – I shall forever honor that

Committee for their skill in Physiognomy –] he said he was obliged to produce the papers to prove that he was a good man: that the Committed dismissed him but kept the papers, saying that as he had left the Vessel he had no occasion for them and that they themselves would send them to Mr [Robert] Morris. – This is the Scoundrels Story – how true I know not – I shall wait on Mr Morris in the morning – at present he is out of town.

This Evening I happily found at Salter's Wharff a Shallop – Capt Thompson's – going for Morris River tomorrow night. I shall send the Pork by her & if I can light on no beef shall send three barrels. I will write both to Mr Peterson & Capt Lacey.

Mr Joshua Wallace Somerset County New Jersey.

1. Wallace Papers, vol. 1, 33, HSP.

2. Master of the brig *Polly*, chartered by the Secret Committee to carry provisions for France.

JOURNAL OF H.M. SLOOP *Scorpion*, CAPTAIN JOHN TOLLEMACHE ¹

May 1776 Single Anchor Snows point [Cape Fear River] NNW 1½
Mile

Sunday 19 at 6 Weighed ½ past came too at the Fort with the Bt Br
Veer'd away & Moor'd Fort Johns[t]on W½ Mile found riding
here his Majs Sloop *Cruizer*. Saluted Commodore Sir Petr Par-
ker with 18 Guns.

1. PRO, Admiralty 51/872.

“COPY OF A LETTER FROM DON GEROMINO ENRILE GUERCI & DON MANUEL
PHELIX RIESCH – AGENTS OF THE ROYAL ASSIENTO COMPANY AT THE
HAVANA TO MESSRS FOORD & DELPRATT DATED 19TH MAY 1776.–” ¹

Most Honble Gentlemen

Yesterday, to our great Surprize, arrived at this Port twenty two English Sailors, which made part of the Crew, belonging to the *Lady Juliana* Captain [Christopher] Stevenson, the *Reynolds* Captain [Heylock] Rusden, and the *Degune* [*Juno*] Captain [Samuel] Marson, which were taken near the Port of Mantanzas, at the Mouth of the Bahama Channel, by two Bostonian Sloops, so well manned and armed that they are able to fight any vessel whatever, as we have been told by the people taken. ² These Three Vessels sailed from your Island bound to London, laden with produce and money to a considerable amount; the greatest part of their Crews & passengers were kept Prisoners; & the 22 Men which arrived here, were sent ashore by the Privateers in a large Boat, as they chose rather to come here, than go to America; amongst these is the Mate of the *Reynolds* and Captain Marson, but Capt[ain] Stephenson staid with the Privateers, in order as we imagine not to abandon his Ship, and to have Justice done him, if possible from the Injury he hath sustained from those Pirates, we wish we may not be deceived in this our Opinion. –

The Privateers still continue cruizing at the same place, that is at the very mouth of the Bahama Channel, in so much, that any Vessel that comes this way, must fall into their hands, as they are not acquainted with the Dan-

ger which has engaged us as well as in consideration of your being possibly concern'd in the Vessels, and the benefit it may be to your Merchants in general, to forward you this express by way of Port au Prince, with orders to Charter immediately a small Vessel to proceed to you that you may have the earliest account of this Important news – We are Gent [&c.]

Geromino Enrile Guerci
Manuel Phelix Riesch

(A Copy)

[Endorsed] a true Translation from the Spanish – Clark Gayton

1. PRO, Admiralty 1/240.
2. The Pennsylvania privateer sloops *Congress* and *Chance*.

20 May

JOURNAL OF CAPTAIN HENRY DEARBORN ¹

[Seminary, Quebec, May] 16

At one O Clock P:M: Mr [Peter] Levius came to see me, & to my great joy inform'd me that the Genl had given his Consent for me to go home on Parole, & that we should sail this afternoon, – at 5: of the Clock the Town Major Came for Major [Return Jonathan] Meigs & myself, to go to the Lieut Governor. to give our parole, the verbal agreement we made was, that if ever there was an exchange of Prisoners we were to have the benefit of it, and until then we were not to take up arms against the King. After giving our Paroles from under our hands, we were carried before the Genl ² who appear'd to be a very humane tender-hearted man. after wishing us a good voyage, & Saying he hoped to give the remainder of our officers the same liberty, he desir'd the Town Major to conduct us on Board, we desir'd leave to visit our men in prison but could not obtain it.

After getting our baggage & taking leave of our fellow prisoners we went on board a schooner, which we are to go to Halifax, in but as she did not sail today, we were invited on Board the Admirals ship, where we were very genteely used, and tarried all night.³

17 We Sail'd this morning, 10 O'Clock, we fell down to the lower end of the Island of Orleans, the wind being ahead we were obliged to cast anchor, at two of the Clock P:M: we went on shore upon Orleans, bought some Fowl & eggs, Orleans is a very pleasant island, but the Inhabitants are extremely ignorant.

18 We weighed anchor at 4 this morning, & had a fine breeze. at 2 Clock we Struck on the Rocks off against the Isle of Coudre, which is eighteen Leagues from Quebec. we ware in great danger of staving to pieces. But lucky for us we got off, here we Saw a great many white porpuses which were very large – We came to an anchor this night by Hare-Island, which is thirty-six Leagues from Quebec.

19 We hove up at four this morning, we have but very little wind the River here is five Leagues in Weadth, we fell down to the Isle

of Bic which is fifty Leagues from Quebec, where we found his Majesty's ship *Niger*, which is a thirty-two Gun Frigate, and an arm'd schooner lying at Anchor, we cast our anchor here at sunset.

20 We weighed anchor here this morning at 4 we had a small breeze & some rain, and a very large sea at six o'Clock we had both our masts sprung, which were barely saved from going overboard, we made a signal of distress to the above mention'd vessels, which we were in sight of. who gave us immediate relief, we put back to the ship as fast & well as we could, and after the schooner was examin'd by the carpenters, it was order'd back to Quebec and we were put on Board the *Niger*, which was now going to sail, bound for Halifax. — at 10. O Clock this evening we met with Two Men of war and several Transports. ⁴

1. "Journal of Captain Henry Dearborn," *The Magazine of History* . . . (Tarrytown, 1927), XXXIV, Extra No. 134. Hereafter cited as *Dearborn Journal*.
2. General Guy Carleton.
3. Probably the *Isis*, Captain Charles Douglas.
4. Deaborn was a day off in his reckoning according to the journal of Captain George Talbot of the *Niger*, which reads: "Monday 20th: at 7 A M Arrived here the *Victory* Schooner bound to Halifax at 6 A M [Tuesday, May 21] the Schooner Sailed Do Unmoor'd Ship the Schooner Anch'd about 2 Leagues to the Etward of us and made the Signal of Distress Sent the Boats to her Assistance found Her Masts rotten and Sprung sent the Carpenters to Examine Ditto and was reported unfit to proceed to Sea With-Fresh Breezes & Cloudy Wear at 4 P M weighd and came to Sail." The journal makes no mention of receiving Dearborn and Meigs on board. PRO, Admiralty 51/637.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS ¹

Chatham in Halifax Harbour the

Sir

20th May 1776.

I am to inform you His Majesty's Sloop *Savage* arrived here the 17th Instant with dispatches from New York, bringing under Convoy the Ship *Lady Gage* and two other Vessels taken at that place by His Majesty's Ships.

I herewith transmit to you Copies of Captain Parker's Letter, and the several Articles of Intelligence with which it was accompanied. ²

Their Lordships having by Mr [George] Jackson's Letter of the 29th February signified to me their directions that I should purchase a Ship at Boston recommended by Lieutenant [Henry] Mowat to be established as a Sloop in His Majesty's Service, which Vessel having been destroyed at the Evacuation of that place by the King's forces, and as the *Lady Gage* appears to be in every respect proper for that purpose, it is my intention to purchase and establish her as a Sloop of War.

You will also receive by this Conveyance a List of such Vessels as have been Seized or Taken by His Majesty's Ships as have come to my knowledge, since my last Account. Their Lordships will observe among them a Schooner which was laden with Gunpowder, Arms, and other Military Stores, taken by the *Cerberus*, and *Diligent* Brig, the Cargo of which Vessel appears to have cost Twenty seven thousand Livres at Cape Francois, ³ and the additional number of Ships which will in future be employed upon the Ameri-

can Coast must necessarily render the Rebels obtaining Supplies of these, and other Articles, still more difficult and precarious. I am Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.
2. Parker's letter of April 29, 1776, with enclosures, Volume 4, 1310-13.
3. Schooner *Lyon*, Moses Barlow, master, taken May 1, 1776, bound from Cape François to Rhode Island, Shuldham's Prize List, May 23, 1776.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS ¹

Sir Chatham Halifax Harbour 20th May 1776.

I am to acquaint you that an Armed Sloop sent from Cape Fear with dispatches for the General and myself arrived here the 13th instant, and that by a Letter from Captain [Anthony] Hunt of His Majesty's Ship *Sphinx* I am acquainted with his arrival there with the *Pigot* Hospital Ship, *Aurora* and *Emanuel* Transports, the *Sovereign* Victualler, and the *King George* Transport one of Sir Peter Parker's Squadron, which joined him upon the Coast.

Captain Hunt further informs me that on the 14th of March he spoke the *Solebay* off Madeira, when he was acquainted that Ship parted from Sir Peter Parker the preceeding day, who had with him only Thirteen Sail of Transports, the *Actaeon*, *Active*, and *Carcass* Bomb, with many Transports having seperated from him.

I have also been informed from Cape Fear, that several Transports which sailed with the *Bristol*, but which had parted from her, were arrived there. I am Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS ¹

Sir Chatham Halifax Harbour 20th May 1776.

I am to inform you of the arrival of His Majesty's Ship *Greyhound* at this place the 16th instant, and also of the whole of her Convoy except the *Hope*, laden with Gunpowder and Ordnance Stores, which Ship I am sorry to acquaint you seperated from the *Greyhound* the 10th in a very thick fog, and has not since been heard of; but as I am acquainted by Captain [Archibald] Dickson that he having before his departure from England received an anonymous Letter which intimated that the Master of that Ship was disaffectedly inclined, and that he on that account had put a Petty Officer and two Men on board her giving directions to the Officer "to attend very particularly to the conduct of the Master, and if he suspected him of any design to seperate from the Convoy, or to put the Ship in the way of being taken by the Rebel Privateers to confine him, and take the Command of her, and offer a handsome reward to the Seamen on board for their Assistance, if it should be necessary; "and as in my disposition of the Cruizers, I have taken every precaution for the protection of such Vessels as may come upon the

Coast, and particularly those that may be Ordered to Boston, I hope she will be met with by some of His Majesty's Ships

Captain Dickson delivered to me the following Orders and Letters, which shall be duly attended to.

Orders.

- 29th Januy 1776. To increase the Complements of the Ships as therein mentioned.
- 26th Februy To put the *Hope* on the establishment of a Sloop.
29. " To take Captain Dickson in the *Greyhound* under my Command.

Letters.

- 20th February Mr [George] Jackson's inclosing Commissions for two first Lieutenants of Marines.
- 23rd " Do acquainting me of my being promoted to Vice of the Blue.
- 5th March 1776 Mr Jackson's to acquaint me of a Subaltern and twenty three Marines being sent in the *Greyhound* to be distributed to the Ships short of complement, and of their Lordships intention to send out Marines in future for that purpose in Vessels laden with Supplies. I am Sir [&c.]
M: Shulldham

I. PRO, Admiralty 1/484.

ADMIRALTY COURT TRIAL OF THE AMERICAN BRIG *Diligence* ¹

- Nova Scotia } Hyde Parker Esqr Commander of his Majestys Ship of
Court of Vice } War the *Phenix* and George Vandeput of the *Asia* VS the
Admiralty } Brig *Diligence*
- 20th May 1776 Libel filed and entred Order made on file Court 23d May for examination of Witnesses 8th June
- 20 May 1776 Charles Richard Bowen Midshipman on board the *Phenix* being Duly sworne deposeth that on or about the 17th March last they took the Brig *Diligence* off Sandy Hook near New York loaded with Cyder Cotton Melasses and Salt bound to Elizabeth Town New Jersey —

Chas Richd Bowen

Wm White being duly sworne Confirms the above

his
Wm X White
mark

Sworn before me 20th May 1776

Chas Morris Junr Regr

[Endorsed]

- 8th June } Papers filed by the Captors No 1. to 6 inclusive as on file
1776 } Court open'd by makeing Proclamation as usual
Decree Pronounc'd as on file whereby the Brigantine

Diligence and *Cargo* was Condemn'd as lawfull Prize to the Capters thereof no Claimers appearing—
Court adjourn'd without Day in this Cause—²

1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

2. *Ibid.*, on May 20 trial was also held on the following American vessels: *Lady Gage*, *Hannah*, *James*, and *Lyon*. All were condemned as lawful prizes.

JOHN LANGDON TO JOHN BROWN, PROVIDENCE¹

[Extract]

Portsmouth 20 May 1776

. . . We hope to Launch our Frigate to Morrow or next day, the Ways are almost Completed, Cables & Anchors going on board, the small one at Newbury getting in her upper deck the large one has not her lower deck beams in as yet—² I find by my Letters from Phila: that there's an Order on you & your Brother for one hundred Bolts Canvas, which you'll please to forward by Land with all dispatch to Ipswich to the Care of Capt. Jeremiah Stamford from whence I take it by Water with Safety—We this moment hear that a glorious prize, with Powder, Arms Ld is carried into Boston on which I Congratulate you—³

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. The references are to the two frigates building at Newburyport, subsequently to be named the *Boston* and the *Hancock*.

3. The powder ship *Hope* taken by Captain James Mugford in Washington's schooner *Franklin*.

JOHN LANGDON TO WILLIAM WHIPPLE¹

My Friend—

Portsmouth 20th May 1776

Your several favor's of the 2d and 7th Instant are come to hand with the Regulations of Navey &c I think with you, that the Officers are very low especially the Capt'n, it will not Uniform him, I've sent a List of the first I tho't of, some time since, I now inclose another, out of which you'll take your Choice, if they are not already appointed, you say you do not like the 1 Lieut (for good reasons) but when I tell you he has been very ready to Acknowledge all mistakes, he's made, and been very ready to give every Assistance well acquainted with the business (having been in the Service as an Officer[)], have no doubt you'll think him [a] proper person—I've never given him the most distant hint, of sending his Name, am therefore entirely free, as I've mentioned to no Soul except [Thomas] Thompson, of any Names, I've sent therefore am not Certain, he or they will Accept, but suppose they will, I therefore offer him free from Prejudice at [a] proper Man, I had in my mind the same difficulty ever since he oppos'd the building battery's, think I am clear he's laid all that aside, as he's very staunch, every one knows that the principal Officers, are appointed by Congress, immediately therefore I dont pretend, to know who will be recommended by you, Captain [Thomas] Simpson has not return'd, but Expected therefore you'll be Judge, whither to recommend him or not I have not asked Major [James] Hackett but if he's appointed and will go, he's the smartest Man in the Colony I know not who to mention for Surgeon, we have no one here who would accept, I believe except Little who is a Tory,

therefore won't do, I've this moment tho't of John Jackson, who is very cleavour, if it was worth five hundred Stg p[er] year our Brother [Joshua] Brackett would be the best Man in the World. I rejoice with you at the arrival of Powder. News has just arrived from Boston that our privateers have carried a Ship in there, with 75 Tons of Powder, dry Goods small Arms, & many other matters² this I beleive is true, when which I most heartily Congratulate you. what must the infamous Tyrant George think of himself and menions when he sees Heaven against him – (Parker and Cornwallis,)³ one half their Fleet dispersed, many intirely lost by hard Gales, those 17 Sail you mention I beleive is all thats left of them – The Army at Hallifax Starving, their Warlike Stores, every Day falling into our Hands, the Continent compleately prepar'd to meet the poor remains of a guilty and disheartned, band of butchers of Mankind, I say will not all this with Ten thousand more of his misdeeds, bare down the Guilty Soul of that Dog in Forehead but in Heart a Deer.

We are now finishing the Ways getting Cables and Anchors on board, shall Launch next Day after tomorrow which will be Wednesday the 22d May, As good a Ship as can be built on the Continent, raised the 1st of March and Launched & Compleatly graved &c the 22d of May following, God send we may meet with good Fortune in Launching, put this in the paper immediately in any manner you think proper –

Our yard is in the Compleatest order and its a pity could not be improved another Year, as it has cost much Money which will be Lost, otherwise. – I've mentioned in all my Letters, that I would Resign, my seat in Congress, and take the Agency at present, as I find I must be here, for some time; and can release it, when I see fit, and can recommend one to you, hereafter, if I should incline to go to Phila and resign in his favour. –

If a Battalion should be Ordered for this part of the Continent, I think Major James Hackett the Compleatest Officer we have to comm'd and James Hill good second if such a thing as that should happen, don't recommend him as Capt of Marines – I've refer'd Colonel [Josiah] Bartlett to this Letter for any particulars which you'll Communicate. I am without Flattery [&c.]

John Langdon

P S I've desired the Canvas to be forwarded from Providence – no light Canvas, no Guns of any kind no orders to procure provisions, or to Ship Men, every thing going on at the greatest Expencc, for want of having Orders in Season – I've not yet got another Cargo for France, not being able to procure a Sufficiency of Furr, potash &c without which cannot make up a Cargo, of sufficient Value worth while running risque of Vessell, the other Cargo turns out not so Valuable, as could have wished if a Ship of Five hundred Tons, could be had, Masts could be the Cargo I therefore shall wait the Orders of the Secret Committee Respecting sending another small Vessell with Masts plank &c think it not worth while –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. The powder ship *Hope*.

3. Commodore Sir Peter Parker and Major General Charles Cornwallis.

JOHN LANGDON TO HENDERSON INCHES, LINCOLN MERCHANT ¹

Sir –

Portsmouth 20th May 1776

Your favo'r of the 14th instant is now before me by which I see you've taken Measures to forward the Yarns to Ipswich to the Care of Capt Jeremiah Stamford for which I thank you, I Expect to pay the same that Mr [Thomas] Cushing did for Hemp, with the proper Consideration, between that and yarns, as you mention which no doubt is right. –

We have heard of the Valuable prize taken and carried into Boston upon which I most heartily Congratulate you – With all due respect [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO SAMUEL BRECK, BOSTON MERCHANT ¹

My dear Sir

Portsmouth 20th May 1776

Your favo'r of the 14th instant is now before me; am much Obligated to you for forwarding the Anchor, to Ipswich to the Care of Captain Jeremiah Stamford the Yarn from Mr Inches (from whom I have a Letter) think best to come by Water to Newbury, as you mention, if Mr Inches has not sent them by Land to Ipswich, shall thank you to see to this for me, any Expence, or Trouble, I'm ready to make Satisfaction for on demand. My kind respects to your Lady – With Respect your Friend

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

Boston Gazette, MONDAY, MAY 20, 1776

[Advertisement]

Colony of the Massachusetts's Bay, Essex ss.

Libels are filed before me against the brigantine named the *Jane*, burthen about one hundred and twenty tons, commanded by James Fulton: – and against the brigantine named the *William*, burthen about one hundred tons, commanded by Richard Pine [Price]: – Which vessels are said to have been improved in carrying supplies to the fleet and army employed against the United Colonies, and taken and brought into the county of Essex. And the Court erected to try and condemn all vessels that shall be found infesting the sea coast of America, and brought into either of the counties of Suffolk, Middlesex or Essex, will be held at Salem, on Tuesday the fourth day of June, 1776 at the hour of ten in the forenoon, to try the justice of the said captures – Of which this notice is given, pursuant to the laws of the colony aforesaid, that the owners of said vessels, or any persons concerned therein, may appear and shew cause, if any they have, why the said vessels, with their cargoes and appurtenances, should not be condemned.

Timothy Pickering, jun. (Judge of said Court.

MAJOR GENERAL ARTEMAS WARD TO GEORGE WASHINGTON ¹

Sir

Boston, May 20, 1776

I am to inform your Excellency that yesterday afternoon Captain Mug-

ford in the armed Schooner *Franklin*, fell down in order to go out on a Cruise but got a ground near Point Shirley in the Evening. Major [John Gizzard] Frazers little armed Schooner went down at the same time with the *Franklin*, and anchored not far from her; about midnight a number of sail and other Boats from the Men of War attacked the two armed Schooners, the people on board Major Frazer's cut their cable and came up; Capt Mugford was very fiercely attacked by twelve or thirteen Boats full of Men, but he and his Men exerted themselves with remar[k]able Bravery, beat off the Enemy, sunk several of their Boats and killed a number of their men, it is supposed they lost sixty or seventy. The intrepid Captain Mugford fell a little before the Enemy left his Schooner, he was run through with a lance while he was cutting off the hands of the Pirates as they were attempting to board him; and it is said that with his own hands he cut off five pair of theirs; – no other Man was either killed or wounded on Board the *Franklin*. –

These are all the particulars which I have been able to collect, as but one man has yet come up from the Schooner this morning I am your Excellency's [&c.]

Artemas Ward

P S. Mr Mugford was not commiss[ion]ed Captain of the *Franklin*, but Master, and as the other Officers had left the Schooner he took the Command.

1. Washington Papers, LC.

DAVID COBB TO ROBERT TREAT PAINE ¹

My Dear Sir

Boston May 20th 1776

I sent a Letter to the post Office for you last Saturday, but a Circumstance that happen'd last Evening, relative to our privateers, obliges me to write you again. – As Capt Muckford, (the same that took the Prize Ship on Fast Day)² was going out on another Cruize yesterday afternoon being accompined down the Harbour by the [*Lady*] *Washington* Privateer, Muckford got aground by Point Shirley; in this scituation they were attack'd, about 8 or 9 o'Clock in the Evening, by 13 Boats & 3 Schooners belonging to the Man of War, an engagement ensued, in which the Americans, ever noted for their Intrepidity, repuls'd the Enemy with great Loss, their Boats & Dead Men being found in plenty on Deer Island shore this morning, & the Decks of the Privateers where cover'd with the hands & fingers of the Enemy. – our prize Ship is at the Wharf unlaiding her Cargoe. – you won't forgit our Friend Mr Russell; if there can be such a post as Auctioneer for the Agents in this Province it wou'd be agreeable to him –

Do be so good as to send me your Philadelphia papers – In haste I am [&c.]

David Cobb

1. Robert Treat Paine Papers, MassHS.

2. The powder ship *Hope*.



FUNERAL ELEGY, Composed on the DEATH of the truly Brave and Heroic CAPTAIN JAMES MUGFORD,

Late COMMANDER of the FRANKLIN Privateer Schooner, lately fitted out from MARBLEHEAD, with a few
Bonders and Swivels, and 21 Men, who on the 17th of May, 1776, valiantly attacked and took a King's Store-
Ship of 100 Tons, bound from *Costa* to *Boston*, mounting 3 Carriage Guns, besides Swivels, and 18 M
is etc. med the richest Prize that has been brought into any Port in the AMERICAN COLONIES since the
engagement of the War, having on board 1500 Barrels of Powder, designed for the Use of our cruel and un-
conquerable Enemies, the British Fleet and Army, employed to subvert the LIBERTIES of the CON-
TINENT.—This brave and gallant CAPTAIN, in a late Engagement, fell a noble
HERO, most unfortunately for his COUNTRY, fell a sacrifice in Defence of its RIGHTS and LIBERTIES, on
the 14th of the same Month, in a desperate Engagement with 13 Boats, manned with 200 Marines and Sailors
from the British Fleet. This HERO is recommended to the Memory of all the FRIENDS to AMERICAN LIBERTY.

Alas! who but mourns at the decrees of fate,
To snatch a Youth whose death I will relate,
To many mansions of the dead to give,
And mix with the brave Ius of war above.

The winged messenger of death, with force dart
Was swiftly sent, and pierc'd our HERO's heart,
The Muse but weeps, whose breast in death was
We've lost a mortal courage our Country's star.
O! could his life be paid for a few years!
But ah! the brave is fled, and left a world in tears.
Wilt thou be praised? poetic powers are faint,
Thy courage and thy valor halt to paint.

To thee let Heroes grateful voices raise,
The brave and great may justly join their praise.
This Youth who was but in his prime,
Shall in CORUMBA's latest Annals shine.

Whose brightest deeds of glory and renown
Were late with wreaths of laurels crown'd.
Ye great and good! O mourn now with the Muse,
And weep on hearing of this awful news.

MUGFORD's no more. O! let our tears now flow!
No more he lives the terror of our foibles foe.
Through thick'ning glooms, look back, immortal SHADE,
In that confusion which thy death hath made.

Or from *Opuntia*'s height look down and see
A Continent in grief bereft of thee.
Who taught thee, MUGFORD, in the powers of night,
To vanquish numbers who oppos'd with might?

Who strung thy feeble arms with might unknown?
How great thy conquest, and how bright thy crown!
The morning sun, which rose resplendent bright
Was quickly mantled with the doom of night.

But hark! in Heav'n's bliss how's your HERO here,
And learn to imitate his courage here:
"Come WARREN, WOLFE, MONTGOMERY join with me,
We're glad we fought to set our Country free."

"Free from our Tyrant's mercenary sway."
Thus spake those HEROES, whom the gods obey.
Great Monarch! see, deprived of vital breath,
A youthful HERO in the dust of death.

Doth thou go on incessant to destroy,
Our guests to double, and lay waste our joy?
Enough thou never yet wast known to stay,
Through millions art the vassals of thy sway.

Nor youth, nor science, nor the ties of love,
Nor ought on earth thy flinty heart can move.
The conqueror brave, from his dire dart to save
In vain we ask the Sovereign of the Grave.

Thy PARTNER sees thee mingle with the dead,
And rear thy graceful tresses from her head,
Wild in her arms, with grief unknown oppress'd,
And sighs deep heaving on her breast.

Her MOURNER there sees thy lov'd MUGFORD laid,
And o'er him spread the deep impervious shade;
Closes his eyes, and heavy fetters keep
His senses bound in never-waking sleep.

'Till time shall cease, 'till many a starry world
Shall fall from Heav'n, in dire confusion hurl'd,
'Till nature in her final wreck shall lie,
And her last groan shall rend the azure sky.

Not, not 'till then his active soul shall claim
His body a divine immortal frame.
But see the softly-tearing tears apace
Pursue each other down the MOURNER's face.

But cease thy tears, bid ev'ry sigh depart,
And cast the load of anguish from thine heart:
From the cold shell of his great soul arise,
And look beyond, thou native of the skies.

There fix thy view, where fiercer than the wind
Thy MUGFORD mounts, and leaves the earth behind.
Thyself prepare to pass the vale of night,
To join forever on the hills of light.

To thine embrace his joyful spirit moves
To Thee, the PARTNER of his earthly loves,
He welcomes thee to pleasures more refin'd,
And better suited to an immortal mind.

Say, PARENT, why this unavailing moan?
Why have your pensive bosom with the groan?
To JAMES, the subject of my mournful song,
A brighter world, and nobler strains belong.

Say, would you tear him from the realms above,
By thoughtless wishes and prepos'd roars love?
Doth his felicity increase your pain?
Or could you welcome to this world again.

Indulgent PARENT, weep not for thy son,
Prepare yourself the heavenly race to run.
When death shall snap the thread of life's vain cord,
May you enjoy the blessed mansions of your GOD.

Printed and Sold by E. RUSSELL, in Main-Street, near the
Common-Square, CHARLES-TOWN, and found
at the New-Pieces, on the Corner, very cheap, by
the Shopkeepers, Travelling-Traders, and
others.

JOURNAL OF H.M.S. *Experiment*, CAPTAIN ALEXANDER SCOTT ¹

- May 1776 Cape Cod SbW 16 Miles
- Saturday 18 A M at 6 Wore to join her [*Milford*] at 8 Tkd & stood to her, at 10 spoke her, made sl & stood up Bay, out all reefs, all Sail Sett, Punish'd Edwd Flinn, Seamn, Thos Ellis & Jno Southorne Marines, for Drunkenness & Neglect of Duty, Soundd 8 fm Coarse Sand
Light Airs & foggy Wr wth small rain at times. P M at 7 Wore at 8 in 1st & 2d reefs
- Sunday 19 at 1 A M Wore, at 6 out all reefs & made all Sail to Wt ward, at 9 TKd falling in near the Shore, & Calm at 10 Came too with the Stream Anchor in 16½ fathms, at Noon weigh'd & made all Sail lost a Hand lead & two lines
Situat Church S30W Off Shore 4 Miles
Modte & hazy Wr P M at 2 fird a Six pr Shtd & brot too His Majts Brigg *Hope*, spoke her & got a Pilot out of her, made sl for Nantaskett Road ¼ past came too there with the Bt Bowr in 6 fathm & veer'd to ½ a Cable found here His Majts ship *Renown* wth a broad pendt saluted her wth 13 Guns, in all reefs & handd sls Got Top Gt Y'ds down, at 6 came down near pudding point an Arm'd Schooner belongg to the Rebels, at 8 Sent the Bardge, Pinnacle & Cutter, Man'd & Armed wth an Officer & severl Petty Officers, in Co wth the *Renowns* boats, to take or destroy her, on attacking her about 10 found an Arm'd Brigg came to her Assistance, ½ pt 11 the boats ret'd wth the loss of Thos Ellis & John Southorne Marines & severl wounded, Lost in the above action, two Boats Sails, Masts, & Sprits, three Barge Oars, Out of the Flat bottom'd boat, Two Iron Thoals, Two Oars, Two Leather Bucketts, – Arms, Two bright Musketts, Two pr of Pistols, Three Swords & Scabbards, Six Carte Boxes Belts & Six Frogs for Bayonets
- Monday 20 A M at 6 Moor'd a Cable each way, the Small Br to SE & Bt Br to NW in 6 fms each, at 9 Buried the above Marines longbt watering, Gunners &c Variously employd. Modte & hazy wth some rain the first part, Latter fair Longbt as before, Sailmrs repairing the Mizon Staysail,

1. PRO, Admiralty 51/331.

WILLIAM CUSHING TO JOHN ADAMS ¹

[Extract] Scituate May 20th 1766 [*sic* 1776].
A rumor has been spread here, a day or two past, of a british reinforcement arriving at Quebec & obliging our army to raise the siege; which I am loth to believe at present. It seems to my poor understanding in politics, that our army ought to have had a large reinforcement, while the Lakes were

passable on the Ice; & that we have depended too much on the impracticability of navigation up the river in the Spring. — Where is our grand fleet? Why is Lord Dunmore permitted to Set foot on American ground? But I must beg pardon, believing every thing has been done, as far & maturely as practicable, & leave these weighty matters to you, wiser heads; trusting in the Supreme Ruler, for prosperity to your councils & Success to American freedom. — I have some Conception of the Difficulty of defending every part of so extended a Continent.

1. Adams Papers, MassHS.

MEMORIAL OF THE RHODE ISLAND GENERAL ASSEMBLY TO THE
CONTINENTAL CONGRESS ¹

To the Most Honorable the Delegates of the United Colonies.
in Congress assembled at Philadelphia.

In the Absence of the Governor and Deputy Governor Commodore Esek Hopkins hath applied to us for the re-delivery of 20 Pieces of Cannon which he had landed in this Colony. We have thought it absolutely necessary to detain them until your Honors should be made acquainted with the Circumstances of the Colony, not doubting but that upon mature Consideration it will be thought best for the common Interest to permit them to remain here. We beg the most favourable Construction of this Measure, and assure your Honors that no Persons living are more sensible of the Necessity of establishing the Authority of Congress nor more ready to pay Obedience to it.

Your Honors have doubtless frequently with Pain reflected upon the unhappy State of the Town of Newport, which was entirely defenceless, surrounded by a powerful Naval Armament, and daily threatened with, and in Danger of, immediate Destruction; for it was incontestably in the Power of the British Fleet to destroy it at Pleasure. In this Situation it is not at all strange that near a Third Part of the Inhabitants removed, and that a Majority of the Remainder were induced to temporize, and even to assume an Appearance rather unfriendly to the United Colonies. — To this Situation alone is the former Conduct of Newport to be attributed and not to Want of Spirit or Love of their Country. — In this State of Affairs the British Fleet quitted the Harbor, and Commodore Hopkins most providentially arrived with Twenty six Cannon and some Shot which he offered to the Town. The Inhabitants, elated with the Prospect of having the Means of Defence, assembled in a full Town-Meeting and unanimously Voted to work upon the necessary Fortifications, and to defend the Town, and immediately entered upon it with Vigor. — This decisive Resolution gave every Friend to the United Colonies a new Spring, as many of us looked upon Newport as worse than lost to the common Cause. Three considerable Works have been erected; these Cannon have been with great Expedition mounted upon Carriages and placed upon the Platforms, and the Town of Newport is now capable of being defended against all the Frigates in the British Navy. Fortifications are also making at Bristol Ferry and on the East Side

of Rhode Island, which, when completed, will effectually secure a Communication with the Continent, and enable us to defend that most valuable Island. – We were happy in the Idea of having put a total Stop to supplying the Enemy, of destroying the very Seeds of Disaffection in the Colony, and of being an united People. We looked upon the saving the Town of Newport, the commanding the Harbor, in which from its Easiness of Access Vessels from Sea may find a quick Protection under the Cannon of the Forts, and which will at all Times afford a safe Asylum to the Continental Ships, and to Privateers and their Prizes, as well as to other Vessels, and which by Means of the Works now erected may pass in and out in Spite of all the British Fleet, as Objects of very great Importance to the common Cause. – But our pleasing Prospects are greatly interrupted by the Order to deliver Twenty of these Cannon to Messrs [Levi] Hollingworth and [Thomas] Richardson to be transported to Philadelphia. From the Face of it, which is directed to the Commodore, and in his Absence to Mr [Daniel] Tillinghast, it appeared clearly to us that your Honors thought the Cannon were barely landed here, and had no Idea of their being fitted with Carriages and planted in Forts erected purposely for their Reception.

We beg Leave to refer you for a general State of the Colony to the Memorial from the Assembly which is now before your Honors, and is in no Degree exaggerated, by which you will be able to judge of the exposed Situation of the Colony, of its great Exertions for the common, as well as our own, Defence, and of the utter Impossibility of our defending ourselves. To which we would add that there are now in the Colony, exclusive of those brought by the Commodore but Twenty four Pieces of heavy Cannon being 24 and 18 Pounders. The Assembly had contracted with the Owners of Furnace Hope for Sixty more But the Commodore having brought 26 heavy Cannon into the Colony the Assembly consented that the Cannon for the Continental Ships should be first made, as the Owners of the Furnace could not possibly supply both Departments in Season, so that we have yet had but Four 18 Pounders from them; nor can the others be made under a long Time unless a Stop be put to those making for the Ships. – We are informed by the Commodore that he landed Thirty six heavy Cannon at New-London, which from its Situation can be defended with one Quarter of the Number required for the Defence of the Bay, Town, and Harbor of Newport. And when the Difference of the Towns of Newport and New-London in Point of Number of Inhabitants and Value, in Point of Importance to the United Colonies, and in the Abilities of the Two Colonies of which they are Part to defend them, are considered we think it will not admit a Doubt from which Place the Twenty Cannon wanted are to be removed.–

We beg Leave also to mention to your Honors some of the probable Consequences of depriving us of those Cannon. – All the disaffected, all the lukewarm, and all the timid cry out that this Colony hath been totally neglected by Congress, while every other Colony that is exposed is defended by Continental Troops; which the most hearty in the common Cause cannot deny. This, with the dangerous Situation of the Town of Newport, the

Capital of the Colony, containing upwards of 1300 Dwelling-Houses and between 9 and 10,000 Souls, hath produced a very great Division, and was near overthrowing that Administration which had so greatly exerted the Force of the Colony. The Blow however was averted, and the most seasonable Arrival of those Cannon with the decisive Resolution of the Town of Newport hath given Union Spirit and Vigor to the Colony. Take them from us and we cannot answer for the Event. The Town of Newport, and the Island of Rhode Island are lost: A small Part of that Army now at Halifax may in their Way to the Westward effect their Destruction without being detained Three Days. It will be impossible for the Inhabitants to defend themselves. They will not even attempt it. There is Danger that those People who are so desirous of Reconciliation with Great Britain upon any Terms will gain the Ascendancy, and of the Colony's being lost to America. – Leave us the Cannon we can save Newport, which hath been induced in Consequence of their Arrival to take such Steps as may bring upon them the British Arms, and who will be most cruelly treated in being deprived of them. We can keep Possession of Rhode Island which is of great Consequence to the Inhabitants and Trade of Taunton and Swansey Rivers; and we shall be an united People, ready with our Lives and Fortunes to support the Measures of Congress.

We submit this Representation to your Honors which will be delivered to you by John Collins, Esqr the First Assistant in this Colony to whom we beg Leave to refer you for further Information, not in the least doubting that upon full Inquiry and Deliberation your Honors will consent that the Cannon remain here until we can be otherwise supplied.

Signed by Order and in Behalf of such Members of the General Assembly as could conveniently be convened, by

Henry Ward Secry
Providence May 20th 1776.

[Endorsed] May 20th 1776 No 7. A memorial from A number of the members of the Assembly of Rhode-island respecting the cannon brot there by Comr Hopkins. read May 29. 1776. –

1. Papers CC (Memorials addressed to Congress), 41, VIII, 256–58, NA.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND¹

[Providence] Monday Evening May 20 1776

Meeting in being according to adjournment –

Voted. That Mr John Manly have an Order on the Treasurer fifty Pounds Lawful Money.

Voted. That the Sum of One Hundred Pounds sixteen shillings & six pence LMy be paid Mr Wm Giles out of the Treasury as p ordr from Mr John Manly & Charge the same to Mr Manly's Acct –

1. Journal R. I. Frigates, RIHS.

Newport Mercury, MONDAY, MAY 20, 1776

Newport, May 20.

Capt. Thomas Stacey, of this place, whose vessel was lately seized by the *Viper* sloop of war, near Dominica, arrived passenger at Newbury the 28th ult. and came to town last Tuesday; who informs, that the people at Dominica were very violent against America; that Governor Shirley had issued a proclamation, making any person who would speak in favour of America liable to a fine of £ 5 sterling, and to be imprisoned; that a brig had sailed from that island for Boston, with a load of rum, &c. in order to fit out as a privateer; that the Captains Jones and Kirby, who had been taken by the *Viper*, some time before, were kept on two-thirds of an allowance; that Peter Whitcock, of Philadelphia, had all his goods, servants, &c. seized by the Governor of Dominica, for being an American. – (*Query*, Whether it be not high time to seize all the effects of the Tories in the United Colonies?)

The *Cerberus* watered at Block-Island Sunday the 12th inst. the brig which was with her some time past, had sailed for Halifax, with 2 or 3 prizes.

Last Wednesday was launched, at Providence, the Continental ship *America* [*sic Warren*] of 32 guns, said, by good judges, to be a very fine vessel.

Connecticut Courant, MONDAY, MAY 20, 1776

Hartford, May 20.

By Capt. David Hawley who came to town last Saturday from Halifax, which place he left the 24th of April last, we have the following interesting intelligence, viz.

That on the 17th of March he sailed out of Stratford – on the 21st was taken by the *Bellona* of 6 guns and 8 swivels; the ministerial crew jump'd on board him eager for plunder, damn'd him, his crew and country – they were all taken and put on board the *Bellona*. About 10 o'clock at night they joined the *Rose*, *Glasgow* and *Swan* men of war, and went on board the *Rose*, the next day sailed into Newport, when he obtained liberty to go on board his own sloop, to get his cloaths, where he found his chest broke open and all his cloaths plundered. They offered him five shillings sterling per day, a good cabin, that his vessel should be paid for, after the dispute was over, and his choice of a plantation in any part of the continent, if he would be their pilot, which he refused, and was thereupon parted from his men, and put on board the *Glasgow* and not allowed so much as a line to his mate, relative to a glass he had left. On the 5th of April the *Glasgow* sailed from Newport – in the morning of the 6th discovered sundry sail and stood for them – come up with, and hailed the brig, who answered, that they were from Plymouth; then the brig hail'd the *Glasgow*, and was told who they were – upon signals being made and not answered, as it was still dark, the *Glasgow* received a heavy broad side from the brig, killed one man and slightly wounded another, then the *Alfred* came up, and closely engaged her for near three glasses, while the black brig attacked the *Glasgow* on her

lee bow – it was observed by the motion of the *Alfred* that she had received some unlucky shot – the *Columbus* kept at a distance, the sloop of 12 guns fired upon her stern without any great effect, the most of the shot went about 6 feet above the deck, whereas, if they had been properly levelled, must have soon cleared them of men. The *Glasgow* got at a distance, when she fired smartly, and the engagement lasted about 6 glasses, when they both seemed willing to quit. The *Glasgow* was considerably damaged in her hull, had 10 shot through her main mast, 52 through her mizen stay sail, 110 thro' her main sail, 88 through her foresail, had her spars carried away and her rigging cut to pieces – on the 6th they got into Rhode-Island, early in the morning of the 7th were fired upon from the shore, cut her cables and run up to Hope-Island, where the hospital ship followed them – the wind shifting to the northward they went out and joined Commodore [James] Wallace, and after two days sailed for Halifax and arrived there in eleven days, where Capt. Hawly tarried a fortnight, and on the 7th [*sic*] of April made his escape with 8 others in a small boat, and came to Old York.

Capt. Hawley is of opinion that if the *Alfred* had come close along side the *Glasgow*, she would have struck. – At Halifax, is the *Chatham* of 50 guns, *Orpheus* of 34 guns, *Scarborough*, *Glasgow* and *Rose* of 20 guns, the *King-Fisher*, *Tamer*, and other of 16 guns, an armed brig, two schooners, and two small sloops, and a number of transports; the *Tamer* and the *Glasgow* are sent home to refit. On the 24th of April the *Niger* frigate of 32 guns, with two ships and a brig, having on board 700 troops sailed for Quebec. Five transports arrived at Halifax from the West-Indies with troops. – From the best information there was about 8 or 9000 troops at Halifax before any were sent away. On the 24th a packet arrived from England with accounts that about three regiments were lost on their passage to America; and by what he could learn they expected 10,000 troops to come to America this Spring and no more.

CAPTAIN SETH HARDING TO GOVERNOR JONATHAN TRUMBULL ¹

Honoured Sir:

Fairfield, May 20, 1776.

I received your favour of the 18th, wherein your Honour has been pleased to order me to cruise in the South until further orders, after I had taken the small sloop that was carrying the Tories to Long-Island. I fixed her with two swivels, and put thirty men on board, to go to the Island in search after some Tory deserters that we hear lodged at such a place, which we went to and returned without making any new discoveries. After which I fixed out another small sloop, called the *Discovery*, to cruise to the westward, which has since returned. I am now about fixing out another small sloop that was taken from a Tory, that I have called the Life-Guard, to be commanded by Mr. [Samuel] Smedley, to cruise to the westward. As I have occasion of many necessaries for the brig before she can be fit for duty, I shall return to New-London, and there prepare her for a cruise; and after that return back to the westward and cruise, except I receive further orders from your Honour. The unnatural combination betwixt the Tories daily

grows more and more open, and I shall shortly send your Honour some new discoveries that I have already made; they are first examined by me, which will detain me here two or three days. I have cited the Committee, and shall resign them to the Committee. After I arrive at New-London, if I have a convenient opportunity, shall wait upon your Honour and Assembly, I am Sir [&c.]

Seth Harding.

1. Force, comp., *American Archives*, 4th, VI, 531-32.

FRANCIS LEWIS TO ROBERT TREAT PAINE ¹

Dr Sir,

New York 20 May 1776

Your favor of the 9th Inst I received the 17th and in compliance with your request I transmit you an abstract of my proceedings relative to the Cannon & shot &c. I had contracted for to supply the Ships of War building in this Colony. ²

I have been lately informed that Mr S. Patrick (a partner in the Orange Iron Works) has been at Phila, where he learn't that the Committee of Congress had contracted with others at a higher price than what was stipulated for with me, this occasion'd the letter of which you have inclosed a Copy, ³ and must desire the Committees instructions on that head;

From the tenor of my Contract with Griffiths, I am induced to believe the Committee has been imposed upon in their Contracts entered into at Phila, and to urge the Orange Company to a compliance with theirs, will I fear be attended with difficulties & disappointments. therefore think it reasonable that they should have the same prices given to others. shall therefore in the intrim, urge them to proceed in casting as many pieces of Cannon &c. they possibly can, at the same time assuring them the Committee will not let them be suffers by their contract, until I have the Committees further instructions on this head. It will be necessary to furnish me with the dementions & weight &c of the respective pieces of Cannon. This Company having enlarged their Hearth can now cast Cannon of any Size up to a 24 pounder, and they have been as far as Boston in order to procure Sufficient workmen

The Superintendent to one of our Ships was with me Yesterday, and informs me that both ships are planked up to the Wales, and expects they will be in the Water by the last of June; but that they met with many delays, by the badness of Roads in haleing their Timber to the Shipyard.

our Mr Livingston is gone up to the Shipyard. upon his return shall give you further information.

Please to inform Mr Robt Morris I have both his letters of 11th & 15 Inst and that when the Sulphur arives, it shall be forwarded agreeable to his request. I am Dr Sir [&c.]

Fran^s Lewis

[Endorsed] May 21st 1776 – answered

1. Robert Treat Paine Papers, MassHS.

2. The two Continental frigates building at Poughkeepsic.

3. Samuel Patrick's letter of May 12, 1776.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

May 1776 Moor'd off Sandy Hook The Light House E B N Dis-
tance, 1 Mile

Monday 20th AM at 8 up Top Gallt yards at 10 the Pilot Sloop brot in
& Anchor'd here a Sloop from Cape Francois with Arms &
Ammunition,²

1. PRO, Admiralty 51/693.
2. This vessel is not listed on any prize list.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Monday, May 20, 1776

Resolved, That Mr. [Edward] Rutledge, at his request, be discharged from serving on the Marine Committee, and that Mr. [Arthur] Middleton be a member of said committee in his stead.

1. Ford, ed., *JCC*, IV, 367, 369.

WILLIAM WHIPPLE TO JOHN LANGDON¹

Dear Sir

[Philadelphia] 20th May 1776

Your favor of the 6th inst is now before me I am glad the money has got safe to hand, the list of Officers you mention I suppose has reached you before now I inclos'd one sometime ago² I also gave you my Reasons for disaproving the Person you mention for 1st Lieut, I have no objection to the Mr [John] Roche you mention but am apprehensive his being appointed wod make some uneasiness as there are many masters of vessels of good Car-acters out of imploy & who perhaps will think themselves neglected,³ I shall nominate Capt [Thomas] Thompson the first opportunity, & think it won't be amiss to appoint such of the Warrent or petty officers as you think necessary as to the other officers I think you might sound such persons as you may think proper & know what places they will accept without engaging them absolutely the Canvas I hope will soon be with you but I very much fear it will be some time before you'll get the Guns, if they are to go from here I see no prospect of them 'till July, the furnaces are at work at Providence & by what I can learn have made a considerable number, I think it wod be well for you to take a ride there, you will then be able to judge of the probability of getting them from thence & on the first notice from you I'll get an order for the first guns that are made after the ships that are building there are supplied, I shall lay your proposals for purchasing the Powder before the Committee this evening shall also apply for Cash you dont mention the sum you shall want, but my application shall be for the round sum 20,00⁴

1. Captain J. G. M. Stone Private Collection, Annapolis.
2. See list of officers for a frigate of 32 guns, May 25.
3. John Roche was first lieutenant of Washington's schooner *Lynch*.
4. Whipple continued the letter on May 21: "I've got the order for the sum & shall send it forward in a few days, the Chairman of the secret committee desires You'll buy the Powder . . .," Captain J. G. M. Stone Private Collection, Annapolis.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety,

[Philadelphia] 20th May, 1776.

John Ryan, a Person taken some time since at Cape Henlopen, and intended to have been exchanged for some Person on Board the *Roebuck*, Man-of-War, was this day brought to this City, Capt. [James] Craig, who went down with him and other Prisoners, to exchange, not being able to get on board said Ship, she having gone to sea, and this Board having been informed that the said Ryan was well acquainted with the River and Bay of Delaware, and that he was otherwise dangerous to the safety of this Province; therefore,

Resolved, That the said Ryan be confined in the Gaol of this County till he be discharged by Congress or this Committee.

Resolved, That Capt. [Robert] Whyte & Capt. [John] Hazlewood be requested to survey the Channel on the East side of the Barr opposite to Fort Island, and make report to this Board as soon as possible of such survey, and of the narrowest part of said Channel.

1. *Pennsylvania Colonial Records*, X, 574, 575.

BILL FOR REPAIRS TO THE CONTINENTAL BRIG *Lexington* ¹[1776] May 20 Stephen Hopkins Esqr for Brig *Lexington*

To Henry Phile for	5½ day	at 9/	2..9..6
John Cotto[n]	1	do	9..-
Thos Kellen	2	do	18..-
4 mast Cleats		1/6	6..-
1 day 2 potts & Ladle			3..6
1½ day 2 Stages			7..6
Joshua Humphreys Attendance			1
		bill delivered	£5.13..6

1. Wharton & Humphreys Ship Yard Accounts, 1773-1795, Joshua Humphreys Papers, HSP.

CAPTAIN LAMBERT WICKES TO ROBERT MORRIS ¹On bord the Ship *Reprisal*, off Chester,

Sir:

May 20th, 1776.

I this Day Recd your favr, With a Letter for Captn [Philip] Lacey, which I shall take care to Send Him as soon as possible. Captn [Benjamin] Wickes Remains above the fort for want of a Pilot to Bring him Down; one of the men I sent on Shore at Great Island Hospittal is Ded for want of the Assistance of a Docktor, as I am Informd there is None Attending here since they was Landed. We have four in there Now, which I am affeard Will go the same way If not properly attended. This Neglect yol pleas to have remidyed, if in your power; you may Depend on my utmost Care and attention to your orders, from Sir, [&c.]

Lamb't Wickes.

P.S. Pleas make my compliments to Misses Morris; We are Now wait-

ing for a Pilot to Carry us Down the Bay, there is None on bord & None Engaged that I Know of. L. W.

Directed. – To Robt Morris, Esqr, at Philadelphia.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 758–59.

PROCEEDINGS OF THE MARYLAND CONVENTION ¹

[Annapolis] Monday, May 20, 1776.

On motion, *Resolved*, That the Council of Safety be empowered immediately to contract with proper persons to raise the vessels lately sunk in Patapsco river for the preservation of Baltimore-Town; and to rigg and put those vessels in the same state, that they were before they were sunk. And the said Council of Safety for the time being be also empowered to appoint proper persons not less than three, who on oath shall ascertain and return the difference of value, if any, of the same vessels, occasioned by the sinking thereof, and that the said Council of Safety pay the expences of raising the said vessels and putting them in order as aforesaid out of the public money as well as any actual expences incurred by the owners for wages and maintenance of the crews of the said vessels, and a reasonable monthly allowance for the time the vessels have been and shall be out of the possession of their owners.

The order of the day for taking into consideration the late intercepted letters to governor Eden, the proceedings of the Continental Congress, and of the Council of Safety of this province, thereupon, being read, *Ordered*, That the same be referred for further consideration till to-morrow.

1. *Proceedings of the Convention of the Province of Maryland, Held at the City of Annapolis, on Wednesday the eighth of May, 1776* (Annapolis, [1776]), 13. Hereafter cited as *Maryland Convention*.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Monday 20th May 1776

Ordered That Treasurer of Western Shore pay to Wm Lux Agent for Ship *Defence* two hundred Pounds.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JAMES NICHOLSON ¹

No 158.

Sir We have received Information that there are no Vessels of War below, except the *Otter* and *Eilbeck*, and that most of the Tenders are gone to the Carolina Coast to protect the Transports on their Arrival there; in Consequence of which we have ordered down the Briggs *Fortune* and *Rogers* and the schooner *Ninety Two* with valuable Cargoes of Bread, Flour, &c and require you will give them what Assistance you can in getting out, if you see a Probability of their running thro', but if from any certain Intelligence, which you may receive, you should think it most likely they may fall into the Hands of the Enemy, if they proceed we would have you immediately order them to return to Baltimore. – it is a Matter of great Consequence to

the Province to have these Vessels get safe out, if possible, and we would have them conveyed down as low as you think you can venture with Safety to yourself. We are [&c.]

P.S. Order the Boat, which will deliver you this to speak the Vessels on their Way down the Bay & let them know where to join you
[Annapolis] May 20th 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

MARYLAND COMMITTEE OF CLAIMS TO GEORGE WELLS ¹

Sir

Annapolis 20th of May 1776

The Committee of Claims think it necessary that you should satisfy Them, that the Prices you have charged for the Plank & Timber made Use of in the Ship *Defence*, does not exceed the Prices charged by others for the same Kind of Plank & Timber or that you could have got the same Prices from Individuals as those with which the Province is charged ²

Signed by Order of the Committee
Nich Harwood Clk Com

1. Revolutionary Papers, Box 10, Md. Arch.

2. *Ibid.*, another paper marked "deductions on G. Wells Acct" shows an itemized account totaling £30..14..3.

"EXTRACT OF A LETTER FROM CHIN[C]OTEAGUE, MAY 20." ¹

Friday last the 18th inst. three tenders, one sloop, and two schooners came into Chin[c]oteague Inlet, landed about 40 men on an island called Wallop's, who obliged the tenant on the island to pen what cattle he could, of which they killed six and carried off two alive – they were boarded by a flag from the inhabitants to whom they declared they meant to offer no violence, unless resisted, that they were in very great want of fresh provisions, and would have some – and were willing to pay the owners for it; but took care not to do it – The Islanders say they appeared to be very much afraid of the inhabitants, and made the greatest dispatch possible to get on board with their booty – that their guns were in bad condition, and the men bad marksmen, as they frequently snapped, several times without firing, and then did but little execution, though at a small distance. – This inlet, Sir, I am afraid will furninsh them with a great quantity of provisions of this kind, unless a proper guard should be fixed here.

1. *Pennsylvania Journal*, May 29, 1776.

JOURNAL OF H.M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE ¹

May 1776.

Moord at Brunswick

Mondy 20. A M unbent all the Sails tarrd the Rigging &c taken by the Rebels the latter end of March the Arm'd Sloop *General Clinton* with pilots looking out for Sr Peter parker & his fleet.²

1. PRO, Admiralty 51/336.

2. Apparently a bit of intelligence just learned and entered in the journal as a matter of record.

JOURNAL H.M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES¹

May 1776 in Wilmington River Cape Fear No Caroline
 Monday 20 Modt and fair sent the Boat to tow a fire Raft the Rebbels
 had Constructed to Burn us and the *Glasgow pacquett* towed
 it to the Edge of the marsh Island and set it on fire

1. PRO, Admiralty 51/4330.

NARRATIVE OF COLONEL ETHAN ALLEN¹

[May 3 to May 20]²

The third day of May we cast anchor in the harbor of Cape Fear, in North Carolina, as did sir Peter Parker's ship, of fifty guns, a little back of the bar; for there was not depth of water for him to come into the harbor: These two men of war, and fourteen sail of transports and others, came after, so that most of the fleet rendezvoused at cape Fear, for three weeks. The soldiers on board the transports were sickly, in consequence of so long a passage; add to this, the small pox carried off many of them. They landed on the main, and formed a camp; but the riflemen annoyed them, and caused them to move to an island in the harbor; but such cursing of riflemen I never heard.

A detachment of regulars was sent up Brunswick river; as they landed, they were fired on by those marksmen, and they came back next day damning the rebels for their unmanly way of fighting, and swearing that they would give no quarter, for they took sight at them, and were behind timber, skulking about. One of the detachments said they lost one man; but a negro man who was with them, and heard what was said, soon after told me that he helped to bury thirty-one of them. this did me some good to find my countrymen giving them battle; for I never heard such a swaggering as among gen Clinton's little army, who commanded at that time; and I am apt to think there were four thousand men, though not two thirds of them fit for duty. I heard numbers of them say, that the trees in America should hang well with fruit that campaign, for they would give no quarter. This was in the mouths of most who I heard speak on the subject, officer as well as soldier. I wished at that time my countrymen knew, as well as I did, what a murdering and cruel enemy they had to deal with; but experience has since taught this country, what they are to expect at the hands of Britons when in their power.

The prisoners, who had been sent on board different men of war at the cove of Cork, were collected together, and the whole of them put on board the *Mercury* frigate, capt. James Montague, except one of the Canadians, who died on the passage from Ireland, and Peter Noble, who made his escape from the *Sphynx* man-of-war in this harbor, and, by extraordinary swimming, got safe home to New-England, and gave intelligence of the usage of his brother prisoners. The *Mercury* set sail from this port for Halifax, about the 20th of May,² and Sir Peter Parker was about to sail with the land forces, under the command of gen. Clinton, for the reduction of

Charleston, the capital of South-Carolina, and when I heard of his defeat in Halifax, it gave me inexpressible satisfaction.

1. *A Narrative of the Captivity of Col. Ethan Allen* . . . (Albany, 1814), 59-61. Hereafter cited as *Ethan Allen*.
2. According to the journal of H.M.S. *Mercury*, she sailed over the bar on May 18, 1776. PRO, Admiralty 51/600.

CAPTAIN JOHN STANHOPE, R.N., TO PHILIP STEPHENS ¹

Raven in Savannah river the 20th

Sir,

of May 1776.

I beg you will be pleased to acquaint my Lords Commissioners of the Admiralty, that since my last to you, dated the 22d of January last, informing their Lordships with the arrival of His Majesty's Sloop under my Command upon this station, I dispatched Lieutenant Osborn of the *Raven* in a Pilot Boat mann'd and Armed to a Sloop in the Offing which he took on the 4th of February; her Cargoe consisted of 56 Barrels of Gun Powder, some military stores with several Bales of goods to a considerable amount: ² That on the 12 of April I seized a Brig from Philadelphia laden with stores for this Place,³ and on the day following I took a Sloop from Rhode Island with Cyder and Apples ⁴ which Cargoe was distributed among the sick of the different Ships by order from Captain Barkley of His Majesty's Ship *Scarborough*, which happily proved a great restorative to the Ships Companys health, who had long laboured under scurbutick disorders. That I have also seized a Brig late from Jamaica with Rum, Sugar and Coffee, an Account of which Vessels I shall transmit to the Commanding Officer in North America by the first opportunity.

I have the pleasure to inform their Lordships that on the night of the 15 instant, I detached the Ships Boats manned and armed under the Command of the Lieutenant in pursuit of a small Rebel Arm'd Schooner and a row Boat, belonging to the Town of Savannah, which after a few minutes brisk firing he took them both ⁵ - The Schooner has greatly infested this river for a long time, preventing all communication and intelligence being sent me from the Officers of the Crown most of whom have escaped out of the hands of the Rebels, and are gone either to England or East Florida. I am Sir [&c.]

Jn^o Stanhope

1. PRO, Admiralty 1/2483, 14, 2.

2. The sloop *St. John*, Gilbert Harrison, master, taken February 4, 1776.

3. The brig *Georgia Packet*, George Bunner, master.

4. The sloop *Phoenix*, Norton Cole, master.

5. See Journal of the *Raven*, May 12 and May 13, 1776.

GEORGE GAULD TO VICE ADMIRAL CLARK GAYTON ¹

Sir

Pensacola 20th May 1776

I take the opportunity of Captain Spears of the Ship *Champion* to transmit to you the fair Copy of our last years work. -

It is generally thought here, and indeed both Mr Cobb and I are of the

same opinion, that it would be very imprudent to proceed among the Florida Kays, where we left off last year, considering that New Providence has lately fallen into the hands of the Americans, and their Privateers are sufficiently acquainted with the Kays to annoy us if they think proper, as they will, no doubt, expect us there. However we can find employment enough for the present without going there.

A hard Gale of wind that happened some years ago has greatly altered some parts of the Coast to the Westward of Pensacola, since I surveyed it, particularly Ship Island and the Chandeleurs. Wherefore we think it will be most proper in the present Situation of affairs, first to examine those places and the Mouths of the Mississippi; then to try how far the general Bank of Soundings runs off along the Coast, and afterwards we intend to carry on the Survey of the West part of the Peninsula of East Florida, near the Bay of Espirity to where we left off, when I was ordered up to Jamaica by Sir George Rodney to survey the Harbours of Port Royal and Kingston.

I am greatly in want of large Drawing Paper, and black-lead Pencils, particularly the largest kind of Paper called Double Elephant, I wish their Lordships would be pleased to order out a Box of Stationery, as I have had but one since I was first engaged in this employment with now and then some occasional supplies from Jamaica. At present there is even no common writing paper to be got here.

I have enclosed a Sett of Certificates for a half year's Pay which I beg you will be kind enough to sign and send down when it falls due. My late Agent has broke with almost all my money in his hands, which has distressed me very much, as some Bills to a considerable Amount have come back protested. I have the honour to be with great Respect Sir [&c.]

George Gauld

1. PRO, Admiralty 1/240.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS ¹

English Harbour Antigua; the 20th May 1776.

Sir. I entreat you will acquaint my Lords Commissioners of the Admiralty, that it has given me the greatest Concern to perceive by Mr [George] Jacksons Letter of the 20th February last, their Lordships had been pleased to approve all the appointments I had made in Consequence of Captain Gordons Dismission, except that of Lieutenant Young to Command the *Pomona*; and that their Lordships added "I had therein acted Contrary to the rules of the Service; and also to my Instructions; as He was youngest Lieutenant on board the Ship:" It is true my Instructions Say "that in case of the Death, or Dismission of an Officer by Sentence of a Court Martial; I am to appoint such persons to the Vacancies as by the Quality of their Employments ought to Succeed thereto" this I take to be a Master and Commander to the Vacancy of a Post Captain, and a Lieutenant to that of a Master and Commander; And in the present Instance, I think I have Strictly complied both with the Words and apparent meaning of my Instructions: and altho I did not appoint the first Lieut. of the *Portland*, to this Vacancy in the *Po-*

mona; I cannot allow the same to be contrary to the Rules of the Service; as there are many precedents (and some of a very late date) where the Commander in Chief having a Son in the Fleet, has given him the preference of promotion to the first Lieutenant of the Flag Ship, and when the same was done in fair and proper Vacancies, I never before heard that such appointment had been set aside by their Lordships: I therefore flattered myself, Forty four Years faithful Service might have intitled me to the same distinction which has been allowed to other Commanders in Chief; in favour of my Son, and I cannot help thinking myself Cruelly used, to be the only person fixed upon for so Mortifying a Disgrace: besides to add to the uneasiness of mind I must naturally feel at having my Son thus Superseded; the Man their Lordships have appointed in his room, had the indecency to tell me (as soon as I delivered his Commission) He should now bring an Action at Law against me for Damages; as he had lost Prize Money by my not appointing him at first; this he triumphantly declared in publick to be his Intention; grounding his Plea, on their Lordships disapproving my appointment of another: I cannot indeed Suppose their Lordships will suffer such Indignity to the Service, as a Subaltern Officer bringing an Action at Law against His Commander in Chief, for not giving him promotion; if so, hard indeed will be the fate of Superior Officers, who in publick Service, must often do what may be displeasing to Individuals under their Command; and should they be Subject to prosecution from Malicious Litigious persons for any thing done in the line of publick Service, there must soon be an End to Subordination.

It is certainly a very unpleasing Circumstance for a Commanding Officer, to find himself thus braved by an Inferior when He is not Conscious of having done wrong: I have therefore inclosed herewith My Sons Commission for the *Pomona* and earnestly entreat their Lordships will be pleased to Confirm it, by putting him on the List of Masters and Commanders from the date thereof; and I hope my own long Service may plead for me in this matter, and obtain the distinction for my Son I now Solicit.

I have delivered the Honble Mr Windsor their Lordships Commission to be first Lieutenant of the *Portland*; and have appointed Mr William Swiney late third Lieutenant of the *Portland* to be Second Lieutenant, and removed Mr John Auriol Drummond, Second Lieutenant of the *Argo*, to be third Lieutenant of the *Portland*, and appointed Mr John Luck to be Second Lieutenant of the *Argo* in the room of Mr John Auriol Drummond, which I hope their Lordships will approve. I am Sir [&c.]

Jam^s Young

[Endorsed] Recd 25 July 7 Aug Ammend

1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG TO GOVERNOR ABRAHAM HEYLIGER¹

(A Copy)

No. 5.

English Harbour, Antigua the 20th: May 1776.

Sir I had the honour to receive from Mr Charles Chabert your Excellencys

Letter of the 14th Current Complaining that Captain [John] Colpoys of His Britannic Majesty's Ship the *Seaford*, had on the 10th Instant wrote to desire your permission to Seize an American Vessel (from Philadelphia) then lying in the Road of St. Eustatia; this Letter I certainly disapprove of as he had no Authority or direction from me to do so, and I think your Excellencys Refusal of His request was very proper on that occasion: however as said Request was made in decent terms, I cannot perceive how it deserves those harsh Epithets of Impertinence &c. you have so frequently repeated; especially as I find on the Strictest enquiry that Captain Colpoys never took possession of the Vessel, nor left any one person on board her; therefore your Excellency has been very grossly imposed on by the Persons who related the affair to you, and the assertion of your peoples meeting opposition from the Officer and People put on board by Captain Colpoys is undoubtedly a falsehood, calculated to serve the sinister purposes of some wicked designing people: Captain Colpoys says further that He employed no Person to carry Messages between him and your Excellency, besides his Lieutenant. My Orders, to all the Captains under my Command (Stationed in these Seas) are Strictly to observe the Neutrality of foreign Ports, &c. and on no account to infringe them, or give any publick Offence, to the Powers in Amity with Great Britain: and I should suppose, had Captain Colpoys Intention been to have acted Contrary to these Orders, He would not have asked permission to Seize the American Vessel, but would have attempted to carry her away without such application: this I find He did not attempt, either before or after your Excellencys refusal. The former complaint your Excellency made against Captain [William] Garnier of the *Argo*, I received at Sea, and had no opportunity of enquiring immediately into the particulars, after my return, the multiplicity of publick business I found myself engaged in, Occasioned the Answering your Letter to slip my memory, and no disregard whatever to your Excellency: however I was then of Opinion, and remain yet in the same, that Captain Garnier had done no more than his duty in that matter: He did not take possession of the Vessel when under the protection of your Port, nor was anyways instrumental in bringing her from thence, but the Mate of the Vessel who was a Loyal Man! and well knew the dangerous and pernicious traffick she was engaged in, came out to Sea, and delivered her up to the *Argo*, as the property of His Majesty's Rebellious Subjects in America intended for the purchase of Gunpowder and Military Stores for the use of the Rebel Army; Surely after such information, to have returned her back with her Loading to St Eustatia would have been "Singularly ridiculous and irregular Conduct in Captain Garnier." I must now take leave to observe that your Excellency who appears so very tenacious of the rights of their High Mightiness the States general of the United Netherlands, should pay more regard to the repeated declarations made by your Masters to the Court of London, Vizt "that none of their Subjects either at home or in their Colonies should anyways aid or assist the British American Colonies now in Rebellion, either with Arms, Ammunition, Naval or Military Stores &c." these declarations you can be no stranger to, as the same has been

transmitted to all their Governments abroad, with the positive Orders of the States for their being Strictly complied with [though] the little attention that has been hitherto given to these Orders and declarations, at St Eustatia, is so notorious and publick, that it is altogether needless for me to point out any particular Instances; the very pernicious traffick (for a great while past) carried on between His Britannic Majesty's Rebellious Subjects from North America, and the Inhabitants of St Eustatia, for Gunpowder and Warlike Stores, has been so general and done in so publick a manner, as to be no Secret to any Person in the West India Islands; however not satisfied with this breach of the Orders of your Sovereigns, and the professed Neutrality of your Government; you have likewise suffered several American Vessels belonging to the aforesaid Rebellious Colonies to be Armed and fitted in a Warlike manner from your Port of St Eustatia, thereby putting it in their powers to attack and intercept the Trading Vessels of His Britannic Majesty's Faithful Subjects, in these Seas; Two Vessels armed in the above manner sailed from the Road of St Eustatia, only the day before the *Seaford* arrived there; the Excuse of their not being cleared out for America, is too gross to be deceived by; when the destination of them are so publickly and perfectly known: These are Indeed Infractions of Neutrality and Friendship, which I am confident their High Mightinesses will not Countenance; nor protect the Inhabitants and Government of St Eustatia in carrying on, to the prejudice of their Oldest Friends and firmest Allies; and I must think it my duty not only to lay open these transactions to the Court of London, but also to use every means in my power to prevent and put a stop to Measures so very disgraceful and dangerous.

The reparation and Satisfaction your Excellency requires for the behaviour of Captain Colpoys, which you are pleased to call "impertinent, Insolent, preposterous, Affrontive &c." cannot be Seriously expected, whilst your own Conduct, in matters of much greater National import appears so very reprehensible, however I shall transmit the whole of this Correspondence to England by the first opportunity; and take the Opinions of our respective Masters whose Conduct has been most irregular. I have the honor to be Your Excellencys [&c.]

Jam^s Young

1. PRO, Admiralty 1/309.

21 May

LIEUTENANT HENRY EDWIN STANHOPE, R.N., TO JOHN HANCOCK ¹

Sir/

Northampton Goal May 21st 1776

I am very sorry my Situation is such as to oblige me to apply to You as a Prisoner, I can remember a Time when I could have esteemed You a Friend, & Acquaintance, You no doubt will recollect it, in 1769 when I frequently had the Pleasure of paying my Respects to you in Boston; however not to trespass too much on yr Time, I must beg to inform you that the Pur-

port of this Letter, is to seek a Redress of Grievances from You, & the Gentlemen of Congress, (tho' You in particular,) from whose kind Desire of having Lenity shown Prisoners I have every Reason to expect it. —

My Parole to Governor Cooke of Rhode Island in whose Government I was taken, restricted me to the Township of Northampton, without any Clause whatever as to the Time of my going out, or coming in. My Situation seemed by no means agreeable to the Inhabitants (who as I am induced to suppose tho' have no positive Proof) encouraged our common Sailors to attack us, by which means I nearly lost my life, having been assaulted three times, by People whom I had never before seen, & upon Application to Major [Joseph] Hawley for Redress by the civil Law, was informed, that we were not entitled to the Benefit of it. as Prisoners. — however, some Time after the Committee published an *Advertisement, signifying to the best of my Understanding that we had been fighting among each other (making no Distinction between Officers & Privates,) whereas You will observe it was an Attack by them upon Us & I wish I need [not] (as before) have added were encouraged, for who can suppose that Men whom I had never before seen, or heard of, should attack me, merely for the Sake of beating me, but these are Points which cannot be better determined than by a Man of Mr Hancock's Understanding & Abilities) & for the future the Aggressor should be punished, likewise if we insulted any body in Town, lett them bring their Evidence & they should have ample Satisfaction. — After this the Committee resolved that, We should be at our Apartments by nine o'Clock, this was never made known to me, being at one of the Committee's House, some minutes after that Time to visit some of my fellow sufferers; he brought a Stick with him &, threatened if I did not instantly depart, he would kick me out which he put in Execution, upon which the Committee made another Resolve, confining us to our Apartments at Sundown & one of their Body said, he hoped somebody would not attend to it, as then the Whole would be put in Goal. These were Encroachments, which from the Tenor of my Parole I by no means thought myself obliged to comply with, & well knowing if I refused, I should be committed a close Prisoner to Goal, & fearing lest somebody should neglect to comply with this last Resolve &, to avoid the miserable abode of Felons, I absconded, & unfortunately for me was retaken, & committed close Prisoner to Goal, without even the Liberty of a yd. to walk in; an Instance of Cruelty never before practised to any Officers, Prisoners of War, in any civilized Nation; much less to the only Son of the Heir to one of the first Earldoms in the British Realm, add to this my Cloak & Utensils, which are seized from me. — It rests then with You Sir to release me from my Place of Confinement, & as I have a very near Relation and many Friends in Hartford; I beg you will please to direct that Town, for my Confinement; & should You be pleased to put me on the Parole that the Prisoners there are, I shall most stricly comply, & shall be happy in acknowledging my sincerest Thanks for my Enlargement, to Mr. Hancock, & the honourable Members of the Continental Congress. —

In hopes of obtaining yr Consent to my Request, I have the Honour to subscribe myself [&c.]

H. E. Stanhope

*a Copy of which I should have enclosed but cannot procure it.

It would not be doing Justice to General Washington, was I to omitt mentioning his friendship to me, instanced in part of two Letters, I recd from his Excellency, which indicate to me the Committee's encroachment on us –

Cambridge Jany 4th 1776

His Excellency hopes that the Gentlemen whom the Fortune of War has thrown into our Hands, are treated with Civillity, & Respect; it is his Desire Your Captivity may [b]e made as light to you, as possible.

Cambridge March 12th 1776

If You can mention any Thing to render yr Situation more comfortable, (except being set at Liberty) it will immediately meet with his Concurrance.

both Signed Step. Moylan

True Copies.

1. Papers CC (Letters addressed to Congress), 78, XX, 33-40, NA. Endorsed: "Read 11 June. 1776 referred to the committee on Prisoners."

JOURNAL OF CONTINENTAL BRIG *Andrew Doria*, CAPTAIN NICHOLAS BIDDLE ¹

May 1776

[Off Newport, Rhode Island]

Sunday 19 At 3 A M, Weigh and at 7 Do abrest of the Light house, almost Calm

Moderate Breezes & Clear, At 6 P M, Nowman's Land, Bore NBW 5 Leagues, at 7 Do Saw a large Ship, a Stern standing after us, At 8 Do Sounded 25 fathom, At 10 Do, saw the Ship a Stern coming up fast The *Cabot* bore away to the Eastward, & we made sail to the South'd, at 11 Do Lost sight of her –

Monday 20 Light Breezes & Heazy At 8 [A.M.] Sounded 50 fathom, white sand with Specks,

Tuesday 21 At 4 A M saw a sail, to Leward, gave Chase, and at 8 Do, fir'd 2 Swivels, & brought her too, she prov'd a Sloop from Tertolo, bound, to Liverpool in Nova Scotia, with Kings Clearance, which we made a prize off ² her Cargo Consisting of 20 Barrels Sugar, 22 Hhds Rum 26 Hhds of Molasses, and 1000 Bushels of Salt, sent Mr [Philip] Brown prise master & 3 Men to Carry her in to Providence left the Master and one man on board, ³

1. *Andrew Doria* Journal, PRO, Admiralty 1/484. For *Andrew Doria* Journal see Appendix C, Volume 4.
 2. The sloop *Two Friends*, of forty tons burden and a crew of five men. Her clearance from Tortola is dated April 27, 1776. Her papers contained a partial crew list consisting of the master's name, Abraham Copeland; Melatiah Nye, mate; John Wiley and Joshua Dearing,

sailors, the latter being shipped May 1, 1776 for a voyage from Tortola "to Liverpool in Novascotia and back again to Tortola." Admiralty Papers, vol 9, 1776, R. I. Arch.

3. Bound in the *Andrew Doria's* journal is a sheet of "Remarks" evidently kept by the mate of the *Two Friends*, beginning the morning of the capture, May 21, and continuing to May 29, when apparently it was detected and confiscated. For May 21, the remarks are: "at 1/2 past 4 A M we Saw a Sail in Chase of us and She soon Came up with us and hild and ordered the Capt on Bord and Sent the penance for him & afterwards, for me with N Bowen George Barber and N. Russell and Sent the Capt on Bord with a prize Master and 4 Sailors and took out one of our Sailors and Left the other on Bord the Sloop and sent her for Newport and the Brig stood to the W S W the Brig Nd *Andrew duriah* of 14 Guns Belonging to Philadelphia Commanded by Capt. Biddle - and so end the day." The remaining entries are purely routine and uninteresting.

CAPTAIN NICHOLAS BIDDLE TO COMMODORE ESEK HOPKINS ¹

Sir

Andrew Doria May the 21st 1776

The Night after we left New Port being Chased by a Vessel we took to be the *Cerberus* the *Cabot* Run a more direct course for Nantucket Shoals than I thought safe to do by which Means we have lost company with her. This Morning we took a Sloop bound from Salter tudas to Liverpool in Nova Scotia.² Mr [Philip] Brown my third Mate to whom I have given Charge of Her will Give You what further information You may want to know I am Sir [&c.]

N. Biddle

1. Hopkins.Papers, RIHS.

2. The sloop *Two Friends*. Notification of the libel against the sloop "laden with rum, cocoa, molasses" is in the *Newport Mercury*, May 27, 1776.

CONDEMNATION IN RHODE ISLAND ADMIRALTY COURT OF THE
BRIGANTINE *Georgia Packet* AND CARGO ¹

We find That upon the Eleventh Day of April AD.1776, the Brigantine called the *Georgia Packet*, her Appurtenances and Cargo, were brought into the Harbour of Newport in the Colony of Rhode Island, by one of the British Ships of War called the *Scarborough*, then employed against the united American Colonies. - We also find that on the same Day, the said Brigantine her Appurtenances and Cargo, were taken out of the Possession of the said Ship *Scarborough*, by the Officers and men on board the Row-Gallies, called the *Spit-Fire* and the *Washington*, and by other persons mentioned in the Bill and were by them soon after brought into the Harbour of Providence in said Colony. - We also find that the said Brigantine her Appurtenances and Cargo, at said Time of Capture, were used by the Officers and men on board the said Ship *Scarborough*, for the Purpose of Supplying the British Navy. - We also find that at said Time of Capture, the said Brigantine her Appurtenances and Cargo, had not been condemned by the Enemy; And We also find that at said Time of Capture, the said Brigantine her Appurtenances and Cargo, were Owned by Christopher Pechin and Richard Bright ² of Philadelphia, and Joseph Clay and Joseph Habersham of Savanna in Georgia. -

The above Verdict is agreed to by the Parties in Court

Zachh Allen

Elisha Bartlet

Abraham Arnold

Joseph Lee

Jonathan Sayles

John Knight

Jacob Phillips

Benjamin Luther

Peleg Round

William Dexter

George Brown

John Updike, Foreman

[Endorsed] May 21: 1776 –

The above Brigantine and also the Sloop-*Speedwell*³ their Cargoes and appurtenances were condemned and the same Day a Warrant was issued to the Sheriff to make Sale of them at public Vendue to the highest Bider as soon as convenient first giving convenient and public Notice of the Time & place of Sale and out of the Money first to pay to the Cler[k] the Cost of Condemnation and his own Fee for Sale and to deliver the Remainder to the owner and Captors according to Law and to make due Return of his Doings on said Warrant

1. Admiralty Papers, vol. 9, 1776, R. I. Arch.

2. *Ibid.*, claim of owners gives names as Christopher Perkins and Jacob Bright.

3. *Ibid.*, condemnation and claim of owners of *Speedwell*, Thomas Follansbee and William Morland of Newburyport.

COMMODORE ESEK HOPKINS TO JOHN COLLINS¹

Sir

Providence May 21st 1776

When you arrive at Philadelphia please to get directions to me from the Congress or the Naval Committee what I shall do with the Negro Slaves taken in the Bomb Brig and what I shall do with the New Providence Sloop which I took to bring the Guns to New London – And let the Congress know that it will not be in my power to Mann the Fleet without their Orders for Shipping men out of the Army. I am yours, &c.

E. H.

To Mr. John Collins²

1. Hopkins Letter Book, RIHS.

2. Collins had been designated by the Rhode Island Assembly to carry its petition to Congress; see Petition, May 20, 1776.

COMMODORE ESEK HOPKINS TO MIDSHIPMAN WALTER SPOONER¹

Sir

Providence May 21st 1776 –

You will on Receipt of this deliver to Messrs [Levi] Hollingsworth & [Thomas] Richardson the Bomb Brig or Schooner as they may think best if they have occasion for them – And if you can Collect any of the hands that belong to the Fleet you must get them onboard and take Charge of the Vessel yourself, and follow such directions as you shall Receive from them.

E. H. Cr in Chief

To Mr Walter Spooner² at New London

1. Hopkins Letter Book, RIHS.

2. Spooner was appointed a midshipman on board the *Alfred*, December 31, 1775, but was trans-

ferred temporarily to the sloop *Providence* before the fleet sailed from the Delaware. Apparently he had been among those left in New London because of illness when the fleet sailed to Rhode Island, *Alfred's Muster Roll*, R. I. Arch.

COMMODORE ESEK HOPKINS TO GOVERNOR JONATHAN TRUMBULL ¹

Sir

Providence May 21st 1776

I this day receiv'd yours and observe the Contents – and as to the Order of Congress to deliver the Cannon to you there was a discretionary power in me to Stop as many as I thought would be for the benefit of the Fleet, and as I was & am still Careening the Fleet I think it not safe to part with the Cannon before the Ships are in a posture of defence –

I yesterday receiv'd an Order of Congress to deliver to Messrs Hollingsworth and Richardson in Order to be sent to Philada for the defence of that City, twenty of the heaviest Cannon which I brought from New Providence, and as the largest of the Cannon were left at New London I have accordingly given them an Order on you for the same and make no doubt as it is an Express Order of Congress you will deliver the Same without delay – I am, with great Respect [&c.]

E. H.²

1. Hopkins Letter Book, RIHS.

2. Hopkins wrote a similar letter this date to Nathaniel Shaw, Jr. in the event "Governor Trumbull is not at New London," Nathaniel Shaw Papers, NLCHS.

ALPHEUS RICE TO COMMODORE ESEK HOPKINS ¹

To Eseck Hopkins Esqr
the Petition of Alpheus Rice
humbly sheweth

that your Petitioner desireous to be of Service to his Country has Quit'd the land Service with a design to get into the Fleet under Your Comd & as your Petir is well versed in the Small Arm exercise – would be greatly oblig'd to your Honr if a Vacancy should present that You would Cons[i]der your Petir as he is now & has been for some Time upon Expences This from your most Humble Sr.

A. Rice

P.S. Sir as the *Columbus* is Now a fitting out I should be very much oblinded to your Honour [if] you would give Me a birth aboard of [h]ir as I want to be in Buisness – in so doing you will Lay Me under the greatest obligations.

A Rice

Providence May the 21th 1776

1. Hopkins Papers, RIHS.

2. Rice was appointed Lieutenant of Marines on board the sloop *Providence*, June 12, 1776, *Providence Muster Roll*, Transcript of Military Papers, RIHS.

NATHANIEL SHAW, JR. TO COMMODORE ESEK HOPKINS ¹

To Admiral Hopkins
att Providence

New London May 21st 1776.

Sir Inclosd is an Accott of what I have Advanct to the People belonging to

the Fleet for Nessesarys wich they Could not do without Amountg to 18.15.11 also Fifty dollars wich I have Deliverd to Sargt [William] Hamilton² & John MackNeil 2d Mate of the *Providence* to pay their Expences on the Road and wich Sum they are to Accott with you for – I thought it best to send them off[f] for they are now fitt to do Duty & they Cannot bear to be Idle. I am sir [&c.]

Nath^l Shaw Junr

1. Shaw Collection, Letter Book, YUL.

2. Marine sergeant on board the Continental ship *Alfred*.

LEVI HOLLINGSWORTH AND THOMAS RICHARDSON TO THE PENNSYLVANIA
COMMITTEE OF SAFETY¹

Gentlemen

New London 21st May, 1776

We came to this place on Saturday evening where we learnt that Commodore Hopkins was at Newport in the *Fly* therefore delivered the Order of Congress to Danl Tillinghast Esqr as directed who advisd us to proceed to Newport where we should meet the Commodore, Sunday evening we delivered him the Order, he informs us he left 34 of the Cannon mostly heavy at N London & brought only 12 24 & 12 9 pounders to Newport which he delivered to the Govr of the Colony & took his Rect for them, we came up to this place with him yesterday, Governor Cook had left Town before we got here & will not be at home for some time. Commodore Hopkins hath applyd to the Govr Council for the Cannon that he might be enabled to Comply with the Requisition of the Congress but they have Refused to deliver them until they have a hearing in Congress & send a Gentleman John Collinss Esqr to represent their Situation in hopes the Cannon for Philada will be Ordered to be sent from New London –

Commodore Hopkins will give us an order for 20 Cannon on Govr Trumbull with which we shall proceed to Connecticut & make a demand of them, tho we fear with as little success as at this Place, we shall if refused return to Newport & wait your further Orders which we expect as soon as Possible – Please to excuse haste.² we should have been more full but the Post hath waited near two hours & is very impatient Your [&c.]

Levi Hollingsworth Tho Richardson

1. Papers CC (Letters addressed to Congress), 78, XI, 53–54, NA.

2. The haste probably caused such confusion in the minds of the writers that the reader is confused as to just where the two gentlemen had been; apparently first to Newport, where Daniel Tillinghast resided, then to Providence, and finally to New London.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON¹

[Extract]

Fort George May 21st 1776

. . . I have now Batteaus sufficient to move three of the four remaining Regiments, and on Wednesday Evening I shall have enough for the last of the Brigade, and by that Time the Nails now here will be all expended, but shall probably e'er then receive those your Excellency ordered from New York, with which I propose to build about forty Batteaus more, twenty to be

employed on Lake George and the others on Lake Champlain in transporting provisions, for I dare not trust to the large Vessels (which may be detained by contrary Winds, or by getting aground) until the Army has six Weeks Allowance before hand.

1. Washington Papers, LC.

LIEUTENANT COLONEL HENRY B. LIVINGSTON TO GEORGE WASHINGTON ¹

[Extract]

Fort Constitution 21st May 1776

May it Please Your Excellency

I am induced to trouble Your Excellency with this Letter, lest You should be deceived by the Information I Gave You with respect to the Depth of the River Opposite this Fort which was very Erronious: Oweing intirely to want of Recollection in the Gentleman fr[om] who I had my Information he had tak[en] its depth but had forgot it. I have since sounded it and found it to be 28. 31. & 32 Fathoms oposite Our two North-ermost Batteries. Over against Our southermost (which is now ready to Mount ten Guns) & 3/4 of a Mile from it, It begins to Shoal from 18 to 11 Fathoms in the Channel it then remains at 11: 12 & [13] till Near Fort Montgomery opposite to it on this side the Creek Called poops it deepens again to 18 Fathoms just over the Creek to the southward it is 22 Fathoms and in the Mouth of it 31. Near the shoal water Mentioned on the West side the River is an Eminence that Commands a Long reach both up and down the River if it should be thought Necessary to Boom Across I think it much more practicab[e] there than in any Other part of the Highlands. . . .

1. Washington Papers, LC.

MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON ¹

New York Tuesday past 12 at Night

Dear General

[May 21, 1776]

Capt Wm Goforth arrived here about an hour since with the inclosed letters – Express from Canada, which I mean to forward on to Amboy very early in the morning, and beg your Excellency's particular answer in regard to what you would have forwarded from this place, – Capt Goforth commanded the Schooner in the river St Lawrence he says – that not more than 100 Men are taken prisoners & them all sick – the Frigate gave him chase – he crowded all Sail possible but found it in vain, he then quitted wt his Crew, save a Son of Colo [Alexander] McDougall's and one more who were so obstinate they would not leave the Vessel & were taken Prisoners, – he further says that he did not see a single Man land from the Ships that came up – nor does he believe the Enemy sallied out on our Troops – of this he is confident, that not a Gun was fire'd but between the Frigate and himself. – the Troops from the Island of Orleans – Point Levy & all out Guards had got safe off, and join'd Genl [John] Thomas.

Missfortune on misfortune, – A Vessel from France arrived yesterday on the back of Long-Island & came to Anchor, loaded with 12 Tonns powder – 500 Small Arms & dry Goods, – The English Captn with a Boats

Crew came on shore for Assistance to land his Goods, soon after the French Capt who was on Board – saw a small Sloop to Leward beating up to him, 'tis supposed he thot them friends – he immediately weigh'd anchor and bore down for them when unluckily it prov'd to be one of the *Asia's* tenders – who took and carried her into the Hook – I have seen the Capt he was owned by Mr [Nicholas] Brown of Providence, – she was seen coming into the Hook this morning in Company with the Tender, that there can be no doubt of the truth of it. –²

The Committee this Evening applyed to me to let the arm'd Petty-Auger³ Cruise off[f] the back of the Island to protect a number of Vessels which are hourly expected in with Arms & Ammunition. – she is a very Swift Sailer and draws but little water and probably may be of great service to us in this way – this Request I shall comply with unless otherways ordered by your Excellency, I have the Honor to be Your Excellencys [&c.]

Israel Putnam

1. Washington Papers, LC.

2. Captain Jonathan Clarke, from the French West Indies; see Journal of the New York Provincial Congress, this date.

3. Pirogue, an anglicization of the Spanish *piragua*.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Die Martis, 4 ho. P.M.

May 21st, 1776.

Capt. Jonathan Clarke, late from the French West Indies, and bound to some port to the eastward, attended, and was admitted. He informs that he has had the misfortune to have his vessel and cargo seized and taken by an armed tender near Black Point, below Sandy Hook; that he has four men of his late crew with him; that they depend on him for support, and that he is in want of a small sum of money to support them for the present.

Ordered, That Peter Van Brugh Livingston, Esq. Treasurer of this Congress, do advance to Capt. Jonathan Clarke twenty-five dollars, and take his receipt for the same.

Notes of Capt. Jonathan Clark's intelligence, which he gave to the Congress, were taken on the rough short notes of the day, and are filed.

1. *New York Provincial Congress*, I, 456.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Tuesday, May 21, 1776

The Congress then resumed the consideration of the report of the committee on prisoners, respecting the manner of treating prisoners; and the same being read, debated and amended was agreed to:

Resolved, That all persons taken in arms on board any prize, be deemed prisoners, to be taken care of by the supreme executive power in each Colony to which they are brought, whether the prize be taken by vessels fitted out by the Continent, or by others:

That such as are taken, be treated as prisoners of war, but with humanity, and be allowed the same rations as the troops in the service of the United

IN CONGRESS,

MAY 21, 1776.

RESOLVED,

THAT all persons taken in arms on board any prize, be deemed prisoners, to be taken care of by the supreme executive power in each Colony to which they are brought, whether the prize be taken by vessels fitted out by the Continent, or by others.

That such as are taken be treated as prisoners of war, but with humanity, and be allowed the same rations as the troops in the service of the United Colonies; but that such as are officers supply themselves and be allowed to draw bills to pay for their subsistence and cloathing.

That officers made prisoners in the land service be allowed the same indulgence.

That the officers be not permitted to reside in or near any sea port town, nor public post road, and that the officers and privates be not suffered to reside in the same places.

That in case the officers cannot draw or sell their bills, the Congress will allow for each of them Two Dollars a week, for board and lodgings to be repaid by said officers before they are released from their captivity.

That no tavern keepers supply any officers who are prisoners, on the credit of the Continent.

That the capitulations entered into with prisoners at the time of their surrender be punctually observed.

That such officers as surrender prisoners of war be put on their parole, unless Congress shall otherwise direct.

That the FORM of the PAROLE be as follows:

I ~~being~~ ^{States of} being made a prisoner of war, by the army of the ~~United Colonies of North America~~ ^{United States of North America}, do promise and engage, on my word and honour, and on the faith of a gentleman, to depart from hence to ~~the place of my destination and refuge~~ ^{in the possession of} ~~being~~ ^{in the possession of} being the place of my destination and refuge, and there, or within six miles thereof, to remain during the present war between Great Britain and the said United Colonies, or until the Congress of the said United Colonies, or the Assembly, Convention, or Committee or Council of Safety of the said Colonies shall order otherwise; and that I will not directly or indirectly give any intelligence whatsoever to the enemies of the United Colonies, or do or say any thing in opposition to, or in prejudice of the measures and proceedings of any Congress for the said Colonies during the present troubles, or until I am duly exchanged or discharged. Given under my hand, this ~~day of~~ ^{day of} A. D. 1776,

That the said Parole be signed by the officers.

That such as refuse to subscribe the parole be committed to prison.

That David Franks, Esq; Agent to the contractors for victualling the troops of the King of Great Britain, be permitted to supply the prisoners with provisions and other necessaries, and to sell his bills for such sums of money as are necessary for that purpose.

And to enable him so do this to the satisfaction of his employers, that a commissioned officer be permitted once a month to visit the prisoners to victualled and supplied, in order to count their numbers and certify the rolls.

That such of the prisoners as are not supplied by Mr. Franks, be furnished with provisions not exceeding the rations allowed to privates in the service of the Continent.

That the women and children belonging to prisoners be furnished with subsistence and supplied with firing and other things absolutely necessary for their support.

That no prisoners be enlisted in the Continental Army.

That the prisoners be permitted to exercise their trades and to labour in order to support themselves and families.

That the Committees of Inspection and Observation, for the counties, districts or towns, assigned for the residence of prisoners, be empowered to superintend their conduct, and in case of gross misbehaviour to censure them, and report to their respective Assemblies, Convention or Committee or Council of Safety the proceedings had on such occasions.

That a list of the prisoners in each Colony be made out by the Committees of the counties, towns or districts where they reside, and transmitted to the Assembly, Convention, or Council or Committee of Safety of such Colony respectively, who shall send a copy thereof to Congress.

That the said Assemblies, Conventions, and Committees or Councils of Safety be empowered to contract with proper persons for the most reasonable terms for supplying such of the prisoners, their wives and children, in their respective Colony as are not supplied by Mr. Franks.

That the said Assemblies, Conventions, and Committees or Councils of Safety, be authorized and requested to take the paroles of the officers, and to cause a strict observance of the terms on which they are enlarged, and also to take especial care that none of those confined by order of the Congress, be suffered to escape; also to advance the allowance of Two Dollars a week to each of the officers who cannot draw or sell their bills and to draw for the same on the President of the Congress.

That the said Assemblies, Conventions, Committees or Councils of Safety of the Colonies respectively in which prisoners are or shall chuse or be appointed to reside, be empowered to remove such prisoners from place to place within the same Colonies, as often as to such Assemblies, Conventions, Committees or Councils of Safety it shall seem proper, having regard to the former resolutions of Congress concerning prisoners.

Extract from the Minutes, published by Order of Congress,

CHARLES THOMSON, SECRETARY.

Colonies; but that such as are officers supply themselves, and be allowed to draw bills to pay for their subsistence and cloathing:

That the officers be not permitted to reside in or near any sea port town, nor public post road; and that the officers and privates be not suffered to reside in the same places:

That in case the officers cannot draw or sell their bills, the Congress will allow for each of them, Two Dollars a week for board and lodgings, to be repaid by said officers before they are released from their captivity:

That no tavern keepers supply any officers, who are prisoners, on the credit of the Continent:

That the capitulations entered into with prisoners, at the time of their surrender, be punctually observed:

That such officers as surrender prisoners of war, be put on their parole, unless Congress shall otherwise direct:

That the said Parole be signed by the officers:

That such as refuse to subscribe the parole, be committed to prison:

That the Committees of Inspection and Observation, for the counties, districts, or towns, assigned for the residence of prisoners, be empowered to superintend their conduct, and, in cases of gross misbehaviour, to confine them, and report to their respective Assembly, Convention, or Committee, or Council of Safety, the proceedings had on such occasions:

That a list of the prisoners in each Colony be made out by the Committees of the counties, towns, or districts where they reside, and transmitted to the Assembly, Convention or Council or Committee of Safety of such Colony, respectively, who shall send a copy thereof to Congress.

That the said Assemblies, Conventions, and Committees or Councils of Safety, be authorized and requested, to take the paroles of the officers, and to cause a strict observance of the terms on which they are enlarged, and also to take especial care, that none of those confined by order of the Congress, be suffered to escape; also, to advance the allowance of Two Dollars a week to each of the officers who cannot draw or sell their bills, and to draw for the same on the President of the Congress:

That the said Assemblies, Conventions, Committees or Councils of Safety of the Colonies, respectively, in which prisoners are or shall chuse to be appointed to reside, be empowered to remove such prisoners from place to place, within the same Colonies, as often as to such Assemblies, Conventions, Committees or Councils of Safety, it shall seem proper, having regard to the former resolutions of Congress concerning prisoners.

Ordered, That the same be immediately published.²

1. Ford, ed., *JCC*, IV, 369, 370-74.

2. *Pennsylvania Gazette*, June 5, 1776.

ROBERT R. LIVINGSTON TO JOHN JAY ¹

[Extract]

You have doubtless seen the acct brought by the Rifleman from London by which it appears that we shall at least have 34000 Comm[issione]rs.

If your Congress have any spirit they will at least build 14 or 15 light Boats capable of carrying a 12 pounder to secure hudsons river which is to be the chief scene of action – The carpenters employed on the frigates would build 2 or three in a day if they were built in the maner of Batoes which is the true construction –

21st May 1776 Philadelphia

1. John Jay Papers, CUL.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety,

[Philadelphia] 21st May, 1776.

The following Memorial to Congress was this day drawn up, read and approved off, and deliver'd by Mr. James Mease to Mr. Rob't Morris:

In Committee of Safety, 21st May, 1776.

To the Honorable the Continental Congress.

The Memorial of the Committee of Safety of the Province of Pennsylvania,

Shewing:

That the General Assembly of this Province, having appropriated large sums for the Defence and protection of the same, and of the River Delaware, this Committee, who were intrusted with the application thereof, caused thirteen Arm'd Boats or Gondolas to be built, equip'd and Manned, and have since built, fitted and Manned a large Ship, Floating Battery, several Guard Boats, and a great number of Fire Rafts, erected Fortifications on deep Water Island, raised a large Artillery Company for their Defence, and sunk Chevaux-de-Frize in the Channel of the River; That the Assembly have raised two Battalions of Rifle Men and one of Musketry, station'd on the Banks of the River Delaware.

That the Committee perceive, after all these exertions, greatly surpassing, as they believe, any that have been made on this Continent at an Expence merely Colonial, that their defence is still imperfect and far unequal in their Idea, to the probable Force that may soon be employed against this Colony.

To give, therefore, additional security to this Province and City, and the navigation of the River and Bay of Delaware, the preservation of which must be of the highest importance to the Common Cause of the Colonies, This Committee conceive it necessary that some more Armed Boats or Gondolas, larger than those already built, capable of Navigating in Delaware Bay, and another Floating Battery, should immediately be built. They are also of opinion that some military works should be erected on the Eastern Shore of the River Delaware, and particularly at a place called Billingsport.

That as the moneys granted by the Assembly for the purposes of Defence must soon be exhausted in supporting the large establishment of Seamen & Soldiers in the pay of this Province, and as the building, equipping, & manning the additional Floating Battery & armed Vessels, & erecting Fortifications on the Jersey Shore, will be too heavy a Burthen for this Province singly to bear, this Committee beg leave to call the attention of the Congress to these important objects, and to pray their aid in directing those further Defences, and such other, as in their Wisdom, shall appear requisite, to be immediately undertaken and carried into Execution at the Continental Charge.

Instructions to Mr. William Richards were this day drawn up, read, approved of, and delivered him, and are as follows:

To Mr. William Richards:

You are hereby appointed Ships' Husband to the Pennsylvania Fleet and empowered to do all such matters and things as may be necessary for the due execution of the said office.

You are to make known to all Commanders and other officers employed in the said Fleet, that they are to apply through you for all stores and necessaries required for the service; you are to obtain from them an Invent[o]ry of all the articles they have on Board, and an Indent of such as they are in want of, both which you are carefully to preserve, as they may serve you in regulating any future supplies that may be called for; you are to procure the sundry articles of the best qualitys, each in its kind; and it is your particular duty to buy them on the best terms in your power; you are to take each Officer's receipt for the articles delivered to him, and you are to return the Bills or accounts for those you purchase for this Board, Certify'd by you that the quantities are what you receiv'd and the prices what you agreed for, not being dearer than the Current rates of each respective article at the time of purchase.

You are empowered to inspect and enquire on the [*sic*] Board the Fleet at least once in every month, and as much oftener as you may think necessary, whether all stores and necessaries are taken proper care of, and not neglected, wasted or embezelled, and make Report according as you find, to this Board.

This Board, being ever desirous of serving the Public faithfully, do recommend the most prudent economy in the Outfits and Supplies of the Fleet. They must have every thing necessary, but avoid all expensive superfluitys, and in the purchase of what is wanted give a preference to such persons as are known to be Zealous Supporters of the American cause, dividing the business amongst as many of such as can be done with conveniency and consistently with the Public good.

PENNSYLVANIA COMMITTEE OF SAFETY TO COLONEL SAMUEL MILES¹

Sir,

[Philadelphia, May 21, 1776]²

You are directed to send Lieutt [George] Ball to this Committee, in company with one of the Officers of the Troops under your command; & as it is improper that he should obtain any knowledge of the passage through the Cheveaux du Frize, it is recommended that he come here by Land.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 760.

2. "A letter was this day sent, by order of the Board, to Colo. Sam'l Miles, directing him to Send L't Ball with an Officer, by Land, to this Committee, in order to his Paroles being taken when he is to be sent to Germantown to reside." Minutes of the Committee of Safety, May 21, 1776. *Pennsylvania Colonial Records*, X, 578.

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE
BRIGANTINE *Lexington*¹[Philadelphia, May 21, 1776]²Brigte *Lexington* – Jno Barry Esqr Commander

For Second Cruise.

1776

July 15	To Cash paid for Sundrys from 15 May till this day			
	Vizt			
May 15	do do for Sawing and Splitting 2 cords wood		15..-	
"	do do Robt Bridges for 2 cords wood & cordg	2..14..4		
16	do do Thomas Badge for 2 Boxes candles	5.. 1.10		
"	do do James Hann Instrument maker	.. 8..6		
18	do do William Woodhouse for Stationary	.. 4..6		
"	do do for a Pennknife	.. 4..6		
20	do do for 702 lbs Fresh Beeff	16.. 1..9		
"	do do for 4 quire Writing paper	.. 10..-		
"	do do John Taylor for Cleaning her arms	6. 14..4½		
"	do do William Waltman port[er]age of Sundries	6. 16..-		
"	do do for 2 Half tann'd hydes	1. 18..-		
"	do do Thomas Cuthbert	1. 14..-		
22	do do John Locktons bill for days labour	9. 3..-		
24	do do Thomas Ridge Riggers bill	3. 15..6		
25	do do John Elmslies do	7. 4..-		
30	do do Charles Allen hire of his Boat	1. 10..-		
June 20	do do for hawling 9 loads provision	.. 3..-		
July 4	do do Robert Fitzgeralds bill	.. 3..6		
10	do do William Rigdon for 8 lbs yellow paint	.. 12..-		
17	do do Philip Moser for 12 bars & 4 kegs b[rea]d	9. 13..6		
"	do do James Russell for 2 barrls flour	3. 6..8		78.13.11½
	T ct qr lb			
Augt. 2d	do Pig Iron for Ballast wte 3..4..3..0..@ £9..			56.18..4
Sept 6	do Cash paid for 2 Oars	.. 11..8		
"	do do Alexander Carlisle for a half tann'd hyde	.. 12..-		
"	do do Freight of 6 water Casks	.. 9..-		1.12..8
Novmr 23	do do Anthy Morris Brewers bill			10..2..-
Decemr 3	do do for a half Tann'd Hyde			1.12..-
	[No balance shown]			

1. Woodhouse Collection, HSP. See footnote 1 under *Lexington's* account with the Commissioners of the Navy, March 28, 1776, Volume 4, 550.

2. The date given is the one on which the *Lexington* sailed from Philadelphia for her second cruise. See footnote 2 under *Lexington's* account with the Commissioners of the Navy, March 28, 1776, Volume 4, 550.

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE
SLOOP *Hornet* ¹

[Philadelphia, May 21] ²

Sloop *Hornet* William Hallock Esqr Commander.—

To the Commissioners of the Navy Dr

For First Cruise —

1776

April 19	To	3 Pieces Canvass No 7	121 Yards		
" 23	"	1 Piece L ditto	34 "		
" 25	"	2 Pieces L ditto	91 "	3. 15	
" 29	"	3/6 Bolt Russia Duck	@ £7.10		
May 24	"	47 Hammocks & 3 Cotts			51. 1. 7
June 3	"	Cash paid Sundries from 5 April to 6th June	Viz		
"	"	do	John Saunders for Inward Pilotage .	5. 10. —	
"	"	do	Port[cra]ge of 15 Loads sundrys fm vessel	— 15. —	
"	"	do	two Seamens Board	1. 5. —	
"	"	do	Seamens board Pr bill	1. 6. 4	
"	"	do	for 100 lbs Fresh Beef & Greens	1. 18. 6½	
"	"	do	Dennis Sullivan & Wm Sansons board	1. 11. 4	
"	"	do	Days labour as Pr Jno Locktons bill	7. 19. —	
"	"	do	Hawling 3 Loads dirt	— 4. 6	
"	"	do	2½ weeks board of the Drummer	1. 5. —	
"	"	do	1 weeks board of the Cook	— 10. —	
"	"	do	John Taylor for Cleaning the Arms	9. 19. 1½	
"	"	do	for a pen knife for the Clerk	— 2. 6	
"	"	do	1 weeks board of Mr [John] Harper preceedg his Entry on board Ship <i>Reprisal</i>	— 15. —	
"	"	do	for a penn knife for the Steward	— 2. 6	
"	"	do	for 1 cord hickory wood hawlg & Cordg	1. 18. 2	
"	"	do	George Craig for 24 Mast hoops	2. 8. —	
"	"	do	for 1 cord hickory wood Hawlg & Cordg	1. 6. 2	
"	"	do	Alexander Stewart for a new Cott	1. —. —	
"	"	do	Jonas Abram for Boardg Wm Stanton & Emanuel Britt 2 weeks	2. —. —	
"	"	do	for Sawing Two cords hicky wood	— 15. —	
"	"	do	James Craig Rigger for 14 days wk for 1 pair large Scissars 2/6 & 1 lb Amry	— 5. —	
"	"	do	Thomas Cuthbert for 5 days wharf	— 15. —	
"	"	do	Robt McGill Stationary ware	1. 7. 6	
"	"	do	Thomas & John Ridge riggers bill	3. 10. —	
"	"	do	for 134 lb Fresh Beef & Greens—	2. 16. 7	
"	"	do	James Allenby coopers bill	3. 4. 3	
"	"	do	John Deveraux chieff mate for 21 days work @ 15 Dollars P Mo	3. 18. 9	
		Carried Forward		£	[blank]
		Brought Forward		£	
June 4	To	Cash paid for 1 Bushell fine Salt		15. —	
"	"	do	Days labour as Pr Capt Locktons bill	13. 11. 6	
"	"	do	Benjn Condys bill	1. 14. —	
"	"	do	Wetherill & Cressons bill	9. 1. 5	
"	"	do	John Murdoch for a Boatswains call	1. 15. —	
"	"	do	Joseph Stansbury for Stone & Glass ware	1. 10. 4	

Sloop *Hornet* William Hallock Commander. 1st Cruise. contd

1776	"	"	do	"	John Mease for wine for Medicine ..	2..2..6	
	"	"	do	"	Anthy Groves for Amot his bill for Slops	28..1..3	
	"	"	do	"	Ged Gilker for Gammons	3.11.10½	
	"	"	do	"	Alexander Carlisle for a haf tann'd hyde	9..-	
	"	"	do	"	for ½ Bushell fine Salt & Coarse do.	16..6	
	"	"	do	"	Dean Timmonds for 2 Boxes candles	5..7..8	
	"	"	do	"	Philip Flock for repairing the Drum ..	1..-..-	
	"	"	do	"	Clem Humphreys for 6 doz porter ..	3..8..-	
	"	"	do	"	John Phiz Sailmakers bill	9..8..9¾	
	"	"	do	"	Thomas Corgees do	2..3..6	
	"	"	do	"	Edward Lackey for fresh beef & greens	4.13..2	
	"	"	do	"	Samuel Rhoads and Jos Russell for wharfage	1..5..-	
	"	"	do	"	Hawling 20 Loads provision	6..8	
	"	"	do	"	James Stephens for 17 days attend- ance Previous to Capt Hallocks takg comd	6..4..8	
	"	"	do	"	Henry Litman Blacksmith	7.15.10	
	"	"	do	"	Amot. Sundry Ship Chandlery Stores compre- hending Gunner, Carpenter, Boatswain & c c qr lb		
					Amot Cordage w[eigh]t 18..2..8	@	
July	3	To	Cash	paid	Robert Fitzgeralds bill	1..13..3	
	11	"	do	"	Wetherill & Cressons bill	-..9..1	
	12	"	1	Cask	Butter hd of J. W. Nt 91 lbs @ 7d & Keg 2 /	2..15..1	
					t c qr lb		
Augt	27	"	Pig	Iron	for Ballast wte 6..6..1..26 ... @ £9	56..18..4	
Sept	8	"	Cash	paid	William Waltman for port[er]age ..	8..4	
	"	"	do	"	Deficiency in Charging Edw Lackeys bill	4..8	-..13..-
	16	"	do	"	Mathias Landenberger for 20 bls bread	15..5..9	
	"	"	do	"	for 30 lbs Fresh beef	@ 4d	10..-
	"	"	do	"	for Potatoes and Greens	1..5	
	"	"	do	"	27 lbs Pork and Mutton	10..1½	
	"	"	do	"	for Potatoes and Cabbages	2.10½	1..4..4½
Oct	21	"	do	"	Arthur Donaldsons bill		6..6¼
					[No balance shown]		

1. Woodhouse Collection, HSP.

2. The date chosen is the one which the *Hornet* sailed from Philadelphia in company with the brigantine *Lexington*.

"EXTRACT OF A LETTER FROM PHILADELPHIA, MAY 21." ¹

The prize brig taken by the *Wasp* in the river, at the time of the engagement between the ships and galleys, is arriving in this harbour. The flag that was sent down for the exchange of Captain Budden, his son, and some others, prisoners on board the *Roebuck*, returned on Sunday. It was delayed a little in getting a Lieutenant belonging to that ship,² who was a prisoner at Dover, by which means it arrived at the Capes too late, as the ships were going off with themselves, as it got down, and night coming on, they could not come up with them, altho' they were followed 12 leagues to sea.

1. *Connecticut Journal*, May 29, 1776.

2. Lieutenant George Ball.

COMMODORE SIR PETER PARKER TO LIEUTENANT THOMAS TONKEN ¹

By Sir Peter Parker, Commander of a
Squadron of His Majestys Ships, to be
Employd on a particular Service.

Whereas Doctor Blagden, Physician to the Army under the Command of Major General Clinton, hath recommended it as absolutely necessary, that most part of the Bedding on board the *Harcourt* Transport, under your direction, should be Burn't, in order to prevent the spreading of a dangerous infection thro' the Army, occasion'd by a contagious Fever having been among the Troops in the said Ship.

You are therefore hereby required & directed to cause such part of the Bedding, as Doctor Blagden hath recommended to be destroyed, to be immediately Burnt, taking particular care to give the Master of the *Harcourt* a Certificate thereof.

Given under my hand on board his Majesty's Ship *Solebay*, the 21st May 1776,

(Sign'd) P: Parker

To Lieutenant Tonken Agent for Transports.

By command of the Commodore, Jn. Read,
[Endorsed] a copy. Thos Tonken

1. PRO, Admiralty 49/2, 178, LC Photocopy.

LIEUTENANT CHARLES COBB, H.M. SURVEY VESSEL *Florida*, TO
VICE ADMIRAL CLARK GAYTON ¹

[Extract] Pensacola May the 21st 1776 –
Sir Since my last dat'd the 16th Ulto I have receivd an Account of Captain Daveys having got into the River Mississippi & that he had sent his Boats up to Manshack before him. it is about 64 Leags up it is said there is several Americans in the River.

1. PRO, Admiralty 1/240.

"EXTRACT OF A LETTER FROM LIEUTT COLONEL STIELL [STEELE] OF THE 3D
BATTALION OF THE ROYAL AMERICAN OR 60TH REGIMENT TO HIS
EXCELLENCY SIR BASIL KEITH DATED 21ST MAY 1776" ¹

I have the Honor to Acquaint you that the *Amherst* Transport Anchor'd this day at Savanna La Mar (obliged to put in for Water) having on Board part of Seven Companies of the 3d & 4th Battalions of the Royal American or 60th Regiment under my Command, Bound to Pensacola, for the Security of West Florida We parted Company at Sea with the *Friendship* which Vessel has the rest of the Detachment on Board.

I should have Personally waited upon you with this Report, had not the Master Assured me He would as soon as water'd directly proceed on his Voyage.

1. PRO, Colonial Office, 137/71, Part III, LC Photocopy.

CAPTAIN HENRY BRYNE, R.N., TO VICE ADMIRAL JAMES YOUNG ¹*Hind*, English Harbour Antigua

the 21st May 1776.

Sir

I am to acquaint you I Disembarked the Three Company's of the 60th Regiment at St Augustine the 11th April 1776, agreeable to your directions. On my Arrival there found in the Harbour His Majesty's Armed Schooner *Hinchinbrook*, Commanded by Lieutenant [Alexander] Ellis, who informed me he had intelligence of the Rebels fitting Arm'd Vessels in the adjacent Rivers. I thought it my duty to give him directions to keep company with the *Hind* under my Command, and Sailed to the Northward. The 21st of April we Anchored off Sunbury River. I dispatched the *Hinchinbrook* with our Tender and Boats Mann'd and Arm'd over the Bar. The 25th Lieutenant Ellis informed me of their having set on fire a Brig that was Loading, and a Ship on the Stocks, which he was informed the Rebels intended for a Twenty Gun Privateer. On their return they were attack'd by about 6 hundred and Fifty or Sixty Crackers (Rebels in Georgia so called) on the Island of St Catherine, but after half an hours engagement they retreated to the Woods. No damage was done on our side except to the Tender's Hull and Sails, and on the 26th made the best of my way for Antigua.

The 10th May in Lattitude 19°.06'No Four large Ships; gave Chace and come up with the Sternmost which proved to be a large Spanish Ship about Eight or Nine hundred Tons full of Troops from Cadiz bound to Porto Rico, she informed me the other three in Company were Spanish Men of War, bound to the same place. I have the honour to be Sir [&c.]

Hen^y Bryne

1. PRO, Admiralty 1/309.

22 MayJOURNAL OF H.M.S. *Lizard*, CAPTAIN THOMAS MACKENZIE ¹

May 1776

[Laid up in the Cul de Sac, Quebec]

Wednesday 21st
[Tuesday]Sailed up the river the *Marie* Armd Schooner with Genl Carelton [Guy Carleton] on board & the *Fell* Armed snow & 6 sail of Transports with Troops on boardThursday 22nd
[Wednesday]Fresh breezs & fair Weather in the first part & lattr some Showers of Rain came on board 12 hands from the *Isis* to Assist in Overhauling the rigging sailed up the river the *Lord How[e]* & *Bute* Arm'd Ships.

1. PRO, Admiralty 51/550.

ISSAC SMITH, SR. TO JOHN ADAMS ¹

[Extract]

Mr. Adams

Salem May 22d. 1776

Your esteemed favors of the 29th. Ulto. and 6th Inst. now before and in Answer say I shall att all times be willing to communicate my sentiments or give any intelligence, that may tend to the public good. – As to Boston I

think when the works are compleated the enemy will never attempt coming that way, but as soon As that is compleated hope there will be some way found to keep the ships from rendevousing att Nantasket, but should that succeed there may be a dificulty as great iff they should make C[ape] Ann a harbour as they would then stop all Coasters coming which now do get a long, but iff C. Ann was well fortified which by Nature Is best Able with proper batteries to defend itt self of any I know. Indeed M[arble] H[ea]ld and Salem are well cituated, and iff properly fortified would keep Out almost any thing but C. Ann would be the safest harbour for them.

I dont know how many ships there are in Nantasket but almost every day they are Out. There are two ships and a brigantine most Constantly cruzeing between Cape Codd and Casco bay. One is the *Milford* of 28 Guns which goes exceeding fast. Yesterday a Coasting skipper came thro here that had been taken and after taken a sloop with Sparrs &c. from the Eastward, takeing likewise he was put on board to go to Boston but managed itt so as to get in to Casco – itt said belongd to N York. Several Masters &c. are come from Halifax. 12 days from thence three belonging here. There not being barracks enough the rigements take turn to go a shore. – There was nothing lately from England. The reason they give of Leaveing Boston was on Account of Provisions. On Approach of some part of the fleet they say they knockt of the Truneons of off 60 or 70 Canon and spikd the guns up. . . .

You desire to know whether itt would be likely Our Vessells would be stopt in foreign ports. As to France and Spain there Appears no dificulty but in Lisbon and Holland &c. am Apprehensive there will be a dificulty As the English Consells have such a power there and those Nations seem to [be Aided?] by the Ministry that I am of Opinion no Vessell would be safe going to those places. I have lately received a letter from Lisbon On that subject, which says you must be very cautious as to any Vessell coming here as all the Consells att the differant ports, are scrupeliously exact in regard to all Vessells that enter – for which reason I have hauld up a Vessell I was going to send there.

1. Butterfield, ed., *Adams Family Correspondence*, I, 413–14.

JAMES WARREN TO THE MASSACHUSETTS COUNCIL ¹

Gentn

Plymo May 22d 1776

I have Agreeable to the order of Court purchased A Sloop to observe the Motions of the Enemy & give Intelligence you may if you please call her the *Swift* Capt [John] Wigglesworth the Bearer of this I have Appointed to the Command of her he now waits on you for your Orders & to get some powder & other Ammunition & perhaps A few Articles which cant be Obtained here. you will please to give him dispatch as I propose to have every thing ready for him to go to Sea as soon as he returns. I am with great Respect [&c.]

J Warren

1. Mass. Arch., vol. 195, 8.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND ¹

[Providence] Wednesday Evening 22d May 1776

Meeting in being according to adjournment –

Capt William Barron of Newport having Produced sufficient Testimonials of his Seamanship & other Qualifications he is appointed Master of the largest of the Ships & is desired to attend on board as soon as may be. –

1. Journal R. I. Frigates, RIHS.

COMMODORE ESEK HOPKINS TO JOHN HANCOCK ¹

Gentlemen

Providence May 22nd 1776

When I arrived at New London I delivered 36 Guns and all the other Stores but 26 Guns and some Trucks which was then onboard the *Alfred Columbus* & *Cabot*, and as I could not get Ballast in room of the Guns, brought them here and deliver'd to Governor Cooke which he put into the Fort to prevent the return of the Kings Ships which I consented to on Condition they should be Subject to Order of Congress – Three days past I receiv'd your Orders to deliver twenty to the City of Philada Committee – I came up here and found that Governor Cooke had gone a long Journey – I then called such of his Council & Members of Assembly as could be got together, laid the Order of Congress before them and desired they would deliver the Guns. The Council determined they could not be delivered before you was acquainted with the present circumstances of the Government which they had sent one of their Members Mr John Collins to represent to you – I then gave the Committee an Order on Governor Trumbull for twenty of the Guns left at New London, and I hope he will deliver them as they may be better Spared from there than here, as the consequence of moving the Cannon from here would be the blocking up of the Fleet in this River, or such part of them as are now here.

The Sickness that has attended the Fleet since we left New Providence still continues in a great Measure and has Render'd the Fleet useless as near one half the whole Number are Sick and unfit for duty – Eight days past I sent the *Providence* to New York to carry the Sailors to General Washington which I borrow'd of him to bring the Fleet round here – The *Cabot* and *Andrew Doria* are clean'd & Mann'd with upwards of two hundred Men and Sail'd last Sunday Morning by the Light house on a Cruise, and as I put a number of hands out of the *Alfred* onboard the *Andw Doria* it has left her almost without hands – and the most I now expect is to fit and send the *Columbus* & *Providence* on a Cruise in about ten days which will leave the *Alfred* without any hands more than the Officers – The Sickness discouraging new hands from Entering. The Brigs carried near four Months Provisions with them, and have procured near the same for the other Vessels, which I have and shall draw on your Treasurer for I am likewise obliged to furnish the Officers and People with some Money – and the Hospital Bill will be a large Sum.

I think it would be for the publick Advantage and should be extremely glad you would send or appoint some Agent to transact the business here – and also of the Prizes. Should also be glad you would direct what is to be done with the Sloop which I took at New Providence to bring the Guns and Stores, as no other Person in that Island suffered one Shilling it would be hard the Owner should not have his Vessel or be paid for her –² hope you will also give me directions what I shall do with the Slaves taken in the Armed Vessels, for my giving them without Salvage would disaffect the Officers & People without your Orders so to do –

The reason of my leaving the *Alfred* to the last Vessel fitted out is, She is tender Sided and the most unfit Vessel in the Fleet for Service, and her Main Mast has a 9 lb Shot through it, and can't get another easily in this place, although it is fished in the best manner we could do it I am still in doubt whether it will bear hard Crowding on – Upon the whole all the chance I have of manning the *Alfred* is when the Assembly Sitts to get Orders from them to Ship Sailors out of their Army at Newport – if that fails she nor the New Ships built here will hardly get Mann'd without you give Orders for Sailors to be Shipp'd out of the Army –

Inclosed you have Copies of the Sentence of two Court Martials on the Captains of the *Columbus* and *Providence*, the latter of which I have confirmed, the other shall wait your directions for – And as for the rest of Captn Hazards Conduct I could have look'd it over, but as he was found Guilty in the affair of the *Glascow* I could not pass it by. I am with great Respect Gentlemn [&c.]

E. H.

1. Hopkins Letter Book, RIHS.

2. See Charles Walker to the Continental Congress, June 18, 1776.

COMMODORE ESEK HOPKINS TO GEORGE WASHINGTON¹

Sir

Providence May 22nd. 1776 –

I sent the *Providence* last thursday with all the Soldiers which belong'd to your Army that could then be collected – since I sent three by Capt Williams and there is some Sick now here which shall send as soon as well – some few I believe is deserted or gone by Land –

The *Cabot* and *Andrew Doria* both Sail'd last Sunday Morning on a Cruise to the Eastward – The *Columbus* hope to send soon – The others I am afraid cant get away for want of Men as the Men onboard the Fleet continue very Sickly it makes it difficult to get either & want it² for that Impediment the Sailors are mostly taken up in the several Armies & otherways so that it will be with great difficulty the Fleet here can be Mann'd – the two new ships are Launched & will be soon ready if men could be had

I receiv'd Orders to send to Philadelphia a Number of Cannon which if comply'd with will give great Uneasiness in this part of the Country – I am with great Regard [&c.]

Esek Hopkins

1. Washington Papers, LC.

2. In the letter book copy in RIHS the words are “was it not.”

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Hartford] Wednesday 22d May, 1776.

Mr. Jas. Rice, one of the committee for fitting the Colony brig *Defence* and for building the row galley at N.H., presented his accounts to be settled &c., as voted by the Lower House &c., and being so large and numerous, this Board cannot at this time go thro' with the examination, and consider and order that an order be drawn on the Pay-Table for £700 in his favor, and refer the full settlement of his account to another opportunity: he to attend it at Lebanon. And Order is drawn accordingly, viz:

To the Committee of the Pay Table:

Gent: Please to draw on the Treasurer in favor of Mr. Jas. Rice of N. Haven for the sum of £700, to be considered and allowed on settlement of his account exhibited for fitting the Colony brig *Defence*, and building &c. a row-galley at New Haven: not having time fully to settle and adjust said account; and charge accordingly.

By order of the Governor and Council of Safety,
Hartford, 22d May, 1776. Signed W. W. Clerk
And delivered him, present.

Said Rice also presented an order on the Governor &c. drawn by Cap. [Seth] Harding of said brig *Defence* in favor of said Rice, for £11 19 2½,

And it is considered and voted, That an order be drawn on the Pay-Table for the same, to be accounted for by said Harding on his account and wages in the Colony service, as captain of said brig &c. And order is drawn accordingly in favour of said Harding or order, for the said sum of £11 19 2½, and delivered said Rice, and took standing order indorsed by said Rice.

1. Hoadly, ed., *Connecticut Records*, XV, 402-03.

Connecticut Journal, WEDNESDAY, MAY 22, 1776

New-Haven, May 22.

Last Wednesday evening came to town from Halifax, Capt. Edmund French; – he sail'd from this port the 1st of March, in a sloop, loaded with grain, bound to Falmouth, Casco-Bay, on the third, about 12 leagues from Cape-Cod he was taken by a large transport ship, of 6 guns, from England, and carried to Boston, he was there put on board the admiral's ship, where he liv'd among the common crew, till the 25th, when he was turn'd over to a transport, belonging to the fleet which had taken on board the troops who a few days before had evacuated Boston, in which vessel he went to Halifax, being obliged to do the duty of a common seaman, which was very hard, as the vessel was very short handed, which it was said was the case with all the transports. – Capt. French says, that they were put to an allowance, on account of the scarcity of provisions in the fleet. – That the town of Boston was evacuated so precipitately, that they had not time to stow their holds, but all kinds of stores, &c. were tumbled in promiscuously. – That at Halifax, all kinds of provisions, especially fresh, were very scarce and dear, that butter

was sold at 2/6 per lb. beef at [12]. mutton and veal at 1/8, and that he saw a fresh cod fish sold at a dollar. — Capt. French, with several other prisoners, made their escape from Halifax the 8th of April; they traveled about 20 miles on foot, to Cape Sambro, where they procured a boat, in which they came to Port Rosway, from whence they were put across the Bay of Fund[y], and got to Pemiquid, from which place, Capt. French came on foot to this town. He confirms the accounts which we have received, of the wretched situation of the tory-refugees at Halifax.

COLONEL JEDEDIAH HUNTINGTON TO ANDREW HUNTINGTON¹

[Extract]

Camp New York 22d May 1776

—a French Vessell with about 12 Tons of Powder & 500 Stand of Arms coming into this Port has fallen into the Hands of our Enemies at the Hook throu' the Indiscretion of the Captain—

a Vessell with Dutch Goods such as Linnens &C is just arrived & the Cargo all sold to one Retailer—European Goods appear to me to be plentier in the City than when I first came here, it is expected they will be plentier yet before Christmas—

Brandy sells a 7/6 — Clove Water &C a 5/—

I cannot find any Price for Cherry Rum—

1. Huntington Papers, ConnHS.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Die Mercurii, 9 ho. A.M.

May 22nd, 1776.

Francis Lewis, Esquire, infomed this Congress that William Hawxhurst is employed by contract in making anchors for the Continental navy, in which business he cannot proceed without a small supply of gunpowder, and therefore he applied for 100 weight of gunpowder, for William Hawxhurst, for the use of the iron works, to be paid for in cash.

Ordered, That Mr. Richard Norwood, commissary of Colony stores, deliver to Mr. William Hauxhurst one hundred weight of gunpowder, at the price of thirty pounds, on receiving the ready money for the said hundred weight of gunpowder, and that the said Richard Norwood, pay the said sum of thirty pounds to Peter Van Brugh Livingston, Esquire, as Treasurer of this Congress, and take a receipt for the same.

Die Mercurii, 4 ho. P.M. May 22d, 1776.

Mr. Randall informed the Congress that Colo. [Peter] Curtenius has four muskets of a particular kind, unfit for soldiers' use, which would be very useful and necessary on board of the private vessel of war named *Putnam*.

Ordered, That Colonel Curtenius deliver to Thomas Randall, Esquire, or his order, four muskets, such as Mr. Randall may choose for the use of the armed schooner *Putnam*.

1. *New York Provincial Congress*, I, 457.

PETITION OF BRITISH SEAMEN TO THE NEW YORK PROVINCIAL CONGRESS¹

New City Hall [New York] May 22, 1776

May it please the Honourable Committee:

Honourable Gentlemen:

We, the prisoners of his Majesty's ships the *Phenix* and *Savage*, humbly implore of your Honours to allow us a proportion of provisions to live upon. The keeper, McCleef, gives us but sixpence sterling per day; we are almost perished, for it is impossible for us to live at this rate. We cannot say, gentlemen, had your Honours been notified before, you would make us a sufficiency of provisions; therefore, gentlemen, here follows, for instance, the proportion of provisions that is allowed to prisoners taken by his Majesty's ship of war, from the honourable Congress: The proportion per week, Bread, 7 lbs.; Beef, 7 lbs., Pease, 1 quart; Oatmeal, 1½ quarts; Brandy, 1 ¾ quarts; Butter, ¾ lbs.; Flour, 3 lbs.; Suet, ½ lb.

Now, honourable gentlemen, compute; the current price of provisions never deviates from the above proportion on board his Majesty's ships, by whatsoever nation he takes prisoners from, much more a natural fraternity, as we all can't say to the reverse. The market in this port is so that by it we can't live. The midshipmen taken with us, you allow eighteen shillings per week, and we are to live upon sixpence sterling per day. Had the highest Commander of France or Spain been taken by his said Majesty, have no more of provisions to be allowed them than the seamen on board the respective ships. Had any Commander-in-Chief been taken at this your honourable cause's side, there would be no proportion of provisions made than the said proportion. Now, gentlemen, consider this. Have been myself steward and clerk in the naval service these six years. I am your Honours' [&c.]

Jeremiah Bierdan

To the Honourable Congress, at New York.

1. Force, comp., *American Archives*, 4th, VI, 1355.JOURNAL OF H.M.S. *Asia*, CAPTAIN GEORGE VANDEPUT¹

May 1776 Moor'd as before [Gravesend Bay]
 Wednesday 22 A M heard a firing of Guns at the Hook sent the Barge,
 Mann'd & Arm'd, the Rebels were Attacking our Watering
 Sloop.
 Light Breezes & Clear P M Clear'd Hawse, the Barge re-
 turn'd.

1. PRO, Admiralty 51/67.

GEORGE WASHINGTON TO MAJOR GENERAL ISRAEL PUTNAM¹

[Extract]

Amboy, May 22, 1776.

You will please to give every Assistance which General Schuyler requires, that may be in your Power, and least you may not have kept a Copy of his Letter, I will transcribe that Paragraph, which contains his Demand. "Intrenching Tools of every Kind will be wanted, more Powder, Lead, and

Cannon Ball, and guns for the Vessels on Lake Champlain. Rigging, Sail-Cloth, and Sail Makers to be sent up.”

For intrenching Tools, Rigging, Sail Cloth, and Sail Makers, I would have you apply immediately to the Provincial Congress, who will probably be able to procure them for you. Some of the Members mentioned to me, that they could procure a Quantity of Tools, of which you will send off as many as you can spare. You must take care not to leave yourself destitute.

I sent five Tons of Lead forward, which General Schuyler knew not of: However I would have you examine what Quantity there is in store; and if you can spare it send up two tons more. As to the Cannon Ball and Guns, you will consult with Colo. [Henry] Knox, who must judge what Sort of each is necessary, and send them up with the other Articles. . . .

It was a Misfortune indeed that the Vessel with Powder and Arms should fall into the Enemy's Hands.

Let the Committee by all Means have the Pettiauger to cruize off the Back of the Island. The sooner she is out the better, as more Vessels with these Articles may be daily expected. . . .

I. Fitzpatrick, ed., *Writings of Washington*, V, 76-77.

CAPTAIN WILLIAM ROGERS TO THE NEW YORK PROVINCIAL CONGRESS ¹

Little Egg-Harbor, on board the sloop *Montgomerie*
May 22, 1776.

Gentlemen – We yesterday put in here to wood and fill up our water, which we are now about, and shall sail again to-morrow, wind and weather permitting. On the 5th instant we brought too a schooner, Capt. Causy, from Salt Tudeas, bound for Rhode Island, who informed me that on the 1st of May in latitude 36° 30'' longitude 71°, he saw eight sail of ships standing to the northward, but what they were he could not tell. The 6th of May we was cruising off Montock, we saw a sail in the offing and gave chase, she stood from us; the day being thick and hazy; that we came in about a league of her; then we discovered that although she seemed to be running from us with topgallant sails set, her courses were hauled up and stay sails all down; the weather clearing a little off we saw she was a ship of war, we then gave over chase and hove too, as we was between her and the land; but no sooner she saw that we gave over chase, she gave chase to us, and followed us round Montock. We hauled close a board of a reef that lays within Montock, she then gave over chase and stood out again. From a Block island fishing boat that I spoke, I was informed that there was a ship of 28 guns, and a brig of 14 guns a cruising off there, that they had been on shore on the island and filled water about the 20th or 21st of April. We have not been into any of the inlets on the back of Long Island, but we sounded one with the boat, and found 13 foot water over the bar at about half ebb. The 18th we were off Sandy Hook, see but 2 ships in the bay; they did not send anything out after us, which we expected they would. I expected to find the schooner *Putnam* on this coast, but have not seen or heard any thing of her. We have not saw a sail of any kind since we left cruising off Montock,

but the ships we see in at Sandy-Hook. When we go out again I expect to cruise towards Cape May: our ship's company is all well and hearty. And I remain [&c.]

William Rogers.

1. *New York Provincial Congress*, II, 205–206.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, May 22, 1776

A petition from James M'Knight was presented to Congress and read.

The committee to whom the petition of P. Simons, was referred, having brought in their report, the same was taken into consideration: Whereupon,

Resolved, That it appears James M'Knight hath proceeded to the sale of the sloop *Sally* and her cargo, contrary to the mode prescribed, and without any authority from Congress:

That the resolution passed the 4th of April "empowering the committee of inspection and observation of the county of Burlington, to make sale of the sloop *Sally* and the cargo on board, and to pay one-half of the net proceeds to James M'Knight for salvage, and retain the other half for the owner or owners," be set aside.

Resolved, That it be an instruction to the Marine Committee, to procure an exact account of the number and weight of the cannon lately taken at [New] Providence.

Resolved, That it be an instruction to the committee to whom the instructions given by the Naval Committee to Commodore Hopkins were referred, to enquire how far Commodore Hopkins has complied with the said instructions, and if, upon enquiry, they shall find he has departed therefrom, to examine in to the occasion thereof.

Resolved, That the said committee have power to send for witnesses and papers.

That General Schuyler be informed, that Congress have in view these two great objects, the protection and assistance of our Canadian friends, and the ~~retaining~~ securing so much of that country as may prevent any communication between our enemies and the Indians: The means of effecting these purposes by fortifying proper posts, building armed vessels where most expedient, opening roads of communication or otherwise, are left to the determination of a council or councils of war, governing themselves by events and their knowledge of the country:

1. Ford, ed., *JCC*, IV, 374–83.

CAESAR RODNEY TO THOMAS RODNEY ¹

[Extract]

Philadelphia May 22d 1776 –

One of our Rifle-men that Travelled across the Country with [Benedict] Arnold, and taken prisoner while on Centry at Quebec, was sent to England: a few days after he landed, he was sent to London and put in Bridawell in Irons – Sawbridge (the Lord Mayor) went to him, Examined him

and had him immediately discharged & sent down to Bristol, where a number Gentn procured him a passage to Halifax. He left Bristol the 24th of March, arrived in this City the day before Yesterday – And tho searched at Hallifax two or three times, brought undiscovered a number of Letters and newspapers to the Congress, by which we are possessed of all their plans for the distruction of America – *No Commissioners* – Captn Craige who was appointed to make the Exchange of prisoners with the *Roebuck* – has returned to Chester with Captn Budden, Lt Ball and all the rest of them – They say (for I have seen Budden & Craige) that the men of War are gone off to Sea, that they Stood after them 12 Leagues without the Capes, then lost sight of them and Returned –

1. Ryden, ed., *Letters to and from Caesar Rodney*, 82–83.

VOTES OF THE PENNSYLVANIA PROVINCIAL ASSEMBLY ¹

[Philadelphia] May 22, 1776.

[3 o'clock P. M.]

A Petition of George Bryan, Esq; to be appointed the Officer to superintend the Imports and Exports, and other naval Affairs, of the Port of Philadelphia, was presented to the House and read. *Ordered to lie on the Table.*

1. Hazard, et al., eds., *Pennsylvania Archives*, 8th series, VIII, 7514, 7516.

Pennsylvania Journal, WEDNESDAY, MAY 22, 1776

Philadelphia [May 22].

On Monday last a flag that was sent down to the men of war in our bay, for the exchange of several Americans they have on board, returned to this city, as the men of war weighed and put to sea about an hour too soon for the flag, they followed them 10 leagues to sea, but could not overtake them.

It is supposed by the course the men of war steered, that they are gone to Virginia to refit, as by accounts, and the great number of pieces which have since been picked up, they received a great deal of damage in the late engagement with our gallies. – Their Carpenters were seen at work every day for a week after the action.

We are well informed that the bodies of two men sewed in hammocks (one marked No.22) were drove ashore in the Bite of New-Castle on Friday or Saturday last. They both belonged to the *Roebuck*, and it is said the one in No. 22 was the gunner's mate.

ADVERTISEMENT FOR DESERTER FROM THE PENNSYLVANIA GALLEY

Chatham ¹

Deserted from the *Chatham* armed Boat, James Montgomery, Esq; Commander, James Brown, about 5 feet 5 or 6 Inches high, stout built, round shouldered, sandy Hair, about 21 Years of Age, has a Scar on his Face, can beat the Drum, and is supposed to be gone to Maryland. Whoever takes

up the said Brown, and brings him to the Boat, or Commander, or secures him, so that he may be had again, shall have Four Dollars Reward, and reasonable Charges, paid by

James Montgomery

May 22, 1776

1. *Pennsylvania Gazette*, May 22, 1776.

DANIEL JOY TO THE CANNON COMMITTEE OF THE CONTINENTAL CONGRESS ¹

Gentlemen

Reading Furnace May 22nd 1776 –

I recd your Esteemed favour of the 15th Instant p Col: [Mark] Bird directing me to attend the proving &ca the cannon made at Sd Cols Furnace ²—You may assure your Selves I shall attend that Service faithfully when ever it is needfull & direct the same in Such a manner as I hope will give general Satisfaction to your Honourable Board, If you Should think proper to direct me to attend the proving the cannon that will be made at Col: Grubbs Furnace I belive shall be able to attend there likewise and shall account it as an additional favour confered on your [&c.]

Daniel Joy

To the Honble Committee }
of Congress for Cannon }

NB Since the receipt of your's I have been twice at Col: Birds but have not had the pleasure of seeing him he happened to be gone just before my arr[ival]—he have not got any Powder up, but I understand he intends to get Some from the Comittee at Reading to prove 3 or 4 of his guns. – I expect to be in Philad on Sunday next when shall waite on one of your board to know what further commands you may have. – I should be glad you'll please send up with the Powder a Quire of Paper for cartherages yours &ca

D. J. –

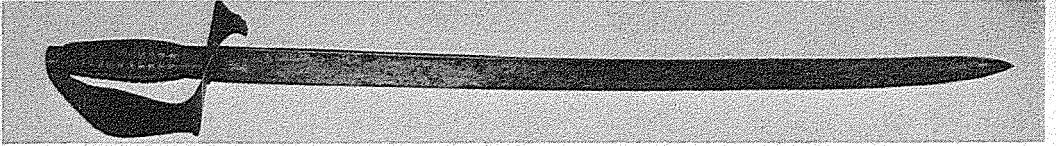
1. Robert Treat Paine Papers, MassHS.

2. For the frigates building at Philadelphia.

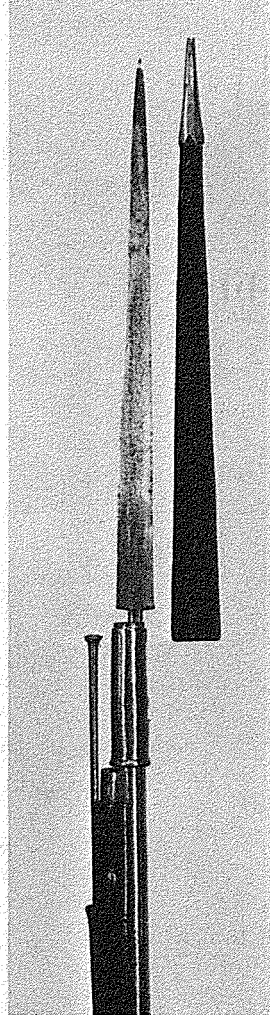
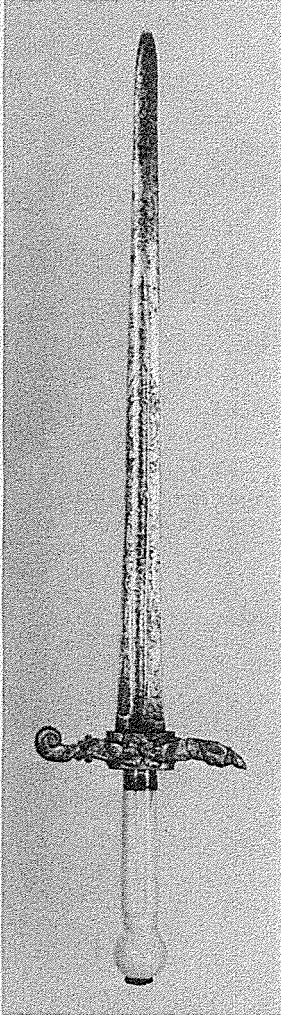
PROCEEDINGS OF THE MARYLAND CONVENTION ¹

[Annapolis] Wednesday, May 22, 1776.

The Convention taking into consideration the resolutions of Saturday last on the charge against Samuel Purviance, jun. of Baltimore-Town, *Resolved*, That Samuel Purviance, jun. be called before this Convention, and be informed by Mr. President of the resolutions had on Saturday last on the articles of charge against him, and further, that this Convention highly disapprove and condemn his conduct in usurping the pow[er] to direct the operations of the military force of this province, and in using his character of chairman, and engaging the countenance and promising the protection and indemnity of the committee, without the orde[r]s of the committee, assembled as such. That it appears to this Convention, that the said Samuel Purviance in his usurpation of the power to di[r]ect the military force of this province, was considerably influenced by a person not residing in this prov-



(Top) American cutlass. (Lower left) British naval dirk. Blade marked with George III cypher. (Lower right) British socket bayonet fixed to the muzzle of a Sea Service musket, with leather scabbard.



ince, nor having any interest or property therein, and that it would be of the most dangerous tendency to the peace of this province, and to the safety and security of the good people thereof, to suffer any person or persons, other than those entrusted with the proper authority by this province, and more especially such as do not r[e]side nor have any interest therein, to interfere in the direction of the internal affairs civil or military of the said province. . . .

That this Convention are therefore of opinion, that justice would well warrant a more exemplary punishment to be inflicted on the said Samuel Purviance for his said misdoings; but that in consideration of his active zeal in the common cause, and in expectation that he will hereafter conduct himself with more respect to the public bodies necessarily entrusted with power mediately or immediately by the people of this province, and will be more attentive to propriety, this Convention hath resolved, that the said Samuel Purviance for his said conduct be censured and reprimanded, and that Mr. President do from the chair censure and reprimand him accordingly, and that he be thereupon discharged.

And thereupon the said Samuel Purviance, junior, being called in, and being at the bar of this house, Mr. President communicated to him the resolve of Convention, and did censure and reprimand him accordingly.

1. *Maryland Convention*, 15–16, 19. For Purviance affair see Volume 4.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Wednesday. 22d May 1776

Ordered That Captains of the Brigs *Fortune* and *Rogers* & Schooner 92 immediately order their Vessels down to the Port of Annapolis and wait upon the Council of Safety for Instructions and sailing Orders.

Ordered That Commissary of Stores at Balto Town deliver to Captn [James] Campbell (on Loan) 300 wt of sheet Lead. –

Ordered That Treasurer of Western Shore pay to Hugh Young twelve hundred Pounds Curry for Amt of Insurance of Brig *Nancy* Captn [G.] Wise.

Ordered That Treasurer of Western Shore pay to Hugh Young eighty three Pounds, fifteen Shillings and one Penny Curry for Balance of Schooner *Ninety two's* Cargo.

1. *Council of Safety Journal*, 29 August 1775 to 20 March 1777, Md. Arch.

“EXTRACT OF A LETTER FROM COL. [WILLIAM] WOODFORD TO
GENERAL [ANDREW] LEWIS, DATED NORFOLK, MAY 22.” ¹

The vigilance of my guards has occasioned the enemy to abandon their lines at Portsmouth. This, and some fire rafts I was preparing, has likewise occasioned the fleet to go off. They have thrown over their salt, burnt the most indifferent of their small craft, and are all now below Craney island, except four ships, which are opposite the distillery, but under way likewise. One of the 14th regiment, and five sailors, have deserted, they inform me they have the smallpox. I have given very particular orders to

avoid this evil, if it be true. They all concur in the same story, and likewise that the fleet is bound for Cape Fear; but I doubt whether my Lord does not intend a secret expedition to some other part of the colony. I received the enclosed letter, and list of prisoners from Lord Dunmore, and have sent orders to the guard at Portsmouth to destroy the enemy's works.

Ship *Dunmore*, May 22, 1776.

Sir, Enclosed is a list of prisoners on parole, who ought to have returned last Sunday. I therefore think proper to inform you, that if you do not order them to return to me on or before the 26th instant, I shall most certainly not only not grant the same indulgence to any that shall hereafter fall into my hands, but punish every man of them as they deserve, if ever they fall into my hands again. I am, sir, [&c.]

Dunmore.

To the commanding officer on shore.

List of prisoners on parole, who ought to have returned on board the *Dunmore* the 19th of May, 1776. James Nimmo, John Nimmo, Jonathan Woodhouse, John Woodhouse, ——— Robertson, ——— Fountain, Cautwell Garryon, Tully Boony, ——— Hagley, ——— Thompson, ——— King, ——— Roberts, ——— Taylor.

1. Dixon and Hunter's *Virginia Gazette*, May 25, 1776.

South-Carolina and American General Gazette, WEDNESDAY, MAY 8
TO WEDNESDAY, MAY 22, 1776

Charlestown, May 22:

On Monday Capt. [Simon] Tufts, in the Colony Schooner *Defence*, returned from a Cruize, with a Brigantine belonging to New-York, that had been a whaling. The same Day an English Man of War and her Tender appeared off; and yesterday Morning Capt. [Joseph] Turpin, in the Colony Brig. *Comet*, with a large Ship, a Prize, hove in Sight. The Man of War had lain at an Anchor off the Bar all the preceeding Night, and as soon as the *Comet* and her Prize appeared, weighed and gave Chace; the Wind being at S.W. and the Man of War considerably to leeward, she could not come up with the *Comet* or her Prize, both of which bore down for the Bar; but, unfortunately, the Tide just then turning, and the Prize Ship drawing 17 Feet Water, it was found impracticable to bring her over, she was therefore run aground about 3 Miles to the N.E. of Fort Johnson. Capt. Tufts had, previous to this, gone down with an Intention of affording all the Assistance he could to bring off the Prize, but likewise run aground, and the Tide falling prevented the *Comet* coming near her. The Man of War, taking Advantage of these Circumstances, sent her Tender, full of Men, to the Prize, which had been abandoned, and set her on Fire. She was the *St. James*, Capt. Wilson, and was bound from Jamaica to Bristol, with a very valuable Cargo of Rum, Sugar, &c. all of which was entirely lost. A few

random Shot were exchanged between the Man of War and the *Defence*; the *Comet* fired some Guns at the Tender, but, being a considerable Distance, it is supposed, without Effect.

The Man of War is still in the Offing, and this Afternoon her Tender took a small coasting Sloop, thought to be from Winyaw with Turpentine.¹

1. H. M. Frigate *Sphynx*. See her journal, May 19 to May 23, 1776.

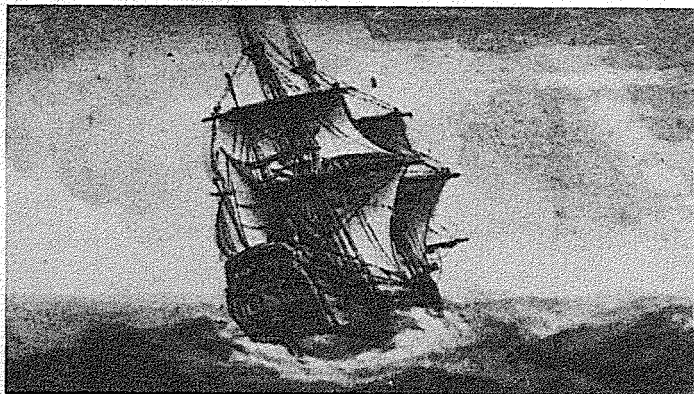
MASTER'S LOG OF H.M. ARMED VESSEL *Cherokee* ¹

May 1776

Moored in Savannah River Georgia

Wednesday 22 at 11 AM sailed hence His Majestys Schooner *Hinchinbrook* in Company with the Ship *Unity* Brig *Live Oak* and Brig *Sally*.

1. PRO, Admiralty 52/1662.



23 May

"AN ACCOUNT OF VESSELS SEIZED OR TAKEN BY HIS MAJESTY'S SHIPS AND
VESSELS

When Seized or Taken	Where	What Sort Of Vessel	Names of the		
			Vessels	Masters	Owners
1776					
March 9th	Liverpool	[Brig]	<i>Mermaid</i>	David Bray	Wm Freeman
April 21	Port Metoon	[Schooner] [""]	<i>Ebenezer</i> <i>York</i>	Jno Clemons Robt Down	Jno Pedrick " Johnstone
January 23	At Sea	Brig	<i>Hibernia</i>	Saml Avery	Thos & James Cochran
Febry 25	At Cape Fear Harbor	Do	<i>Two Friends</i>	Dougl Magrigror	Robt Campbell Dougl Magrigror
March 8th	At Sea	Sloop	<i>Adventure</i>	Fras Beardman	Wm McKane and the Master
April 18th	"	Schooner	<i>Martha</i>	Josh Brownlow	Abram Eve
March 2d	Gravesend Bay N. York	Sloop	<i>Ranger</i>	Thos Dobbs	"
8	"	Do	<i>Betsey</i>	Alexr Gardner	"
17	"	Brig	<i>Diligence</i>	" Robinson	Mr Barnard
20	"	Do	<i>Mary</i>	Anty Shoemaker	Jno Ellis
22	Cranbury Inlet	Sloop	<i>Wanton</i>	Jno Mount	Saml Burling
28	Elizabeth Town	Ship	<i>Lady Gage</i>	"	"
April 5th	Gravesend Bay	Sloop	<i>Betsey</i>	Chrr Bradley	Rd Westcott
5	"	Do	<i>Hannah</i>	Isaac Buck	Jas Howell
10	Gravesend Bay	Do	<i>Sukey</i>	"	"
April 15th	Gravesend Bay	Sloop	<i>Diana</i>	Jonn Haddon	Jonn Haddon
17th	Do	Do	<i>Industry</i>	Wm Roach	Jas Wells
17th	Do	Brig	<i>Amazon</i>	Jno Clark	"
Febry 6th	New York	Sloop	"	" Murray	" Murray
March 19th	New York	Do	<i>Elizabeth</i>	Jas Woglum	Jas Woglum
19th	Do	Do	<i>Mary</i>	"	"
April 21st	Do	Do	<i>Hetty</i>	Jno Hortwick	Jno Hortwick
May 1	Off Block Island -	Schooner	<i>Lyon</i>	Moses Barlow	

Duplicate

1. PRO, Admiralty 1/484.

MAJOR FRANCIS HUTCHESON TO MAJOR GENERAL FREDERICK HALDIMAND ¹

[Extract]

Halifax May 23d 1776

We have now ships arriving dayly from London, and have got in this Week agood Supply of Provisions, but not yet a Sufficiency for so large an Army to depend on - . . .

We had yesterday a Man of War from New York, with a prize the Ship *Lady Gage*, one of the London traders, which Captn VandePut, cut out of the North River where she was laid up. They left New York 15 days ago, and bring a report which prevailed there that, about the 4th of April last, Arnold made another unsuccessful attack on Quebec, and was beat off with

IN NORTH AMERICA RECEIVED SINCE THE LAST ACCOUNT WAS TRANSMITTED." 1

From Whence	Where Bound	By what Ship Taken	To what Port Sent for Security	Cargo	How disposed of
Dominica	Liverpool	<i>Senegal</i>	Halifax	Melasses, Rum, Flour and Coffee.	
Yarmo N. Scot[i]a	Do	Do	Do	Wood	
Old York	Fishing	Do	Do	Some Salt and 6 Weeks Provisions	
Hispaniola	Halifax	<i>Falcon</i>	Cape Fear	Melasses, Sugar and Coffee.	
Philadelphia	Cape Fear	Do	Do	Ballast.	
George Town	Salem	Do	Do	Rice, Indigo and Skins.	
Bermuda	Cleared for St Augustine but bound to the Rebels	Do	Do	Salt.	
New York	Egg Harbor	<i>Phoenix</i>	"	Ballast	Sunk
Philadelphia	Do	Do	"	Do.	Sunk
New Providence	New York	Do	Halifax	Melasses, Fruit & ca	
St Christophers	Said to be bound to Cork	Do	at New York	One hundred and Seventy two Hhds of Rum	
Cranbury Inlet	"	Do	"	Ballast	
Cut from a Wharf	"	Do	Halifax	Do	
Egg Harbor	"	Do	Do	Melasses and Sugar.	
St. L[u]cia	"	Do	"	Melasses and Brandy.	
Blackpoint	New York	Do	"	Oysters.	
Barnigatt	Amboy	Do	"	Cedar Rails	
Do	Stonington[n]	Do	"	Lumber	
Guadalupe	Said to be bound to Saint Peters	Do	Halifax	Ballast	
Jerseys	North River	<i>Asia</i>	"	Pig Iron	
Do	New York	Do	"	Flour	
Do	Do	Do	"	Pig Iron	
Long Island	Jerseys	Do	"	Sand	Sunk
Cape Francois	Rhode Isl[and]	<i>Cerberus</i>	Halifax	Arms, Ammunition &c	

Chatham, Halifax Harbour 23 May 1776.

M: Shuldham

the loss of Eight hundred Men; there is no Confermation of this News, nor have we any account as yet from Genl Carleton, surely a Small Vessel might get down the River, and a Communication of intelligence between the two Commanders wou'd be useful. -

Washington Commands at New York, Lord Stirling a Brigadier under him, they have twelve thousand Men, fortifying the town Expecting we will pay them a Vissit - the *Asia* and *Phenix* Men of War with the Governors Ship are lying at the Hook, and have now no Communication with the town, Captn Kennedys house and several other tory houses, are fited up for Barracks for their troops. -

The transports have orders to get ready for Sea, and the heavy baggage is ordered to be put on board, which gives us reason to think we shall not be here many days longer. our destination is not known, but Imagened to be New York. its Generaly thought that Numbers in that Province will de-clar for Government, on the landing of the Army – which its said, the Rebels will use their utmost Efforts to prevent, as their fate in that Province will depend upon it; and by the best information we can get, there is great discontent among them – . . . We have heard nothing of Hopkinses fleet since his affair with the *Glasgow*, they say he is gone to the River Delawar, the Rebel Account of that affair, is much to the Credit of Captn How [Tyringham Howe] who Commands the *Glasgow*

We are in dayly Expectation of Lord Howe with the fleet, time grows precious, as the Season advances, and its full time the Campaign was opened, if we hope to finish the matter this Year, the Expence the Nation is at, demands every Exertion. – it has been a good War for this Army, the Soldier is well taken care off, and the Officers have more promotion than ever before happen'd in the same Space of time. . . .

The Army Is under orders for Embarkation on Monday next 27th Instt and belive we will Sail the day after. I hope we shall meet with the foraign troops that are to Join us, as we shall not take from hence above Six thousand five hundred Men. . .

1. Haldimand Papers, BM.

ADMIRALTY COURT TRIAL OF THE AMERICAN BRIG *Amazon* ¹

Cause

Nova Scotia Court of Vice Admiralty	}	Hyde Parker and George Vandeput Esqr. vs Brig <i>Amazon</i>
---	---	---

Monday 20th May 1776	}	Libel filed and entred Order made as on file
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23 May 1776 James Alms being duly sworn Deposeth as follows that the Brig *Amazon* was taken by a Tender belonging to the *Phenix* on or about the 18th or 19 of April 1st at Sandy Hook no loading on board, that the papers produced in Court are the papers that were taken out of her, and that no other were found on Board that she was from Cyan ² in Ballast bound to New York –

Ja^s Alms

[Endorsed] 8th June 1776 Court opened by making Proclamation as usual Decree Pronounced as on file whereby the Brigantine *Amazon* was Condemned as lawful Prize – no Claimers appearing

1. Vice Admiralty Register, vol 5, 1769–1777, N. S. Arch.

2. Shuldham's prize list of May 23, 1776, lists the *Amazon* as from Guadeloupe.

CONTINENTAL BOND FOR THE MASSACHUSETTS PRIVATEER SLOOP *Yankee*¹

1776 *Yankee*, Sloop. Guns, 9; Men, 60.

May 23 Commander: Henry Johnson.

Bond: Continental, \$5,000.

Bonders: Paul Dudley Sargent and Henry Johnson, mariners, both of Boston, and Nathaniel Crafts, merchant of Watertown.

Owners: Paul Dudley Sargent & Co.

Witnesses: Perez Morton, Benjamin Hitchborn.

1. Mass. Arch., vol. 7, 342. An abstract from the bond.

MAJOR JOSEPH WARD TO THE CONCORD COMMITTEE OF CORRESPONDENCE¹

Gentl

Boston 23 May 1776

Genl [Artemas] Ward desires you would provide proper boarding and lodging for Mr. John Aleaster, a Midshipman who is a prisoner of war, he is to be confined to the town of Concord until further orders, and the expence of his decent support is to be charged to the Continent and paid by order from the commander in chief of the Continental Troops at Boston I am &c.

Joseph Ward A.D.C.

1. General Ward's Orderly Book, Joseph Ward Papers, ChHS.

MINUTES OF A MEETING OF BOSTON INHABITANTS¹

At a Meeting of the Freeholders and other Inhabitants of the Town of Boston duly Qualified & legally warned in public Town Meeting assembled at the Old Brick Meeting House on Thursday the 23d day of May Anno Domini 1776 –

The Town took into consideration the expediency of sinking Hulks in this Harbour, at present – and the Question being put – vizt Whether it be the sense of the Town, that it would be expedient that Hulks should be sunk at present – passed in the Negative

Voted, that Samuel Barret
Benjamin Hitchborne
Henry Bromfield

Perez Morton
Benjamin Kent Esqrs

be a Committee in behalf of this Town to present a Petition to the Honble the Great & General Court

1. Mass. Arch., vol. 181, 36.

MAJOR JOSEPH WARD TO WINTHROP SARGENT¹

Sir

Boston 23 May 1776

Yours of the 18th Inst. the General received this day, in answer to which I am to inform you that when you want provisions for the Continen-

tal Privateers, you may draw upon the Commissary who will be ordered to supply you. The General wants a particular account of the prisoners under your care who are supported by the Continent, and what the expence of their present support is?

Capt [Daniel] Waters² applied to the General by a verbal order from you for provisions, and had an order on the Commissary for 12 Barrels Pork, & 12 Barrels Beef – I am &c.

Joseph Ward A.D.C.

1. General Ward's Orderly Book, Joseph Ward Papers, ChHS.
2. Commander of Washington's schooner *Lee*.

New-England Chronicle, THURSDAY, MAY 23, 1776

Boston, May 23.

Early last Friday morning [May 17], the *Franklin* schooner, one of the Continental cruizers, commanded by Capt. James Mugford, of Marblehead, fell in with one of the enemy's transport ships from Cork, bound directly into this harbour, the Captain not knowing that the place had been evacuated by the British fleet and army. Notwithstanding she appeared to be an armed ship, and was in sight of the enemy's men of war laying in Nantasket, Capt. Mugford resolutely bore down upon her, and took her without opposition. She mounted 6 carriage guns, a number of swivels, and had on board 18 men. The *Franklin*, at that time, had only 21 men. Capt. Mugford, determining to bring her into this harbour, the inhabitants, on leaving their respective places of worship after forenoon's service (it being the day of the Continental fast) had the pleasure of seeing the most valuable prize, taken since the commencement of the war, entering the harbour. But it being ebb-tide, she run ashore in Pulling-Point gut, where she lay till the ensuing night. As her cargo was of almost inestimable value to these colonies, it was thought prudent to bring up to town the greatest part of it in boats; and a large number being immediately dispatched, the same was soon safely landed and properly deposited.

The ship [*Hope*] is about 300 tons burthen, Alexander Lumsdale, Master. She had 5 weeks passage; and sailed from Cork in company with 12 or 13 other transports, all bound to this place, from which she parted a few days before she was taken. The others, it is concluded, hearing of the evacuation of the town from one of their cruizers, steered for Halifax. The Captain brings no material advices.

The following is an inventory of the cargo of the above-mentioned prize ship, taken and brought in here last Friday, viz.

Carbines, with bayonets, scabbards and steel rammers	1000
Carbine cartouch boxes	1000
Slings	1000
Spare travelling carriages – 24 pounder, heavy,	1
12 do – light	4
Traversing han[d]spikes for do.	8

Handsaws	84
Sand bags – bushel 5000, half bushel 5000,	10,000
Mantelets of cured hides	100
Broad axes	144
Hand hammers	50
Grindstones, with troughs	15
Felling axes	300
Hand hatchets	500
Hand bills	500
Barrows – wheel 268, hand 150	418
Spades – common 1000, ditching 250	1250
Shovels – shod 750, iron 250	1000
Carpenters tools – sets	6

Handsaws, whet and set, 6; tennant do. 6; turning do. 6; broad axes, helved, 6; adzes, h[e]lved, 6; penmauls, helved, 6; hammers, claw 6; riveting 6; chizzels, broad-helved 6, scribing 6, heading 12, paring 6, firmer 36, mortice 24, and large 12, Gouges, helved, f[or]mer 36, p[ac]king 6, and trunnion 12; piercers or pads, stocks and springs, 6; bitts for do. 72; draw borers, helved, 24; pairs of pincers 6; iron squares 6; brass chalk line, rolls 6; chalk line, knots 12; iron compasses, pairs 6; engineers augers, 8 to a set, sets 6; thrifts for do. 48; two feet rules 6; black lead pencils, dozens 6; stones, rub 6, rag, 6, Turkey oil 6; rasps 12; saw sets 6; files for do. 18; gimblets, sorted 124, large spike 12; glue 12 lb. copper glue pots 6; fish skins 6; mallets 6; betties, or small iron crows, 6; planes of all sorts 132; Hambro' line, skains 50; spikes, from 5 to 8 and an half inch, 29C. 3qr. 0 lb. nails, 24d. 38,500; pick-axes with helves 500; hammers with helves, sledge, 25; augurs with thrifts 75:

Rope, tarred, from 2 to 4 ½ inch, coils	5
Ditto, white, from 1 ½ to 3 ½ inch, coils	4
Powder, copper hooped, whole barrels,	1500

Office of Ordnance, 4th Nov. 1775.

The enemy, on board the men of war below, intolerably vexed and chagrined that the above ship should be taken and unloaded in their open view, formed a design of wreaking their vengeance on the gallant Capt. Mugford, who took her.¹ The Sunday following [May 19], Capt. Mugford, in company with Capt. [Joseph] Cunningham, in the *Lady Washington*, a small privateer armed with swivels, blunderbusses, and musquets, fell down in order to go out in the Bay. The enemy observed their sailing, and fitted out a fleet of boats for the purpose of surprizing and taking them in the night; and the *Franklin's* running aground in the Gut, gave them a good opportunity for executing their plan. The *Lady Washington* came to anchor near Capt. Mugford; and between 9 and 10 o'clock he discovered a number of boats, which he hailed, and received for answer, that they were from Boston. He ordered them to keep off, or he would fire upon them. They begged him, for God's sake, not to fire, for they were going on board him. Capt. Mugford instantly fired, and was followed by all his men; and cutting

his cable, brought his broadside to bear, when he discharged his cannon, loaded with musquet ball, directly in upon them. Before the cannon could be charged a second time, two or three boats were along side, each of them supposed to have as many men on board as the *Franklin*, which were only 21, including officers. By the best accounts, there were not less than 13 boats in all, many of them armed with swivels, and having on board, at the lowest computation, 200 men. — Capt. Mugford and his men plied those along side so closely, with fire arms and spears, and with such intrepidity, activity and success, that two boats were soon sunk, and all the men either killed or drowned. But while the heroic Mugford, with out-stretched arms, was righteously dealing death and destruction to our base and unnatural enemies, he received a fatal ball in his body, which in a few minutes put a period to a life, from which, had it been spared, his oppressed country would undoubtedly have reaped very eminent advantages. After our brave men had maintained this unequal contest for about half an hour, the enemy thought proper to retire. The carnage among them must have been great; for, besides the two boat-loads killed and drowned, many were doubtless killed and wounded on board the others. Great execution was done by the spears. One man, with that weapon, is positive of having killed nine of the enemy.

The number of boats which attacked the *Franklin* was about 8 or 9. The remainder, to the number of 4 or 5, at the same time attacked Capt. Cunningham, in the *Lady Washington*, who then had on board only 6 men, besides himself. This brave little company gave the boats such a warm reception, that the enemy were soon glad to give over the contest, after suffering, it is thought, considerable loss.

The body of one of the Marines, killed in the above engagement, and one of the enemy's 13-oar'd barges, have been taken up at Chelsea.

The remains of Capt. Mugford have been carried to Marblehead for internment. No other life, on our part, was lost.

1. There is no indication in the journals of the *Renown* and *Experiment*, whose boats participated in the attack, that the British were aware of the identity of the ship which had been taken, or of its captor. See journals of May 19, 1776.

STATUS OF NICHOLAS & JOHN BROWN'S ACCOUNT WITH THE SECRET
COMMITTEE OF THE CONTINENTAL CONGRESS ¹

[Providence, May 23] ²

Amount of the Cargo &c of the Severil Vessills Fitted out on Acct of the
Contentent by Nicks & John Brown — Viz

Sloop <i>Polley</i> Benja Cumstock	£ 932 . 1 . . —
Schooner <i>William</i> Joshua Bunker	4536 . 8 . . 3
Brigg <i>Happy Return</i> Gideon Crawford	3036 . 5 . . 3½
Schooner <i>Salley</i> Saml Avery	4067 . 11 . . 6
	£ 12572 . 6 . . 0½
Commn 5 Pct	628 . 12 . . 3½
	£ 13200 . 18 . . 4

First Contract 20,000 Dolls is	£ 6000 -
2d do - 24,000 do - is	7200 -
	<hr/>
	£ 13200 . . 0 . . 0

1. Nicholas Brown Papers, JCBL.

2. *Ibid.*, the date is based on the departure of the last of the four vessels, schooner *Sally*, which was cleared from the port on May 21, and upon the instructions to Captain Samuel Avery, May 23, 1776.

INSTRUCTIONS OF NICHOLAS & JOHN BROWN TO CAPTAIN SAMUEL AVERY ¹

Sr/

Provid May 23d 1776 -

You being Master of the Schooner *Sally* fitted by Us with your Cargo onbord, on Accot & Risque of the thirteen United Colonys In consequence of a Contract with the secret Comte of the Honbl Contenental Congress, Our Orders are that you proceed with all possable Dispatch Consistant with the Graitest Prudence & Care to Avoid the Enemy, to Nantes in France or to Some safe Place at the Entrance of the River that Nantes is Upon & proceed there by Land & Apply to Messrs Pliarne Penet & Compy ² At Monsr Grove [*sic* Gruel] Mercht In Nantes and Enquire of them the Market, for your Cargo and if no Vessel with the same Article for Cargo be there & the Market Suits to Value your Self upon that House, provided they will do the Buisness of the Voyage on as Reasonble Terms as others But in Case that Market should be supp[l]yd & not so likely to Ansr for the Good of the Voyage As some Other, you may take the Advise of sd House & proceed to Rotchel or Any Other port In the Bay of Biskey that Will best Ansr In case Any Vessel Should be there from America its Most likly the Market Wont Answer Well, to take of yr Cargo & supply such things as Wanted fer Return with Dispatch - We mention that House aforesaid As being Recommended to them by Monsr Pliarne, one of the Co now in Phia, Our Letters to Sd House You Will first Delr - You Are to bring in Return Abot 6000 Good Stript Blankets for Soldiers @ Abt 4/6, or 5/. stg for each Blanket Abot 6000 yd 6/4 Broad Cloth the Coullers to be Brown & Blew for Officers Soldiers Uniforms, & About, 800 yd 6/4 Bd Cloth, of Different Coullers suitable to face them, the Graitest part of the Cloths being for Privats to be Abot 4/. stg, yd that for the Officers Abot 6/. stg p yd 6 Tons of Lead, 200 stand of Good Arms such as are us'd by the Infantry of France, 500 Good Double Bridl Locks, & 50 bbls of 100 lb Each of Gun Powder, If Any of these articls enumerated Are not to be had, then a Graite proportion of such of them as Are at Market to give the prefference to the Cloths & Blankets if to be got and in default of these to purchase a Qty of Brimstone Ravens duck fit for Sailors & Soldiers use Course Woolen Cloths, Ticklenburg Ozenbrig or Other Course Linnen, and of such of these As May Come Cheepest So as to fill up, & properly Load Yr Vessel

Your Whole Commissions Including all That You give or Allow to the Merchants or Brokers that Assist you or do your Buesness is to be 2½ Pct

for sale & 2½ for Return, You are to Use your Utmost Indeavour to get into the said port you'l do yr Busns in And if in the Buisness to make dis-pach & on Return Most Safe Harbore you Can Any Where in the United Colonys Eastward of N York, and Send Us an Express by Land giving emediate Advice of What you have onboard & Situation &c If any thing Shod Happen to Render you Unable to do the Buesness of the Voyage Your Mate Mr Ashbel Hemrick Is to Act in your place & observe Our Orders – The last accot from London spermaceti Oil was £48 stg. p Ton & hope you'l be Able to get as Much for yours Wherever you sell it – And We doubt not but you'l fall in to a Good Market for the Spermaceti, as Its an Arti[c]le Much Wanted for Medecine, But May be Made up in spermaceti Candles by Run- ing into Mould in the same Manner as Tallow is But if it should so hap- pen you should not find so Good & Ready a Market for yr Cargo as Could wish we hope you'l be Able to get your Merchant to Advance the Value th[e]reof that there Maybe a Time for sale, especially the Spermaceti wch Will not Waste or Spoil by keeping, & to take in the Articl[s] in return with Dispatch, As no Doubt but we shall Continue our Trade with the same Mercht if this Buisness be done to satisfaction You will get every Informa- tion in yr Power as to Trade for Any future Voyage –

1. Nicholas Brown Papers, JCBL.

2. Captain Avery carried a letter of this date from Nicholas Brown to Penet and Pliarne stating that the *Sally* was coming to Nantes because, "Your House at the Havre being So Dangerous to be Come at On Accot of the Crewsers in the English Channel," *ibid.*

ADVERTISEMENT OF SALE OF PRIZES AT PROVIDENCE ¹

Notice is hereby given, that on Wednesday the 29th Day of May inst. at Nine o'Clock in the Forenoon, at Col. Daniel Tillinghast's Wharff and Store, in Providence, will be sold at public Vendue, to the highest Bidder, the Brigantine called the *Georgia Packet*, Burden about 90 Tons, with all her Appurtenances and Cargo, consisting of Flour, Sea Bread, Bisket, Rum, Porter, Bar-Iron, &c. &c. Also the Sloop called the *Speedwell*, Burden about 80 Tons, with her Appurtenances and Cargo, consisting of Salt, Coffee, Rum, &c. pursuant to a Decree of a Court of Justice held at Providence, on the 21st Instant, by the Honorable John Foster, Esq; Judge of said Court.

Paul Tew, Sheriff.

N.B. The Salt will be sold in Lots.

Providence, May 23, 1776.

1. *Providence Gazette*, May 25, 1776.

GENERAL ORDERS OF GEORGE WASHINGTON ¹

[Extract]

New York, May 23, 1776

The Sail Makers in the different Regiments, are all to parade in front of the General's Quarters, tomorrow morning at six o'clock.

All those men of the following Regiments (Vizt:) Colonel Person's [Samuel Holden Parsons], [Charles] Webb's, [Loammi] Baldwin's, [John] Nixon's, [Samuel] Wylls's and [James] Read's, who have agreed to serve in the Whaling Boats with Lieut: Col. [Benjamin] Tupper, are to repair immediately to him, and take their orders from him.

1. Fitzpatrick, ed., *Writings of Washington*, V, 78.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

Die Jovis, 9 HO. A. M.

[New York] May 23d, 1776.

General Putnam, attending, was admitted. He produced a letter from General Washington, containing extracts of a letter from Major-Genl. Schuyler, requesting intrenching tools, rigging, sail cloth and sailmakers, and lead, desiring General Putnam to request the aid of this Congress to procure those articles, or spare any of those articles, if they have them in store.

General Putnam was informed that sail cloth, rigging and blocks have lately been sent up, in pursuance of a request of General Schuyler, of which he shall be furnished with a particular account.

Ordered, That Mr. McKesson call on Colo. Curtenius, and obtain a copy of the particulars of sail cloth and rigging lately sent to Albany, and acquaint the General therewith. That he inform himself as to lead, duck and intrenching tools to be obtained in this city, and acquaint the General with the information he may obtain.

1. *New York Provincial Congress*, I, 458.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, May 23, 1776

Resolved, As the opinion of this Congress, that James M'Knight ought to restore to the owners the money found on board the sloop *Sally*, and also all the effects, or the money he received for the effects, on board the said sloop, at the time she was run on shore, and for the wreck, tackle and furniture of said sloop; which effects, wreck, tackle, and furniture, were sold or pretended to be sold, or secreted by him, the said James M'Knight.

1. Ford, ed., *JCC*, IV, 383-85.

WOOLSEY & SALMON TO CAPTAIN THOMAS RIDLEY ¹

Sir. —

[Baltimore] 23d [May]

With the Brig *Rogers*, now Under Your Command (being Ready for sea since the 11th of this Month) we desire You may directly get Under way, & proceed with her to Annapolis, and there go on shore & wait on the Coun-

cil of Safety, for their Orders where You are to proceed & Deliver your Cargo, and when You Receive their Orders, let us know to what Place you are Bound that we may send further Orders to You (if Necessary). we now Inclose You a Copsy of Your Charter by which You will Regulate Yourself about Yr Discharge & freight, we also Inclose you Mr [John] Pringles former Orders to You, by which You are to Regulate Your future Conduct, Except in the Place of Thos Bell or Messrs Stevenson, You are to Apply to Wm Patterson of St. Eustatia & follow his Advice in Case You go there or any Island near that, Say Martinica St Martins &c but in Case You go to Hispaniola You must Apply to Mr Pringles friend that he Directs in his letter, in Cape Nichola Say Messrs Musules & Randemian, let us hear from You by Every Opportunity, Also Write Mr Pringle.

1. Woolsey & Salmon Letter Book, LC.

GEORGE WOOLSEY TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen

Baltimore the 23d May 1776

the bearer Capt Thos Ridly of the Brig *Rogers* will Deliver this to you, and I make no doubt you will give him orders to Sail Directly. Indeed I have allredy been at a Considerable Expence by the Dalay the Vessell has met for the benefitt of the Publick, but I make no doubt of Being Reimbursed on Applycation. I would have gon down with the Captn but neither my health, nor Business will permitt me, therefore would have been obliged much if you had paid my order for the ballance to Mr [Hugh] Young the first opportunity Shall Send you a Second Invoice and the Valuation of the Vessell, and am Gentlemen [&c.]

Geo: Woolsey.

1. Red Book, XIII, Md. Arch.

PROCEEDINGS OF THE MARYLAND CONVENTION ¹

[Annapolis] Thursday, May 23, 1776.

On motion, *Resolved*, That a committee be appointed to examine into the expenditures of the money placed in the hands of Mr. William Lux, as agent for the ship *Defence*; and Mr.[Thomas] Ringgold, Mr. Beall, Mr.[William] Richardson, Mr. [James] Murray, and Mr. Turbutt Wright, were elected by ballot a committee for that purpose.

1. *Maryland Convention*, 19.

“EXTRACT OF A LETTER FROM MAJOR [JAMES] HENDRICKS TO GENERAL [ANDREW] LEWIS, DATED HAMPTON, MAY 23.” ¹

I wrote you this morning that 30 sail of the enemy's fleet were moved down the river, since which it appears that their whole fleet is in motion. From our church steeple I can see 60 or 70 sail of vessels of differ-

ent kinds, hovering about the mouth of James's river. What they mean is impossible to tell.

1. *New York Packet*, June 6, 1776.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

May 1776
 Wednesday 22d At a Single Anchor in Hampton Road, Virginia
 Fine pleasant weather, dried Sails, and exercised the Ships company at Great Guns and small Arms; at Noon Sent the Barge and Cutter to assist getting down the fleet from Norfolk, who were at this time under certain apprehensions of being destroyed by the Rebels.
 Thursday 23d Ditto weather, this afternoon many of the fleet came down, the Boats employed as yesterday giving the fleet assistance, and bring[ing] down those without rigging or furniture. Moderate and fair weather; the *Fowey* and Several of the fleet came down, and anchored here.

1. PRO, Admiralty 51/796.

SAMUEL JOHNSTON TO JOSEPH HEWES ¹

Hayes [Edenton] 23d May 1776

[Extract]

I have not lately heard from Cape Fear nor do we know with any kind of certainty what number of Troops may be there, by the last advices there were about seventy sail of Vessels in the River of different Burthens, some of them large Transports, it was likewise said that two large Ships supposed to be Men of War of fifty Guns lay without the Bar. It is difficult to conjecture their meaning or what they propose to themselves should they succeed, a circumstance which appears to me very improbable, but you know the great contempt Governor Martin has for American Armies and American Councils.

Our want of a proper supply of Arms and Ammunition throws a damp on all the Operations of our Military and the immense price that the Dutch and others make us pay for the little we get is really alarming a Vessell that arrived here a few days ago with a little Cannon Powder paid at the rate of 6/ [illegible] for it in 'Statia – the dreadfull expence at which we pay & supply our army is truly alarming . . .

. . . I am afraid Commodore Hopkins will make a poor figure on our Coast at this time, had he called at Cape Fear on his return from Providence he might have done essential Service; Governor Martin, Genl Clinton and a fine parcel of Military Stores would have fallen into his hands, almost without firing a Gun, and he would have given a deadly blow to the Expedition against this Province by nipping it in the bud, but he wanted intelligence and it was impossible for us to convey it to him.

1. Hayes Manuscripts, NCDAAH.

JOURNAL OF H.M.S. *Sphinx*, CAPTAIN ANTHONY HUNT ¹

- 1776 May
Sunday 19 [Off the coast of South Carolina]
A M saw the land from NbE to WNW dist 6 Lgs latr part fresh gales & squally in all reefs T sails, and handed F T sail, wore ship
First part fresh gales & thick Wr, with rain, sett F T sail @ 5 P M Chas town beacon NbW $\frac{1}{2}$ W dist 7 or 8 miles TKd ship & fir'd a Gun for the schr ² to come under our stern, middle & latr part light airs, wore ship out 2 reefs T sails, land from NE to NW dist 4 $\frac{1}{2}$ leags. soundgs from 16 to 7 fm
- Monday 20 First part light breezes, P M @ 2 saw 3 pilot boats, but they got over the Barr, @ 8 came to with the Bt Br in 5 fm verr'd to $\frac{1}{2}$ a cable Sullivan's Island WNW 5 or 6 miles,
- Tuesday 21 a m pretty modt @ 3 hoisted out the Boats to reconnoitre the harbr. & Rebellion road, @ 5 perceived a privateer brig with her prize standing in for Chas town Barr, fir'd 2 guns for the Boats, @ 7 they return'd, made sail, @ 11 prize run aground
Modte Gales, @ 2 pm came to with a spring on our bt Br in $\frac{1}{4}$ less 4 fm, mann'd all Bts & the schr with seamen and marines commanded by lieuts Bowen & Popple, who boarded her, & set her on fire, takg 2 Rebels & 3 of the Ship's Cr out of her, she was the *St James*, of Bristol, from Jamaica, @ 5 weigh'd, & @ 7 came to in 5 fm
- Wednesday 22 AM @ 3 veer'd away a whole cable, @ 10 came on bd a boat with 4 deserters from the Rebels, *Comet* schr gone in chace of the sailg boat in shore.
First & middle part modt. & clear P M @ 5 came to with the Bt Br in 5 $\frac{1}{2}$ fm @ 6 the schr came alongside with her prize, an open Bt with 11 casks of Turpentine, turn'd her adrift, & sett fire to her, Latr part light airs & clear,
- Thursday 23 empld occasionally, sent the boats to sound the Channels in over the Bar Sullns Isld NWbN
First part modt & clear, the boats returned from Soundg the Bar found 19 foot on it, hoist'd them in & came to sail, *Comet* schr in [company] ³

1. PRO, Admiralty 51/922.

2. The schooner tender *Comet*.3. This brief cruise of the *Sphinx*, which had sailed from Cape Fear May 15 and returned May 27, 1776, was an exploratory one to determine the depth of water over the Charleston bar for the proposed passage of Sir Peter Parker's Squadron.

24 May

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS¹*Isis* before Quebec the 24th May 1776

Sir I conceive your early knowledge, of the possession of this principal key of all North America, being effectually secured to His Majesty, to be of such immense importance, to the public weal, that I cannot excuse myself, from sending, the herewith inclosed duplicates, in the Ship *Hope*; she being a Transport, which we can very well spare. On the 22d General Carl[eton] sail'd upwards, in His Majesty's Arm'd Schooner the *Maria*, (retaken the 6th from the Rebels) with the two arm'd Ships, Troops &c, Captn. [Thomas] Pringle superintends the whole embarkation, & Mr Butler late Master, now third Lieutenant of this his Majesty's Ship, whose Zeal, perseverance, skill and Activity during our whole Voyage from the Nore, & our toilsome struggles thro the ice, cannot be to[o] much commended, is therein subordinate to him, as are also two Midshipsmen. Mr Berkely my second Lieutenant; commands for the time being, during Captn Pringles Absence, the *Lord Howe* arm'd ship to be Station'd off Point Platon, with Captn [Skeffington] Lutwidge of the *Triton* frigate; And the *Bute* is to be Station'd at point aux tremble: Both the said arm'd Ships have their Complements augmented, with stout, zealous, Voluntier Canadian Boatmen. Captn Harvey having the first division of Troops, consisting of the 47 Regiment, with the Grenadier and light Infantry companies of the twenty ninth, under his guidance, in three large Transports; and the *Magdalen*, & province arm'd Schooners, under his command, being already at point Platon, will pass the rapids of richlieu, the very first opportunity, and proceed towards Trois Rivieres. By thus possessing the river, and moreover, the most important post upon Earth: of Quebec: the Canadians are satisfied to whom the province belongs; and I am misinformed, if many among them, stung with the keenest resentment do not wish to expiate, were it even to blood, their late stupid credulity, in having swallow'd the falshoods, so highly injurious to the nation at large; which the rebel Agents of New England, traducing the old one, on every occasion, have so long, & so industriously, circulated among them by letters, hand bills or word of mouth, of which credulity, I beg leave to give the following instance. Three Canadians, who had been with the rebels, went on board the *Surprize*, in her way up, after she had passed the Traverses in the Idea, of her being a Ship of War, belonging to an expected New England fleet, which they had taken from Old England. Wou'd to God, the ambitious views of the rebel ringleaders and their disaffection, towards Great Britain, had been as well known on the other side the Atlantic, as they are notorious here! I am happy in sending this, with the duplicates above alluded to, by Lieut Fooke, late of the *Lizard*, who during the seige performd'd much to his honor, and the Good of His Majesty's Service, the painful duties of a Captain of infantry, in the Brave naval battalion; so



Charles Douglas.

much to the Satisfaction of General Carleton, that his Excellency, honors him, with the duplicates of his late dispatches also. I have appointed Mr Stone, Master of this his Majesty's Ship, (late of the *Hunter*) as Lieutenant of the *Lizard* in his stead, hoping, that my Lords Commrs may be pleased to acquiesce in and confirm, his being thereby rewarded, for his praiseworthy services, render'd to his King and Country, in the same cause, in the same rank and in the same glorious defence, of this inexpressibly important post so very important that had the Navies of France been superior to those of England during the last War, there would have been probably, few of English extraction, remaining in New England, at this day to have rebell'd against the most indulgent Parent State that ever rear'd a Colony. Every ~~days~~ fresh intelligence, from above, every days further informations from this neighborhood, gives us reason to be thankfull to heaven, for the very opportune arrival here, of His Majesty's Ships under my command on the 6th as also for the amazing rout and Confusion, communicated, to the very considerable rebel reinforcements, on their March hither, by the fugitives from before Quebec. It is even reported & believed, that they have evacuated, the important post of Trois rivieres, in great Consternation which if true we impute, to some account they may have had, of the preconcerted approach, towards Montreal, of the 8th regiment, several Nations of Indians, and the Canadians of Detroit from the upper lakes, having Colonel Caldwell, of the said regiment, for their leader. From this intelligence, we flatter ourselves, that the hourly expected Transports, with the regiments from Ireland, will join General Carleton at Trois rivieres (for they are not to stop at Quebec) and possibly, shortly rendezvous at Montreal. So soon, as we shall have the happiness to be in possession of the latter, their Lordships, as well as the fleets, and Armies, employ'd on the eastern Shores of this continent, shall have the Earliest Account thereof, as they shall of any other important events, that may happen, wherewith, I trust the residue of this Campaign, is happily replete, for Great Britain. The Seamen, and Soldiers, are in the most perfect health, and animated with the same patriotic fire, which glow'd in the late defence of this Capital.

Be pleased to communicate the foregoing to my Lords Commissioners of the Admiralty. And believe me to be Sir [&c.]

Cha^s Douglas

1. PRO, Colonial Office, 5/124, 96b.

"DISPOSITION OF HIS MAJESTY'S SHIPS AND VESSELS IN NORTH
AMERICA UNDER THE COMMAND OF VICE ADMIRAL SHULDHAM." 1

Rate	Ships	Commanders	Disposition
4th	<i>Chatham</i>	V. Admiral Shuldham Captn John Raynor	Moored off the Yard Under Orders to proceed with the <i>Levant</i> Victualler to New York and the Delaware, and from thence to Cape Fear and Saint Augustine Refitting Intended to accompany the Convoy to New York. Alongside the Jetty preparing to heave down. Intended to accompany the Convoy to New York. To accompany the Fleet. Under Orders to proceed to the Island St John to bring away Ordnance Stores. Refitting. Lying at the entrance of the Harbour to examine all Vessels. To accompany the Convoy.
6th	<i>Lively</i>	" Thos Bishop	
"	<i>Scarborough</i>	" Andw Barkley	
"	<i>Greyhound</i>	" Archd Dickson	
Sloop	<i>Savage</i>	" Hugh Bromedge	
"	<i>Swan</i>	" Jas Ayscough	
Store Ship	<i>Adventure</i>	Lieutt Jno Hallum	
Brig	<i>Diligent</i>	" Edmd Dod	
Schooner	<i>Halifax</i>	" Wm Quarme	
"	<i>Tryal</i>	" Jno Brown	
"	<i>Dispatch</i>	" Jno Goodridge	
Sloop	<i>Merlin</i>	Captn W. Chr Burnaby	At Annapolis in the Bay of Fundy, Ordered to Halifax with a Convoy laden with Forage.
"	<i>Viper</i>	" Saml Graves	In the Bay of Fundy Cruizing.
"	<i>Tamer</i>	" Chrr Mason	At Windsor in the Bay of Fundy to Convoy Transports with Troops to Cumberland.

	“	<i>Senegal</i>	“	Wm Duddings- ton	Cruizing between the Isle of Shoals and Penobscott Bay.
	4th	<i>Centurion</i>	“	Richd. Brath- waite	Cruizing between Cape Sable and Cape Anne in the Longitude of Saint Georges Bank.
	“	<i>Renown</i>	“	Fras Banks	Cruizing and rendezvousing occasionally in Boston Bay and Nantas- ket Road.
Sloop	6th	<i>Milford Hope</i>	“	John Burr Geo. Dawson	Do – under the Command of Captain Banks. Cruizing in Boston Bay and off Piscataqua under command of Captain Banks.
Brig		<i>Bolton</i>	Lieut	Edwd Sneyd	Supposed to be taken by the Rebels.
	4th	<i>Experiment</i>	Capt	Alexr Scot	Supposed to be in Nantasket Road, Ordered to join Sir Peter Parker.
	6th	<i>Rose</i>	“	Jas Wallace	Ordered to Cruize between Cape Cod and Cape Anne, Stretching off to the North part of St. Georges Bank.
	“	<i>Cerberus</i>	“	Jno Symons	Cruizing between Martha’s Vineyard and the East end of Long Island.
	5th	<i>Orpheus</i>	“	Chas Hudson	Stationed between Long Island and Cape Henlopen.
	5th	<i>Phoenix</i>	Capt	Hyde Parker	} at New York
	3d	<i>Asia</i>	“	Geo. Vandeput	
	5th	<i>Roebuck</i>	“	A. S. Hamond	in the River Delaware.
Sloop	6th	<i>Fowey King’s fisher</i>	“	Geo. Montagu Alexr Graeme	Sent to the Delaware, to be under the Command of Captn Hamond. On his passage to the Delaware, to put himself under the Command of Captain Hamond
Sloop	6th	<i>Liverpool Otter</i>	“	Henry Bellew Mattw Squire	} At Virginia
“	“	<i>Cruizer</i>	“	Fras Parry	
“	“	<i>Scorpion</i>	“	Hon. Jno Tolle- mache	At North Carolina Ordered to Boston by Vice Admiral Graves.
	6th	<i>Sphynx</i>	“	Anty Hunt	} At Cape Fear
	“	<i>Syren</i>	“	Tobias Furneaux	

	" <i>Mercury</i>	" Jas Montagu	} Supposed to be Cruizing off Cape Fear, General Clinton on board the <i>Mercury</i> .
Sloop	<i>Falcon</i>	" John Linzee	
"	<i>Raven</i>	" Jno Stanhope	
Armed Ship	<i>Cherokee</i>	Lieut. Jno Ferguson	} At Savannah, in the Province of Georgia.
Schooner	<i>St Lawrence</i>	" Jno Graves	At Cape Fear.
"	<i>Hinchinbrook</i>	" Alexr Ellis	At St Augustine
Sloop	<i>Nautilus</i>	Capt. John Collins	Sent to Bermuda, for the protection of the King's Ordnance Stores
Schooner	<i>St John</i>	Lieut. Wm Grant	At St Augustine
6th	<i>Lizard</i>	Capt. Jno Hamilton	} At Quebec.
Sloop	<i>Hunter</i>	" Thos Mackenzie	
Brig	<i>Gaspee</i>	Lieut. Geo. Wilson	
5th	<i>Niger</i>	Capt. Geo Talbot	} Sent to Convoy the 47th Regiment to Quebec.
			<i>Chatham</i> in Halifax Harbour the 24th May 1776.
			M: Shuldham

1. PRO, Admiralty 1/484.

MASTER'S LOG OF H.M. SLOOP *Hope*¹

May 1776 Remark's &c off Boston Light house
 Fridy 24th at 8 AM Boston Light house WBN 3 Leags at 1/2 Past 9 Joind
 his Majst Ship *Centurion* Saw 3 Sail to the Nowd
 Chaced Fired 3 four Pounders Shoted at a Schooner Do
 Schooner Ran on Shore mand & armd the Longboat & Sent
 the Master to take hir. upon the aproach of the Boat the Reb-
 els Quided hir towed off, Proved to be the *Resolution* Loaded
 with Coals Bound to Boston, at Noon Nahant Head No 3 Miles
 Fresh Breezes and Hazy, at 4 PM Anchord in the Light house
 Channel with the Sl Br in 6 fms and Vrd to 1/3 of a Cable.

1. PRO, Admiralty 52/1794.

Connecticut Gazette, FRIDAY, MAY 24, 1776

New London, May 24.

Wednesday se'nnight one of the new Continental Ships was launched at Providence.¹

We hear that Capt. [Seth] Harding in the armed Brig belonging to this Colony,² a few Days since took a Vessel loaded with Tories, bound from the western Part of this Colony to Long-Island; who are since properly secured.

1. Continental frigate *Warren* launched May 15, 1776.

2. Brig *Defence*.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON¹

[Extract]

Fort George, May 24th: 1776

Dear Sir On the 22d I was honored with your Excellency's Favor of the 17th Instant, and the same Evening the Nails and Lead arrived here, 31 Boxes of the latter I gave in Charge to Colonel Wynd [William Winds], who left this with his Regiment Yesterday Morning. the Remainder is gone with General [John] Sullivan who sailed hence with [William] Irwin's and [Anthony] Wayne's at 8 this Morning. - [Elias] Dayton's is not returned from Tryon County, nor have I heard what is doing there - I have Batteaux sufficient to move him, but shall construct fifty more to be employed on Lake George and Lake Champlain in transporting provisions &c for the Army.

Mr McNeil [Hector McNeill], who left St John's on Friday last informs me that the 8th Regiment, and a Number of Indians were coming down the St. Lawrence and that a Reinforcement was ordered to Colo: [Timothy] Bedel, who is at the Cedars, and that [Seth] Warners Green Mountain Boys were also to go up there.

1. Washington Papers, LC.

MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON¹

[Extract]

Head Quarters N York: May 24th. 1776

I Received yours of 22d from Amboy and waited immediately on the

Provincial Congress they gave me the inclosed Invoice of Articles they had forwarded on for Albany. – Most of the articles General Schuyler wrote for I have already ship'ed – and will this day proceed up the River. – Col: [Henry] Knox has sent Two Conductors to Kings Bridge to pick out 12 Cannon suitable for the Vessels and have them ready by the time the vessel get's up

We have no lead to spare in this place . . .

The Express is just setting off for Albany by him I shall advise General Schuyler of what I have sent forward to him . . .

[Enclosure]

Plan for General Putnam's Consideration to employ the Armed Vessels under his Command and which will prevent the Kings Ships being supplyd with fresh provision by the Enemies of America – Likewise being very usefull to protect the Vessels Bound here with Ammunition and distress those Bound here with Stores from Great Britain and West India Islands which are now on their way for this port. –

First Coln Tupper Commanding the sloop *Hector* [*Hester*] with a Number of Whaleboats to protect the Western shore from Amboy down to Sandy hook –

Second the Arm'd Schooner *Mifflin* with four Whaleboats to attend Barren Island, and hog Island Inlet – near Rockway

Thirdly the Arm'd Sloop *Genl Schuyler* with two Whaleboats to attend the Inlet at fire Island where Vessels of 10 feet Water may go in and which Lay's near about, the Middle of the South Side of Long Island –

Fourthly the Armd schooner *Genl Putnam* to proceed down to Shroshbury [Shrewsbury] Inlet Shirk River, and Cramberry Inlet even down to Egg Harbour on the Western shore near 140 Miles Range from Sandy hook which will protect the Western Coast and having several Inlets to run the Vessel in case they are over Matchd and which will be verry usefull to the Vessels now Expected there with Ammunition –

[Endorséd] Genl Putnam in Conference with the [Provincial] Committee & Colo Tupper approves of the within plan

S.B. Webb, A.D.C.

1. Washington Papers, LC.

GENERAL ORDERS OF MAJOR GENERAL ISRAEL PUTNAM¹

[Extract]

Head Quarters, New York, May 24, 1776.

The following Sail Makers are to embark this day on board a Vessel, in order to proceed to Albany, and from thence to Genl: Schuyler, and receive his further orders – Vizt:

Francis Howard	} of Col [Jonathan] Wards Regiment
Samuel Holmes	
Ebenezer Durkee	
Daniel Van Der Pool	

Lewis Lamb of Col [Moses] Little's Regt.

George Lemot of Col [John] Bailey's Regt.

They are to be furnished with ten days provision a man. Capt. [Peter] Harwood's Company is to join Lieut. Col Tupper, and do duty on board the whaling boats &c, &c.

1. Fitzpatrick, ed., *Writings of Washington*, V, 79, 80.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Friday, May 24, 1776

The committee appointed to confer with General Washington, Major General [Horatio] Gates, and Brigadier General [Thomas] Mifflin, brought in their report; which, being taken into consideration, was agreed to: Whereupon,

Resolved, That the commanding officer in Canada, be informed, that the Congress are fully convinced of the absolute necessity of keeping possession of that country, and that they expect the forces in that department will contest every foot of the ground with the enemies to these colonies; And, as the Congress have in view the cutting off all communication between the upper country and the enemy, they judge it highly necessary that the exertions of the forces be particularly made on the St. Lawrence, below the mouth of the Sorel:

Resolved, That Mr. R[obert] R. Livingston be added to the committee [of conference] who brought in the foregoing report; and that they be directed to confer with General Washington, Major General Gates, and Brigadier General Mifflin, touching the most proper posts, and measures to be taken for effectually preventing the enemy's communication with the upper country from Canada, and such other measures as shall tend to secure the frontiers.

General Washington, ~~being arrived from New York~~, agreeable to order, attended in Congress, and, after some conference with him,

Resolved, That he be directed to attend again to morrow.

1. Ford, ed., *JCC*, IV, 385, 387-89.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY¹

In Committee of Safety

[Philadelphia] 24th May [1776].

Resolved, That Mr. [Thomas] Wharton & Mr. Sam'l Morris be a Committee to direct the properly fitting the Four Flats, to be purchased as Hulks for a cover to the Armed Boats in time of action, at or near Fort Island.

Robert Morris, Esq'r, produced to the Committee a Copy of his Instructions to Mr. [Stephen] Caronio, dated 12th Feb'y & 1st March, respecting the

sale of a Cargo of Provisions shipped by order of this Committee per the Brig't *Dolphin*, Capt. Prole, for St. Thomas's, consign'd to said Stephen Caronio, with orders to invest the Neat proceeds of said Cargo, the balance arising from her freight, and the Neat proceeds of a Cargo shipped to Porto Rico p the *Nancy*, Capt. [Hugh] Montgomery, in Powder, Arms, &ca., all which he was directed to Return by the Brig't *Nancy*, Capt. Montgomery, for account of this Committee.

Mr. Morris also produced a letter from Mr. Caronio, dated at St. Thomas's, 30th April last, whereby it appears he had sold both Cargoes, and was receiving pay part in cash and part in produce of the West Indies; Therefore,

Resolved, That the whole Value of cash and goods shipped on Board said Brig't. *Nancy*, by Mr. Stephen Caronio, for account and Risque of this Committee, shall be accepted for the public account, and are at their Risque; and that said Mr. Caronio's bills for amount of what he so ships more than the Neat proceeds of the Brigantine *Dolphin's* Cargo, shall be accepted and paid.

Lieut. George Ball, belonging to the *Roebuck* Man-of-war, taken in a Pilot Boat at Cape Henlopen some time past, and now brought to this City, this day gave his parole, and was sent to Germantown to reside; a Letter at same time was wrote to Doct'r [Charles] Bensell, desiring him to provide proper boarding for said Lieut. Ball.

1. *Pennsylvania Colonial Records*, X, 579, 580.

JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW ¹

May 1776 [Off Delaware Bay]
 Wednesday 22 at 5 A M came too with the best Bower in 7 fm empd Barrackading the Quarter Deck
 Light airs and fair at 9 P M sent 2 Boats mann'd and arm'd in Shore to destroy a Schooner of the Rebels
 Thursday 23 at 1 A M the Boats return'd with 9 Prisoners having set fire to her she being aground
 Modr and fair 4 P M saw a sail weigh'd and gave chace at 6 fir'd a shot to bring her too 1/2 past stood in shore at 10 came too with the Best Bower 7 fm
 Friday 24 at 7 A M seiz'd a Snow from the Havannah bound to Philadelphia took out of her 12000 dollars ²
 Fresh Breezes and Cloudy. at 3 P M weigh'd and came to sail in Compy. the Snow at 6 Lighthouse SWbs 2 Leagues bore for the Road with the Snow at 9 came too -

1. PRO, Admiralty 51/548.

2. The Spanish snow *St. Barbara*, D. R. Gomalez, master. See Appendix B.

HUGH YOUNG TO THE MARYLAND COUNCIL OF SAFETY ¹

Sirs

Baltimore 24th May 1776

Two days before I went to Anapolis, I had the Schooner *Ninety two* valued at £500. by four men chosen by the Owners, (Cravath & Dugan) & which agreement they seem'd well Satisfied with, having at the Same time agreed to find her two Sails, which I promised to add to that Sum with any other repairs might be thought necessary after this Valuation; however on my return they chose four other Men to Value said Schooner, which they did at £750 tho' I believe they have not given her £50s Repairs since the first Valuation, Such proceedings I think unjust & do not think it right to put up with. I Shall be glad to have your orders what to do in this case, as they have Stopt the Vessell 'till I agree to allow the latter Valuation, these Circumstances I can prove by two Creditable Merchts a Master Builder & Sailmaker. I am Gentn [&c.]

Hugh Young

P.S. I would not willingly pretend to dictate to your Board, but would beg leave to mention it as my opinion that you would give the Owners some orders about her – The two Brigs I suppose will get down to morrow – I Shall be glad to hear from you on this subject by Return of the bearer Mr Tolly's Servant who Just now waits for this.

1. Red Book, XIII, Md. Arch.

PROCEEDINGS OF THE MARYLAND CONVENTION ¹

[Annapolis] Friday, May 24, 1776.

Resolved, That it is the opinion of this Convention, that upon the evidence before them of the correspondence which his excellency governor Eden has, from time to time, held with administration, it does not appear that such correspondence has been with an unfriendly intent, or calculated to countenance any hostile measures against America.

Whereas by a late intercepted letter from lord George Germain, one of the secretaries of state, to his excellency the governor, it appears that a great armament of land and sea forces was in readiness to proceed to the southward, in his lordship's expressions "in order to attempt the restoration of legal government in that part of America," but in effect to invade and subdue the southern colonies; which armament was to proceed in the first place to North Carolina, and from thence either to South Carolina or Virginia, as circumstances of greater or less advantage should point out; if to the latter, it might have very important consequences to this province; and therefore in the said letter his excellency is called on well to consider of every means, by which he may, in conjunction with lord Dunmore, give facility and assistance to the operations of the said armament. – And whereas the governor must, if he remains in the exercise of his powers of government, fulfil and

execute the instructions of administration, or hazard the displeasure of the king, which it cannot be expected he will do. – And whereas by act of assembly of this province, the powers of government, in the absence of the governor, devolve upon the president of the council, and therefore the governor's departure cannot occasion a dissolution or suspension of the present established form of government within this province, which this Convention doth not think ought now to be changed, therefore *Resolved*, That it be signified to the governor, that the public quiet and safety, in the judgment of this Convention, require that he leave this province, and that he is at full liberty to depart peaceably with his effects.

Upon the last resolve, the yeas and nays being required, they were as follow:

[Carried, 12 counties to 4.]

Resolved, That a committee of five persons be appointed to wait on the governor and deliver him copies of the said resolutions, together with the following address, to wit.

To his Excellency Robert Eden, Esq; governor of Maryland
May it please your Excellency,

We are commanded by the Convention to wait upon your Excellency, and to communicate to you the resolutions they have this day entered into; and we are instructed to assure your Excellency, that the Convention entertains a favourable sense of your conduct, relative to the affairs of America, since the unhappy differences have subsisted between Great-Britain and the United Colonies, as far as the same hath come to their knowledge, and of their real wishes for your return to resume the government of this province, whenever we shall happily be restored to peace and that connection with Great-Britain, the interruption and suspension of which have filled the minds of every good man with the deepest regret. From the disposition your Excellency hath manifested to promote the real interests of both countries, the Convention is induced to entertain the warmest hopes and expectations, that upon your arrival in England, you will represent the temper and principles of the people of Maryland with the same candour you have hitherto shewn, and that you will exert your endeavours to promote a reconciliation, upon terms that may be secure and honourable both to Great-Britain and America.

Mr. President,² Mr. [William] Paca, Mr. T[homas] Johnson, Mr. [George] Plater, and Mr. [James] Hollyday were elected by ballot a committee accordingly.

Post Meridiem.

On motion, *Resolved*, That a court of admiralty be erected, for the purpose of determining upon such captures and seizures of vessels as are or shall

be made according to the late resolves of the Continental Congress upon that subject, and brought into this province.

1. *Maryland Convention*, 20-23.

2. Charles Carroll, Barrister.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Tuesday 23rd May 1776.

An Order having heretofore passed this Board for weighing the Vessels sunk in the Channel of the River Potapsco near Whetstone Point and that Captn James Nicholson with the Ship *Defence* and her Tenders should assist in executing the same. – which Order hath not hitherto, we are informed been complied with, by Reason of the necessary Absence of Captain Nicholson and one or both of his Tenders. – we therefore being desirous of having said Vessels weighed with all convenient speed Do request that Messrs Jesse Hollingsworth, Isaac Vanbebber, and Benjamin Griffith, – or any two of them would cause said Vessels to be weighed up at the public Expence and do hereby authorize and impower them, or any two of them to employ proper Vessels and Labourers for that Purpose, and to call to their Assistance the Ship *Defence* or her Tenders, when they return to the harbour of Baltimore Town. – and further to cause said Vessels to be re-appraised on Oath rigged and otherwise put in same state they were in, when sunk as near as may be – and return an Account of said Reappraisement and of Expences from Time to Time to the Council of Safety.

Friday 24th. May 1776

Ordered That Treasurer of Western Shore pay to Wm Neile for Use of Hugh Young fourteen hundred and eighty five Pounds, eight shillings, and eleven Pence for Amt of Cargo of Brig *Beith*. –

Ordd that said Treasurer pay to Messrs Lux & Bowly eight hundred and thirty two Pounds, fifteen Shillings and three Pence, the Balance of their Genl Acct of Ship *Defence*. –

Ordered That said Treasurer pay to Captn James Tibbitt thirty nine Pounds, six Shillings and five pence for Wages and other Disbursements when on Board the *Wicked Dick* [*Wild Duck*].

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

Dr The Brig *Wicked Dick* [*Wild Duck*]

1776

March	To Cash paid Seamens Wages P Ships list and Slops delivered them included		123..7..6
	To Cash paid at Statia to Thos Piggot, Simon Black, John Nighland, & Thomas Lacock as Advances, who deserted the Ship the Night we Sailed		4.19: 0
	To ditto paid for 12 Water Casks & bringing off a 7/6.		3.19 6.
	To ditto paid for Stores Vizt 2 Hogs	3: 6: 0.	
	20lb Candles 30/6 lb Twine 18/	2. 8: 0.	
	1 Trumpet 6/ Time Glasses 6/	12.	
	Junk	1.13. 6	7:19: 6.
	To ditto paid for putting up 3 Butts a 12/		1.16..0.
	To ditto paid for 63 Galls Rum	4/6	14..3..6.
	To ditto paid for a Horse for the Express to Maryland on my Arrival, and his Expences.		2..5..0
	To ditto paid the Butchers Bill at Philadelphi[a]		4.11.11½
	paid Pilotage up Delaware		5.15..0
	paid Me[a]de & Co 5 days Wharfage		0.15..0
	paid Committee 7/6 Notary Public 3/6		11
	paid Portorage of the Goods to the Ware House		2..3..6
	paid ditto down to the Shallop		1.12. 6
	paid ditto of 13 Rolls lead to ditto		19..6
	To ditto paid two Weeks board in Philadelphia		2..-..-
	To my Wages 1 Month & 23 Days at 20 Dollars		13..5..0
	To 6 lb Powder my private Adventure used on board 7/6		2..5..0.
	To 2 Cases of Clarrett expended on the Voyage Cost		1.10..0
			<u>£196.18..5½</u>
	To Balance of Contra brought down		33.13.11½
	To Primage on 15 Ct Powder		5.12..6
			<u>39..6..5</u>

Recd 24th May 1776 from Council of Safety an Order for above Bala on
W[est] S[hore] Treas[ur]y

James Tibbitt

THE MARYLAND BRIG *Wild Duck*¹

in Account with James Tibbett	Cr
By Amot of Slops supplied the Seamen as P list	66. .0. 6.
By Cash Recd for 290 Bushels of Salt sold at Philada by Order of the Honble Maryland Delegates	58. .0. 0.
By Freight recd of Mr.Custin P Agreement	30. .--.
By ditto recd of Mr.Ernest P ditto 20 Dollars	7:10. 0.
By difference of Exchange on £ 18.14. .0 Statia Currency paid P Contra at 10 PCt	1. 14. 0.
By Balance due J Tibbett	33. 13. 11½
	196. 18. .5½

Errors Excepted James Tibbett

1. MdHS. *Wild Duck* was sold to Congress and became the Continental brig *Lexington*. See Volume 4.

RICHARD LEE TO LANDON CARTER ¹

[Extract]

Wmsburgh May 24. 1776

... Ld D[unmor]e has left Norfolk & burnt all his small Vessels & flung 45 thousand Bushels of Salt into the River. 55 Sale of his Fleet were in Hampton Road yesterday evening I refer you to Mr Page for News I am Sr [&c.]

Richard Lee

Dunmore since the Resolution for Independence said he has no business here

1. Phillip Lee folder, VHS.

EDMUND PENDLETON TO THOMAS JEFFERSON ¹

[Extract]

Wmsburg May 24th. 1776

Genl. [Charles] Lee is in North Carolina, where it is uncertain what number of the Enemy's Troops are arrived. The Genl. is of Opinion they will not stay there longer than to take an Airing, and to go to So. Carolina or Virginia. He means to stay at Newburn to Watch the determination and meet them at either place. He thinks rage and revenge may prompt them to Attack Wilmington, but hopes Brigr. [James] Moore is sufficiently prepared for them. We have had repeated Accounts lately from Norfolk by deserters that Dunmore and his Fleet were reduced to half allowance and were preparing to depart. A Letter from Colo [William] Woodford at Norfolk informs Us they were all Sailed on Wednesday and had got below Crainy Island, except four which were under Way below the New Distillery; they had taken on board the Shattered remains of the Ethiopn. regiment and abandoned the Intrenchments which our Troops are destroying. A deserter from the 14th. Regiment and 5 Sailors, who left them at their departure said they were going to Cape Fear and had the small Pox on board ² By Letter from Hampton yesterday we are informed they were Collecting just below the Mouth of James River and they expected an Attack. Brigr. [Andrew] Lewis sent off a reinforcement last night and is gone himself this morning. If they land, I think you'll have a good Account of them.

1. Julian P. Boyd, ed., *The Papers of Thomas Jefferson* (Princeton, 1952), I, 296, 297. Hereafter cited as Boyd, ed., *Jefferson Papers*.

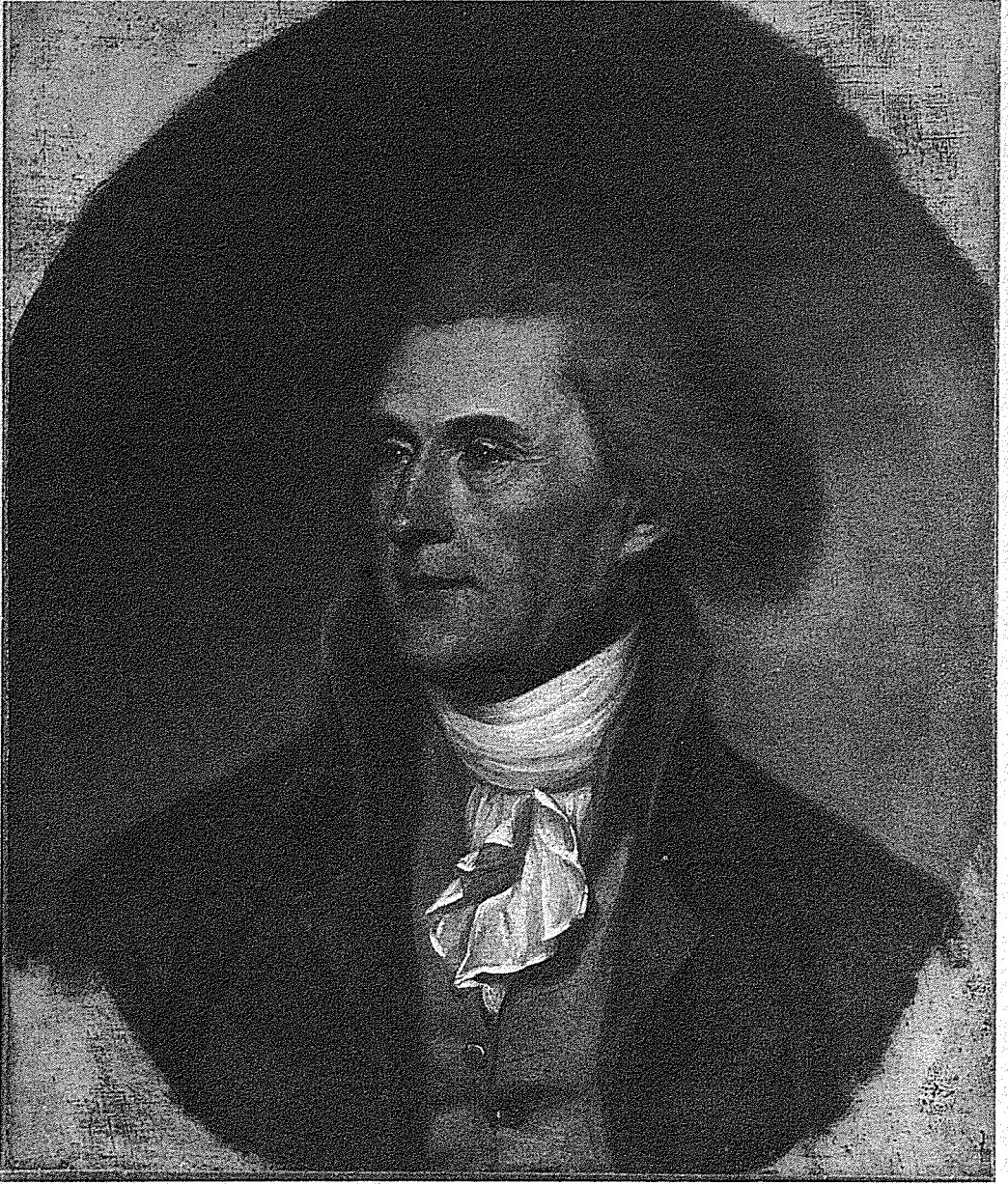
2. For Colonel Woodford's letter, see "Extract of a letter from Col. [William] Woodford to General [Andrew] Lewis, dated Norfolk, May 22."

PURDIE'S *Virginia Gazette*, FRIDAY, MAY 24, 1776

Williamsburg, May 24.

Last Sunday morning [May 19] our guard at Norfolk took a couple of lads belonging to the *Otter*, regaling themselves ashore with strawberries; also a little boy, whom, after asking a few questions, they suffered to go about his business.

Last night an express arrived from col. [William] Woodford, at Kemp's landing, with advice that lord Dunmore's motley army, after dismantling



Thomas Jefferson.

their intrenchment at the mills, and setting fire to the barracks and other buildings they had erected there for their convenience, had retired on board the fleet, which, to the amount of 70 odd sail, were in motion yesterday morning, and appeared to be bound for sea. They supplied themselves with wood, from a number of houses at the distillery, which they demolished for that purpose; and it was given out, that they intended for Halifax in Nova Scotia, with intent, it may be presumed, to enjoy the free exercise of their limbs, and a vegetable diet, and undergo a complete scouring from the filth in which they have been involved for a long while past. — They destroyed between 40 and 50 sail of small vessels, after taking out what they deemed to be valuable, but suffered all the salt on board to go to the bottom.

The same night an express arrived from major [James] Hendricks, at Hampton, advising, that Lord Dunmore's fleet had just appeared in the road, and seemed to be bound for sea.

By a gentleman from Philadelphia, who left that city the 11th instant, we learn . . . that capt. Bellew, having lately asked permission of the Congress for his lady to visit her relations in New England, they despatched a gentleman with a carriage to conduct her to Philadelphia; ¹ but upon his going on board the *Liverpool*, which happened to be just after her engagement with our row-gallies, he found the captain in a very bad humour, who told him he had altered his mind, and that mrs. Bellow should not now go amongst them, as their damn'd gondolas had treated him so ungentleely. The gentleman who went on board was fully convinced, from what he had an opportunity of being witness to, that the captain had very good reason for his chagrin; for his ship had her quarter rails entirely carried away, and a number of plugs were in her side, which makes it highly probable that he lost many of his crew. The *Roebuck* also was in sight, at Reedy island, and had stages out repairing her sides.

1. Captain Walter Stewart.

JOURNAL OF H.M.S. *Mercury*, CAPTAIN JAMES MONTAGU ¹

May 1776 Cape Fear So 35.16 W Distance 82 Leags
 Friday 24 at 6 A M saw a Schooner to Windward, gave Chace, at 8 board-
 ed her, from Virginia bound to Santa Cruize, Laden with Corn,
 sent an Officer and 4 Men on board her, at Noon Squally Close
 Reefed the Topsails.
 Little Wind and Cloudy at 11 lost sight of the Prize

1. PRO, Admiralty 51/600.

25 May

BRIGADIER GENERAL BENEDICT ARNOLD TO THE CONGRESSIONAL
 COMMISSIONERS IN CANADA ¹

Copy LaChine 25th May 1776
 Gentlemen One of our Men this Moment came in, who was taken at the

Cedars. He made his escape this morning & says we have lost only ten Privates & [no officers] killed. the rest are Prisoners at St Anns & the Cedars. the enemy lost double that number. they were last Night within three Miles of us with 300 savages 50 Regulars & 250 Canadians with our two pieces of Cannon. but on hearing we had a large body of Men here, they made a Precipitate retreat he left them above point Claire they have only 21 Canoes, which will carry Eight or Nine Men on an Average. I intend to send off 400 Men in Battoes immediately to proceed to the Isle Perot and endeavour to Cut off the enemys retreat. I expect they will make some stay at Fort St. Anns, by which it may possibly be effected. Pray hurry on the Men as fast as possible I shall push them on from this immediately. We have so much water Craft, that we can always keep up a Communication between those on Land, & those on water & be able to Act in Concert I am Gentn [&c.]

signed B Arnold

1. Papers CC (Letters from General Officers), 162, 72, NA.

BRIGADIER GENERAL WILLIAM THOMPSON TO THE CONGRESSIONAL
COMMISSIONERS IN CANADA ¹

[Extract]

Copy

Camp at Sorel May 25th 1776 –

Colo [William] Maxwell with his Party arrived here yesterday – He is very unhappy in being ordered up, & thinks that he could with the few Troops he had with him have kept his Post at Deschambault 'till a reinforcement of both Men and Provisions could have been sent to him. He believes that with two Gondolas and a small Battery on each side the River opposite to them the Pass can be supported against any number of Troops or Ships that the Enemy can send for some weeks – And it is probable that our reinforcements both of Men and Provisions will arrive before that of the Enemy. –

Mr [John] Bondfield says that about three or four Miles below the Three Rivers the Channel runs within Musquett Shot of the North Shore, that the Banks are high, & indeed every thing in our favour, to engage us to take Possession of that Spot, which would be taking a great & necessary Step towards our going further down the River, and by leaving a few Boats in the Mouths of the Rivers under a small Guard a safe Retreat can be made to this Place, at any time if we are reduced to that Necessity, but I hope it will not be the case. . . .

1. Papers CC (Letters from General Officers), 159, 282–84, NA.

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS ¹

Sir

Isis before Quebec May the 25th 1776

Having, after finishing my Letter of Yesterdays date, had it confirm'd, from the mouth of an Eye Witness, I can now, with unutterable Satisfaction, congratulate my Lords Commissioners of the Admiralty, on the certainty, of

all the Rebels, who were, at Trois Rivières, amounting, ('tis said) to about One Thousand, having left that important Post, (where they were casting Shot Shells &c) with precipitation on the 21st in the afternoon, And with out particulars, we learn in general, but with certainty, that a Body of forces, of from four, to Six Hundred Men, which they had posted, at a place, call'd the Cedars, in the neighbourhood of Montreal, had just been Surprized and destroy'd, by the expected loyal Succours, from the upper lakes, To which event, and the News of our preparations, here, to move upwards by Water, their hasty retreat from the late important Post in question, to their New One at the Mouth of the Sorel, has plainly been owing where it is said, their scattered parties, have made a Stand, and are making defensive preparations, with some peices of heavy Cannon, which preparations we presume are making, with a View to their final retreat, out of Canada. And the said heavy Cannon, to be mostly such, as were originally intended for the more effectual reduction of Quebec; relanded there, from the Batteaus, which were to have brought them down this River, on the News of the dispersion of their Army before this place. Be the disposition of the Rebels at the Mouth of the Sorel, as they may it is presumed, by many who know the Country well, that their first Stand, after the arrival of His Majesty's Forces, from Ireland, which are hourly look'd for (the Wind being Easterly) will be if they make any stand at all, at St Johns, which but 'tis even believed, they will find themselves unable to support. The Wind blowing fresh & favourable, I make no doubt of General Carleton in the *Maria* Arm'd Schooner, Captain Harvey in the *Martin* Sloop, Lieut [Joseph] Nunn in the *Magdalen* Arm'd Schooner, with the three Transports, having the 47th Regiment on board, with the Grenadier & Light Infantry Companies of the 29th passing the Rapids of Richlieu; with the Flood; Nor of the Residue of the Whole embarkation, doing so tomorrow, if this Wind continues, of which there is the strongest appearance. Nor do I doubt of the whole being assembled, at Trois Rivières (weather permitting) by Monday evening. Besides the Ships, or Vessels of War, already named, and going upwards, there are two arm'd Transports, the One carrying Ten Nine Pounders, and the other Six Six Pounders, and Men in proportion to their Guns, so that it will be impossible, for the Rebels to shew their faces, on the Water, any where between this and Montreal, – Be pleased to communicate the foregoing to my Lords Commissioners of the Admiralty. I have the honor to be &c

Cha^s Douglas

P.S. I have this moment, received the following authentic particulars from above Vizt That His Majesty's Troops, Canadians and Indians, alluded to in the foregoing, utterly destroyed a body of 400 Men, which the Rebels had posted at a strong Pass called the Cedars, about 8 Leagues from Montreal, and opposite to the upper end of the Island, bearing that name, with the Loss only one Man kill'd, and two Wounded on our side: That they made sure, of cutting off another Guard, of 90 Rebels, on the Island itself, And, that all the able Countrymen of the said Island had upon the News of the above defeat, and of General Carleton's intended motions (now in agita-

tion) unsolicited thereto, taken up Arms; and embodied themselves for His Majesty. We learn Nothing for Certain, from the Town of Montreal, but it is believed, that the Rebels, will not continue long there. From whence if my information be true, A Triumvirate, consisting of Doctor [Benjamin] Franklin and other Members of the Rebel Congress, went away in a great hurry, on hearing of the flight of their Army (of 3000 Men) from before Quebec. Upon the Whole, I trust that before November next, the native rights of Mankind, will have been so far restored in North America, that one shall dare to speak his Sentiments; And do his duty as in old England; without any danger of being Tarr'd and feather'd.

1. PRO, Colonial Office, 5/124, 96d.

MAJOR GENERAL WILLIAM HOWE TO VICE ADMIRAL MOLYNEUX
SHULDHAM ¹

Copy

Halifax 25th May 1776.

Sir, From the present very extensive Business in the Transport Department, and the certainty of a large encrease of Shipping in the course of this Campaign, I humbly apprehend His Majesty's Service in that Line does require an Officer of Superior Rank, to have the Command and direction of the other Agents: I am therefore induced to make Application to you, to appoint Lieutenant [John] Bourmaster to be Master and Commander in the Navy, being at the same time hopeful, this is not an improper request, and that you will believe my Intentions are to Submit the Propriety of the Measure entirely to your better Judgment: Neither should I recommend Lieutenant Bourmaster were he not an old Officer, in addition to his laborious good Services during his employment in this Department, which done, will, I am confident entitle him to your favor. I have the Honor to be, Sir, [&c.]

W. Howe ²

1. PRO, Admiralty 1/484.

2. *Ibid.*, Shuldham indicated his agreement in a letter to Howe this date, "tho' I do not recollect any Precedent for Such a Measure, . . . I heartily wish my Lords Commissioners of the Admiralty will be pleased to Confirm."

MACHIAS COMMITTEE TO THE MASSACHUSETTS GENERAL COURT ¹

May 25, 1776.

These may inform your Honors: that whereas Stephen Parker went from Machias with Letters of Recommendation from the Chaireman of the Committee to procure if possible for Machias aforesaid being then in great want & he preseeded to Philadelphia as he informes and proves by Letters brought and with out any suckses and on his Return back being at Nantucket he met with one Mr Timothy Fitch with whom he says he agreed to send provisions to Machias and take Lumber there for in Case that Liberty Culd be obtained for the said Fitch to send the Lumber from Machias to the West Indies -

On Account of Which he the said Parker Says that he went from Nantucket to Water Town in order to obtain Liberty of Your Honors for to

trade to the West Indies but was advised not to Mention it and then he the said Parker Returned back to Nantucket and Ingaged to take a Brig belonging to the said Fitch and proceed with her to Capepersue In the Province of Nova Scotia and there to sell off[f] the Provisions and b[u]y a load of fish for the sd Brig and procure a Nova Scotia Register Which he Says he Went to Halifax and obtained and then ordered the said Brig to proseed to Jamaca –

But as there was some Dispute about provisions being Carrayed out of Nantucket with out a permit from some of the Committee on the Continen[t] Said Parker applyed as we have ben informed to the Committee of Falmouth for a permit which was Granted accordingly for the said Parker to bring Provisions to Machias aforesaid and then he proseeded to Capepersue as aforesaid and Delt as afore said with out as he sayeth any intent of Bring[ing] the said provisions to Machias Exsept his Commissions on the Cargoe which he has actually Brought in the Whole or in part –

And for the afore said Reasons we have thought proper to take the said Parkers Notes of hand which he had by him in to our possession and them safe to keep for Security that he shuld Not Depart this pla[c]e until your Honers pleasure is Known and therefore we take this oppertuneyty to In form your Honors of our proseedng and hoop your Honers will Give us further Directions as you in Your Wisdom shall think Best for the peace and Wellfare of the United Coloneys – The Securitys taken amounts to £ 187: 5–9. we thought best to Inform Your Honors and Not to send the person without it is Required and we shall be always Readey & Will Cheerfully Obey your Honers Commands and any advice your Honers may think fit to Give us will be gratefully Acknowledged by your Humbel Sarvents

By order of the Committee

W^m Tupper Clerk

[Machias] May 25 1776

[Endorsed] In Council June 10th 1776

Read & sent down John Lowell Dpy Secy P T

In the House of Representatives June 21st 1776

Read & committed to the Committee on the Petition of Stephen Parker Sent up for Concurrence Tim^o Danielson Spr p Tem:

In Council June 21st 1776

Read & concurred.

John Lowell Dpy Secy P T

1. James Phinney Baxter, ed., *Documentary History of the State of Maine* (Portland, 1910), XIV, 350, 351. Hereafter cited as Baxter, ed., *History of Maine*.

The Freeman's Journal, SATURDAY, MAY 25, 1776

Portsmouth, May 25, 1776

On Tuesday the 21st inst. the Continental Frigate of thirty-two guns, built at this place, under the direction of John Langdon, Esq; was Launched amidst the acclamation of many thousand spectators. She is esteemed by all those who are judges that have seen her, to be one of the compleatest ships ever built in America. The unwearied diligence and care of the three Mas-

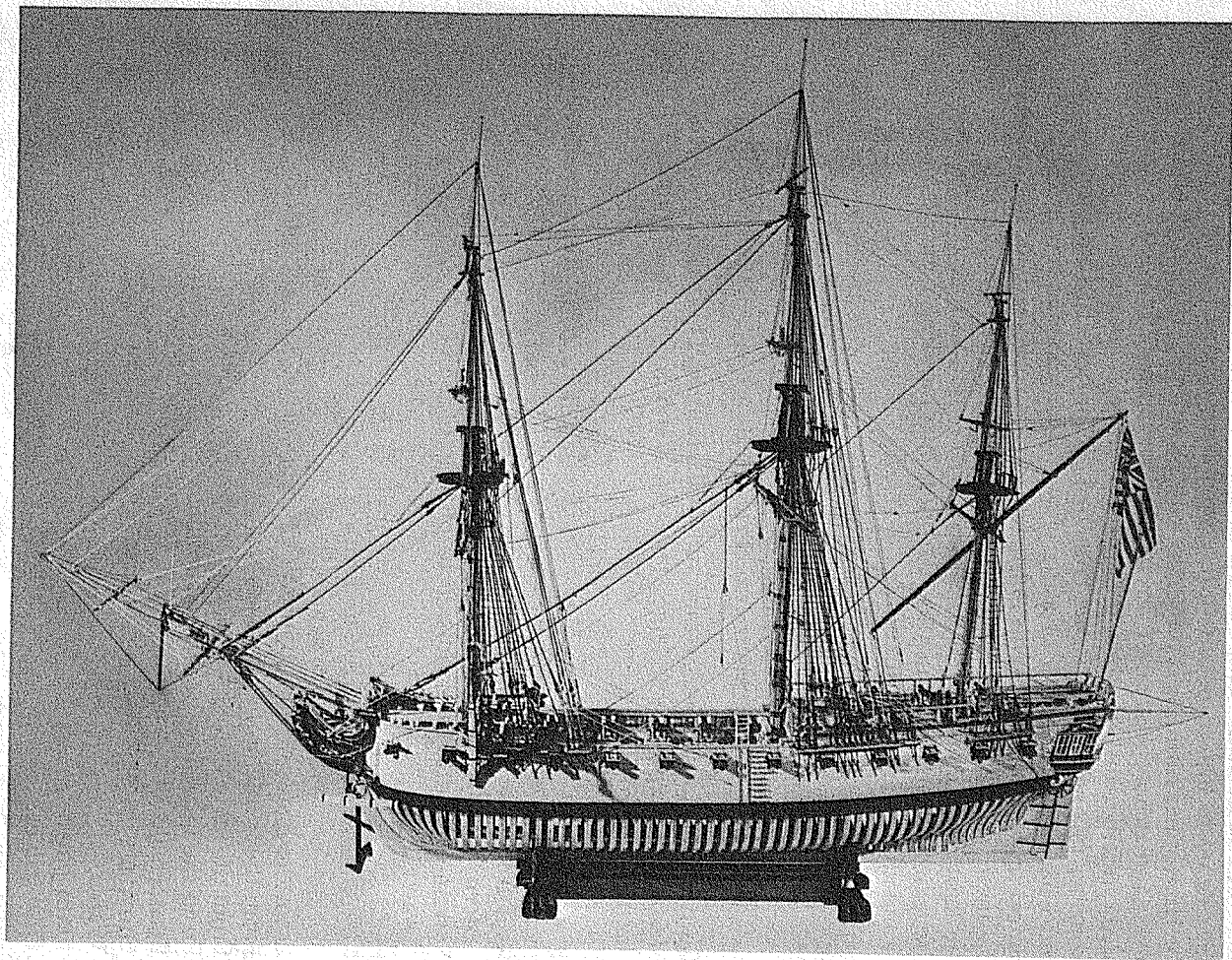
ter-Builders, Mess. Hacket, Hill and Paul, together with Mr. Thompson¹ under whose inspection she was built, and the good order and industry of the Carpenters, deserve particular notice; scarcely a single instance of a person's being in liquor, or any difference among the men in the yard, during the time of her building, every man with pleasure exerting himself to the utmost; and altho' the greatest care was taken that only the best of timber was used, and the work perform'd in a most masterly manner, the whole time from her raising to the day she launched did not exceed sixty working days, and what afforded a most pleasing view (which was manifest in the countenances of the Spectators) this noble fabrick was compleatly to her anchors in the main channel, in less than six minutes from the time she run, without the least hurt; and what is truly remarkable, not a single person met with the least accident in launching, tho' near five hundred men were employed in and about her when run off.

1. The master-builders were James Hackett, James Hill, Stephen Paul, and the superintendent, Thomas Thompson. M. V. Brewington, "The Designs of Our First Frigates," *American Neptune*, January, 1948, 13.

PLANS OF THE CONTINENTAL FRIGATE BUILT IN NEW HAMPSHIRE¹

Built under the particular care and inspection of Thomas Thompson Esqr. Master-Builders, Messrs. James Hackett, Stephen Paul, and James Hill, by the direction of John Langdon Esqr. A.D.1776

	length	br'dth	dep.	width
Keel from fore part of stem to after part of stern post	124.6			
Extreme breadth from outside to outside of water		35.		
Hold			11.3	
Lower deck inside to inside midships	128.6	33.9		
do at the foremast		30.		
From the inside of bow to middle of foremast	17.4	measured		
From the inside of fore to mainmast	59.	on the		
From the main to the mizzen mast	30.6	gun		
From the mizzenmast to the transome	28.	deck		
Between decks			5.4	
Gun deck inside to inside midships	136.	29.		
Waist			5.5	
Main hatch	8.11	7.11		
Fore hatch	4.	5.		
After hatch	8.	5.		
Forecastle	23.	24.7		
Quarterdeck, inside to inside aft	58.	15.6		
Quarterdeck, inside to inside forward		24.6		
Quarterdeck rails	58.6			



Continental Frigate Raleigh, 32 guns.

	length	br'dth	dep.	width
Fore channels	23.5			
Main channels	23.8			
Mizzen channels	12.5			
Lower rim of galleries	10.			
Upper rim of galleries	9.6			
Lower stool	6.6			
13 ports each side 2.5x2.8, and 7.2 apart				
Outer part of bow to outer part of head	11.1			
22 lower deck beams			1.2	1. 3½
29 upper deck beams			1.	1. 1½
20 quarter deck beams			.7	.10
6 forecastle beams			.8	.10
Midship gunwale		1.½	.5	
Thickness of side of lower part of ports, 13 inches				

Dimensions of Masts and Yards

	diam.	length	head
Mainmast	3.3	86.	1.
Topmast	1.4	50.	.6
Topgallant mast	.8	28.	.2
Foremast	2.1	79.	.11
Foretopmast	1.3	46.	.5 ½
Foretopgallant mast	.7	26.	.2
Mizzenmast	1.6	74.	.8
Mizzen topmast	.11	37.	.4 ½
Mizzen topgallantmast	.5	18.	.2
Bowsprit	2.2	51.	
Gibb Boom	1.	36.	
Main Yard	1.6	70	
Main Topsail Yard	1.1	54.	
Main Topgallant Yard	.7	36.	
Fore Yard	1.4	64.	
Fore Topsail Yard	1.1	50.	
Fore Topgallant Yard	.6	30.	
Spritsail Yard	.9	45.	
Spritsail Topsail Yard	.7	35.	
Mizzen Yard	.10	66.	
Crossjack yard	.10	50.	
Mizzen topsail yard	.8	36.	

	diam.	length	head
Mizzen topgallant yard	.4 1/2	22.	
Main studdingsail booms	.9	38.	
Fore studdingsail booms	.9	38.	
Topgallant studdingsail booms	.5	25.	
Ensign Staff	.6	30.	
Jack staff	.3	15.	
Lower studding sail booms	.8	40.	
Driver yard	.5	22.	
Driver boom		35.	

Thomas Thompson

1. Josiah Fox Papers, PM. Undated but placed in period of *Raleigh* launching.

"A LIST OF OFFICERS FOR A FRIGATE OF 32 GUNS" ¹

Captain	} these are appointed by Congress—	
3 Lieutts		
Master		
Capt Marines		
2 Lieutts Do		
Surgion		
3. Masters mates		4 Quar Gunners
4. Midshipmen		Sail Maker
2. Surgions mates		Cooper
Boatswain		Armorer
2 Mates—		Coxswain
Carpenter		Steward
1 Mate		Cook
Gunner		Capt Clerk
1 Mate		

1. Langdon Papers, HSP. While the list is undated, it falls logically in the period of the launching of the frigate built under John Langdon's direction.

MASTER'S LOG OF H.M.S. *Milford* ¹

May 1776

Cape Ann Wt 10 Leagues

Saturday 25 at 4 AM saw a Sail to the S E gave Chace fir'd 3 Shot at the Chace 1/2 past 8 Spoke the Chace sent the Boat onboard wth an Officer, prov'd to be an American Sloop in Ballast got the Prisoners & her Tackling onboard at Noon in 2d Reefs Top-sails.

Fresh Gales and Hazey with Rain Unbent the Prizes Sails and Scuttled her at 4 Hoisted the Boats in made Sail

1. PRO, Admiralty 52/1865.

JOSIAH BATCHELDER, JR. TO RICHARD DEVENS¹

Sr

Beverly May 25th 1776.

please to deliver to Mr Joseph Wyer or Order four Bolts of Russia Duck, for the Use of the Colony Sloop Called the *Tyranecide*. I have the honor to be [&c.]

Jose, Batchelder jr
one of the Committee for Building & fixing out
Ten Armed Vessels for the Service of this Colony.

1. Mass. Arch., NA Photocopy.

WILLIAM BARTLETT TO MAJOR GENERAL ARTEMAS WARD¹

Sir I Beg Leave to acknowledge the Reciept of yours of the 16th Inst your Honours Instructions I have Strictly Comply'd with, the Ship *Jenny* sold for so great a Price that with the Advice of my friends did not think prudent to give so much for not thinking her fitt for a Ship of Warr and not sold for but Very Little under her Real Value being 1950 £ the Brig *Hannah* from Antegua I have purchased for the Continent at the Prise of 520 £ and I think will make a Very Pritty Vessell of Warr being a very good Salior I have not as yet finish'd the sails but shall as Soon as possible when I waited upon your Honour Respecting Capt [James] Mugford you no doubt Remember the discourse, he apply'd in my absence to Collo [John] Glover for men which was Imediately Granted him and in Less than 12 hours Sail'd therefore had no Oppertunity of delivering your Letter, Providence has most Miracalously work'd for us in this perticular Instance Your Honour will now see the Great advantage arrising from having this most Valiant Regiment here being Always Ready to man the Vessells when Calld for, which is Very often, and your Honour will I pray take the same into Consideration and not Remove them from this Town there being so many off them Employ'd in the Vessells that the small Number Left, would make but a small addition to the Forces now in Boston the Cargos Belonging to the Brigts Carryd into Lynn we have Got down Here which Togather with the Brig *Hannah* purchased for the Continent will be a Considerable Interest of the Colonies to be Protected,

if your Honour in your known Wisdom and Zeal for the Welfare and Prosperity of the Colonies, Should think it best to Continue Collo Glovers Regiment at Beverly The Committee think it very Nessesary to have a Small Fort Built at the Exterative part of the Town which will Command not Only the Enterance into the Harbour but also the Town of Manchester being just within our Islands pray your Honours Leave or Instructions to Collo Glover to Erect it – I am with the Greatest Respect [&c.]

Beverly 25th May 1776

William Bartlett

1. Ward Papers, MassHS.

2. Washington had directed that the ship *Jenny* and the brig *Little Hannah*, which had been

taken by John Manley in the schooner *Lee* in December, 1775, be purchased and converted to vessels of war, to be commanded by Manley and his lieutenant. Manley turned down the General's effort to supply him with a suitable cruiser, claiming the *Jenny* was unfit for such service. See William Bell Clark, *George Washington's Navy* (Baton Rouge, 1960), 140, 141.

3. The vessels carried into Lynn were the brigs *Jane* and *William*, taken by Captain Samuel Tucker in the schooner *Hancock*.

WILLIAM BARTLETT'S ACCOUNT OF SALE OF THE PRIZE SLOOP *Sally*
AND CARGO¹

Account sales of Sloop *Sally* and Cargo Retaken by Capt Windborn
Adams Commander of the Schooner *Warren* sold at Publick Auction—

153 full Quarter Cask Lisbon wine a £ 8.4/1d	£ 1255..4..9
The Sloop and Appurtenances	220..-..-
	<hr/> £ 1475..4..9

Charges deducted

Messrs Glover & Bartletts acco	£25.13..9 $\frac{3}{4}$	} 122.13.[2]
Collo John Glovers acco	5.12..9	
Capt Joseph Lees acco	1.18..3	
Capt John Van Emburgh acco	52.10..9	
Commis on £1475.4.9 at 2 $\frac{1}{2}$ PCt	36.17..4	
		<hr/> £ 1352.11..7

2/3d Given to the Owners by the Court of Admiralty	£901.14..4 $\frac{1}{2}$ ²
1/3d Given to the above mention'd Schooner <i>Warren</i>	450.17..2 $\frac{1}{2}$

Beverly 25 May 1776—

£ 1352.11..7

Errors Except

p William Bartlett

	450.17..2 $\frac{1}{2}$
$\frac{2}{3}$ to the Continent	300.11..5 $\frac{1}{2}$
$\frac{1}{3}$ to the Captures	150..5..8 $\frac{3}{4}$

1. Bartlett Papers, No. 5682, BHS.

2. *Ibid.*, John Van Emburgh, for the owners, acknowledged receipt of this sum on the same day.

JOURNAL OF H.M.S. *Rose*, CAPTAIN JAMES WALLACE¹

May 1776 Cape Codd So 75°W 28 Leagues. —

Saturdy 25 At 4 AM Saw a Sail to the Eastwd, out 1st Reef, at 11 A M
Tack'd Fresh Breezes and Cloudy, fir'd 2 shot and took the
Schooner *Mary*, Nathl Parley Mastr from Bedford bound to
the Wt Indies with Fish, Lumber, & Staves,² In 2d Reefs.

1. PRO, Admiralty 51/805.

2. According to the *Rose's* journal, she took the schooner in tow on May 27, and cast her off the next day. There is no further record of her.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, May 25, 1776

Resolved, That the arms, ammunition, and military stores, taken by the armed schooner *Franklin*, or any other of the armed vessels in the pay of the United Colonies, be at the disposal of the General or commander in chief of the American forces.

The committee to whom was referred the letter from Charles Miller to the commissary general, brought in their report, which was agreed to: Whereupon,

Resolved, That the commissary general be directed to order so much of the provisions stored in the continental magazines in Massachusetts bay, to be delivered, for victualling the five ships of war, now building at Portsmouth, Newburyport, and Providence, as the Marine Committee shall direct; and to keep the residue for the use of the continental army, that are or may be stationed in the eastern department.

The committee appointed to confer with his Excellency General Washington, Major General Gates and Brigadier General Mifflin, touching the most proper posts and measures to be taken for preventing the enemies communication with the upper country from Canada, and such other measures as tend to secure the frontiers, brought in their report, which was taken into consideration, Whereupon,

Resolved, That it is of the highest importance that post be taken at Dechambeau and that the same be fortified; that works be likewise erected on the islands in the river St. Lawrence at the mouth of the river Sorrel, as well to keep open the communication between Dechambeau and St. Johns, as to prevent the enemy's passing to the upper country, should the forces of the United Colonies be compelled to retreat from Dechambeau.

That it is highly expedient to engage the Indians in the service of the United Colonies.

1. Ford, ed., *JCC*, IV, 390, 393, 394, 395-60.

COMMODORE ANDREW CALDWELL TO THE PENNSYLVANIA COMMITTEE
OF SAFETY ¹

Gentlemen: -

Philadelphia 25th May, 1776.

The appointment you were lately pleased to honor me with of Commodore of the Naval Armaments on this River, was accepted on my part from the same motives, which now induce me to resign - The service of an Injured Country.

Confined to my bed by a severe Illness, I am wholly disabled from executing the duties of such an important trust. The preservation of this city depends on the defence of the River, and as there is reason to believe that the Enemy will shortly return, with an addition of force, to accomplish their Hellish purposes of Murder and distruction, I should consider myself as in-



Robert Eden.

juring the Public cause, were I to delay at this time, the resigning an office, which tho' proud to be honored with, and anxious to discharge, I am not now able to perform.

The House will [be] pleased to accept this as my resignation of the office of Commodore, the commission for which is inclosed herein, and if on the return of health there should be any service which I can render to so just a cause, I shall ever conceive it an honor to be called upon for that purpose.

I am, Gentlemen [&c.]

Andrew Caldwell. ²

P.S. The money I received from you is disposed off as underneath, for the recruiting service, for which the Captains will account with you:

Committee of Safety with A. Caldwell

Dr.

To Cash pd. Capt. [John] Hamilton	£ 30 0 0
Paid Capt. [Hugh] Montgomery	30 0 0
Paid Capt. [Nathan] Boyce	30 0 0
Paid Capt. [Thomas] Moore	30 0 0
	<hr/>
	£120 0 0

Cr.

By your order on Mr. Nisbitt [John Maxwell Nesbitt]	£120 0 0
	<hr/>
	£120 0 0

To the Honorable the Committee of Safety.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I 380-81.

2. This date the Committee accepted Caldwell's resignation. *Pennsylvania Colonial Records*, X, 580-82.

ADVERTISEMENT FOR MARINE DESERTED FROM THE PENNSYLVANIA
PRIVATEER BRIG *Hancock* ¹

Philad. May 25, 1776

Four Dollars Reward

Deserted, from Capt. William Shippin's company of marines, belonging to the brig *Hancock*, lying at Bright's wharf, Philadelphia, a certain Joseph Bamford, about thirty years of age, five feet seven or eight inches high. He had on, when he went away, an old blue coatte, a check shirt, old leather breeches, an old felt hat, is remarkably near sighted, and has formerly been a fisherman. Whoever apprehends the said deserter shall have the above reward.

William Shippin

1. *Pennsylvania Evening Post*, June 1, 1776.

GOVERNOR ROBERT EDEN TO CHARLES CARROLL, BARRISTER ¹

Sir:

[Annapolis, May 25]

On a perusal of the address to me yesterday,² I don't find it requires any answer; not do I understand that any was expected. Anything I could say

might be thought too little here, and would be thought too much elsewhere. I just trouble you with this to mention a circumstance or two that have occurred to me, to which some attention may prevent disagreeable occurrences.

I am going to send down the bay to inquire after a vessel for England, and my boat, with Mr. S. [Smith], will, in that account, sail with the first fair wind. I must request a pass, to protect her from the Provincial and Virginia cruisers.

Another of the circumstances above alluded to is, the present situation of those cruisers; any sinister accident from the King's ships arising at this time to them, or soon after my sending down, would, in the phrensy of men's minds, be imputed to intelligence from me, notwithstanding my assurances of my confining Mr. S. and the boatmen solely to the errand I send them on. This you might remedy, by ordering them up the bay till I am gone; and in that case will pledge myself that such man-of-war that may come to escort me through the Virginia part of the bay shall commit no hostilities in this Province. But if they must remain below, I cannot be answerable for what may happen to them.

The forces are at the Capes, and I propose writing to Captain George Montagu, and giving him the trouble of me, till I take my departure from the Capes. One of your look-out boats might sail with mine, and carry instructions to Captain [James] Nicholson, or my boat shall deliver your despatches, if she can see them in her way down the bay. I am the more solicitous to settle this point, as I am desirous to leave the Province on the most friendly terms, and in as much peace as the times will admit.

Requesting your sentiments on these matters, and the pass above-mentioned for the *Friendship* schooner boat, George Wilkes, mulatto, skipper, I am.

1. Force, comp., *American Archives*, 4th, VI, 738.

2. See Proceedings of the Maryland Convention, May 24, 1776.

JOURNAL OF THE MARYLAND CONVENTION ¹

[Annapolis] Saturday, May 25, 1776.

The Convention took into their consideration the report from the committee appointed to devise a proper establishment for a court of admiralty, for the trial of such captures and seizures as are or may be made pursuant to the late resolves of the Continental Congress on that subject, and brought into any port or district within this province, and thereupon came to the following resolutions, to wit.

Resolved, That a court of admiralty be established for the trial of such captures and seizures, with full power to take cognizance of all libels on account of such captures and seizures, and to proceed to a final determination and decree thereupon. Which court shall consist of a judge to hear and determine, a register to record the proceedings, and a marshal to call the said court and execute the several processes thereof; the said judge to be nominated and commissioned by the Convention, or in the recess thereof, to be

nominated and commissioned by the Council of Safety for the time being; and the said register and marshal to be nominated and appointed by the judge of the said court; the commission of the said judge, and the nomination and appointment of the said register and marshal, to be during the will and pleasure of the Convention for the time being; the process and form of proceeding to be as usual in the courts of admiralty: but if either libellant or defendant, on any controverted material fact between them, demand a trial of the said fact by a jury, in such case [the judge] shall order and direct the marshal to summon out of the neighbourhood where the court is held, a jury of freeholders, to find and say the truth of the said fact on oath, and upon the verdict of the said jury, shall pronounce his decree accordingly: the first determination and decree of the said judge to be subject to such appeal, and in such manner, as recommended in the resolutions aforesaid of the Congress. The fees for proceedings in this court to be the same with the fees heretofore allowed the court of admiralty, by an act passed in 1763, entitled, "An act for amending the staple of tobacco, &c." the said fees to be paid in money at the rate of 12s.6d. common money per hundred; and the allowances to juries and witnesses to be the same as heretofore made to juries and witnesses in the common law county courts of this province. This court to be held at such place as the judge shall think convenient for the trial of such captures and seizures as are or shall be made as aforesaid.

William Hayward, Esq; was unanimously elected judge of the said court of admiralty.

The committee for that purpose appointed, bring in a passport for his excellency governor Eden, and a draught of a letter to the Committee of Safety of Virginia, which were read and agreed to.

1. *Maryland Convention*, 24-26. The Convention adjourned this day.

CHARLES CARROLL, BARRISTER, TO EDMUND PENDLETON ¹

Sir

Annapolis 25th May 1776

I am instructed by the Convention now sitting to communicate to your Committee the enclosed Resolve. Our Governor having no other Opportunity of procuring a Passage to great Britain than by some Packett or Ship from the Fleet in your Colony, has Requested this Convention to give a Passport for a Boat to go down to the Fleet on an Enquiry for a convenient passage. This Convention has thought proper to comply with the Request and has furnished a Passport, a Copy of which you have enclosed. The Governor in case a Ship of War should come up for him has pledged himself that no Hostilities [should] be committed by her in coming up or going down as far as he can prevent it, and to prevent any disagreeable Occurrences, we have directed the Commander of our Ship *Defence* now down the Bay to come up. As the Governor leaves the Province at the request of the Convention, they wish to give every facility to his seasonable departure, confident that he has no hostile Designs against America and we request that

you will take proper measures to prevent any interruption being given to the passage of his Boat on her present errand or to such Ship of War as may come up for him I am Sr [&c.]

1. Hollyday Papers, MdHS.

MARYLAND COUNCIL OF SAFETY TO THE NORTH CAROLINA COUNCIL
OF SAFETY ¹

No. 159.

Gentn We are informed by Mr Hugh Young that 500 wt of Powder belonging to this Province ar[ri]ved at Newbern in No Carolina from St Eustatia shipp'd by Captn Abraham Van bebber on Board of Captn Luce – you will probably want the Powder, – therefore we have given him no Orders for it's Removal, but will exchange, if you think proper for the same Quantity to be delivered us by your Delegates at Philadelphia. We are [&c.] [Annapolis] May 25th 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Saturday May 25th 1776

Ordered That Western Shore Treasurer pay to Wm Neile of Baltimore Town fifteen hundred and forty five Pounds, ten Shillings and four Pence for the Schooner *Nancy* and the Amount of her Cargo, insured by this Province, and captured at St Eustatia. –²

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

2. This payment was agreed to on November 25, 1775, when Charles Carroll, Barrister, and Robert Alexander accepted William Neill's proposal for the voyage. See Volume 2, 1135–36. His receipt, attached to the proposal reads: "May 25 1776 Received from Council of Safety an Order on Western Shore Treasr for fifteen hundred & forty five pounds, ten shillg, & four Pence on Acct of afsd Contract William Neill." Executive Papers, Box 2, Md. Arch.

JOURNAL OF H.M. SLOOP *Otter*, CAPTAIN MATTHEW SQUIRE ¹

May 1776	At an Anchor in Norfolk Road Virginia
Tuesday 21	A M the Troops & People quitted the lines, & embarked on-board the Vessels. Mode & fair. Unmoored & hove short on the best Bower.
Wednesday 22	At ½ past 11 A M weighed & run down off the Millpoint, & anchored with the best Bower in 5 fam Towed 3 Schooners & a Sloop upon the Flatts, cut away their Masts & scuttled them. Little wind & cloudy.
Thursday 23	At 5 weigh'd & came to sail, the Boats ahead. At ½ past 8 Anchored off the Western Branch in 5 fam Fired 2 Shot at 2 Boats crossing the western Branch. Getting ready for Sea. The first little Wind & fair, the middle & latter fresh Breezes. At 6 P M HMS <i>Fowey</i> , & his Lordship of Dun-

more's Vessel sailed into Hampton Road. Do weighed & came to sail. Five Sail of the Fleet in going down got aground in the Narrows. At 7 anchored near to assist & protect them.

Friday 24 Sent Boats to their Assistance. Do got them afloat & anchored them in a fair way.

Mode & foggy At 2 P M sent a Boat & got some of the Vessels under weigh. At 5 weighed & came to sail. At 6 anchor'd in 3½ fam off Sewells point.

Saturday 25 At ½ past 8 A M loosed the Topsails p Signal, At 9 do furled them.

Mode & fair At 4 P M The *Roebuck* & at 5 do the *Fowey* got under weigh with great part of the Fleet who had Families onboard for protection. At ½ past 5 P M sent our Boat onboard a Sloop scuttled & set her on fire, she having neither Sails nor Men. At 6 PM weighed & came to sail. The Signal at ½ past 7 onboard the *Roebuck* to tack. At ½ past 8 anchored with the B Bower in 16 fam without Point Comfort.

I. PRO, Admiralty 51/663.

26 May (Sunday)

JOURNAL OF H.M.S. *Triton*, CAPTAIN SKEFFINGTON LUTWIDGE ¹

May 1776 At Anchor Church at Pt Ecureuil NSbN 1 Mile

Saturday 25th ½ past 4 AM, made the Signal and weigh'd with the Convoy – at 6 the *Martin* Sloop got under way and at 7 I anchor'd at Portneuf in 5½ fms at 11 moor'd a Cable each way – at Noon the Convoy in Sight about 4 Leagues up the River, with the *Magdalen*, *Maria* and Province Schooner in all 11 Sail & 3 more coming up the River –

P M, Anchor'd here the *Lord Howe* Arm'd Ship, the *Charlotte* provincial Arm'd Ship – *Thomas & Richd* Transpt, with Artillery, an Engineer & a Detachment of the 29th Regimt, at 8 P M, a Boat with 5 Indians from Montreal came onbd who gave an Account of the Action at Cedres [the Cedars].

Sunday 26th A M, at 10 recd an Order from the Commodore at Quebec to send down all the Pilots I cou'd meet with & also those on bd the *Triton*, *Bute* & *Lord Howe* – the *Bute* being at Pt au Tremble – Sent on Bd the *Charlotte* a Detachment of Marines to assist the General up the River – 1 Officer, 1 Sergt, 1 Corpl. 1 Drum, 26 private.

I. PRO, Admiralty 51/1013.

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS ¹

[Extract]

Isis before Quebec May the 26th 1776

Sir Having Omitted it, till my dispatches were sealed up, I beg you may be pleased to communicate to my Lords Commissioners of the Admiralty, my having appointed Mr William Jackson Masters Mate, to be Master of this His Majesty's Ship, which I hope their Lordships will approve . . .

Ch^s Douglas

The letter of which the following is a Copy, I have this Moment received from Lieut. Governor Cramahe

Quebec 26th May

Sir The General informs me, he has received an express from Captain Forster, acquainting him, that he with a Detachment of the 8th, Some Canadians and a number of Indians, had the 19th Inst. taken a Fort at the Cedars, two Pieces of Cannon, and 390 Rebels, Prisoners at discretion: The day following, a party crossed over, from Montreal, of 120 who were defeated and taken.

The General desires that all the Transports, Storeships, and Victuallers, shou'd press after him, without coming to an Anchor. And all the Batteau's be sent up. I am [&c.]

H. T. Cramahe

The General had passed the Richélieu, and was left between Grondines & St. Ann's

Two Indians from the Cedars by Water inform me, that Eleven Sail in all of the 13 which Sailed upwards passed the Rapids of Richlieu yesterday.

(a true Copy Witness my hand,)

Ch^s Douglas

1. PRO, Admiralty 1/1706, I, 26.

ACCOUNT BOOK OF JONATHAN GLOVER ¹

	Dr
[To] William Bartlett	
May 26 To Wharfage 17 Cord wood Capt Leach	6-9½
To Wharfage Sloop takeing by Capt Burk	} 5-12-9
21 weeks & one Day a 5/4	
To Wharfage Sloop <i>Betsey</i> takeing by	} 6- 4-2
Capt Manly 23 weeks & 2 Days a 5/4	
L Q lb	
To 2 barrels flour Neat 4-1-8 a 22/	} 4-15-3¾
pr his act in old book (page 2)	

1. Glover's Account Book, Colony Ledger, MarbHS.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

[Extract]

Fort George May 26th 1776

. . . By the inclosed Return your Excellency will see that I have only 91 - Rank and file fit for Duty, twenty eight of these are constantly employed in the Batteaus that bring the Timber for building others: eight in

the large Boat; and ten in various other Services, so that I have only 45 – left for Duty, and all raw & undisciplined. – a Force so trifling that it leaves us exposed to the Insults of any very inconsiderable party who may destroy our Boats and Buildings, and thereby greatly distress if not actually render useless our Army in Canada: permit me therefore to beg your Excellency to order me a Reinforcement the soonest possible, and should I find myself hereafter in a Situation to dispense with them – Colo: Van Schaick will then be immediately sent into Canada.

I forgot to mention to your Excellency that the small Note I enclosed you this Morning I received with the other papers, but do not know whether intended for the Commissioners or me, if for me I am not in a Condition to comply with it, as I have not a person here that understands the Construction of Gundaloes.² I wrote for such persons to the Congress in the Course of last Winter but if I had proper persons here it would be needless to build them as the Waters in a few Days, if not already are too low to get Vessels of that Construction down the Falls of Chamblé.

I shall try to procure Batteauxmen at Albany and its Vicinity, they are cheaper at eleven Dollars and a Quarter per Month than Soldiers with the additional pay of one Shilling per Day, because they are more to be depended on.

1. Washington Papers, LC.

2. *Ibid.*, Schuyler wrote to Washington the next day having determined that the note was intended for him: "I have ordered a row Galley to be sent from Tyonderoga to be Converted Into a Gundalo, she served as Such last year when In possession of the Enemy."

GILBERT JONES'S REPORT OF SUSPICIOUS ACTIONS OF A SLOOP IN OYSTER BAY ¹

[Oyster Bay Township]

On the 26 of May 1776 Siting with a prospect glass and Looking out of a Chamber [wi]ndow Saw a Small Sail moving Eastward which appeared to me to be without the beach, immediately after I perceived She Came about and run westerly at which time I Saw another Sail that appeared to be at a greater Distance and Directly Come about and passed each other two or three times and then the Sail first Discovered Stood to the Eastward and Came into the Inlet opposite to fort Neck and Came Directly up the bay within about half a mile of the said Neck and there grounded on a Sand bar as soon as [the] Sails were down I Discovered seven [men] that I Could Count by looking through the glass—being Dissatisfied with seing more men than Common in So small a Sloop tho large to Come into our bay I Set out about sun set with a boy to roe me aboard and see who they were and what there Business was when I Came Near I hailed her and after asking my Business Several times without my giving a Direct answer I went aboard they Appeared much Surprised when Seeing but three men on board I asked where the other men were. they told me they were gone ashore for Lodging but they knew not to what Landing that they came from Elizabeth town and wanted to get a Load of Clambs that they Saw no Sail without the beach and that they made no turns nor tacks until they Came into

the Inlet and that they were not obliged to go within Sight of the men of war to Come from Elizabeth town here and that the[y] intended to the Next morning themselves on Shore to hire men to get Clambs for them.

Gilbert Jones one of the Committy for the Township of oyster bay
I. Washington Papers, LC.

EXAMINATION OF THREE MEN FROM A SLOOP IN OYSTER BAY ¹

May the 26th - 1776. the Examination of - 3 prisonners taken nea[r] against Sylas Carmon att oyster bay South - & their Sloop - 7 Men they Sot ashore the night before, Which they give but little account of

(1) Nathan gyer inhabitant att Blewpoynnt, upon his Examination Says, he Sot With his Sloop & Carryed With him about - 12 Bushels of Clams about a week ago & went to the jerseys & past the Man of War in the Night Without being Stopt he, Made [a] Harbo[r] Came to ankur Sold his Clams to the Jersey People as he Seposd & took in - 7 Passangers as they Came aboard of him att Differant times Sum in the Day & Sum in the Night in Small Craft they payd him their passage When he Sot them a Shore in oyster bay South att fort neck poynnt they left, five guns with him but the persons Names he Dont Remember, Except 2 - 1 Was umpstad the other - platt - Both from Newengland, umpstad a taylor by trade from Litchfield, the Said gyer - Says his Design Was When he Sot out from blew poynnt to go Round to New england to Collect Sum Debts - but When he Came to Jersey he understood that att New york they took all the Botes that pased & for that Reason he Returnd Back to go home & took in these 7 Pasengers -

2[n]d Lazareth gyer, Says Son to the first 20 - or 30 Bushels of Clams & that the Man of Wars Barge haild them & Brought them tew took about a peck of their Clams the passengers which they took a bord & Sot ashore Came aboard All together in one Bote in the Day time he New None of them Except - 1 they Cald Patcher a taylor by trade, but he Sepos'd Sum of the - 7 Passengers Part of them Belong to New england & part Upon long island he after said in pasin the Man of War the *fenux* [*Phoenix*] haild them & Brought them tew -

3rd Benj Scribner - 3 months ago from new england Norwock Saith 30 Bushels of Clams - Past the Man of War Clear Went to the Jersey in tew a harbour up to a landing along Side of a Dock Where they Sold their Clams to the Jersey people & these passengers Came to them by land to the Dock & Stept aboard - he further Says he agreed With the first Nathan gyer - att blew poynnt & Was to give him 8/ for his passage to Carry him to Egg harbour

further Says they lay - a week fast to the Dock att the Jers[ey]s they None of them Can Remember What part of the Jerseys they Went to Examind before us

Joshua Ketcham one of the Commi[ttee]
for the township of huntingtown
Benjamin Birdsall one of the Com-
mi[ttee] for the County of Queens

1. Washington Papers, LC.

EDMUND PENDLETON TO CHARLES CARROLL, BARRISTER ¹

Wmsburg May 26th 1776.

Sir. On Wednesday last Lord Dunmore and the Fleet at Norfolk, quitted that station and fell down into Hampton Road, where they remained 'til yesterday evening, when they got under way, apparently intending out to sea, but this morning were discovered by our look outs to have turned up the Bay and had passed the mouth of York River. I this moment received the intelligence and thought it might be useful to communicate it to you by express, that you might not mistake it for some other armament. We have reason to believe they are much in want of Provisions and also that they are but weakly mann'd, as they burnt several small vessels before they left Norfolk and three of a large size just before they quitted the Road. The *Roe-buck* is returned from Delaware & is with this fleet. I have Honr to be Sir [&c.]

Ed[m]^d Pendleton

1. Correspondence of Council of Safety, Md. Arch.

27 MayJOURNAL OF H.M.S. *Lizard*, CAPTAIN THOMAS MACKENZIE ¹

May 1776 Laid up in the Coude Sec [Cul de Sac, Quebec]
 Monday 26 A M Arrived here, & sailed up the river 27 sail of Transports
 [Sunday] with Troops from Ireland
 Tuesday 27 Arrived here his Majesty's Ship *Carrisfort* & *Pearl* with a Con-
 [Monday] voy of 12 Transpts

1. PRO, Admiralty 51/550.

JOHN LANGDON TO NICHOLAS BROWN ¹

Sir Portsmouth May 27th 1776

Your favo'r of the 15th Instant is now before me to which I answer, that I've receiv'd a Letter from Capt [Jeremiah] Stamford informing me the Duck has come safe to hand & that he had paid the Waggon, as pr our Agreement. I am much Obliged by your kindness, in forwarding the Canvas with such dispatch, am sensible of the difficulty at this time of procuring teams as I've been Oblig'd lately to have many things hauled at an Extravegant price - I am in great Want of light duck, as I've not a single bolt, should any of yours be such, shall be glad of Fifty or Sixty bolts - I thank you for the kind tender of your Services, should any thing, turn up this way, thats in my power to serve you, none would be more ready then Your [&c.]

John Langdon

P S. Our Frigate was Launched with great Success last Thursday the 21st Instant.

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO CAPTAIN JEREMIAH STAMFORD, IPSWICH ¹

Sir –

Portsmouth 27th May 1776

Your favo'r of post I've recd: am glad the Canvas is come, to hand, shall send Capt Partridge up directly for the Anchor, and the Canvas, as also some yarns which are to come from Mr Henderson Inches you did very right in paying the Carter – Your most [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO WILLIAM WHIPPLE ¹

[Extract]

Portsmouth 27th May 1776

I've sent by several Opportunities a List of Men for Officers, I hope to hear by return of Post, of the Appointment, and Explicit Orders for me to appoint the remainder, and the Blank Warrants or Commissions sent down I hope Peter Shores, will be Lieut by all means and also John Roche which I mentioned, who is now on board one of the Continental Schooners a Lieut and what I know and can learn he is very gentell good Man –

I inclose one of our Newspapers (for your Approbation) by young Dearbourn who I've endeavoured to put into the Business that we might have some Channell of Intelligence besides Tory printers, by that you'll see a few Lines I threw into the paper relative to our Launching the Ship, which are only the Facts, if any bad Grammer you'll Excuse it, my Education was not what they call Liberal. ²

We were highly favour'd Sons of Liberty, in building as well as Launching; nothing going Cross the Expence has been great but that could not be help't, I dont know of one Man of having even his Finger hurt in Launching, we were very regular the whole Yard guarded, to keep people off, strict Silence, orders properly timed, and well Executed, about three Minutes to her Anchor from the time she run, not even touched the Shores Since – Expect to get her Masts in this Week – I've just sent [Captain] Partridge to Ipswich for the Canvass; where shall get light [canvas] I know not, I Expect to meet with much difficulty in Compleating our Hands and intirely for want of Orders to ship them, in Season, not a Man can I ship untill the Officers are appointed and Explicit orders to Ship furnish Provisions &c. – I hear nothing of Guns, have no idea where they are to come from, Swivels, Shot, and such Articles we want – I think there is some mistake in the Regulations, (no proportion of Prizes to the Lieutenant and Captain Marines) I know not where rum is to be had the price now is only One dollar by the Hogshead, pray let me know if I am appointed the Agent if any one Else should be appointed, I should be glad to be appointed Agent of prizes, if that should be an seperate Department but as I hope you have taken Care to get me appointed Agent for the Navey (or say one of the Lords Commissioners that will be let alone as to Prizes – If there is an Agent for Prizes seperate from the agent for the Navy, which I supposed I shall and do

recommend Mr Joseph Whipple, than whom none can do better. Mr [Josiah] Bartlett may easily say that I've recommended Mr Whipple this is for the Continent – Mr [Joshua] Wentworth is for the General you know – I should be very glad to have Liberty of coming to Congress if its only one Week just to desire Independence might be declared and Guns sent on, and few such trifles as these, which are Essential and must be done, and that immediately and after these material matters are done the Continent may act with some propriety for every thing now (in the Eyes of the weak) class [*sic* clash] with Perogative, the King or the Devil; our Ships would also go to Sea, which would help us much –

Nothing in the Government way material we are a Building a Battery on the heights of Jerrys point – I am with Friendship [&c.]

John Langdon

P S John Jackson will be an Excellent hand for Surgeon if one is not Appointed, let him in for it by all means –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. The first issue of *The Freeman's Journal*, May 25, 1776, containing an account of the launching of the frigate *Raleigh*. Langdon claims authorship of this item in this letter.

JOHN LANGDON TO JOSIAH BARTLETT ¹

Dear Sir

Portsmouth May 27th 1776

There has been nothing material in Government turn'd up, since you left us, the glorious News of the Capture of the Powder Vessell and Galliant Behaviour of our Men in the Privateer, no doubt you'll have e'er this comes to hand

Our Frigate was launched last tuesday being the 21st Instant we were Exceeding fortunate in Launching, you may say with Safety that she is a good Ship, as has been built on the Continent, to say no more of her – when we shall have Guns, Orders to Ship Men, and furnish Provision &c I know not, had we the Guns, & had the Honble [Marine] Committee sent me Orders to have Enterd the Men, Officers appointed the Ship might been at Sea in all June, but how it will be now, I know not, the Orders come much Slower then I can build the Ship, I have wrote every Week since I left Philadelphia almost, Guns & Liberty to ship Hands, as I could as well Employ them as, others, but am Sorry to say, can form no Idea where the Guns are to com[e] from, and have refused a Number of Men, who would have gone, but are now otherwise Employed. I hope to be appointed Agent for the Navey here, on some terms or other Excuse haste Your [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO JOHN HANCOCK ¹

Sir

Portsmouth 27th May 1776

On tuesday last we Launched the Frigate belonging to the United Colonies, which I had the Honour to Superintend the building of at this

place, we were fortunate enough not to meet with the least Accident, the Ship was compleatly to her Anchors in three Minutes from the time she run off –

No pains has been spar'd, nor reasonable Expence to do the work well & give dispatch, she's Esteemed by Judges to be a very compleat piece of Work –

I've discharged great part of the Men from the Yard, her Masts are all Completed in the best manner and hope to have them in, few Days, her Rigging is also fixed, the Sail Cloth I hear is on the Road, shall have the heavy Sails made immediatly, what shall do for light Canvas I know not, a considerable Quantity of which will be wanting, not only for Sails but for Hammocks

The Guns we wait for, as we cannot compleat our Carriages without them

I hope to have Orders immediatly to Enter men, otherwise shall be detain'd, as many Sailors are dayly going from us, had I the Guns here on the Spot, and seasonable Orders for Officers & Men and Provision, think could have got the Ship to Sea in all June – I am with all due Respect [&c.]

John Langdon

To The Honble John Hancock Esqr

Chairman of the Marine Committee Philadelphia

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

MASTER'S LOG OF H.M.S. *Milford*¹

May 1776 Cape Ann Wt – 8 Leags
 Monday 27 Fresh Breezes and Hazey latter Light Airs, at 1 PM saw some Privateers standing in for Cape Ann made Sail and gave Chace 1/2 past lost sight of them shorten'd sail and Brought too

1. PRO, Admiralty 52/1865.

Boston Gazette, MONDAY, MAY 27, 1776.

Colony of the Massachusetts Bay, Plimouth, ss.

A Libel is filed before me against the sloop called the *Sally*, burthen about 75 tons, commanded by Cornelius White, and said to be improved in supplying the Fleet and Army employed against the United Colonies, and brought into the county of Plimouth. And the court erected to try and condemn all vessels that shall be found infesting the sea coast of America, and brought into either of the counties of Plimouth, Barnstable Bristol, Nantucket or Dukes county, will be held at the court house in Plymouth on Thursday the 13th day of June 1776 at the hour of ten in the forenoon, to try the justice of the said capture, of which this notice is given, pursuant to the laws of the colony aforesaid to all persons claiming property in said

vessel or cargo, or any ways concerned therein, that they may appear and shew cause (if any they have) why the said vessel, with her cargo and appurtenances should not be condemned.¹

N. Cushing, Judge of said Court

1. *New-England Chronicle*, June 6, carried the same notice.

MAJOR JOSEPH WARD TO WILLIAM BARTLETT ¹

Sir

Boston 27 May 1776

Capt [John] Bradford of Boston having represented to the General that he has directions from a member of Congress, Robert Morris, Esqr one of the Marine Committee, to provide a good Vessel for Continental Service, you may therefore let him have the Brigantine you purchased for the Continent, ² to be fitted for the intended Voyage as soon as may be I am & Joseph Ward A.D.C.

1. General Ward's Orderly Book, Joseph Ward Papers, ChHS.

2. The brig *Little Hannah*, which had been taken by Captain John Manley in Washington's schooner *Lee*, December 8, 1775. She was purchased by Bartlett, at Washington's direction, to be used as a vessel of war, but Manley decided the brig was not suitable for that purpose. Bradford subsequently named her the *Dispatch*.

MAJOR GENERAL ARTEMAS WARD TO GEORGE WASHINGTON ¹

Sir

Boston, May 27, 1776

I am to inform your Excellency that Mr Bartlett the Agent at Beverly has purchased the Brigantine [*Little*] *Hannah* for the Continent, at five hundred and twenty pounds. Captain [John] Bradford of Boston having represented to me that he had an order from Robert Morris Esqr of Congress, and one of the Marine Committee, to provide a good sailing Vessel for Continental Service and that the Brigantine would answer the purpose, I have directed Mr Bartlett to let Capt Bradford have the Brigantine to fit her for the use of the Continent, as Mr. Morris writes that a Vessel is wanted to go a voyage upon particular business immediately.

In the late account I transmitted respecting the attempt the Pirates made upon the two armed Schooners in this Harbour, I mentioned that Major [John Gizzard] Frazers Schooner cut her cable and came up; Since I have learnt more particulars I think it appears that the little Schooner was bravely defended. The *Franklin* had twenty one men Officers included; the *Lady Washington* had seven, Captain [Joseph] Cunningham Commander, she was attacked by five Boats which were supposed to contain near or quite an hundred men, but after repeated efforts to board her they were beaten off by the intrepidity and exertions of the little Company who gloriously defended the *Lady* against the brutal Ravishers of Liberty. – I am your Excellency's [&c.]

Artemas Ward

1. Washington Papers, LC.

ABIGAIL ADAMS TO JOHN ADAMS¹

[Extract]

[*Braintree, 27 May 1776*]

I took a ride last week and ventured just as far as the Stump of Liberty Tree. Roxbury looks more injured than Boston, that is the Houses look more torn to peices. I was astonished at the extensiveness of our lines and their strength. We have taken a most noble prize the inventory of which you have in the paper.² The poor Captain has since lost his life in a desperate engagement with 13 Boats from the Men of War which attacked him and attempted to Board him, but by a most brave resistance they sunk four of the Boats and fought so warmly with their spears and small Arms as to oblige them to quit him, tho he had but 27 men and they 5 times his number. he unhappily fell and was the only one who did.³ Many dead bodies have since been taken up among whom is an officer.⁴ -We have now in fair sight of my unkells the commodore, a 36 Gun frigate, an other large vessel and 6 small craft. I hope after Election we shall have ways and means devised to drive of these Torments. Providence seems to have delivered into our Hands the very articles most needed, and at a time when when we were weak and not so well provided for as we could wish. We have two Row Gallies Building, and Men of Spirit to use them I dare say will be found. One engagement only whets their appetite for an other.

1. Butterfield, ed., *Adams Family Correspondence*, I, 415-18.2. The powder brig *Hope*.

3. Captain James Mugford.

4. Lieutenant Josiah Harris of the *Renown*.NICHOLAS BROWN TO GEORGE WASHINGTON¹

Sir.

Providence May. 27th 1776.

I received yours of the 17th Instant covering a letter from Robert Morris Esqr Chairman of the secret Committee of Congress, for the forwarding Fourteen Muskets in our hands belonging to the Continent in the most safe and Expeditious manner, ten of said Muskets with some swivels we had before put on board two valuable Vessels and Cargoes we lately Fitted for France on the Continental Service by which means we hope to prevent their being taken by any small boat or Barge as several have been for want thereof - The othe[r] four now send you by way of Norwich to the care of Christr Liffingwell Esqr to be Forwarded Immediately - this is the First Opportunity we could get to send them - I am for myself & Brother Jno Brown Your Excellency's [&c.]

Nich^{os} Brown

1. Papers CC (Letters from George Washington), 152, II, 21, NA.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND¹

[Providence] Monday Evening May 27th 1776

Meeting in being according to adjournment -

Voted. That Capt John Hopkins write a letter to Capt Adams of Bos-

ton offering him to be first Lieut of one of the Ships buil[t] here and desire his answer as soon as may, or if Capt Ho[pkins] is well enough to go to Boston to Transact this Business the Committee will defray his Expences, If Capt Hop[kins] declines writing that Coll Bowen write him as Recom[']d to the Coll by Admiral Hopkins. –

Voted That Mr James Eldred of South Kingston be appointed Midshipman for one of the New Ships –

Voted That the sum of Eight pounds five shillings be paid Mr Joshua Hacker for 26 Water Casks –

Ord. Grantd.

Voted. That the sum of Fourteen pounds sixteen shillings & [illegible] pence be paid Mr Nathaniel Gilmore out of the Treasury Blacksmiths Work done for the ships Boats –

1. Journal R. I. Frigates, RIHS.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS ¹

May 1776
 Tuesday 21 Light House [on Montauk Point] WbN 1 Miles
 at 4 A M sett Top Gallt sails at 6 Block Island NW 6
 Leags Got the Spare Sails up to Air found a Bolt of Can-
 vas No 1 very well Six Yards of it entirely rotten and decay'd
 Block Island N5W 11 Leagues
 Mode & Clear at 4 P M saw a Sail to the SW gave Chace
 Wednesday 22 at 4 A M lost sight of the Chace handed Top Gallt sails at
 10 in 2nd reef Topsails
 Do N5.45E 29 Leagues
 Do Wr at 4 P M saw a Sail Gave Chace fired 15, 3 pdrs
 shotted to bring to the Chace 1/2 past 8 spoke the Chace a
 Sloop from New London to the West Indies wth Flour and
 fish, ² md Sail prize in Co
 Thursday 23 at 4 AM saw a Sail in the NE Gave Chace fired 5 3 pdrs to
 bring too the Chace at 8 Brot her too a Sloop from New
 York bound to the West Indies wth Flower Bread &ca. ³ at
 12 md Sl Prizes in Co
 Do No 3.46E 16 Leagues
 Light Breezes at 1 P M Brot too at 3 md Sail took one of
 Prizes in tow punished Geo. Corbett & Pete Elder (Seamen)
 with 12 Lashes each for theft.
 Friday 24 at 2 A M [out 1] reef Topsls 8 the Prizes in Co at 11 Fired a
 Swivell Shotted for the Sloop to bring too 1/2 pt repeated
 do with a 3 pd & 9 Pdr
 Do No 24.47E 20 Leags
 Modt and Cloudy at 2 P M TKd Prizes in Co
 Saturdy 25 at 4 A M wore Ship at 5 out 2nd Reefs at 11 Stay'd the
 Mast
 Do No 1.18W 23 Leags

Modt and Clear at 4 P M sounded 23 fm at 8 In 2nd reef
 Topsails
 Sunday 26 A M out reefs and sett Top Gallt Sails at 10 in Top Gallt
 Sails
 Block Island N40. 58W 21 Leags
 First pt Modt and hazey Mid Foggy Latter fresh Breezes &
 Rain at 3 P M brot too at 4 saw the Land at 6 in 2nd
 reef Topsls & md Sail
 Monday 27 at 6 A M out reefs at 12 parted Co with the prizes ⁴
 Do N13,23W 23 Leags
 Modt Breezes and Clear at 3 P M sett Top Gallt sails at 8
 Brot too M[ain] sail to the Mast

1. PRO, Admiralty 51/181.
2. The sloop *Macaroni*, owned by Nathaniel Shaw, Jr. Testimony of Ebenezer Colefax: "That on the 22d of May last he was taken a prisoner in the sloop *Macaroni*, commanded by Captain John Arthur, belonging to Mr. Nathaniel Shaw, of New London, of which sloop he was mate. . . . That the vessel in which he was a prisoner arrived at Halifax on or about the 10th of June last . . . Does not know that any ship of war was left at Halifax, except the frigate which took him, called the *Cerberus*." Force, comp., *American Archives*, 5th, I, 197, 198. In the Shaw Papers, Ledger No. 4, 107, YUL is a list of the *Macaroni's* outward cargo, dated "1776 May." It lists 140 barrels of flour, 14 hogsheads of fish, 4.225 lb bread, 2½ barrels of pork, five barrels of beef 11½ m. of Shingles, and 3 Ct Staves.
3. The sloop *Annabella*, William Cook, master and owner, from Amboy, rather than New York, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.
4. Neither the *Macaroni* nor the *Annabella* reached Halifax; at least there is no record of them in the Vice Admiralty Court there, where other prizes taken during the same cruise by the *Cerberus* were condemned.

GOVERNOR JONATHAN TRUMBULL TO JOHN HANCOCK ¹

[Extract]

Hartford 27th May 1776 –

Sir On consideration of the Advantageous Situation, and natural provisions & circumstances of the Harbour of New London, to render it a place of Safety for the Shipping of the Colony, as well as of the Continental fleet, We were induced to set ourselves to fortify it, at Mamacook, Winthrop's Neck and on the Rock, and height on Groton Side, places fit for the purpose, & were seeking the Cannon necessary, – At the time that other help failed – Providence smiled on our endeavours, – a Supply of Cannon & Stores was bro't into that harbour from New Providence by Commodore Hopkins – On receiving your Letter of the 17th of April last – enclosing one to the Comodr – after observing the Contents, sealing and enclosing it I transmitted the same to him – and early returned you intelligence of his proceedings relative thereto – In pursuance of the resolve of Congress – I directed twenty four of the Cannon left at New London to be mounted on Carriages, this work is accomplished, ten of them are put into their births on Groton Rock & Height ready for Use, the rest will be soon carried to Mamacook & the places where they are to be used – There are not eno' of them, yet so as to answer very good purposes, with them that we had before – I thought it my duty & necessary to write to the Comodore concerning the Cannon & such other of the Stores as are not necessary for the fleet and were

to be landed & left at New London – To my very great Surprise received for Answer the Comodore's Letter of the 21st instant & an Order by Messrs [Levi] Hollingsworth & [Thomas] Richardson to deliver them twenty of the heavy Cannon &c – whereof Copies are enclosed – Mr [Samuel] Huntington passing thro' this Town from Congress, informed me that the Order to the Comodore by those Gentlemen mentioned twenty of the heaviest Cannon he brought from New Providence to New London & had since carried to New Port – and that it was not intended to remove from us any of the Cannon left at New London – An Answer is returned by those two Gentlemen – with a denial to deliver the Cannon on his Order being sensible that the Honble Congress would justify my non compliance with his Order – not having even a Copy of theirs to him – That on a Candid consideration, he would approve my conduct. I do gratefully Acknowledge the Goodness of your Body In directing me to employ those Cannon in the defence of that Harbour & trust the same will not be taken from thence considering the Necessity and the Advantage they will be of for the Interest & safety of the united Colonies, as well as of this – to secure their fleet and the Navigation of the Sound are both obvious & important Objects –

Colo [Samuel] Mott an Experienced Surveyor, and Engineer employed in that Service the last War – at St John's the last Year & now in Erecting the works at New London – Whose Skill & integrity may be relied on – hath lately made a Map of the Harbour which is inclos'd – I flatter myself On Consideration of this Harbour in comparison with others it will meet the approbation & encouragement of Congress, to be fortified at a general Expence –

1. Papers CC (Connecticut State Papers), 66, I, 167, NA. Draft letter book copy is in Trumbull Papers XXIX, Letter Book IV, 48–49, ConnSL.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Hartford, Monday, May 27th, 1776.

Col. Isaac Sears, who had been employed by this Board to purchase many articles of iron, cordage, rigging, for the use of the Colony brig *Defence*, a row-galley at N.Haven, and a ship building at Saybrook &c., had delivered his account for settlement. The same is examined and allowed, amounting to the sum of £ 776 3 6, L.money, and voted that an order be drawn on the Pay-Table for that sum. ²

But note: It appeared that he had sent to the Governor a further account containing the foregoing and other articles purchased since, so that this is to be considered as part, and his Honor having left the other at home, it is to be settled another time. *N. The rest allowed*, p. 47.

1. Hoadly, ed., *Connecticut Records*, XV, 403, 404.

2. Conn. Arch., 1st series, IX, 528, ConnSL.

BRIGADIER GENERAL JOHN SULLIVAN TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

Ticonderoga May 27th 1776.

... The Cagnuaga Indians have sent an Express to our army demanding

assistance and threatning if they had not immediate Relief to join the Enemy. This being a true state of facts I beg you would send Coll. [Elias] Dayton, with his Regiment on as fast as possible. I beg you to write General Washington for more Troops and that you would please to order the armed vessels here to sail to the other end of the Lake immediately to keep command of the water I am this moment embarking at this place. The weakness of the Teams and badness of the weather has prevented our getting the Boats accross as soon as we expected. D General I am with much respect [&c.]

Jn^o Sullivan

1. Washington Papers, LC.

BENJAMIN FRANKLIN TO MAJOR GENERAL PHILIP SCHUYLER, FORT GEORGE ¹

Dear General,

New York, May 27. 1776

We arrived here safe yesterday Evening in your Post Chaise driven by Lewis. I was unwilling to give so much Trouble, and would have borrowed your Sulkey & driven my self; but good Mrs Schuyler insisted on a full Compliance with your Pleasure, as signify'd in your Letter, and I was oblig'd to submit; which I was afterwards very glad of, part of the Road being very Stoney & much gullied, where I should probably have overset & broke my own Bones, all the Skill & Dexterity of Lewis being no more than sufficient. Thro the Influence of your kind Recommendation to the Innkeepers on the Road, we found a great Readiness to supply us with Change of Horses. Accept our Thankful Acknowledgements; they are all the Return we can at present make. – We congratulate you on the very valuable Prize made at Boston. They threaten us with a mighty Force from England & Germany. I trust that before the End of the Campaign, its Inefficacy will be apparent to all the World, & our Enemies become sick of their Projects, and the Freedom of America be established on the fir[m]est Foundation, its own Ability to defend it. May God bless & preserve you for all our Sakes, as [well as] for that of your dear Family. Mr. Carrol ² joins me in every hearty Wish for Prosperity & Felicity to you & yours. With the highest Esteem & Respect I am, Dear Sir [&c.]

B Franklin

1. Schuyler Mansion Documents, No. 7, NYSL.

2. Rev. John Carroll.

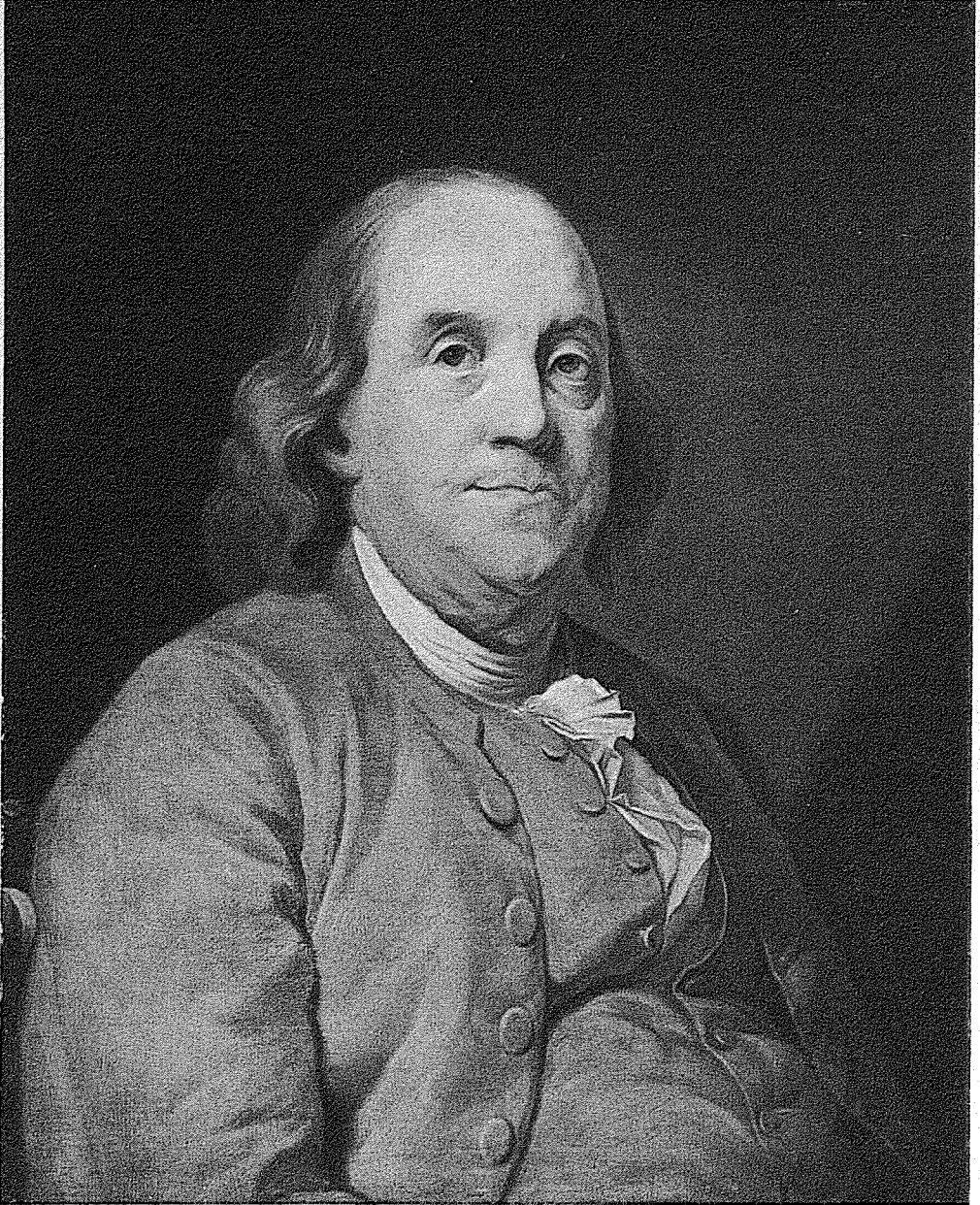
GENERAL ORDERS OF MAJOR GENERAL ISRAEL PUTNAM ¹

[Extract]

[New York] May 27, 1776.

Capt. [Peter] Harwood is not to take any other men more than his own company, at present, from Col [Ebenezer] Learned's Regiment, to serve on board the whaling boats &ca – except by the consent of Lieut. Colonel [William] Shephard; whose Consent, the General imagined Capt. Harwood had obtained, when he gave him the order this morning.

1. Fitzpatrick, ed., *Writings of Washington*, V, 84, 85.



Benjamin Franklin.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Lunae, 9 HO. A.M.

May 27th, 1776.

It was suggested to the Congress that some gentlemen are of the opinion that it would be advantageous for the defence of this Colony to impede the navigation between Redhook, on Nassau island, and Bedlow's island, if the same can be done. Therefore,

Ordered, That Colo. [William] Malcom and Capt. Daniel Shaw, and such persons as they shall think proper to take to their assistance for the purpose, be and they are hereby authorized to sound the depth of the water between Red Hook, on Nassau island, and Bedlow's island, and make report of their doings to this Congress; and that they apply to the Commander-in-Chief of the Continental troops in this Colony for permission to perform the said service without interruption or molestation from the troops on board.

1. *New York Provincial Congress*, I, 462.

New-York Gazette, MONDAY, MAY 27, 1776

New York, May 27.

Two of the Continental Fleet sailed from Newport last Week, in Order to cruize in Boston Bay. ¹

The *Cerberus* Frigate watered at Block-Island on Sunday the 12th Instant, and chased some Fishing Boats into Newport this Day Week.

The Brig that was Consort with the *Cerberus* is said to be sailed for Halifax, with three prizes; ² some of them said to be from France.

1. The Continental brigs *Andrew Doria* and *Cabot*.

2. H.M. Brig *Diligent*.

THOMAS FITZSIMONS AND JOSEPH MOULDER TO THE PENNSYLVANIA
COMMITTEE OF SAFETY ¹

Gent.,

Phila., May 27th, 1776.

Agreeable to a resolve of your Board, we have purchased two Vessels, one of which is now fitting up for an ammunition Vessell, the other undergoing some little repair, to make her fitt for a Victualler, both will be ready in three days.

Your directions are to man and fitt them, but it might be necessary to ascertain what Number of men you judge proper, and the Wages to be allowed to the commanders and men. We apprehend six men will be necessary for the Ammunition Vessell, as well on acc't of filling cattridges when wanted, as to carry ammunition to the boats during the time of action, on which acc't we apprehend this Vessell should be provided with a good Barge; we think it proper to wait the Committees determination on these points, which as soon as we are advised of, we will conform to. Martin

Wirt is well recommended as a Master for the Ammunition Vessel, & Jas. Simpson for the Victualer.

Thos. Fitzsimons.
Joseph Moulder.

Directed, To the Hon'ble the Committee of Safety.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 763.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 27th May, 1776.

The following Memorial to the Assembly was this day approved of, signed by the Chairman, & sent to the House:

To the Honorable the Representatives of the Free Men of the Province of Pennsylvania, in General Assembly Met:

The Memorial of the Committee of Safety of the said Province, Shewing:

That about the beginning of this Month, this Committee being advised that two of the King's Ships which for some time before, near Cape Henlopen, infested the trade of this Colony, had alter'd their stations there, and were proceeding up the River Delaware, they Issued orders to the officers of the armed Boats or Gondolas to stop their Progress; that in the engagements that succeeded it, some are of opinion that it was in the power of the Gondolas to have taken or destroyed the *Roebuck* of 44 Guns, one of the said Ships; but this was not done, and she return'd down the River to her former station. In a Variety of Opinions respecting the causes of the miscarriage, the Commanders of the Boats have, in a publication, attributed it to the Misconduct of this Committee, in not furnishing them with sufficient quantities of ammunition; by this accusation, the Committee have been in some Measure, rendered parties, Request your Honourable House will take the premises into consideration, and promote such an enquiry as shall satisfy the public where the blame & Misconduct is justly chargeable, and whatever shall be the determination respecting them, they will cheerfully acquiesce in it.

By order of the Board, an order was drawn on John Nixon and others, the Committee of Accounts, in favor of Capt. Wm. Richards for four hundred pounds, to be charged to his account.

Resolved, That William Watkins be appointed Captain to one of the Guard Boats, &ca.

Resolved, That Robert Tatnall be appointed Captain to one of the Guard Boats, &ca. and his appointment to take place to-morrow.

Resolved, That the Committee meet to-morrow Evening at 7 o'clock, to consider of a proper Person to be appointed Commodore to the Fleet, and to take under consideration the Naval Armaments of this Province.

1. *Pennsylvania Colonial Records*, X, 582, 583.

PROTEST OF RICHARD JAMES, MASTER OF THE SNOW *Champion*¹

By this Public Instrument of Protest be it made known and Manifest unto All who shall See these presents or hear the same read that on the Twenty Seventh day of May in the Year of Our Lord One thousand Seven hundred & Seventy Six Before Me James Humphreys Esquire Notary & Tabellion public of the province of Pennsylvania by lawful Authority duly Admitted and Sworn dwelling in the City of Philadelphia in the said province And One of His Majestys Justices of the peace for the City & County of Philadelphia personally Appeared Richard James Master of the Snow *Champion* now in this port of Philadelphia and being Sworn on the Holy Evangelists of Almighty God did Depose and say in manner following that is to say

That on the Twenty first day of May Instant, he Sailed in and with the said Snow, then having a Cargoe of Flour & Barr Iron on board, the Flour on Account of the province of Massachusetts Bay and the Iron on Account of Jonathan Glover from this Port of Philadelphia Bound to the first port in New-England he Could get into with Safety, and proceeded down the River delaware as low as Bombay Hook, where he Joined the Fleet then Outward bound Under Convoy of the Continental Brigantine of War *Lexington* John Barry Commander, the Ship *Reprizal* Lambert Weeks [Wickes] Commander and Armed Sloop; under whose Convoy he was to proceed out of the Capes of delaware, And there Came to an Anchor and lay One Tide, and on the Twenty third day of May They Sailed from Bombay hook and proceeded down Delaware bay Near as low as the Brandywine, And there Came to anchor that same Evening; That about Midnight a Boat from One of the said Armed Vessells Came along side the said Snow and informed this Appearer that Two English Men of War were then lying in the Road and 'twas Captain Barry's Orders, that All Vessells which drew too much water to go into Morris's River, should proceed up the River delaware as soon as possible, that this Appearer Acquainted the said Captain Barry, who was then lying near to the said Snow, that he was to go out thro' the Cape May Channell and was to Sail under his, the said Barry's Convoy, That Barry Replied Unless the said Snow Could go into Morris's River it was his Order She should immediately proceed up the River Delaware. Upon which this Appearer was under the Necessity of immediately Weighing the said Snow's Anchor, She drawing too much Water to go into Morris's River, and Proceeding with her up the River delaware, and he Accordingly Came up the said River as high as Chester and there Came to anchor with the said Snow Yesterday, and from thence Came up in his boat to this port of Philadelphia, where he Arrived this Evening Wherefore he the said Master Richard James hath Protested and by these presents doth for himself his Owners Freightors, Merchants, Mariners and All Others Interested in the said Snow or her Cargoe, Solemnly Protest against All Losses damages, Costs, Charges, breaches of Bills of Lading, Contracts, Covenants and Agreements whatsoever Sustained and to be Sustained by reason of the Said Snow's being obliged to Return back and Proceed up the River delaware as aforesaid, and against

All Incidents and Consequents thereof. And persisting in the said Protest he the said Master hath set his hand hereunto dated the day & Year first within Written Thus done and Protested at Philadelphia aforesaid in the presence of James Humphreys Junr & Richard Baker

Richard James
Quod Attestor Manuel Sigillo Rogatus -
Ja^s Humphreys Notary Pub[lic] 1776

1. Privateers - Protests, MarbHS.

HENRY FISHER TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen,

Lewistown, May the 27, 1776

In my last Letter to you, I acquainted you of *Roebuck* and *Liverpool* being in our Road, but on sixteenth they made sail and went to sea, and on Wednesday morning the 22, the *Liverpool* returned into our Road; on Friday 24, there came in sight a Snow, which the *Liverpool* took, altho' we gave her all the Signals that we could, she appears to be in ballast, and I think she does not belong to your Port, she had a White Ensign, with a Bunch of Red or Yellow Strips in the middle; ² on Saturday afternoon came over from Cape May, the *Waspe*, Capt. [Charles] Alexander, but soon returned; and on Sunday morning, the *Liverpool* and her prize made sail and went to sea. I am perswaded that the *Liverpool* was scar'd away from her Station. Capt. [John] Barry & Alexander were over in our Road in a few hours after she went out. I went on board to give them the best information that I could in regard to the *Liverpool*, upon which they went over to Cape May for the rest of their fleet, and now they are all over under our Cape in quest of the Pirate, and I am in hopes that in a short time they will give you a good acc't of her. I think it would not be amiss if you would send down one of your small Barges that carries a four Pounder, such a craft would be of Service here to Attack their Barges, when they are in chase of our vessels. Mr. Phill Moore, who this letter goes by, will inform you what I mean to doe with the Boat, and where I would have stationed. Having no more to add, I Remain, [&c.]

Henry Fisher

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 762-63.

2. The Spanish snow *St. Barbara*. See Appendix B.

JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW ¹

May 1776

Cape Henlopen W $\frac{1}{2}$ So 3 Legs

Monday 27 1 $\frac{1}{2}$ past 7 A M gave chase to 3 sail to the S W. fresh Gales and hazey made the chase to be [a] Ship a Brig and a sloop arm'd Vessels belonging to the Rebels ² 1 $\frac{1}{2}$ past 10 they hove too, clear'd Ship and stood toward them. at 11 the Rebels made sail and stood in for the shore Shoal Water off Cape May. Do gave chase -

First and midle parts fresh Gales and hazey, at 1 gave over

chace and Wore Ship the Rebels having got into Shoal water where we could not follow them, being then in 4 fm Cape Henlopen WSW. 4 leagues Shortned Sail.

1. PRO, Admiralty 51/548.

2. The Continental ship *Reprisal*, Lambert Wickes; Continental brig *Lexington*, John Barry, and Continental sloop *Hornet*, William Hallock.

SAMUEL PURVIANCE JR. TO THE MARYLAND COUNCIL OF SAFETY ¹

[Extract]

In Commee Baltimore 27 May 1776.

Gentlemen. Captn John Sterrets Company of Militia being appointed an Independant Company, and Capt George Wells compy consisting chiefly of Ship carpenters employed in working on the continental frigate ² having petitioned to be formed into an artillery Compy which we presume will be granted. . . .

1. Correspondence of Council of Safety, Md. Arch.

2. Later to be named the *Virginia*.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

May 1776

At a Single Anchor in Hampton Road, Virginia

Saturday 25th Light airs and hazey, at 4 in the afternoon made the Signal for the fleet, weigh'd and made Sail, as did the *Fowey* and *Otter* with the fleet amounting to upwards of Ninety Sail: employed turning thro' Lynhaven bay:

Sunday 26th

at 11 AM 90 Sail in Company.

Moderate and hazy weather, at 1 in the afternoon anchored off Gwins Island in 19 feet, and made the Signal for the fleet to run into the Harbour and Anchor, . . . at 10 weighed and dropped into deeper water, Anchored in 4 fathoms, and

Monday 27th

at 4 in the Morning sent the whole detachment of Marines on Shore to effect a landing on Gwin's Island, as well from the Sickly State of Lord Dunmores people, [as] to do Garrison duty for the protection of the place.

1. PRO, Admiralty 51/796.

ROBERT WILLIAMS TO CORNELIUS HARTNETT ¹

[Extract]

Newbern May the 27th 1776.

Quere, If one company of Soldiers is sufficient to guard old Topsail Inlet, the Town of Beaufort and the Salt Works.?

May not General Clinton after Securing his Landing at Cape fear, Send a Number of men in Transports to Core Sound in 24 hours Destroy the town of Beaufort and the Salt works, then march up And Secure Newberns &c witht opposition Secure the Numerous herds of Cattle on the Sea Coast while all the provincial Troops are kept at bay and doing of nothing at Cape Fear.?

1. Secretary of State Papers (Correspondence of Council of Safety), NCDAH.

JOURNAL OF H.M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES¹

May 1776 in Willmington River Cape Fear No Caroline
 Wednesday 22 discharg'd the Highlanders to the *Glasgow Pacquett* & 16
 negroes Refugees by order of Sr Peter parker commodore
 Sailed down the River the *Glasgow Pacquett* and Watering
 Sloop
 Thursday 23 sent the boat at 9 to Row guard
 Friday 24 at 6 P M fired 4 four pounders at the Rebbels who seem'd
 to be Very [many] on shore Kept the Hand[s] at
 Quarters sent the boat to Row guard
 Saturday 25 at 9 P M sent the boat to row guard
 Sunday 26 at 5 P M weigh'd and came to sail down the River at 8 Do
 came too Anchor of[f] Brunswick near the *Falcon* Captn
 [John] Linzee the Church WBN
 Monday 27 At 9 A M fired 8 four pounders at a party of the Rebbels
 who was firing at us from Behind a breast work

1. PRO, Admiralty 51/4330.

RICHARD HUTSON TO ISAAC HAYNE¹

[Extract]

Charles Town May 27th. 1776

The Town affords little news more than is contained in Well's Gazette wh I make no doubt you have received before this. The Diabolical Man of War, wh has been in our Offing for some time & wh did us the enormous Injury of burning the Prize has at length disappeared. It is generally imagined that she was sent from the Armament at North Carolina & that she has now returned to make her report.² If that was the case she has obtained ample means of information as Capt [Thomas] Moultrie's Five Bargemen went aboard her in his barge. The Barge was observed to be hoisted with the sails standing athwart the Bowsprit of the Man of War. & to hang there for a Whole day. I suppose by way of Bravado or perhaps as an innuendo of what they would do with the Owner if they could lay their hands on him – I have less & less opinion of our Soldiery & I expect that when it comes to the push we shall be obliged to do all ourselves – Most People seem to imagine that we shall have a Visit from the generals [Charles] Cornwallis & [Henry] Clinton, the latter end of this week on the Spring Tides. But I am rather inclined to think that they will suspend their Operations till the Result of the Consultation with the Commissioners is known.

To Isaac Hayne Esq at Hayne Hall, favored by Mr Clottworthy

1. Charles Woodward Hutson Papers, 1765–1777, UNCL typescript.

2. H.M.S. *Sphynx*, whose mission was as Hutson surmised.

28 May

American Gazette, WEDNESDAY, JUNE 19, 1776¹

Halifax, May 28.

Wednesday last was sent in here by the *Orpheus* Frigate, Capt. Ham-

mond [*sic* Charles Hudson], a French schooner, which by her course when taken was bound to Block Island near Connecticut.

Friday afternoon sailed the *Lively* man of war, Capt. [Thomas] Bishop.

The same evening sailed the Ship *Adamant*, Capt. Wilson, for London.

Saturday arrived the *Senegal* Sloop of War, Capt. [William] Duddington.

Sunday morning arrived the *Merlin* Sloop of War.

Sunday evening arrived the Brig *Elliot* Capt. Squires in 4 weeks and a few days, from London.

Since our last several Transports and Victuallers arrived here.

By the above vessels we hear, that a number of Transports with German Troops in his Majesty's service, on board, were seen going up the English Channel, the latter end of April ult. to join Admiral Howe who was expected to sail for America, about the middle of this month.

Sunday last arrived his Majesty's ship *Swan* from Newport, Rhode Island.

His Excellency Molyneux Shuldham, Esq; Rear Admiral of the White and Commander in Chief of the Navy in North-America, is appointed Vice Admiral of the Blue.

His Majesty has been pleased to make the following Promotions in the Land Forces now in America.

Major-General [Guy] Carl[e]ton, to be General in America only

Major-General [William] Howe to be General in America only, 1st Jan. 1776.

RICHARD HART TO WILLIAM WHIPPLE¹

Dear sr

Portsmo May 28th 1776

I now acknowledge the rect of your favour observe what you say respecting the resolves of the Congress – I have Just heard, that the Gentn who had goods aboard the Brign,² have petition'd the congress – for an abatement of the Continental part of the salvage – if they have done it, & it is before the congress, (as the resolves say after four days possession the salvage is half) their goods was on board the Brign I think about ten days or more before she was retaken if there is any abatement, I hope the Brign & her cargo will be on the same footing, all the difference being she was Longer in the possession of the Enemy, but never Condemned, or even brought to tryal – however shall submit it to their Wisdom – & am wishing you your health &c. & am with sincerity [&c.]

R^d Hart

We have a fine ship, at her moorings. wish we had the Cannon &c –³

1. USNAM.

2. The *Elizabeth*, retaken by Washington's schooners *Hancock*, *Franklin*, *Lee* and *Lynch* and carried into Portsmouth April 3, 1776.

3. The Continental frigate recently launched.

NEWBURYPORT COMMITTEE OF SAFETY TO TRISTRAM DALTON ¹

Sir

Newburyport 28 May 1776

The Committee of Correspondence Inspection & Safety for the Town of Newburyport, would Beg Leave to Inform the Honble General Court, By you, that the Bearer of this Letter, one Mr Dalton was sent up to this Town by the Committee &c of Falmouth, with a Desire that he might be Sent down to the Honble Court, they Inform us that he was a Midshipman On board of the *Milford*, Was Taken in a Sloop that he was on board of Bound up to Boston, by one Capt Drinkwater, and Carried in to Falmouth. – he will Come down under the Care of Mr Davis, We are with Respects [&c.]

By Order of the Committee

Mich^l Hodge

To Tristram Dalton Esqr
Or any of the Representatives }
for the Town of Newbyport }

[Endorsed] In Council June 1st 1776. Read & order'd that the above named Philip Dalton be sent to Co[n]cord Goal, and that the Keeper of sd Goal be directed to grant sd Dalton the liberty of the Goal Yard on his giving his parole in writing that he will not pass without the limits of the same till the further order of the Council, or he be otherwise discharged by the Course of Law.

Perez Morton D Secry

1. Mass. Arch., vol. 195, 19.

MASTER'S LOG OF H.M.S. *Milford* ¹

May 1776 Do [Cape Ann] Harbour No 4 or 5 Miles
Tuesday 28 Sounded 28 fam Coarse Sand & Stones
Fresh Breezes at 3 PM saw a Sail to the Etward made Sail
and gave Chace ½ past 4 the Chace stood towards us,
Brought too and clear'd Ship for Actn Chase proved to be
His Majs Arm'd Ship *Canso* ² from Eng[land] for Boston.

1. PRO, Admiralty 52/1865.

2. The diary of Dr. Thomas Moffat reads: "28th saw a sail and soon after the Land, it was the Ship of War *Milford* Captn [John] Burr who commanded Captn Mowatt to proceed to Halifax. The Land was Cape Anne. Took departure and observation at sunset wind contrary E N E." Thomas Moffat's Diary, LC.

JOHN FOSTER TO THE TOWN SERGEANT OF PROVIDENCE ¹

Colony of Rhode Island

Providence ss To the Town Serjeant of the Town of Providence
in the County of Providence Greeting

Whereas the General Assembly of said Colony have erected a Court to try and condemn all Vessels that shall be found infesting the Sea Coast of America and brought into said Colony: – and have ordered that such Vessels shall be tryed at said Court by a Jury to be drawn and empannelled in the same Manner as Jurors are directed to be drawn and empannelled to Serve at the Inferior Courts of Common Pleas in said Colony: – And Whereas the

Sloop called the *Two Friends* with her Appurtenances and Cargo are taken and brought into Providence in the County of Providence and are libelled in said Court and said to have been used or employed against the United Colonies of America: – And Whereas Monday the 17th Day of June AD 1776 at the Hour of Ten in the Forenoon is the Time appointed for the Trial of said Vessel at said Court then to be holden at said Providence

Therefore pursuant to the Act of said General Assembly You are hereby commanded and Required forthwith to warn a Meeting of the Inhabitants of said Town of Providence on Monday the 3d Day of June next to draw Petit Jurors out of the Box to serve at said Court at the Time and Place appointed as abovesaid in such Manner as is provided for Returning Jurors to serve at the Inferior Courts of Common Pleas: – And you are hereby further required and commanded as soon as may be to give Notice in Writing to the Persons so drawn of the abovesaid Time and Place set for their Appearance at said Court and to make Return to Me with your Doings hereon at or before the abovesaid Time of Trial with the Names of the Jurors so drawn and Notified upon the Penalty of Ten Pounds for Failure herein – Given under my Hand and Seal in Providence this Twenty Eighth Day of May A.D. 1776 –

Jn^o Foster Judge of Court

1. Admiralty Papers, vol 9, 1776, R. I. Arch.

COLONEL HENRY BABCOCK TO JOHN HANCOCK ¹

[Extract]

Stonington 28th May 1776

Sir I should be extremely obliged to you, if you would please, to lay before the Honble the Continental Congress; the following Proposal; That I have leave to raise two Battalions of Marines, to consist of 500 Men each; and each Battalions to consist of 6 Companys, with a Capn Lieut to each Battalions. 4 Officers to a Company. – Make not the least Doubt, provided I have leave to name the Officers, that I raise the Men in two months; would recommend the paying two Months Pay advance, but that I leave to the Wisdom of the Congress –

I should expect the Rank of Brigadr Genl as the last War I had the Rank of Colo in the Years 58 and 59 – and 1,000 Men in my Regt; in the Glorious year 1759 Genl [Jeffrey] Amherst unsolicited, wrote Govr [Stephen] Hopkins the following Paragraph (viz/ “Whereas Colo Babcock has throughout the whole Campaign continually manifested his great Zeal for the Publick Service; I should not do him Justice, were I to omit giving him, this publick Testimony of it, and desiring You, to return him my particular Thanks for the same.”

1. Papers CC (Letters addressed to Congress), 78, II, 185–86, NA.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Hartford, May 28, 1776.

Voted, that orders be drawn in discharge of the following orders drawn

by Cap. Seth Harding of the brig *Defence*, presented and delivered in by the following drawees, *viz*:

One drawn by said Harding on Cap. Samll Squier in favor of Lt. [Samuel] Smedley of said brig, for so much as necessary to pay the marines their first months pay, dated N. Haven March 22, 1776, being as per indorsement received by said Smedley, of said Squier,	£ 61 0 0
One do. of do. on said Squier, favor Thad. Burr Esqr, for beef, &c. for the brig	2 8 5¼
One do of do on do. favor of Edmund Barlow, for a drum for said brig, 7½ Dols. 6 May '76	2 5 0
One do. of do. on do. favor Hez. Sturgis, for plank and work for said brig, 28 April	2 10 3
One do. of do. on do. favor of Ebr Hubbel, for 4 days work at 6s.	1 4 0
Total	£ 69 7 8¼

Order given 29th, delivered Capt. Squier

1. Hoadly, ed., *Connecticut Records*, XV, 405.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Die Martis, 9 HO. A.M.

May 28th, 1776.

Colo. [William] Malcolm came into the Congress and reported the soundings between the Red Hook and the Pest island. The report was read.

Ordered, That it be returned to Colo. Malcom to be amended and reduced to a scale.

1. *New York Provincial Congress*, I, 464.

GEORGE WASHINGTON TO MAJOR GENERAL ISRAEL PUTNAM¹

Sir:

Philadelphia, May 28, 1776

I received yours of the 24th Inst with its several Inclosures, & the Letter and Invoice from General Ward, giving Intelligence of the fortunate Capture made by our armed Vessels, on which Event you have my Congratulations.

I have wrote Genl Ward, as you will see by the inclosed Letter, (which having read, you will seal & send by Post) to send forward to New York, Colo [Rufus] Putnam's Demands, and also such Articles as Colo [Henry] Knox may apply for, out of the Cargo taken. In like Manner I have directed him to send me as soon as possible, Part of the Powder, & eight Hundred of the Carbines which will greatly assist in making up the Deficiency in this Instance. As to the Plan for employing the Armed Vessels, I have no Objection to it's being adopted, provided it will not frustrate the main Design for which they were fitted out. That I would by no Means have injured, as it is a Matter of much Importance to prevent a Correspondence between the disaffected & the Enemy & the latter from getting Sup-

plies of Provisions; but if this End can be answered, & the other Advantages in the plan mentioned, it is certainly an eligible one. ²

The great Variety of Business in which Congress are engaged, has prevented our settling what I was requested to attend for, tho' we have made several Attempts, & a Committee has been appointed for the Purpose Day after Day, nor can I say with Precision when I shall be at liberty to return. I must, therefore, pray your Attention & Vigilance to every necessary Work and further, if you should receive, before I come, certain Advices and such as you can rely on, of the Enemy's being on the Coast or approaching New York, that you inform me thereof by Express, as early as possible. I do not wish an Alarm to be given me without Foundation; but as soon as you are certified of their coming, that it be instantly communicated to me, & Orders given the Express who comes, to bespeak at the different necessary Stages on the Road, as many Horses, as may be proper for facilitating my Return, & that of the Gentlemen with me, with the greatest Expedition. I am &c.

G. Washington

P S I desire you'll speak to the several Colls, & hurry them to get their Colours done.

1. Washington Papers, LC.

2. See plan under May 24, 1776.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]

My Dear Sir

Philadelphia, May 28, 1776

Your two favours of 11th and 12th current came duly to hand: I rejoice to find your ship the most forward of any except those at Providence, but I very much fear you'll still wait for guns if they are not to be had at Providence as I mentioned in my last. I have still kept off the appointment of an Agent in hopes of fixing the appointment to your mind. I have nominated the Captain ² who is unanimously accepted by the Committee, but the sanction of Congress is still wanting which I think there is no doubt of. the attention of Congress has been taken up for some days in conference with General Washington, as [to] the plans of operations for this campaign – so soon as that is finished and the conference with the Chiefs of the Six Nations, who are now there, naval matters will be attended to, but I shall be glad of an answer to one of my letters wherein I wrote freely of those you proposed for officers, before I nominate them.

I observe there is a number of sand bags on board the prize carried into Boston – will they not make hammocks? Bread and salt, salt provisions, will be furnished from Boston.

1. William Whipple Papers, Force Transcripts, LC.

2. Captain Thomas Thompson, to command the frigate built by Langdon at Portsmouth.

SURGEON WILLIAM ADAMS TO THE CONTINENTAL CONGRESS ¹

To the Honourable the Delegates of the thirteen united Colonies in Congress assembled –

The Petition of William Adams Surgeon in the Continental Naval Service
Humbly Sheweth

That Your Petitioner had the Honour to be appointed Surgeon in the Service of this Continent on Board the Armed Sloop the *Hornet* . . . That he Conceives he could afford more Considerable Services to his Country in a fighting Capacity That anxious to Contribute his Assistance, towards Repelling the hostile Invasions of the Enemies of America, he was an Early Associator in the third Battalion of this City; in one Company of which Battalion he acted as an Officer – That he hath a very large and extensive Acquaintance in this Province and notwithstanding the present Scarcity of Men is firmly persuaded that he Could in a very Short Time raise a Company – That your Petitioner understands that some Companies of Marines are now to be raised for the Frigates building for the Defence of this Continent and as he begs Leave to resign his Commission of Surgeon Requests that your Honours would be pleased to appoint him to the Command of One of said Companies And he begs Leave to assure your Honours that if in Case of any Engagement his Assistance should be wanted or required by the Surgeon he will ever be ready to afford it and hopes his Conduct in either Capacity will be serviceable to his Country and merit the Approbation of your Honours –

Philada May. 28. 1776 –

William Adams

I. Papers CC (Petitions addressed to Congress), 42, I, 11–12, NA.

VOTES OF THE PENNSYLVANIA ASSEMBLY ¹

[Philadelphia] May 28, 1776.

A Memorial of the Committee of Safety ² was presented to the House and read, setting forth, that, about the Beginning of this Month, being advised two of the King's Ships laying near Cape Henlopen, infesting the Trade of this Colony, were proceeding up the River Delaware, the Committee issued Orders, to the Officers of the armed Boats, to stop their Progress: – That, in the Engagements that ensued, some were of Opinion, it was in the Power of the Gondolas to have taken the *Roebuck*, one of the said Ships, which was not done. In a Variety of Opinions, respecting the Cause of this Miscarriage, the Commanders of the armed Boats have, in a Publication, attributed it to the Misconduct of the Committee, in not furnishing them with sufficient Quantities of Ammunition. They request the House will promote such an Enquiry, as will satisfy the Public, where the Blame and Misconduct is justly chargeable. *Ordered to lie on the Table.*

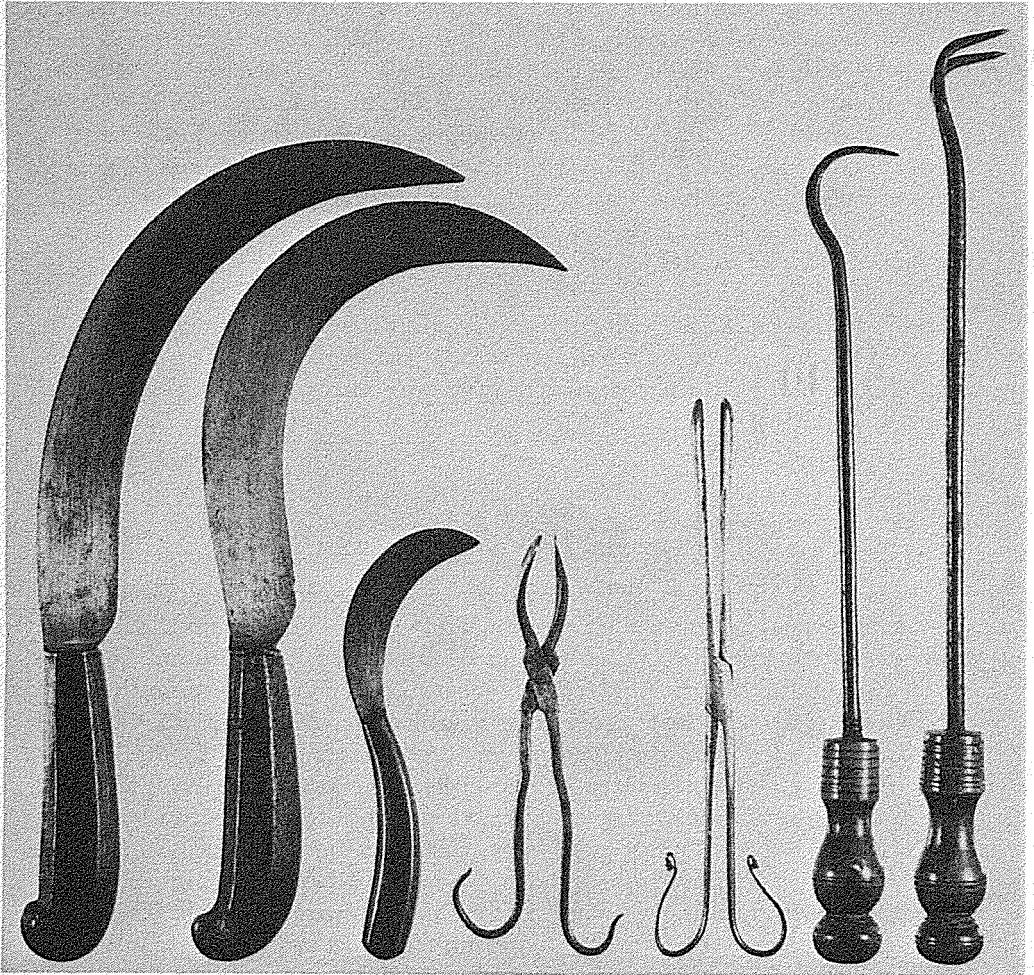
Upon Motion,

Resolved, That the Committee of Safety be directed to lay before this House, as soon as possible, an Account of the Preparations of every Kind, already made or now making by them, for the Defence of this Colony.

The House adjourned to Three o'Clock in the Afternoon.

The House met, pursuant to Adjournment.

The House resuming the Consideration of the Memorial of the Committee of Safety presented in the Morning,



Revolutionary War surgical instruments of Dr. Benjamin Treadwell. (Left to right) Three amputation knives, forceps, bullet extractor and two traction hooks.

Ordered, That Mr. [Thomas] Potts, Mr. [Jonathan] Roberts, Mr. [William] Rodman, Mr. [Gerardus] Wynkoop, Mr. [John] Foulke, Mr. [Benjamin] Chapman, Mr. [David] Twynning, Mr. Brown, Mr. [Thomas] Jenks [Jr.], Mr. [Isaac] Pearson, Mr. [Charles] Humphreys, Mr. [Joseph] Pennock, Mr. Pyle, Mr. Porter, Mr. [Bertram] Galbreath, Mr. [James] Ewing, Mr. [Samuel] Eddy, Mr. [James] Rankin, Mr. [Jonathan] Hoge, Mr. Whitehill, Mr. Chreist, Mr. Haller, Mr. [John] Leshner, Mr. Kachlein, Mr. James Allen, Mr. [Jacob] Arndt, Mr. [James] Potter, with the Speaker, be a Committee to enquire into the Conduct of the Committee of Safety, respecting the Charge made against them, by the Captains of the armed Boats, and other Matters relative to the Engagement between the said armed Boats and the King's Ships, in the River Delaware.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 8th series, VIII, 7521-7524.

2. See Memorial in minutes of the Pennsylvania Committee of Safety, May 27, 1776.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

Philad'a, 28th May, 1776.

By order of the Board, an order was drawn on Jno. Nixon, Esq'r, & others, the Committee of Accounts, in favour of Timothy Shaler for two pounds, being the amount of his account against some of the Prisoners taken by Capt. [John] Barry, which is directed to be Charged to account of Congress.

Resolved, That Martin Wert be appointed Master of the ammunition Vessel, at five pounds per Month & two Rations.

That James Simpson be appointed Master of the Provision Vessel, at five pounds p Month & two Rations.

That Mr. Fitzsimmons & Capt. Moulder, be requested to cause the said Vessels to be immediately equip'd for service, & Man them with one Mate to each, at 12 doll'rs p month, & 1 Ration of Provisions, who is to do the Duty of a Clerk, and keep an exact account of all Stores receiv'd on Board and deliver'd out, and to whom; and five Men to the ammunition Vessel, and three to the provision Vessel, at Seven Dollars per Month and one Ration each, and to provide a four Oar'd boat for each of the said Vessels.

Resolved, That the Fire Sloop be manned with

1 Captain, & that he be allowed 26 $\frac{2}{3}$ Dollars p month & 3 Rations.

1 Lieutenant, & that he be allowed 18 Dollars p mon. & 2 Rations.

2 Men, to be allowed 7 Doll'rs p mon. & 4 doll'rs bounty each.

That in time of Service the said Sloop be manned by Volunteers from the Fleet.

That the Officers & Men belonging to the Fire Sloop and Guard Boats & Fire Rafts, draw their Rations from the Commissary.

That each Guard Boat be manned with

1 Captain, & that he be allowed 26 $\frac{2}{3}$ Dollars p month & 3 Rations.

1 Gunner, & that he be allowed 19 ditto p month.

11 Privates, & that they be allowed 7 ditto p. do. & 4 doll'rs bounty each.

Resolved, That Messrs. Moulder & Fitzsimmons [Fitzsimons] be authorized to purchase & fit up two Shallops for the accommodation of the Officers and Men of the Guard Boats, each Vessel to accommodate about 40 Persons.

Resolved, That Capt. James Montgomery be directed to attend this Board to-morrow, to answer his changing his Boat without leave of this Board.²

1. *Pennsylvania Colonial Records*, X, 583-86.

2. From the *Ranger* to the *Chatham*.

PROVINCIAL BOND FOR THE PENNSYLVANIA PRIVATEER SCHOONER *Mars*¹

1776 *Mars*, Schooner, Tonnage, 40; Guns, 4-Pounders, 3.
 May 28 Men, 10; Prov's. 10 bls. powder, 75 lbs; ball, 100 [lbs.]
 Commander, Norris Cooper; 1st Lieut. Bowden Hammond.
 Bond, Colony, \$5,000.
 Bonders, [not given]
 Owners, Jno. Wilcocks, John & Peter Chevalier, of Philadelphia.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 502. An abstract from the bond.

ARCHIBALD BUCHANAN TO THE MARYLAND COUNCIL OF SAFETY¹

Baltimore Town 28th May 1766 [*sic* 1776]

Gentlemen Captn Duncan Hill Shipd by Captn Kell, with Your Approbation, is now returnd after making an Attempt to get to Sea – I have lodgd my protest with you but woud willingly do every thing in my Power that woud be of Service to the Publick – when you hear what Captn Hill has to say you will judge what is the best method – he thinks he may get out but it will be Attended with an Expence – if You think its best to Order the Vessel and Cargo or Either of them to be sold and I can be of service I will do it – depend for the best – youll give him Your Instructions. I am Gent [&c.]
 Arch'd Buchanan

1. Black Book, VI, Md. Arch.

CAPTAIN JAMES NICHOLSON TO THE MARYLAND COUNCIL OF SAFETY¹

Gentlm *Ship Defence* Wecomoco, May 28th 1776

I did myself the pleasure [of] Writing pr Cap. Pitt informing of the Situation of the Enemy down at Norfolk, Since which have been Joined by Cap. [John Thomas] Boucher² and A Brig he had in Convoy, from the Certainty he has of the Tenders being so Numerous about the Cape, he is now halling the Brig up A Creek in this River,³ and there to lay untill A more favourable opportunity. For want of the assistance of A Tender (my own having Sprung her Mast) I did not go lower down the Bay than Rappahanock, when the Bay appears quite Clear Cap. Boucher & myself intend [going] down this Eveng for the purpose of making discoveries, and shoud the Vessels not be already Sailed, woud recommend they shoud be held in readiness until I return & send or bring you advice; But should you think

proper to send them before or should they be already Sail'd, You may depend upon my Utmost care of them. I am, Gentl^m [&c.]

James Nicholson

1. Red Book, XIII, Md. Arch.
2. Former first lieutenant of the *Defence*, who resigned to accept the position of commodore in the Virginia Navy.
3. The Wicomico River, running into the Potomac not far from its mouth.

CAPTAIN JAMES NICHOLSON TO THE MARYLAND COUNCIL OF SAFETY¹

Off Wecomoco Mouth May 28th 1776

Gentlⁿ

Two hours since I wrote you, Since which have discovered five Sail of Topsail Vessels which had been at An Anchor off Windmill point one of them Wears A broad pendent suppose the Commadore. She & another Capital Ship is now under way Standing up the Bay, we apprehend there may be a Fleet under Windmill point at anchor as we heard the Commadore fire A Gun the Signal for Weighing. I am now haling my Wind down the Bay, to make all the discovery I can & expect momentarily to be chas'd but depend on my heels, Shall as soon as Satisfied [of] their Number & the Course they Steer make the best of my way up. I am Gentlⁿ yrs to Commd

James Nicholson

Since Writing the Enclosed have discovered the Ships under way. I have stood into floods Bay. the Commadore still continues at an Anchor If I find it Necessary the Country shou'd be Alarmd I will fire A Gun every 15 Minutes as I [come] up the Bay without which they need not [torn.]

1. Red Book, XIII, Md. Arch.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN MATTHEW SQUIRE, R.N. ¹

By Andrew Snape Hamond Esqr &ca

You are hereby required and directed to proceed to Sea, without loss of time with his Majesty's Sloop under your command and cruize off of the Capes of Virginia, and from thence to Hampton Road, taking care to place your ship in the Best situation for speaking with all Vessels bound in or going out.

And whereas his Excellency the Earl of Dunmore has acquainted me that, he is in daily expectation of the arrival of a Brig laden with Provisions from the West Indies for the use of the Troops under his Lordships command, and as it is of the highest consequence that she should be informed of the removal of the Fleet from Norfolk; You are to keep a particular look out for the Said Vessel, and if you are so fortunate as to meet with her, you will conduct her safe to this place.

You are to remain on this Service for fourteen days, unless I should find it necessary for his Majesty's Service to recall you sooner –

Given under my hand on board his Majestys Ship
the *Roebuck* off of Gwins Island, Chesapeak bay -
Virginia 28 May 1776

A S Hamond.

N B. Deld the new Private Signals same time
To Captain Squire commander of his Majs Sloop the *Otter*

1. Hamond, Orders issued, 1776-1777, UVL.

MINUTES OF THE GOVERNOR'S COUNCIL OF WEST FLORIDA ¹

[Extract]

Pensacola 28th May 1776

His Excellency ² informed the Board that since he had met them last together he had received a Letter from Sir Basil Keith the Governor of Jamaica an Extract of which is as follows, to wit - "Tho' I think the Rebel Ships under Hopkins will not venture into the Gulph of Mexico and that you certainly have had information of them - and of their transactions at the Bahamas Nevertheless for fear of Accidents I send you Copies of Captain Barkleys Letter to Admiral Gayton - [Andrew] Breedon's information and a List of their Ships with a description of them as also Letters from Admiral Gayton and Governor Tonyn confirming the Said Reports["] ³

His Excellency the Governor then desired to know if there was any thing farther to be done for the support of this place than was mentioned last Council day -

The Gentlemen of the Council were of opinion that the Howitzers Mortars the twelves Nines and six Pounders should be brought up from the Red Clifts Tartar Point and Rose Island with a proper Quantity of Powder and shot for each Gun and when those are all brought here then to bring up four or six of the Large Guns, And that the Commanding Officer of the Troops be requested to give directions to the Commanding Officer of the Artillery to have the same put into Execution without delay As also that the Store keeper of the Board of Ordnance do give his Attendance and Assistance upon the Occasion -

1. PRO, Colonial Office, 5/634, LC Photocopy.

2. Governor Peter Chester.

3. See Barkley to Gayton; Volume 4, 443-45.

29 May

GOVERNOR SIR GUY CARLETON TO CAPTAIN CHARLES DOUGLAS, R.N. ¹

Duplicate/
Copy

Off Champlain May the 29th 1776

Sir As soon as I can form a Magazine, or have up victualling Ships sufficient for the Army, I purpose marching the Troops by Land, at least such of them as are in Ships of too great a Draught of Water, or who may not have favorable Winds: for this Purpose a number of boats will be absolutely necessary, both for Transporting their Baggage, and passing the Troops across from one shore to another as the Service may require, You will perceive that to carry on these operations at our ease, it will be necessary to have the

entire command of the River, I think what force we have already would be fully sufficient was it not for the different Channels in the Lake, & the Difficulty of passing from one to the other; I shall therefore be much obliged to you if you will assist us, in those two points: first in sending up some Ships of force, of a draught of Water easy enough for Lake St Peter, and one that might lie near Trois Rivieres, also in equipping our Boats and forwarding them with the Troops as they may arrive for where the Wind fails them, they must quit their Ships, I am with much regard &

(sign'd) Guy Carleton

P.S. As a large force is at hand, I shall move beyond three Rivers, which I have mentioned to Captain [Henry Harvey] Hervey he appears very desirous for forwarding the Service but thinks it regular that you should enlarge your Instructions to him tho' he does not mean to delay the Service on that account, should the Wind favour us. G C

1. PRO, Colonial Office, 5/125, 15d.

CAPTAIN ROBERT FANSHAW, R.N., TO PHILIP STEPHENS¹

Sir

Carysfort, Quebec, the 29 May 1776

My Letter of the 8th of April off Cork, (sent onshore by the Pilot) informed you of my having sailed thence with the fleet under my Convoy – I have now the pleasure to inform you of our safe arrival at Quebec, and of our finding that important place in possession of his Majestys troops –

On the 23d of May we were joined off the Isle Bic by a Sloop with Pilots, and on the night of the 27th all our fleet (except five sail which parted company in a fog off the S E part of Newfoundland) had reached Quebec, and several of the head most ships had by that time advanced, with the East wind which then blew, to a considerable distance above it – for their subsequent proceedings I must beg leave to refer you to Captain [Charles] Douglas of his Majestys ship *Isis* whom we found here. I am Sir [&c.]

Rob^t Fanshawe

1. PRO, Admiralty 1/1790, 22, 16.

PETITION OF WILLIAM GREENLEAF TO THE MASSACHUSETTS
GENERAL COURT¹

To the Honorable the Council and to the Honble the House of Representatives of the Colony of the Massachusetts Bay in General Court Assembled at Watertown the 29th day of May 1776

The Humble Petition of William Greenleaf, Sheriff of the County of Suffolk in said Colony, sheweth, That on the twenty first day of May instant, “a Court erected to try and condemn all Vessels that shall be found infesting the sea-coast of America,” was held for the trial and condemnation of a certain Snow named the *Industry*, Laden with Rum, Sugar, Coffee &c design'd for a supply of the Enemies of the United Colonies in America, which was brought into the said County of Suffolk, by certain Boats fitted out for that purpose from Cohasset; That the said Snow with her Cargo &c was then and their by the Decree of the Honble Timothy Pickering, Junr Esqr Judge

of said Court, Condemned as Lawful Prize. — That on the request of your Petitioner to the said Judge, for his Warrant to empower him to sell the said Snow and Cargo at Public Vendue as the Law directs; your petitioner was promised, that a Warrant should be given him for that purpose. That on the twenty second day of said May, your petitioner waited on the said Judge, for his Warrant, when, to his great surprize, he was informed that, Nathaniel Tucker the Agent who was employed by the Captors of the said Snow and Cargo having applied to the said Judge for his license to dispose of the said prize himself, he had granted said request, and therefore could not deliver to your petitioner, the Warrant which he had promised him, and which your Petitioner apprehends he had by Law undoubted right to claim. That your petitioner apprehends the denial of the Warrant to him, and giving it to said Tucker, who has disposed of the Ship and Cargo with the Appurtenances; not only unjustly, deprives your Officer of his lawful fees; but also reflects much dishonor upon him, and opens a door for great fraud. Your Petitioner therefore prays, that your honors would take this case into your Consideration, and condescend to make such further explanations of the Law, as shall exclude all possible doubt, and your petitioner be paid by the said Tucker the just and lawful fees, which he would have had, if the sale of sd Vessel and Cargo had been sold by your petitioner according to Law — And as in duty bound &c.

W^m Greenleaf

1. Mass. Arch., vol. 181, 39, 40.

MAJOR JOSEPH WARD TO JOHN ADAMS ¹

[Extract]

Boston 29 May 1776

Sir Yours of the 16th Instant inclosing a Resolution of Congress to withdraw all allegiance from the British King, I have received; and thank you for them.

You request that I would strain every nerve to fortify the Harbour — I have done it to the utmost of my power, — but you know my power is small. —

You ask, Sir, if fire Ships and fire Rafts cannot be employed to drive the Ships to Sea? — and whether Gallies would not be useful? — I have contemplated the subject with great attention ever since we entered the Town, — fire Ships and Rafts I think would not answer, the current is not rapid enough; Gallies of a proper construction with heavy cannon & Howits I believe would answer admirably well; — but my plan is to plant Cannon upon the Islands within reach of the Ships, and drive them from Island to Island until we force them out of the Harbour. — This plan I would have pursued long since, if my superior would have permitted.² Perhaps it is best as it is, — but from the first entering the Town I have been zealous for such a movement, and intended to have had the honour of directing it. — Shells would be the best things to attack the Ships with, but we have no proper Mortars for that purpose. A man from Halifax informed us that he learned there that the Enemy threw a good Mortar into a well in this Town,

and I have had a number of wells, which were tho't to be most likely, searched, but can't yet find it. The reasons urged for not attacking the Ships now, are, the Castle not being sufficiently fortified, and other works must be neglected in some degree, by turning our attention to this enterprize; – that we ought not to waste any time in other pursuits until the great object of securing the Town & Harbour is accomplished, lest a formidable armament should arrive before our works are ready to give them a proper reception. The Pirate Ships have not yet done any great damage by lying in Nantasket, but it is very disagreeable to see them there, and insulting to our navigation and to our Dignity.

I think the Resolution of Congress which you inclosed, brings us within one step of Independence, the next step I trust will be taken in due time.

[Endorsed] Ward, May 29. 1776

1. Adams Papers, MassHS.

2. Ward was secretary to his relative, Major General Artemas Ward.

JOURNAL OF CONTINENTAL BRIG *Andrew Doria*, CAPTAIN NICHOLAS BIDDLE ¹

May 1776	Latitude In 38. .59	Longitude In 62. .34
Sunday 26	Fresh Breezes & heazy Weather, with a Swell from the Eastward Under Close Reef Topsails, At 12 MN the Barge got out of the Chocks & had like to kill one of the Seaman that was Sleeping under it	
Monday 27th	39. .35	60. .27
	Fresh Breezes & thick close Weather attended, with rain and a Great Swell from the Eastward, At 10 Tack'd to Northward, At Meridian Tack'd to the Southward, Thick Close Weather – At Meridian the Ile Sable Bore N13E Distance 292 Miles by Estimation	
	Moderate Breezes & dark Weather the first part of this 24 Hours, the latter fresh Breezes & thick Weather, accompanied with rain, At 8 P M Tack'd to the N	
Tuesday 28	40. .03	58. .44
	At 4 A M, Sett T G Sails & Steering sails, at Meridian In T G sails & Steering sails	
	Fresh Breezes and Squally with Rain	
Wednesday 29	At 4 A M Saw two Ships to the North'd, Made Sail and Hauld, our Wind to the North'd, At 6 Do Brought the Northermost too, a Ship from Glasgow, bound to Boston with 100 Highland troops on Board & officers, ² made her hoist her Boat out & the Capt came on board, detain'd the Boat, till we Brought the other too, from Glasgow with the same number of troops, ³ went on board and sent the Capt and four Men on board the Brig, receiv'd orders for sending, all the troops, on board the other ship and sent Prize master with Eleven Hands Sent all the Arms on board the Brig from both Ships, two Hundred & odd	

Light airs & Calm all this 24 Hours, At 6 P M gott all the Troops out on board the other Transport, and made sail to the S W, The Brig & ship in Company,

1. *Andrew Doria* Journal, PRO, Admiralty 1/484. For *Andrew Doria* journal see Appendix C, Volume 4.
2. The ship *Oxford*.
3. The ship *Crawford*. James Josiah went on board as prize master. The journal of *Andrew Doria*, kept by Josiah, actually ends and that of the *Crawford* begins.

JOURNAL OF LIEUTENANT JOHN TREVETT ¹

[May 12 to May 29]²

May 1776: – I am now a bout to begin a new cruise in the Continental Brig *Andrew Doria*, Nicholas Biddle, Esq., Commander. we took 3 prizes, 2 of them large transport Ships, bound from Glasgow to Boston; we captured them on the banks of Newfoundland. After we took on board as many of the [prin]cipal officers as we had room for, and all their warlike stores, we took out all the Soldiers, which amounted to 220, besides Sailors, Women and Children, how many, there were, I never knew. Lieut. James Josiah went Prize Master of one of them, and Lieut. [John] MacDougal of New York, the other. I went on board with MacDougal in the capacity of Mate and we had about 300 on board;

1. Trevett's Journal, NHS.
2. The beginning date of May 12, 1776 is surmised. That day Biddle parted with the detachment from the army, which had been serving as Marines.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND ¹

[Providence] Wednesday Evening May 29th 1776

Meeting in being according to adjournment –

Voted. That Mr Saml Shaw of Bridgwater be appointed a midshipman on Board the Largest Ship

Voted. That Mr William Jennison of Mendon be appointed first Lieutenant of Marines for one of the New ships of War fitting hear, on his Inlisting Twenty five good Men in one Month from this date, that shall pass muster by the Committee. –

Voted. That Henry Ward Esqr get Two Hundred of the Continental Congress Invitations to the Seamen Printed on the most reasonable Termes he can immediately.

1. Journal R. I. Frigates, RIHS.

KENNETH MCCLOUD TO COMMODORE ESEK HOPKINS ¹

Sir

Providence 29 May 1776

Plese to Let me Know Wheather you Station me ashore in the forte or on Board the Ship if on Board the Ship; I would take the office of Quarter mastr if you Please But i am Content Ether Way for i am Determind to Stay

By you So Long as i Recive the Same Good treatment as i always Have from you But Capt Saltison [Dudley Saltonstall] i will Not Saile with But you i Can Saile So Long is i Live this from your – [&c.]

Ken[neth] McCloud ²

1. Hopkins Papers, RIHS.

2. He entered in the *Alfred* January 3, 1776 as an able seaman, and is listed in the muster roll as "Kennet McCloud." *Alfred's Muster Roll*, R. I. Arch.

NATHANIEL SHAW, JR. TO COMMODORE ESEK HOPKINS ¹

New London May 29 1776

To Admiral Hopkins
att Providence

Inclosed is an Accot of the Money I have advanced the people who sailed yesterday in the *Providence* £15.1.4 for Providence hope will arrive safe in the Accot sent you by Sargt Hambleton [William Hamilton] of what was advanced their people a p[r] trousers to Richd Owen was omitted Robt Rich of the *Alfred* had a Blanket belonging to John Hannah deceased, Sam Farguson of the *Providence* & Sam Williams of the *Alfred* had each a pr Shoes 7/ & sett out by Land to come on board, at Providence Will Stewart that Sett out with Hambleton had a Shirt that was omitted in that Accot 7/10 – There is now Eighteen in the Hospitle the most of which will in a few days be able to sett out for Providence I am Sir [&c.]

N Shaw Junr

1. Shaw Collection, Letter Book, YUL.

Connecticut Journal, WEDNESDAY, MAY 29, 1776

New-Haven, May 29.

This morning was launched in our ha[r]bour, a Row Galley. She is called the *Whiting*, and the command of her is given to Capt. John M'Clieve.

LIEUTENANT JOHN HOLIDAY TO BRIGADIER GENERAL NATHANAEL GREENE ¹

Sir –

Far Rockway May 29th 1776

I Send you three Prisoners, whose testimony, and the circumstances against them, Gives me the Strongest Reason to Believe the[y] came for a supply of provisions or some other Necessarys for the Enemy –

Last Sunday we saw them Come with a Sloop from the west, and go toward the East end of the Island – I sent a sergeant and twelve men after them, to take them if the[y] Came in any of the inlets – about fourteen miles to the eastard the[y] came in sight of the sloop where she was anchored, and the[y] got Boats and went in to where the sloop Lay and took these prisoners and [sixteen] firlocks, which the prisoners say belongs to men that Left them Sunday evening which I suppose to be after Loading for the Sloop – I am Sir [&c.]

Jn^o Holiday Lieu

1. Washington Papers, LC. See Gilbert Jones's Report, May 26, 1776.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Die Mercurii, 9 HO. A.M.

May 29th, 1776.²

A letter from William Smith, Esquire, of Suffolk county, of the 25th instant, informing Congress by the request of a meeting of the committee of Brookhaven, Manor of St. George, and Patenteeship of Meritches, and informing Congress that there is a communication kept up between Winthrop's patent and the ships of war at Sandy Hook, and that men, water, oysters and clams, are carried from the inlet at South Bay on board the men of war.

Ordered, That Mr. [Thomas] Randall and Mr. Gelston be a committee to wait on General [Israel] Putnam and confer with [him] on the subject of said letter.

The gentlemen returned and reported that the General had read the letter from Mr. Smith, and was much displeas'd when inform'd that the armed vessels had not sail'd, and said that he would give immediate orders that they take their stations, but did not say that he would give any particular directions as to that inlet.²

Colo. Malcom brought into Congress a draft containing the soundings of the depth of Water in the channel between Red Hook & Bedlow's island.

1. *New York Provincial Congress*, I, 466.

2. This date Putnam ordered one man from each regiment to go on board the armed schooner *Mifflin*: "These men are to be such as best understand the business." *Washington Papers*, LC.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Wednesday, May 29, 1776

A petition from Captain W. Budden was presented to Congress and read; Whereupon,

Resolved, That midshipman [John] Draper² be offered in exchange for Captain W[illiam] Budden.

The committee appointed to confer with his Excellency General Washington, Major General [Horatio] Gates and Brigadier General [Thomas] Mifflin, brought in a farther report, which was read:

Whereupon,

Resolved, That an animated address be published to impress the minds of the people with the necessity of their now stepping forward to save their country, their freedom and property.

That a committee of four be appointed to prepare the address.

The members chosen, Mr. [Thomas] Jefferson, Mr. [George] Wythe, Mr. S[amuel] Adams, and Mr. [Edward] Rutledge.

The Committee of Claims reported, that there is due,

To Walter Stewart, for his expences in going on board the *Liverpool* frigate, the sum of 8 15/90 dollars:³

Ordered, That the said accounts be paid.

1. Ford, ed., *JCC*, IV, 398-99, 401-02, 403.

2. Midshipman of the captured sloop tender *Edward*.

3. For his fruitless trip to receive Mrs. Henry Bellew and convey her to Philadelphia.

CAESAR RODNEY TO THOMAS RODNEY ¹

[Extract]

Philadelphia May 29th 1776

Mr. Ball the Lieutt. is now fixed at Germantown. Since the return of the *Liverpool* into our Capes, there has been another attempt of the Committee of Safety here, to have Ball Exchanged for Captn. Budden, but Totally rejected by Congress –

1. Ryden, ed., *Letters to and from Caesar Rodney*, 85.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

[Philadelphia] 29th May, 1776.

Capt. [James] Montgomery appear'd this day, agreeable to orders, and acquaints this Board that the reason of his removing from his Boat was in Consequence of leave obtain'd from the Commodore, and now applies to have such charge confirm'd; Therefore,

Resolved, That he, the said Capt. James Montgomery, take the Command of the *Chatham* in the Room of the *Ranger* Armed Boat.

Upon application of Robert Morris, Esq'r, for the payment of an order drawn on this Committee in his favour, by Stephen Ceronio, and in Consequence of a Resolve of this Board at the 24th inst., By order of the Board, an order was drawn on John Nixon, Esq'r, & others, the Committee of Accounts, for the payment of said order, Amounting to nine thousand Dollars.

The following Instructions to Capt. [Thomas] Read for the better Government of the Navy now under his Command, was this day drawn up, approved of, and sent him:

Sir:

We think it proper to acquaint you that Commodore [Andrew] Caldwell has, by his letter of the 27th Inst., resign'd the Command of the Fleet, as his ill state of health will not admit of his giving that attendance which the critical situation of Public affairs require.

The Chief command of the Fleet, consequently, for the present devolves upon you, and you are hereby directed to see all the orders from this Board or from the Assembly strictly executed. As there is the greatest Reason to apprehend an immediate attack, we think it absolutely necessary that the whole Fleet under your command be in constant readiness.

As the safety of this city & Province depends chiefly upon the armament under your command, we direct you to pay the strictest attention to the duties of your important station, and to establish, such Regulations as will conduce to promote good order and discipline, without which no military establishment can long subsist.

1. *Pennsylvania Colonial Records*, X, 586, 587.

Pennsylvania Gazette, WEDNESDAY, MAY 29, 1776

Philadelphia, May 29.

A letter from Providence, dated the 21st inst. mentions, among other articles on board the transport lately taken by Captain Mugford, a large quantity of breast-plates, said to be bullet-proof; about 300 l. sterl. worth of dry goods, and a quantity of provisions.

LIEUTENANT ISAIAH ROBINSON TO A MEMBER OF THE
BALTIMORE COMMITTEE ¹

Sir,

Philadelphia, May 29, 1776,

I should not have deferred writing you so long, had the situation of my health admitted of my so doing; but I have had so severe an indisposition, that it has impaired much the faculties of my mind, so much so, though I have been able to walk abroad for eight or nine days past, yet my memory has been so very bad, that I have not, till within this day or two, been capable of recollecting any circumstance relative to my former transactions, or occurrences in life, except those which had struck my mind very forcibly. I should not now have undertaken to write to you, had I not thought it incumbent on me, to endeavor to rescue the character of a worthy innocent man (my friend, Capt. [William] Stone) from the calumny that has been cast upon it, by the malignant aspersions of a set of scoundrels, who would sacrifice every thing dear to a man, to satisfy the rancorous malice of their infernal dispositions. I can safely take my oath, that I never saw in him the least backwardness nor sign of fear, at any time, whatever, when we expected to engage; and I am confident, had we come to action, he would have shewn as much true fortitude and bravery, as any man in the service. At the time they pretended to say he shewed a backwardness, both he and myself were confined to our beds, and the 2d Lieut. and Master, could with difficulty stand the decks, nor do I think the former was then in his perfect senses, for he brought us down such various and imperfect accounts of the size and situation of the vessels then in sight, that we could gather nothing certain from his report. Besides, our crew were in so miserable a situation, though, as far as I can recollect, we might muster upon decks twenty, or near that number, yet there were not 6 of them capable of doing duty: And I don't at all exaggerate, when I say, that it was then my firm opinion, that a dozen stout and resolute men, apprised of our situation, might have boarded, and would have carried the sloop in spite of all the opposition we could possibly have made. Was it consistent then with common prudence, or with the duty of an officer in command, to attempt, in such circumstances, to engage an enemy? I should ever have held up my hands against such a procedure. I was then as much, or more averse to it, than Capt. Stone, and of course deserve full as much the epithet of coward, an epithet, that I believe, it would not be very wholesome for any one to bestow on me.

I trust, I have said enough to convince you of the scandalous aspersions cast on Capt. Stone's character, and I am convinced from your known candor and integrity of heart, that you will endeavor to wipe off and erase any prejudices that may have taken place in the minds of such, as a man would think it worth his while to have the good opinion of. In every other respect, his character is to those, who have the pleasure of his acquaintance unexceptionable: He joins to the good, devout christian; the humane kind master, and the sincere, steady friend. I am sure, I should be a most ungrateful wretch, did I not acknowledge the many and great proofs I have experienced of his friendship, for to it, under God, I have been indebted for my recovery; he ever, during my long illness, attended me nay oftener than his own state of health would have prudently permitted, and placed me under the care of a family, treated me more like the nearest relation, than a common boarder, and to whose excellent care and good nursing I am obliged for my re establishment to him also, I am well convinced, many of the sloop's crew owe their lives, for our surgeon proved to be in some measure unexperienced in his profession, and rather too indolent to give due attendance to the sick. The Captain gave them due looking after and all in his power relieved their distresses, while his health would admit of it; nay, to his being so much among them. I dare say, he may charge his severe spell of sickness, during which, I for a long time, despaired of his living.

Assure yourself, Sir, that every report to his prejudice, during the cruize, is without the least foundation in truth. I am informed, that, among others, Stephen Simpson, the boatswain, has propagated many scandalous lies; a rascal, that deserved for his behaviour on board the sloop to have been hanged, and is, I believe, as great an enemy to America, as any in it.

In justice to Capt. Stone, I shall be much obliged to you to shew the foregoing part of this letter. I would, at all events, have his character cleared up, though at the expence of exposing my own inaccuracy, for I am really at present not at all in a trim for writing.

Published by Order of the [Baltimore] Committee

George Lux, Secretary

1. *Maryland Journal*, June 19, 1776.

JOURNAL OF H.M. SLOOP, *Kingsfisher*, CAPTAIN ALEXANDER GRAEME ¹

May 1776

Cape Henry S45W 76 Miles

Wednesday 29 4 A M fresh Breezes saw 2 Sail out 1st Reefs 1/2 Past spoke his Majesty's Ship *Mercury* hoisted out a Boat & went on Board 6 got the Boat in Parted Co made Sail set Steerg Sails 11 Saw 15 Sail gave Chase Light Airs & Cloudy saw the Rebel Fleet Consisting of 2 Ships Six Brigs 7 Sloops & Schooners Cape May bearing NBW Barricaded the Ship and got all ready for

Action broke a Large Oil Iron in getting him below Clear
of the Guns ½ after 10 saw theree Sail gave Chase 12
In Gt Sails hauled our Wind

1. PRO, Admiralty 51/506.

CAPTAIN JAMES NICHOLSON TO THE MARYLAND COUNCIL OF SAFETY ¹

Ship Defence off point Lookout May 29th 1776 –

Gentlen

Your order of the 25th Inst came to hand Yesterday Noon 3 oClock, I was then off Wecomoco, About an hour after we imagine the Governors boat past us, the Commadore still continued at anchor, but as the Weather was thick imagine the Boat past her (Commadore): The other two Ships that was under way stood into the mouth of Rappahanock & supposed Anchor'd as we stood off and on all the Ebb and did not see them come out again. It blowd very fresh, & imagin'd they woud Weigh again on the flood to Chase me, which woud have given them a great advantage, therefore woud have gone into Wecomoco, but the Governors boat passing me at an Anchor off the Mouth, made me conclude to beat all Night at A Risque, since which have not seen them. I shall make the best of my way up & expect we shall have A southerly Wind, in which case, shoud the Enemy be standing up the Bay, its necessary I shoud have yr orders as early as possible, where you woud have the Ships go to. We did not discover any more Vessels than 3 Ships & A smaller Vessel which Supposed was A Tender. I am [&c.]

James Nicholson

1. Red Book, XIII, Md. Arch.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Thursday May 29th, 1776.

A warrant to Mr. George Abyron for . . . £ 4 for a stand of arms for Capt. [George] Muter's rowe Galley.

A warrant to Mr. Thos. Archer for £490. 16. 2, the ball'ce of his acc't this day settled for sundries for the adventure on board the Schooner *Sally*, and the purchase money for the said vessel.

A warrant to Edward Travis for use Geo. Brett for £ 100 up on acc't for building the Galley under his direction. ²

1. *Virginia State Papers*, VIII, 181, 182.

2. The *Manley* galley.

“EXTRACT OF A LETTER FROM BRIGADIER GENERAL [JOHN] ARMSTRONG
TO BRIGADIER GENERAL [ROBERT] HOWE, DATED CHARLESTOWN,
SOUTH-CAROLINA, MAY 29, 1776.” ¹

Last Saturday a sloop arrived here from St. Eustatia with ten thousand weight of powder, the Master of which says that a large vessel had arrived

there from Holland deeply loaded with arms and ammunition. He also says that the French ports in the West-Indies are open to us, and that the French men of war have orders to protect our vessels in and out of their harbours, that the French are fortifying Dunkirk which produced a remonstrance from the British Court, but without effect.

1. *Pennsylvania Evening Post*, June 27, 1776.

JOURNAL OF H.M. SCHOONER *Porcupine*, CAPTAIN FRANCIS L'MONTAIS ¹

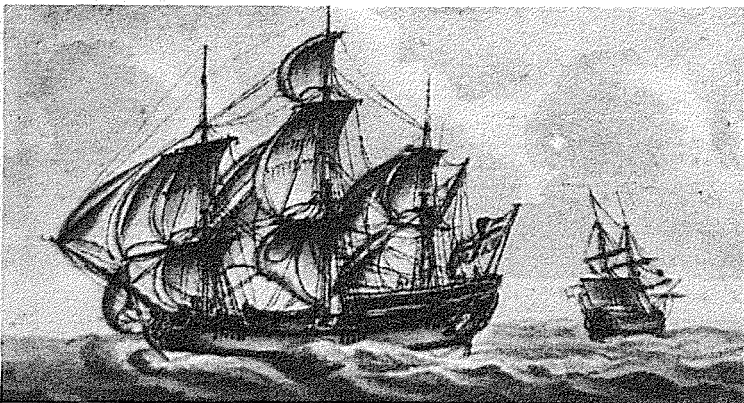
May 1776

Cape Francois SbW.

Wednesday 29 saw a Sail in the NE Q[uar]te[r] gave chase to do fired 2 Shot at the Chace ½ pt short[ene]d sail brot too hoisted out the Boat & sent on board to speak her ½ pt the Boat ret[ur]ned with the Mas[te]r & 2 Men belonging to the above Vessell being a Sloop belong[ing] to Rhode Island from Dartmouth in North America & b[oun]d to Cape Nichola Mole do sent a Petty Officer with 4 Men to take possession of the Prize at noon Mt Christ ESE 5 Leags hoisted in the Boat Lig[h]t Breezs & Clear Wr the Prize in Compy ²

1. PRO, Admiralty 51/4293.

2. Sloop *Penelope*, Joseph Meglew, master, with a cargo of lumber, flour and candles, PRO, Admiralty 1/309.



30 May

302

"PORTLEDG BILL FOR SCHOONER *Nancy* INWARDS FROM THE MOLE ALLEN HALLET MASTER"¹

AMERICAN THEATRE

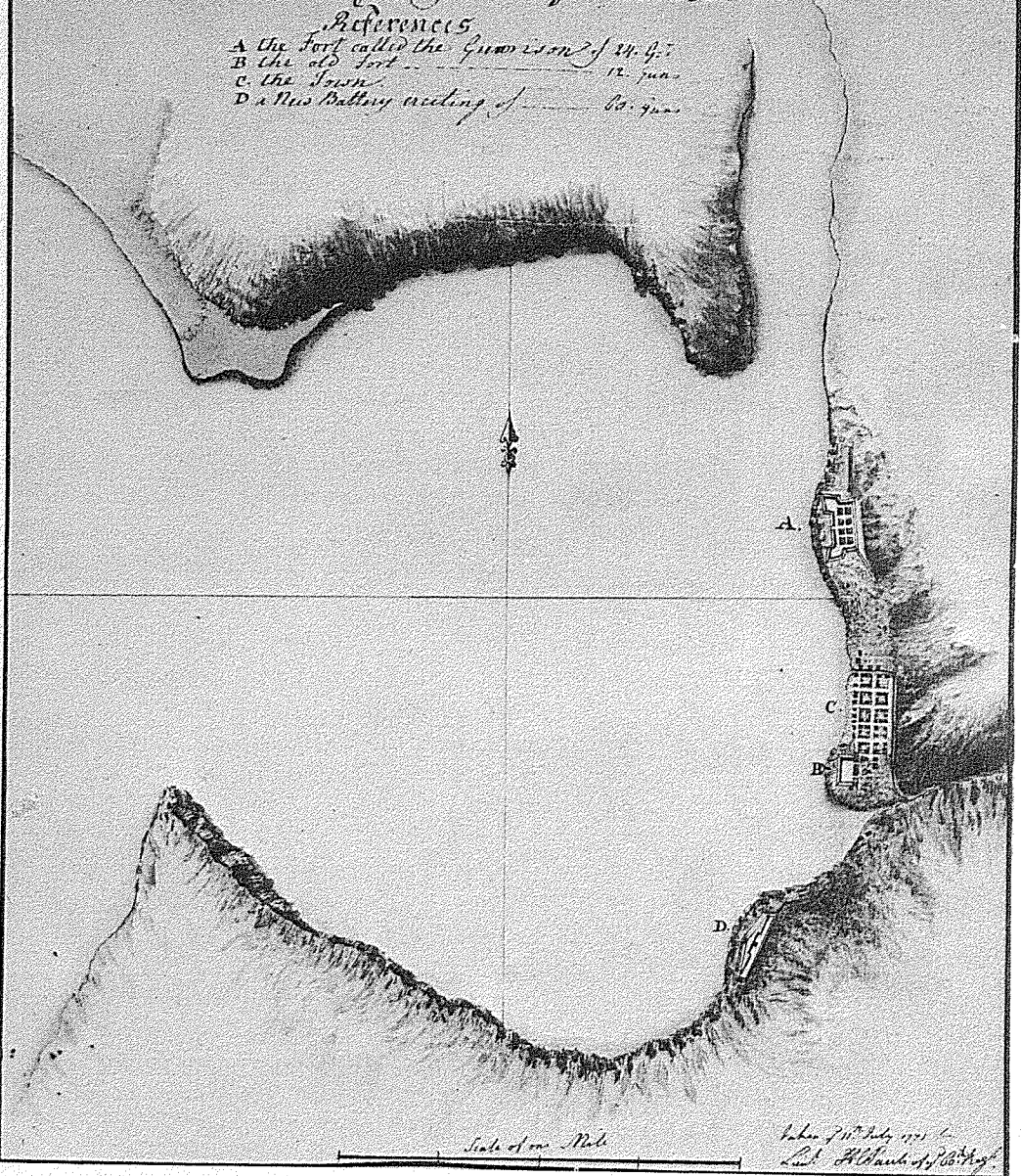
When Shipd 1776	mens Names	Quality	Wages p month	Advance wages Before Sailg	Adv wages in the west indes	Wages Due	Whole Wages	Time of Servic	When Discharged -
Feb 17	Allen Hallett	master	£3..6..8	£3..6..8	—	£8..0..0	£11..6..8	3 mon & 13 Days	may the 30
Do 23	Wm Cazneau	mate	3..6..0	6.12..0	2.15..6	0..6..1	9.13..7	2 months & 28 days	may the 21
Do 20	Isaac Wadden	Seaman	2..8..0	2..8..0	1..8..3	3..4..10	7.00.10	2 months & 29 days	may the 19
Do 20	Thos Harten	Do-	2..8..0	2..8..0	1..8.10	3..4..0	7.00.10	2 months & 29 Days	may the 19
Do 20	Richard Wallies	Do-	2..8..0	2..8..0	1..8.10	3..4..0	7.00.10	2 months 29 Days	may the 19
Do 29	Abraham mully	Do-	2.14..0	2.14..0	1..8..3	3.00..4	7..2..7	2 months 20 Days	may the 19
				19.16.8	8..9..8	20.19..3	49..5..4		
			[illegible]	-----		2..8		Coffee & Bread &c sold at Casco Bay —	31..9—
								2 Captn Over Charged	
						18.11..3			
					[torn]	.14			26.16..3
					[torn]	..5..3			
			Errors Exceptd		[torn]	.11.—		Due to Derby —	4.12..9
						26.16..3		Reced the Pay	
			pr Allen Hallett						p E. H Derby

1. Elias Hasket Derby Papers, vol. 3, 38, EI. See Derby to Hallet, February 23, 1776, Volume 4, 42-44.

*A Sketch
of the Harbour at the Cape S^t. Nicola
on the Island of Nispaniola*

References

- A the Fort called the Garrison of St. J. 12 guns*
- B the old Fort*
- C the Town*
- D a New Battery erected in 1775*



Scale of one Mile

*Taken 7th July 1775 by
Lt. Althaus of the Regt.*

MAJOR JOSEPH WARD TO WILLIAM WATSON¹

Sir

Boston 30 May 1776

General Ward received yours of the 27th Inst this morning, in answer to which I am to inform you the general would have the Vessels and Cargoes² sold as soon as may be; and as he cannot ascertain the time and place of sail [*sic*] so well as you can he would have you conduct the whole matter relating to them. I am &c.

Joseph Ward, A.D.C.

1. General Ward's Orderly Book, Joseph Ward Papers, ChHS.

2. The sloop *Polly* and schooner *Industry* taken November 5, 1775 by Captain William Coit in Washington's schooner *Harrison*, and condemned in Admiralty court at Plymouth, April 15, 1776.

New-England Chronicle, THURSDAY, MAY 30, 1776

Boston, May 30.

The frigate ordered to be built at Portsmouth, for the Continental service, was launched last week. She is said to be a very fine ship, and will this week be ready to receive her guns and men.

Yesterday se'nnight were interred at Marblehead, the remains of Capt. James Mugford, jun. who has left this honour to embalm his memory, that he made as brave and vigorous a stand in defence of American Liberty as any among the living can boast of. His funeral was attended with suitable military honours, by a detachment of the 14th regiment.

JOHN BRADFORD TO ROBERT MORRIS¹

Sir

Boston 30th May 1776

Your much Esteem'd favour of the 8th Inst I recd but four days Since it having pass'd me on the Road to Newbury when I was on my return from thence here, It gave me great pleasure to see the Signature of a Gentleman with whome I had the pleasure of a former Acquaintance, and one who is filling so important a Station in the Grand Council of the Grand Empire now in Embrio –

The day I Recd yr Ltr. I set out for Beverly where I fix'd on Just such a Brig as you describ'd, sent in by Manly some time Since.² She's not a year off the Stocks and Said to be the fleetest Sailing vessell in America. twas with some little difficulty I perswaded Gen Ward to order the Agent to d[e]liver her to me, I am now providing every small Sail that is needfull, and shall see she wants nothing

I have Also Agreed with a Master who is so Recommended by the Salem Gentlemen that he Appears to have every Qualification you required a master of that vessel to have, if his face is an Index to his mind he must be a fine fellow, he is thoroughly acquainted with the bay of Biscay, he is so highly recommended that I've agreed to give him the like wages that the Capts of the Arm'd vessells have,³ I have purchased abot 24 Tuns Sperm

Oil at £ 40 1235 lb Whale Bone at 4/. 400 lb Bees Wax at 2/ to 2/3 1/2 that article is high but could not get it under, about 90 quintalls of fish for the Bilboa market, the Depy Commissary tells me, had he liberty he could furnish a Cargo or two of that Sort of fish out of 8 or 10,000 Quintalls now under his Care, I have sent to plimouth in quest of Fish, and to Attleborough after pot ash. that Article I believe may be come at, if a little time was given to get it. I saw a Ltr from Holland giving an Account of the great Rise of Log wood their, I shall put 10 or 12 tuns of that Article on board if I succeed in getting the pot Ash and Fish I hope to get Ready in ten days for the Sea, if we should fail of either or both those Articles pray say in your next, if I might put on Board 100 bls Flour at 23/ p C

I shall by next post advise you of my Success in the pursuit of pot ash & Fish.

I shall esteem it a favr if you will make my Affectionate Regards to that Amiable Benificent Gentlemn Your worthy president who was kind enough to recommend me to your Notice. my good friends I fear over Rate my Abillities But what is wanting in Abillity I shall endeavour to make up by Application and to honour my Appointment I could wish things were in a Clearer Channell for the facillitating important matters here I hope that will be the Case, when a General comes, Vested with greater powers than the present, I have Stop'd a vessell 24 hours in order to take down part of the provisions for the ships, the commissary wishing to dlr it, and the General undetermin'd, till finally I Recd an Answer in the Negative, we shall launch the 28 gun frigate Saturday next. A finer peice of Mechanism I never saw, she will I think do honor to the Colony, having nothing more Material to Add I Respectfully Salute you and have the honour to be Dear Sir [&c.]

J Bradford

pray give my very kind regards to the Mr Adams's [John and Samuel], pain [Robert Treat Paine] & [Elbridge] Gerry who I personally know, my Duty is due to the whole Congress, I am penetrated with a sense of the honour conferr'd on me by that August Body

1. Papers of Robert Morris, Accession 1805, LC.
2. The brig *Little Hannah*.
3. Captain Stephen Cleveland.

COMMODORE ESEK HOPKINS TO NATHANIEL SHAW, JR. ¹

Sir

Providence May 30th 1776 –

Should be glad you will let me know by the Post whether your General Assembly have appointed any Court to try Prizes agreeable to Orders of Congress – as it is time we Should do something with the Prizes in New London.

Your answer will oblige Sir Your Friend at Command

E H

1. Hopkins Letter Book, RIHS.

JOURNAL OF H.M.S. *Cerberus*, Captain John Symons ¹

May 1776 Block Island N17.32E 10 Leags
 Thursday 30 at 7 saw a sail to the NE gave Chace fired a 3 pdr Brot
 too the Chace a Brigg from St. Croix with Arms & Ammuni-
 tion bound to Rhode Island.²
 So end of Block Isld North 7 Leags
 Modt and Clear at 1 P M took the Brigg in tow

1. PRO, Admiralty 51/181.

2. The brigantine *Elizabeth* with powder, arms and dry goods. Vice Admiralty Register, vol. 5, N.S. Arch. She was owned by John Brown, and bound for Providence, with Joseph Lippet as master, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON ¹

May 1776 Sandy hook N64Wt 90 Leags
 Thursday 30 Saw a Sail to the SW
 Fresh Breezes & Cloudy Wr
 at 2 gave Chace to the So ward at 5 come up wth & Sent a
 boat on Board the Chace, a Sloop from Nantucket for the
 Whale fishery, ² brought her People on Board & sent a Petty
 Officer & 4 men to take Charge of her Reef'd topsails & made
 sail - ³

1. PRO, Admiralty 51/4279.

2. Sloop *Ranger*, David Wran, master, from Nantucket, in ballast, Howe's Prize List, March 31, 1777, PRO Admiralty 1/487.

3. Journal of Bartholomew James reads: "On the 15th [May] we left this place [Nantasket] and cruised without any success till the 29th [sic 30th,] when we fell in with and took the *Ranger* sloop from Nantucket, bound to the northward whaling," Laughton, ed., *James' Journal*.

MAJOR GENERAL PHILIP SCHUYLER TO CAPTAIN CHARLES DON ¹

To Captain Don A D Q M.General. Fort George May 30th 1776
 Dr Sir

Captains Bradt & Vrooman, with their Companies of Carpenters will leave this to Morrow, they are ordered to Skenesborough - The Moment they land, you will cause the several articles they have in Charge together with their Baggage to be brought over the carrying place as also their Batteaus, unless you can supply them on the other Side.

The Batteaus which Colo:[Philip Van] Cortland[t] carries over, you will send back to this place, with any Men returning from Canada, Sutlers or others - If any Men return from Canada you are not to suffer more than six to come in a Boat, unless you have not a Sufficiency of Batteaus.

If Colonel [Cornelius] Wynkoop should want Batteaus they must be carried [torn] Send back the large Boat as soon as she is unloaded She must not be detained, as we shall otherwise fall short in the article of provision. I hope to see you in a few Days. I am Sir [&c.]

Ph: Schuyler.

1. Schuyler Papers, Letters & Orders, 18 April, 1776-29 June, 1777, NYPL.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, May 30, 1776

An extract of a letter from a gentleman in Bermuda, dated the 26th April, and continued to the 1 May, 1776, to a gentleman in Philadelphia, was presented to Congress, and read.²

Resolved, That it be referred to the committee appointed to examine the most proper ports to be fortified.

Resolved, That six of the heaviest cannon at Newport, and fourteen of the heaviest cannon at New London, belonging to the continent, be transported to Philadelphia as soon as possible:

That a copy of the above resolution be transmitted to the governors of Rhode Island and Connecticut.

Resolved, That the General [Washington] be authorized to direct the building as many fire rafts, row gallies, armed boats, and floating batteries as may be necessary, and suitable for the immediate defence of the port of New York, and Hudson's river.

1. Ford, ed., *JCC*, IV, 404, 406-07.

2. Silas Deane's first letter to Robert Morris from Bermuda. Volume 4, 1274-79.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO WILLIAM HODGE ¹

Sir

Philadelphia 30th May 1776 -

As you are now bound on a Voyage to Europe ² with a view of procuring sundry articles that are wanted here, and have expectations that your friend Mr Jean Wanderwoordt will supply such as we may desire provided he is assured of being duly paid the Cost with Interest for the Time he remains in advance. We the Subscribers being a Quorum of the Secret Committee appointed by the Honble the Continental Congress and authorized to procure from foreign Countries Supplies of Arms, ammunition and other Articles on the best terms we can being Sensible of your deserving Character and knowing that your attachment to the liberties of your Native Country entitled you to our confidence have concluded to Authorize and empower you to contract with any Person or persons in Europe for Ten thousand Stands of good Soldiers Musks well fitted with good double bridled Gun Locks, and good Bayonets, Ten thousand good double bridled Gun Locks, 200,000 Gun Flints, One thousand barrels of the best Pistol Powder, One thousand Barrels of the best Cannon Powder and for two fast sailing well armed Cutters such as you may think best calculated for a good and safe passage to this Country and for making good Cruizers on this Coast afterwards. You are to make your Contracts in writing, stipulate the prices not to exceed the Current rates for each Article, and make it your business to be well informed on this point. We are sensible that it is difficult to extract arms, and ammunition from many parts of Europe and that penalties are inflicted on such as are detected in doing it, consequently a premium beyond the first cost & Common Commissions must be allowed to those that

undertake it, and in this respect we are rather at a loss how to limit you, being willing to allow what might be a reasonable compensation but unwilling to submit to extortion. However as it is not in our power to judge of this point with precision we exhort you to make the best bargain you can for the Continent and we conclude to allow you a Commission of 2½ Per Cent on the amount of the Invoice of the goods, and on the cost and outfit of the Cutters, but you'll observe this Commission is the whole of what we are to pay you being the only compensation you are to expect for transacting this business, and expect and hope it will afford you a very handsome reward for your services.

Our design is to pay for those Goods & Cutters by remitting to the Consignation of those that supply them Cargoes of the Country Produce such as Tobacco, Rice Indigo Skins, Furs, Wheat, flour, Lumber, Iron &c. and we hereby pledge the Thirteen United Colonies for the punctual discharge of the debt or debts you may Contract in virtue of and in conformity with these orders, we agree to allow such rate of Interest as you may agree for not exceeding 5 Per Cent on the amount of the debt or debts from the Time the goods are Shipped until payment is made, and this Interest to cease on such partial Payments as may be made from Time to Time. In confirmation of these orders we deliver you herewith a Letter to your friend Mr. Jean Wanderwoordt attended with a Certificate of our being a Quorum of the Secret Committee properly authorized to transact such business for the Public, which you may avail yourself of with Mr Wanderwoordt or any other Person necessary for the effecting this purchase. —

It is our understanding that the goods you Contract are to be at the risque of the Contractor until they are Shipped on board and bills of Lading granted for them after which they become our risque and if the risque from that Time to the ending of the voyage can be covered by Insurance at a Premium not exceeding 20 p Cent we woud wish to have such part Insured as is to come from Europe direct out for this Coast the Insurance to be against all risques what ever at and from the Shipping Port to any place of delivery in the Thirteen United Colonies of America. When you have accomplished the business so far as to make the Contracts and purchase the Cutters you must cause to be shipped 3000 Stand of Arms, 600 barrels of Powder, 3000 Gun Locks, & 60 M Gun Flints on board each Cutter — take bills of Lading deliverable to us in any part of the United American Colonies and dispatch them for this Coast. These Cutters must be well armed and manned. You should procure if possible Masters that are acquainted with the Sea Coast of America, Men of intelligent understanding and firm minds well attached to the American cause Many such there are in Europe pining to return and serve this Country in the present glorious Contest.

You will also pick up as many American seamen as possible, and if sufficient of those dont offer at compleat the Number with the best you can get, and in fitting these Vessels it will be well done to put on board each 3 or four Tons of Muskets Balls suited to the bore of the 10,000 Stand of

Arms. As the operations of our enemies are uncertain it is hard for us to point out what part of the Coast these Cutters should push for – we believe the Inlets between New York & Virginia may be as safe as any. They must get into the first place of Safety they can and give us immediate advice by express of their arrival, and by these Vessels you'l transmit us any Public News or any useful intelligence in your power. The remainder of the goods we think it most prudent to order out in foreign bottoms to some of the Foreign Islands in the West Indies, where we can send for them with ease and tollerable security.

You will consult with your friends what Island may be safest to make use of, and also obtain recommendation to a proper house for receiving & re-shipping the goods, transmitting us the name & address by the Cutters, and we shall send them funds to pay the freight and Charges. These goods going in neutral bottoms need only be insured against the Common risques of the Sea &c. We are Sir &c &c &c

1. Papers CC (Other Reports of Committees of Congress), 37, 1–3, NA.

2. Hodge took passage in the brig *Polly*, Captain Philip Lacey, then lying in Maurice River, New Jersey. See Memorandum Book of William Bradford, Jr., May 18, 1776.

JOHN ADAMS TO DR. SAMUEL COOPER ¹

[Extract]

[Philadelphia] May 30th 1776

You have given me great Pleasure by your Account of the Spirit and Activity of our People, their Skill and success in fortifying the Town and Harbour: But there are several Things Still wanting, in my Judgment. I never shall be happy, untill every unfriendly Flagg is driven out of sight, and the Light House Island Georges and Lovells Islands, and the East End of hog Island are secured. – Fire Ships and Rafts, will be of no service without Something to cover and protect them from the Boats of the Men of War. Gallies are the best Engines in the World for this Purpose. – Coll [Josiah] Quincy, has the best Idea of these Gallies, of any Man I know. I believe he has a perfect Idea of the Turkish, and Venetian Gallies. – some of these are large as British Men of War. but some are Small (I Sincerely wish, that at this Time he was a Member of one or the other House, because his Knowledge and Zeal, would be us[e]full. – This however is none of my Concern. – But his Knowledge in naval, and marine Affairs is not exceeded by any Man I know) – Gallies might be built, and armed with heavy Cannon 36 or 42 Ponders, which wou[l]d drive away, a Ship of almost any Size, Number of Guns or Weight of Metal. – The Dexterity of our People in Sea Matters must produce great Things, if it had any person to guide it, and stimulate it, a Kind of dodging Indian Fight might be maintained, among the Islands in our Harbour, between such Gallies and the Men of War.

Whether you have any Person, Sufficiently acquainted with the Composition of those Combustibles, which are usually put into Fire Ships and Rafts I dont know. – if you have not, it would be worth while to send some one here to inquire and learn. – at least let me know it, and altho I have a de-

mand upon me for an Hour, where I have a Minute to Spare, yet I will be at the Pains, tho I neglect other Things of informing my self as well as I can here, and send you what I learn. . . .

P.S. Gallies to be used merely in Boston Harbour, the less they are the better provided they are large and Strong enough to sustain the Weight of the Guns and the Shock of the Explosion. The Gallies first built in Delaware River, were too large to be handy and too small, to live and work in a sea We are building two of a different Construction. They are to carry two large Guns in the stern and two in front – and five or six 8 Pounders on each side besides swivells, they are built to put to sea, live and fight in a swell or a Storm – they are narrow but almost 100 feet long.

1. Adams Papers, MassHS.

CAPTAIN HENRY DOUGHERTY TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlm'n: –

Philad'a May 30th, 1776.

By a decree of Court marshell held yesterday on Thos. Moore, found him guilty of mutiny and calling the officers of the fleet a set of Rebels, & threatening his entering on Board the first King's Ship he can get on Board of, the court have decreed him thirty Nine lashes, & to Be Impson'd during your pleasure. Gentlm'n, I Remain, [&c.]

H. Dougherty, President.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series I, 601.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JAMES NICHOLSON ¹

No 2.

Sir You will please to proceed to Baltimore and wait our further orders, – we send this by Mr Middleton, whose boat you may keep with the ship 'till you come off Annapolis, presuming you will not want her further – if however it should not be necessary for her to attend you, you will order down the bay, to gain what intelligence she can, of the ships you left below.

[Annapolis] May 30th

1. Council of Safety Letter Book, No. 1, Md. Arch.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO GOVERNOR ROBERT EDEN ¹

Roebuck at Gwins Island

Virginia the 30th May 1776.

Dear Sir

I have received your letter of the 26th instant by Mr. Smith, and am very Sorry, tho not Surprized to learn that you think it necessary to leave Annapolis. The Province of Maryland has hitherto been looked upon as having acted with a degree of moderation in the present unnatural Rebellion subsisting in the Colonies, and I confess I had great hopes from your continuing in your Government, that you might have been able to have convinced the people, of the impossibility of their succeeding in the plan they

are now pursuing (the only motive I fear that will have any weight with them in bringing them back to their allegiance) but as you certainly have now given it a very fair Tryal, and it is become apparent that the matter can only be Settled by force of Arms, I confess that, I think your remaining longer among them, would only be exposing yourself to insults, and would answer no good purpose to His Majesty's Service. I shall therefore very Soon Send one of the Kings Ships to receive you on board, and will give orders that she shall commit no hostilities at Annapolis whilst on that Service: But as no officers in his Majesty's Service can be supposed to allow of the smallest insult being offered with impunity to the British Colours it will be necessary for you to inform the persons that assume the Government of the people; that if the Peace is not very Strictly observed on the part of the Rebels, with regard to the Boats, as well as the Ship, during the time it may be necessary for her to Stay on the Coast of Maryland, that any orders that I may issue for the purpose, will not restrain the Captain of the Ship from Acting as he shall think proper upon any such occasion.

Had I not received your letter you would certainly have heard from me in a few days, to have acquainted you, that His Excellency Lord Dunmore Governor of this Colony and myself with the joint forces under our command, left Norfolk the 23d instant and put into this harbour on the 28 in Order to complete our wood and water, where we at present remain. I have the honor to be Dr Sir [&c.]

A S Hamond

1. Hamond, Letters and Orders, *Roebuck*, 1775-1778, UVL.

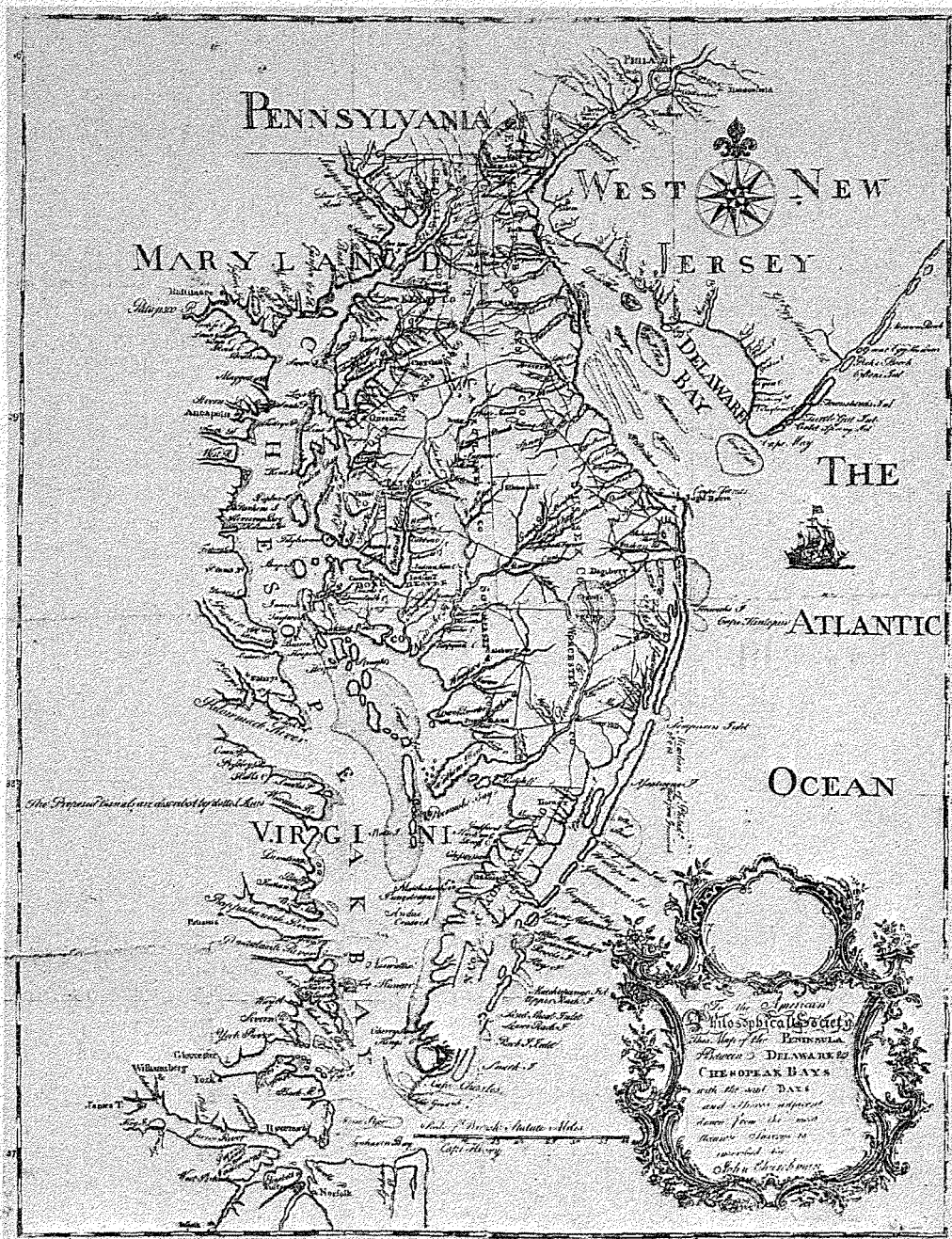
CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN HENRY BELLEW, R.N. ¹

Roebuck at Gwins Island Cheseapeak

Dear Sir bay in Virginia 30th May 1776

The reason you have not heard from me Sooner, is owing to our having taken the resolution of moving the Fleet from Norfolk to this place, which was effected on the 27th I believe, without the loss of a Single vessel, except three or four that were obliged to be destroyed for want of materials to bring them round. For a description of the Island, the Harbour, and what we are about, I refer you intirely to Mr Goold, who will inform you of the particulars in a much fuller manner than I could write them; as also of every thing that has happened (which I believe is soon related) since you left the fleet at Norfolk. He would have come to you soon after my arrival in Virginia, but I judged it necessary to keep him, in order to inform you of our movement.

I hope to hear you have had great Success on your cruize, and that you have been joined by some other Ship. When I first came here, and learned by Mr Parker, that Captain Wallis [James Wallace], instead of blocking up the Rebel Fleet at New London, had Sailed (he believed) to Halifax, I confess I was in some pain for having left the Delaware; but the day after, my



PENNSYLVANIA

WEST NEW JERSEY

MARYLAND

DELAWARE

THE ATLANTIC OCEAN

VIRGINIA

The Philosophical Society
 of the City of Philadelphia
 has the Honor to inform
 that the Map of the PROVINCE
 of DELAWARE
 and CHESEPEAKE BAYS
 and the most exact
 and true Survey
 taken from the most
 accurate Observations
 is now published
 by John Hall, Printer
 in the City of Philadelphia

Tender (who I had sent for Stock at Chinkateague Island) arrived and told me, he saw a Single ship which he took to be a Man of War, standing in for Cape Henlopen, which I have Sat down to be the *Experiment*, and hope soon to hear I am not mistaken; should that be the case, as soon as your water grows short, I would have you come here and leave her cruizing upon that Station.

Governor Eden can no longer stay with safety to himself at Annapolis, and has Sent his Secretary to me to beg I will send for him, which I intend doing very Soon. In short I begin to find more employment for the *Roebuck* in Virginia than I expected.

It was reported Strongly at annapolis on Sunday that 60 Sail of Men of War & Transports were Arrived at Sandy Hook. You will Also see by the papers (If I can get them to send to you) how strong the presumption is that the Commissioners are arrived with 12 thousand Hessian Troops. The People of Virginia and Maryland all believe it most firmly: and the report of it, prevented Maryland from declaring Independancy, as Virginia and North Carolina have done formally; by instructions to their Delegates in Congress to Vote for it.

To day they talk of opening a market on the Island for provisions, should that be the case, I hope we shall be able to send you something.

I intended to have sent Mr Goold round in my Pilot boat, but was obliged for want of small Tenders to station her inside the Island with 2 others.

Captain [Matthew] Squire and his Tenders are cruizing off the Capes to give intelligence of our removal to our friends coming in, and to protect us from the invasions of our enemies.

If Captain [Alexander] Scott ² is with you, present him with my regard, and I desire I may hear from you both imediately.

Wishing you all Success and happiness. I remain my Dear Sir [&c.]
A S Hamond

Captain Bellew Commander of his Majs Ship
Liverpool River Delaware

1. Hamond, Letters and Orders, *Roebuck*, 1775-1778, UVL.

2. Captain of H. M. S. *Experiment*.

“EXTRACT OF A LETTER FROM WILMINGTON [NORTH CAROLINA] MAY 30.” ¹

This day Capt. Alfred Moore came from Fort Johnston, and says all the English forces are gone on board, and upwards of 30 sail gone over the bar. They left behind them some blankets, with an intention, it is thought, of spreading some infectious disorder among us.

1. Dixon and Hunter's *Virginia Gazette*, June 22, 1776.

EXTRACT FROM MAJOR GENERAL HENRY CLINTON'S REPORT OF HIS
CORRESPONDENCE WITH SIR PETER PARKER ¹

Commodore Sir Peter Parker. May 30th 1776 [Cape Fear].

Time presses. As the Wind is fair I submit to You, Sir, Whether it would not be right to go to Sea immediately, Each Transport having Sealed Orders to proceed to, or Rendezvous at Bull's Bay.

Commodore's Answer. Verbal.	}	That he was afraid the Masters would not go over the Bar without Pilots.
-----------------------------------	---	--

My Opinion, That they should be indemnified, and offered to do it. We sailed. All safe. I press'd continuing under Sail. he brought to said he wou'd Sail about Ten o'Clock, but did not till Five next Morning.

1. Sir Henry Clinton Papers, Miscellaneous Letter Books, CL.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN THOMAS DUMARESQ,
H.M.S. *Portland* ¹

(A Copy)

Whereas the Lords Commissioners of the Admiralty have directed me to appoint Convoys to the homeward bound Trade from these Islands; You are hereby required and directed to Compleat the Victualing &c of his Majesty's Ship *Portland* under your Command to three Months, and proceed to Basseterre at the Island of St Christophers, and make known to all such Merchant Vessels as are bound to Great Britain or Ireland, that you are appointed to Convoy them; and direct the Masters of said Vessels to put themselves under your Command and obey such Orders and directions as they may receive from you, and to take the utmost care they do not loose Company with His Majesty's Ship *Portland* under your Command, you are to Sail from St Christophers the 8th June with all such Merchant Vessels as are then ready, and on no Account to remain longer there; You are to proceed with said Convoy on their way to Europe Eighty Leagues clear of the Island of Anguilla, and are then to open the Secret Orders you will receive herewith, for your farther proceedings, and are Strictly to Comply therewith, for which this shall be your Order.

Given under my Hand at English Harbour
Antigua the 30th May 1776

Jam^s Young

[Enclosure]

Secret Order.

Whereas I have directed You by my Order of this date, to take charge of the homeward bound Trade from these Islands, and Convoy them from St Christophers on their way to Europe, 80. Leagues clear of the Island of Anguilla, and then have recourse to these Secret Orders for Your farther proceedings.

You are hereby farther required and directed to proceed with said Convoy, until You are 120. Leagues clear of the Island of Anguilla; and then leave them to proceed on their Voyage, transmitting a List of all the Vessels which came under your Convoy to the Secretary of the Admiralty, and deliver me a Copy of the same when you return. You are afterwards to Cruize near such places as you think the most likely to meet with American Vessels; all which You are to take as Prize, agreeable to former Orders: taking care to return to Prince Ruperts Bay Dominica to compleat the *Portlands* Wood & Water so as to join me at English Harbour Antigua by the 20th July next, for which this shall be your Order.

Given under my Hand at English Harbour
Antigua the 30th May 1776.

Jam^s Young

1. PRO, Admiralty 1/390.

31 May

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND ¹

[Providence] Fryday Evening May 31. 1776

Meeting in being according to adjournment –

Voted. That the Balance of Mr Francis Brindly's Acct be paid out of the Treasury, provided the quantity Charg'd has been Received on Examining the Clerks Books. –

Voted. That Capt James Sellers of Dartmouth be appointed third Lieut of one of the Ships of War fitting here on his Inlisting 12 good Seaman to go in the Ships within 20 Days. –

Voted. That all the Rigging that Messrs Brindly & Maudsly have to spare be engaged for the Ships at 16 Dollrs p Hundd –

1. Journal R. I. Frigates, RIHS.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Hartford May 31, 1776, Friday Evening.

Moved by his Honor,² that proper measures be taken to man and fit our three row-galleys, now nearly ready, for immediate service; and the matter was largely discoursed &c., and

Voted, That Messrs. Jno. McCleave, Theo. Stanton and Jehiel Tinker, who are appointed captains of them, be notified and desired to attend this Board at Hartford on Wednesday next, to receive further orders respecting manning, officering and fitting out said vessels, and also such moneys as may be necessary to enable them to pursue the proper business of their departments, having first executed bonds to be sent them, with sureties, for the faithful and due performance of their duty as pay-masters &c.

And Mr. [Jabez] Huntington desired to prepare letters accordingly.

1. Hoadly, ed., *Connecticut Records*, XV, 406, 407.

2. Governor Jonathan Trumbull.

INVOICE OF STORES RECEIVED BY NATHANIEL SHAW, JR. AS AGENT
FOR THE STATE OF CONNECTICUT¹

State of Connecticut		Cr
By Nathl Shaw—		
1776		
May By 2030½ lb Lead -----	@ 6d -----	£ 50..15..3
By 3255 lb Powder -----	@ 5/4 -----	862..13..4
By 100 Bls of Pork -----	@ £4 -----	400.. - . -
14 do Beef -----	50/ -----	35 . - . -
40 do Corn -----	3/ -----	6 . - . -
By 10 Muskets from the <i>Defence</i> -----		30 . - . -
360 Flints ____ do -----		0..15..-
By 2 Yoke of Oxen -----		19 . - . -
By 150 lb Powder of Killingworth -----		40 . - . -
By 2423½ lb Flax P T: Burr @ 1/ -----		121.. 3..6
By 6 Bls Powder for Brig <i>Resistance</i>	} @ 5/4	138..13..4
& <i>Trumbull</i> Ship -		
By 25 Tierces of Pork Mr Elliott £ 16		400 . - . -
15 do Beef ____ £ 10.- .-		150 . - . -
80 Bags of Bread 80..0..0 @ 30/ -----		120 . - . -
		£2374..0..5
By 10 Muskets from Genl Huntington	}	30..-.-
d[elivere]d <i>O. Cromwell</i>		
		£2404..0..5

[Endorsed] Invoice of sundry Stores recd by Nathl Shaw Esqr and credited
in his A/c No 6 £2404..0..5 Cur[renc]y £2289..0..5 Specie

1. Nathaniel Shaw Accounts, ConnSL.

Connecticut Gazette, FRIDAY, MAY 31, 1776

New London, May 31.

Last Friday the armed Brig belonging to this Colony, commanded by Capt. [Seth] Harding,¹ arrived here from the western part of the Colony.

While the above Vessel was coming up the Harbour, one Robert Dunlap, a transient Person, by Trade a Leather Breeches Maker, attempted to swim from Groton Shore, on board said Vessel, for a Wager; but he sunk before he reached her, and was drowned.

Last Wednesday Afternoon, Capt. [Robert] Niles, in the *Spy* Privateer, being out on a Cruize between Montauk-Point and Block-Island, came across the *Cerberus* Frigate, who chased him as far in as the Race, and then left him: Capt. Niles lost his Top-mast in the Chace. Capt. [John Paul] Jones, in a Privateer, (one of the Continental Fleet),² and Capt. [Lemuel] Brooks, in a New-Haven Privateer,³ who sail'd from this Port in Company with Capt. Niles, put into Newport.

1. Connecticut colony brig *Defence*.

2. Continental sloop *Providence*.

3. Connecticut privateer sloop *Gamecock*.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

[Extract]

Fort George May 31st 1776

This Morning thirty Carpenters left this to repair to Skenesborough, by the way of Ticonderoga in Order to construct Gundaloes, altho' Nothing is prepared for building them – I hope nevertheless to finish one in a short Time, at least, I will do every Thing in my power to compleat it the soonest possible, and for that purpose; I shall leave this to Morrow to put all in Train . . .

I wish a person that understood the Construction of the best Gundaloes was sent up Express to me, for – altho' they should not be able to get down the Falls of Chamblé, yet they will be of Service on Lake Champlain should our Army be obliged to retreat – The Vessels we have there (except the *Royal Savage*) are of very little-Force.

1. Washington Papers, LC.

MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK ¹

[Extract]

Fort George May 31st: 1776

Ten in the Evening

I have been long and deeply impressed with a just Sense of the Importance of maintaining our Ground in Canada: It was therefore a most pleasing Circumstance to me to see General [William] Thompson's Brigade followed by that of General [John] Sullivan. If possible, I wish to see another succeed the last – I have thought it prudent to prepare for its Conveyance across the Lakes, having built since General Sullivan left me on the 24th Instant sixty Batteaus, which are now in this Lake, nor am I under any apprehensions of supplying the Army in Canada with provision, provided it is sent up to Albany in sufficient Quantities: for altho' it is an arduous Task; perseverance, Close attention and hearty good Will can surmount a Variety of Obstacles. As soon as I return from Skenesborough, whither I am going to give Directions about the Gundaloes I shall proceed to Albany and employ proper persons to purchase whatever I think the Army may stand most in Need of . . .

1. Papers CC (Letters of Major General Philip Schuyler), 153, 11, 179–82, NA.

MAJOR GENERAL PHILIP SCHUYLER TO COLONEL CORNELIUS D. WYNKOOP ¹

Dr Sir

Fort George May 31st 1776

The Bearer is going with a Number of Carpenters to Skenesborough you will please to furnish him with what Hand Jacks are at Tyconderoga and with a Grind Stone – please also to send with him a Black Smith, if you have any that can be spared from your post I am Dr Sir [&c.]

PH: Schuyler.

1. Schuyler Papers, Letters & Orders, 18 April, 1779–29 June, 1777, NYPL.

REPORT OF PERSONS EMPLOYED AT FORT CONSTITUTION ¹

Fort Constitution May 31st 1776

Commissioners & Superintendents at the works carrying on at Fort Constitution

2 Commissioners. William Bedlow & John Lawrence

1 Clerk of the checke Johnathan Lawrence. Junr

1 Steward – Adolph Delprove

Mechanicks at Work

4 Carpenter

2 Black Smiths

1 Overseer

1 Cook for the Commissrs

1 Do for the Artificers

1 Waiter on the Commissrs

2 Seamen, in c[h]arge of the Barge

The Sloop *Liberty*, Henry Palmer. in the Service of Fort Constitution & Fort Montgomery. Master and two hands –

William Bedlow

1. Washington Papers, LC.

MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON ¹

[Extract] Head-Quarters, N York May 31st 1776.

... The Signals on Staten-Island – Green Bluff & Govenors Island are compleat, Our troops have taken a small Sloop for going on Board the *Asia* – there was ten Men on Board seven of which have escaped the others are under Examination, – The Vessels I mentioned are out cruising on the back of the Island I think they will be of great use to Us. I am driving on the Works with all possible dispatch and shall pay Particular Attention to your Excellency's Directions in regard to sending an express – in case of a Fleets appearing in the Coast, – I shall write Capt [Daniel] Putnam to see the things forwarded from Boston to N London as soon as possible. I have the Honour to be Your Excellency's [&c.]

Israel Putnam

1. Washington Papers, LC.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Veneris, 9 HO. A.M.

May 31st, 1776.

One of the members informed the Congress that some of Captain [Alexander] Hamilton's company of artillery have deserted, and that he has reason to suspect that they are on board of the Continental ship, or vessel, in this harbour, under the command of Capt. Kennedy.

Ordered, That Capt. Alexander Hamilton, or any or either of his officers, be and they are hereby authorized to go on board any ship or vessel in this harbour, and take with them such guard as may be necessary, and

that they make strict search for any men who may have deserted from Captain Hamilton's company.

1. *New York Provincial Congress*, I, 468.

"EXTRACT OF A LETTER FROM NEW-YORK, DATED MAY 31." ¹

Gen [Israel] Putnam has just shewn me a letter from a gentleman in Salem, which very much concerns your place. The writer informs the General that Capt. Chapman is arrived there (Salem) from St. Croix, who says that on the tenth instant in latitude 54, longitude 67:24, he fell in with a brig, the Capt. of which told him that he sailed in company with a fleet of seventy sail of transports, under convoy of two sixty-four, four forty-gun ships, and two bomb ketches, from which he parted the fifth in a hard gale of wind. The fleet had on board a large number of Hessians, Brunswickers and English troops, all bound to Philadelphia, in order to disperse (as the Capt. expressed himself) that hornets' nest the Congress, after which they were certain the continent would become a very easy prey. God grant that you may be prepared to receive this armament. Gen. Putnam thinks that some troops will immediately march from here to your assistance.

1. *Pennsylvania Evening Post*, June 1, 1776.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Friday, May 31, 1776

A letter of the 22 from Esek Hopkins, Commodore of the continental fleet, enclosing the proceedings of two courts martial on John Hazard, commander of the sloop *Providence*, and Abraham Whipple, commander of the *Columbus*, was laid before Congress, and read:

Resolved, That the said letter be referred to the committee appointed the 8th of May on the instructions given to Commodore Hopkins.

1. Ford, ed., *JCC*, IV, 407.

JOHN MACPHERSON TO THE CONTINENTAL CONGRESS ¹

Honourable Gentlemen

Be pleased to spare me one Quarter cask of powder, to prove four Howitz, and four sets of Organs, which I have prepared for a Vessel, that I do not doubt will be of service to this country.

Be pleased also, to order my Salary paid from the seventeenth of October last, as first Naval Commander in the American service, which station I obtained by the consent and Agreement of the Honourable Gentlemen, who were appointed to treat with me. I have recieved only since in the service, four Hundred and twenty Dollars.

The great expence I am runing to for the benefit of my country, is the reason of this Application at present. I am Honourable Gentlemen [&c.]

John Macpherson

Philadelphia May 31st 1776

1. Papers CC (Letters addressed to Congress), 78, XV, 53.

PENNSYLVANIA COMMITTEE OF SAFETY TO LEVI HOLLINGSWORTH
AND THOMAS RICHARDSON ¹

Gentlemen

In consequence of your recommendation to have part of the Cannon brought from New London, and from a desire that the defence of America be equally distributed we have procured an alteration in the first Order of Congress to Commodore Hopkins for transporting to Phila twenty of the heaviest Cannon which he had taken to New Port, – You will have enclosed the Order of Congress with the alteration and have no doubt but you will exert yourselves to have it carried into execution with all possible dispatch – We are assured by Congress that the President will forward Copies of the resolve to the Governors of the respective Colonies & Commodore Hopkins if that should not be done, you are desired to shew them the one inclosed – ² We are &c

[Philadelphia] May 31st 1776

1. Committee of Safety, Navy Papers, Pa. Arch.

2. See Journal of the Continental Congress, May 30, 1776.

MEMORANDUM BOOK OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

The following applications for vessels to pass down the River & Bay of Delaware was granted on the owner & others giving their words that no Pilot should be taken on Board going down the river & Bay from Chester.

Schooner *Mars*, Norris Copper, qualified.

[Philadelphia] May 31.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 501–02.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN DUNCAN HILL ¹

No 3

Sir You are immediately to return to your Vessel and convey at the expense and risque of this Province, across the Country to the first Inlet to the Northward of Cape Charles such of your Cargo, as you may find necessary, and proceed round with the residue in yr said Vessel between Smith's Island and Cape Charles upon your arrival in that Inlet you [are] to take on board what you send across by land, and with the utmost diligence proceed on your Voyage agreeable to former instructions. ²

[Annapolis] May 31st 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. Executive Papers, Box 3, *ibid.*, the previous day the Council had authorized Captain Hill "L15. . . on W. T. T: for defraying the Expences of Carriage of Flour across Northampton County from Cherry Stones for a Vessel going to W. Indies on Acct of Province."

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND ¹

[H. M. S. *Roebuck*, May 16 to May 31]

16th May. I Parted Company with the *Liverpool* and stood to the Southward. the same Evening I fell in with the Pilot boat from Virginia, by which I recieved letters from Lord Dunmore

acquainting me, of his having recieved certain intelligence that the Rebels intended attacking the lines at Norfolk; that they were bringg down Cannon, and preparing fire rafts to destroy the Fleet, and assembling in large bodies in the neighbourhood; therefore most earnestly entreated me to return to his assistance. This caused me to alter my Course for Virginia, flattering myself however that his Lordships apprehensions might be premature.

17th In my way, I sent two Tenders to Chingoteage Island, and took off a dozen Bullocks, and some other Stock for the Ships Company.

19th When I came to Norfolk, I found Lord Dunmore's expectations of an Attack, not the least abated; having certain intelligence that they waited only for Cannon from Williamsburg, which they expected would arrive in two days. At this time the small Pox made its appearance among the Black Troops, and in order to save them, the Surgeons recommended that the whole should be inoculated. This was likely to be a great reduction of our force; Therefore on considering every circumstance, we thought it most adviseable to move the Fleet immediately; for had we waited' untill the Enemy had planted Cannon at certain places on the River side (which is not $\frac{1}{2}$ a mile wide) it would scarce have been possible to have got the Vessels down the River, and they must have fallen into the hands of the Rebels, and many of them had very valuable cargoes on board.

20th

22d Accordingly on the 22d at day break in the Morning the Troops evacuated the entrenchment, and embarked onboard the Transports, and Orders were given for the Vessels to move down to Hampton Road; but as most of them were without seamen this could only be done by assistance from the Kings Ships: It therefore became rather an arduous undertaking, and it was three days before they could all be got down to the road, where they amounted to upwards of 90 Sail.

25th Gwins Island, at the mouth of Pianketank River, in Chesapeake bay, being reported to be inhabited by many Friends of Government, that it formed an excellent Harbour, had plenty of fresh water on it, and could easily be defended from the Enemy, was fixed upon as the most proper place to repair to; accordingly, as soon as the wind became favorable which was on the 26th, we left Hampton Road and arrived the next afternoon at the place of our destination with the whole Fleet except 3 or 4 small ones, which the *Otter* (who brought up the Rear) was obliged to destroy for want of materials to Navigate them.

27th

The next Morning, at day break we landed & took possession of the Island, with our whole force, which with the Marines of the Squadron, did not amount to more than 200 effective Men, so great had been the mortality among the Negroes while at Tuckers Mills; However, we met with no opposition, and after marching quite thro' the Island, returned to the point nearest to the Main land, (where it is not above 200 yards across) encamped the Troops, and began to erect a Fort against the Enemy, who began to gather from all quarters: and fired with musquetry upon the People at work but without doing us the least mischief: Being covered by the *Foweyes* Guns on one side, and by two small Tenders (which I had sent into the Haven) on the other. The *Otter* & her Tender immediately returned to cruize off the Capes, to prevent any of the Rebels Vessels from getting in or out, and to give notice to Vessels coming to us of our removal from Norfolk.

31st

The *Liverpool* sent in a Spanish Snow which he had met with in Delaware bay going to Phila with 13. Thousand hard Dollars onboard which they had brought from the Havannah. ²

1. Hamond, No. 5, UVL.

2. *St. Barbara*. See Appendix B.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

May 1776

At a Single Anchor at Gwins Island in Virginia

Thursday 30

at 5 in the afternoon the *Otters* Tender arrived from a Cruize, and conducted in here with her, a Spanish Snow, taken by the *Liverpool*, to take her Tryal; ²

Friday 31st

In the morning begun to Hog Ship and to put the Ship in all readiness for Sea.

Fresh gales and hazy weather, at 4 in the afternoon the *Otter* returned, with a victualing Brig from Antigua, long expected, for his Excellency the Earl of Dunmore.

1. PRO, Admiralty 51/796.

2. *St. Barbara*.

JOURNAL OF THE VIRGINIA CONVENTION ¹

In Convention [Williamsburg] Friday May 31. 1776.

Resolved unanimously that the Committee of Safety be directed to write a letter to the President of the Convention of Maryland in answer to his Letter of the twenty fifth instant expressing the deepest concern at the proceedings of that Convention respecting Governor Eden and our reasons for not becoming accessory thereto by giving him a passport through this Colony or the Bay adjoining: That we would with reluctance in any case intermeddle in the affairs of a Sister Colony but in this matter we are much interested and the Convention of Maryland by sending their proceedings to

the Committee of Safety here, have made it the duty of this Convention to declare their Sentiments thereon.

That considering the intercepted Letter from Lord George Germaine to Governor Eden in which his whole conduct and confidential Letters are approved, and he is directed to give facility and assistance to the operations of Lord Dunmore against Virginia We are at a loss to account for the Council of Safety of Maryland their having neglected to seize him according to the Recommendation of the General Congress and more so for the Conventions having promoted his passage to assist in our destruction under a pretence of his retiring to England which we conceive from the above Letter, he is at Liberty to do. That supposing he should go to Britain, It appears to us that such Voyage with the address presented to him will enable him to assume the Character of a Publick Agent and by promoting division and disunion amongst the Colonies produce consequences the most fatal to the American Cause. –

That as the reasons assigned for his departure “That he must obey the Ministerial Mandates while remaining in his Government” are very unsatisfactory when the Convention declare “that in his absence the Government in its old form will devolve on the Presiden’t of the Council of State[”] who will be under equal Obligation to perform such Mandates, We cannot avoid imputing those proceedings to some undue Influence of Governor Eden under the Masque of friendship to America, and of the proprietary Interest in Maryland whereby the Members of that Convention were betrayed into a Vòte of fatal tendency to the Common cause and we fear to this Country in Particular and feel it an Indispensable duty to warn the good people of that Province to guard against the Proprietary Influence.

Resolved that the foregoing Resolution be forthwith published in the *Virginia Gazette*.

Edm^d Pendleton Presidt

1. Naval Papers, Miscellaneous Vertical File, MdHS.

PURDIE'S *Virginia Gazette*, FRIDAY, MAY 31, 1776

Williamsburg, May 31.

Last Sunday lord Dunmore, with his whole fleet, left Hampton road, and came up the bay to Gwynn's island, in Gloucester county, where we understand he has landed his black and white troops, to the number of about 500, and is intrenching. This island contains about 2000 acres, occupied by several families, who are possessed of a considerable quantity of stock, and is well watered. A body of regulars and militia, to the amount of 2000 men, quickly assembled, and are watching their motions; and, if opportunity suits, will very likely attempt to beat up their new quarters, very delightful it should seem, to those pirates and renegades in their present sickly, starving, and dirty situation, from their amusing themselves, on the evening of their landing, with a promiscuous ball, which was opened, we hear, by a certain spruce little gentleman, with one of the black ladies. ¹

1. Dixon and Hunter's *Virginia Gazette*, June 1, 1776, also carried an account of Dunmore's action.

JOURNAL OF H.M. SLOOP *Cruizer*, CAPTAIN FRANCIS PARRY ¹

- May [1776] [Moored off Fort Johnston, Cape Fear River]
 Thursday 30 Modr and Cloudy wear Sailed his Majestys ship *Solebay*
Thunder bomb and all the Transports & Anchord without
 the bar
 Friday 31st AM sailed his Majestys Ship *Syren* and *St Lawrence*
 Schooner at 7 sailed Commodore Sir Peter Parker with the
 Flett, . . . Remain here his Majesty's Sloops *Falcon* *Scorpion*
 and *Cruizer*, Came on board the Lieut with the Men and
 Stores from the *Terrable*.

1. PRO, Admiralty 51/218.

JOURNAL OF H.M.S. *Bristol*, CAPTAIN JOHN MORRIS ¹

- 1776 May Cape Fear NEbe $\frac{1}{2}$ E - 2 Leagues
 Thursday 30th A M at 8; 5 Sail in the S Wt Quarter at 9 fired a Gun &
 made Signal to the Commodore for seeing them.
 First part fresh Gales latter Moderate and Cloudy At 2
 P M the Commodore fired a Gun & made the Signal for
 the Fleet to come out of the Harbour $\frac{1}{2}$ past 3 Do came
 out the Commodore & Fleet, At 5 Do unmoord - Do the
 Commodore hoisted his broad pendant on Board ² At 9
 fired the Evening Gun, came alongside the Sloop with
 Water Do Empld clearing the Sloop
 Friday 31st $\frac{1}{2}$ past 2 made the Signal to Weigh At 3 sent away the
 Sloop with part of our Cask - At Noon 40 Sail in Company
 Moderate Breezes and Clear Weather $\frac{1}{2}$ past 7 P M
 join'd Company His Maj's Sloop *Ranger* & Saluted us with
 13 Guns Do return'd 11,

1. PRO, Admiralty 51/137.

2. Because of her deep draught, the *Bristol* had been compelled to anchor outside the bar, and Sir Peter Parker had transferred his flag to the *Solebay* during the stay at Cape Fear.

"JOURNAL OF THE EXPEDITION TO CHARLES TOWN IN THE PROVINCE OF
 SOUTH CAROLINA IN THE MONTHS OF MAY, JUNE & JULY 1776 - UNDER
 THE COMMAND OF MAJOR GENERAL [HENRY] CLINTON AND
 COMMODORE SIR PETER PARKER.—" ¹

They returned to Cape Fear on the 26th ² and from their Report; and a proposal from the Commodore, it is presumed the resolution was formed to proceed on the expedition to the Port of Chas Town

Immediate orders were given to the *Sphinx* and *active* Frigates to sail forthwith for that place in order to cut off all further communication by water, and as soon as the rest of the Men of War and Transports had compleated their Water, the whole Fleet sailed out of Cape Fear River & anchored without the Bar on the 30th of May in the evening.

31st May The next morning the fleet weighed with a fair wind, and were this day joined by the six missing Transports under convoy of the *Ranger* Sloop of War; and in the evening the General received his dispatches from England by the *Ranger*.

1. Sir Henry Clinton Papers, CL.

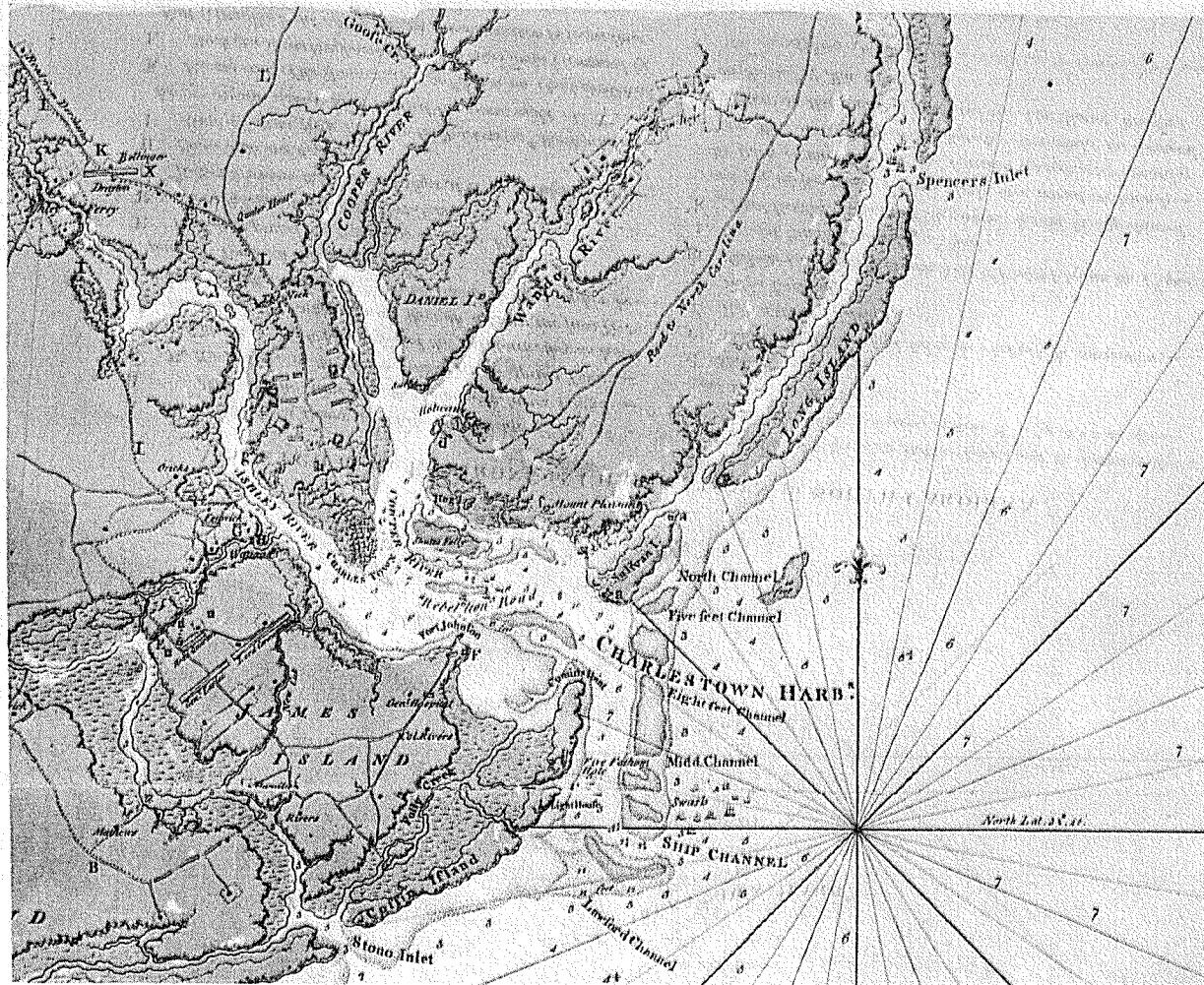
2. H.M.S. *Sphinx* and a small schooner.

NARRATIVE OF MAJOR GENERAL HENRY CLINTON ¹

[April 18 to May 31, 1776]

On the 18th of April the first Transport of the Irish Fleet joined me; and they continued to drop in every day after this by single Ships to the 3d of May, when Commodore Sir Peter Parker with the Bulk of his Fleet at last made his appearance. It seems he did not leave Cork before the 13th of february – and the Reasons for this extraordinary delay he can best explain; but Sir Wm Howe was assured by the Minister the Armament should sail from thence by the first of December. There were however several Ships still missing, nor did the last of them join us before the 31st of May.

Our first Care after the arrival of the Fleet, was to land the Troops, who stood much in need of that Refreshment after being so long cooped up in Transports, particularly the 46. Regt which was very sickly. But how to employ them afterwards to the best advantage for the Kings Service was a Subject which required much Consideration. The advanced Season of the Year and the depressed State of the Kings Friends in the two Carolinas, forbid our looking to the Southward; and as I was expecting every moment to receive the Commander in Chiefs Summons to join him I became apprehensive that I should not have time to put my Chesapeak Scheme into any Sort of Train. I proposed however, as soon as the Fleet could be got in readiness for Sailing, to proceed to Virginia, and there wait Sir Wm Howes ultimate Directions. But Sir Peter Parker having in the mean time procured Intelligence from whence it appeared the Rebel Work on Sullivans Island (the Key to Rebellion Road & Charles Town) was in so unfinished a State as to be open to a Coup de Main & that it might be afterwards held by a small Force under Cover of a Frigate or two; and [I] having about the same time received a private Letter from Sir Wm Howe, in which he seemed to intimate a Wish I could get possession of Charles Town, without expressing any Hurry for my joining him; I was tempted to accede to the Commodores Proposals for a joint attempt upon that Island. For tho' neither the Season of the Year, the orders under which I acted, the short Time allowed me, nor the Number of Troops I had under my Command, would warrant an Expectation of suddenly getting hold of Charles Town and keeping it afterwards with the small Garrison I was at liberty to leave there; yet I thought Sullivans Island, if it could be seized without much loss of time, might prove a very important acquisition and greatly facilitate any Subsequent Move we should be in a Condition to make in proper Season against



Charleston harbor, South Carolina.

that Capital. Preparations were accordingly made for reimbarking the Troops, and on the 31st of May the Fleet sailed to the Southward.

Within a few Leagues of Charles Town Harbour we were joined by the remaining Transports, which having separated from Sir Peter Parker were driven into an English Port and sent after him under Convoy of the *Ranger* Sloop. I received a Letter by this Ship from the Secretary of State dated the 3d March; signifying to me His Majesty's Commands "not to engage in any attempt whereby the Troops under my Orders might be exposed to great Loss, or the Service to the northward disappointed; and to proceed immediately to join Major General Howe with my whole Force, if, upon the arrival of the Armament at Cape Fear, I should be of opinion (upon mature Consideration of all Circumstance) that Nothing could be soon effected that would be of great & essential Service and advantage." However the Commodore and General officers, whom I consulted on this occasion, agreeing with me in opinion that the Object before us promised very great advantages & was likely to be accomplished without much delay, we determined to proceed upon it, now we were so near the Port.

1. Manuscript history of the Revolution by Sir Henry Clinton, CL.

South-Carolina and American General Gazette, FRIDAY, MAY 31
TO FRIDAY, AUGUST 2, 1776

Charles Town, May 31.

On Tuesday afternoon, in a violent thunder-storm, the Colony Brig. *Comet*, lying in the harbour, was struck with lightning whereby her main-mast was shivered, and one of the sailors on board killed.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

- May 1776
Monday 27. Anchor'd the Inside St Augustine Barr
At 2 AM weighed, and got over the Barr the Sloop and pilot Boat in Company – Got the Boats in and discharged the pilot Set the Topsails and Square sail – Sloop & pilot boat in Company Standing along Shore.
Light airs & Clear Weather – Tacked to the Westward til 7 (PM) came to anchor Sloop and Schooner in Company – The North end of Cumberland Island SWbW distance about 2 Leagues
- Tuesday 28. found the Currents to set to the Eastward
Fresh breezes & Cloudy Wr Veer'd away to 1/2 our Cable – Light breezes & Cloudy with Thunder Lightning and rain –
- Wednesdy 29 At 7 weighed and came to sail working over the Barr of St Marie's.
Light airs & Clear weather – at 1 (PM) tack'd and stood over the Barr, Sloop in Company – At 3 Anchor'd in St Maries River in 7 fathom water got the Boat out and carried the

- Troops on board, the Govern't Sloop to go up the River to intercept the Rebels—² Sent our Cutter mann'd & armed wt a Midshipman to assist them in Landing
- Thursday 30 Fired two Swivels and brought to a boat along Shore—Sent the Boat to bring her on board found her to be a Canoe from Jackel Island with two Barrels of Indigo wt Mr Leake in her, the owner of both, with a pass from one Thread Croft a Rebel Captain
- Fresh breezes and squally with rain—Recd a Tun of Water p Cutter—Cutter return'd from landing the Troops—Sent an Officer on Shore to seize the 2 Barrels of Indigo belonging to the before mentioned Leake for saying it was provisions.
- Friday 31 At 7 brought to a small Sloop from Georgia who inform'd us he had been forced into the Service of the Rebels to Carry ammunition—Fired 2 three Pounders to bring her to All hands at quarters.
- Fresh Breezes and Cloudy Weather Read the Articles of War &ca to the Schooner's Co The Rebels came down the River and carried off one Jollie a Planter & intended to board us with 200 in No dispatched an Express to Capt Graham, that he might be able to intercept them on their return and crossing the Ferry Weighed and dropt further down to stope the Passes of Boats and moor'd—

1. PRO, Admiralty 51/4330.

2. *Ibid.*, a detachment of the 16th Regiment which had been placed on board May 21, 1776.

JOURNAL OF H.M. SCHOONER *Porcupine*, CAPTAIN FRANCIS L'MONTAIS ¹

May 1776 [Off Cape François]

Friday 31 saw a Sail in the S:W gave Chace to do & made sail Mt Christ SdW 3 Leags lig[h]t Breeze & hazy Wr the Chace bearing N $\frac{1}{2}$ E got out the sweeps towed in order to get up with the Chace at 12 shortd sail boarded the chace & found her to be a schooner from Cape Francois belong[ing] & bound to Philadelphia loaded with Powder & small Arms² took the Master & 3 Men out of her & sent 4 Men on board in order to carry her to Jamaica Mt. Christ SoW $\frac{1}{2}$ W 5 Legs the Prize in Compy.

1. PRO, Admiralty 51/4293.

2. Schooner *Mary*, John Green, master, Gayton's Prize List, PRO, Admiralty 1/240.

"DISPOSITION OF HIS MAJESTY'S SHIPS AND VESSELS UNDER THE COMMAND OF JAMES YOUNG ESQ. VICE ADMIRAL OF THE RED &c. AT BARBADOES, AND THE LEEWARD ISLANDS.—ENGLISH HARBOUR ANTIGUA, THE 31ST MAY 1776."¹

No	Ships	Commanders	Where Stationed &c.
	<i>Portland</i>	Vice Admiral Young Capt Thos Dumaresq	} In St John's Road Antigua, re- turned from a Cruize. Ordered to

Argo Wm Garnier

Seaford John Colpoys

Hind Henry Bryne

Hawk Robt P. Cooper

Pomona Thos Eastwood

Sail with the Convoy for England.

In English Harbour Antigua, Careening alongside the Wharf.

Sailed hence the 19th May for Dominica to Complete her Wood and Water, then to proceed and Cruize off Curassou and the Islands adjacent &c. to the 30th June, then return to English Harbour

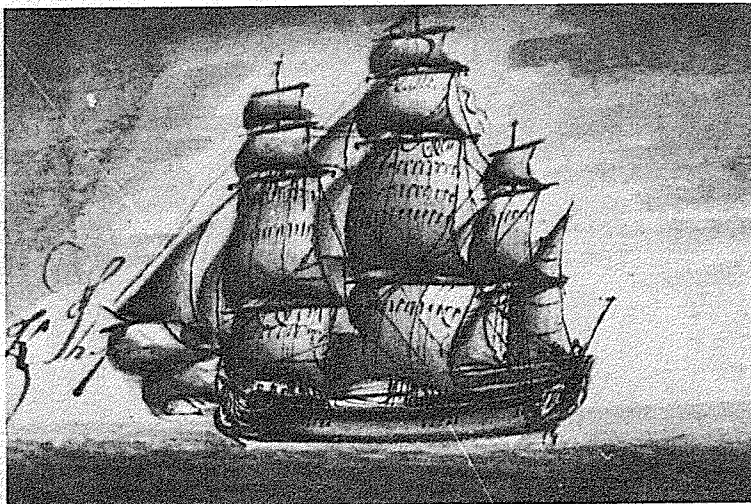
In English Harbour Antigua, refitting, returned from St Augustine.

Sailed hence the 25th April, on a Cruize between the Islands Guadalupe, Martinico, St Lucia, &c.

Sailed hence the 8th May, with Circular Letters to the Governors of the Islands Dominica, Barbadoes, and Grenada, afterwards to Cruize between St Eustatia St Croix, and the Islands adjacent, to the 20th June, then return to E. Harbour.

Jam^s Young

1. PRO, Admiralty 1/309. Enclosed in Young to Philip Stephens, May 31, 1776.



"AN ACCOUNT OF SHIPS AND VESSELS TAKEN AS PRIZE OF WAR BY A SQUADRON OF HIS MAJESTY'S SHIPS COMMANDED BY VICE ADMIRAL YOUNG, AT BARBADOES, AND THE LEeward ISLANDS, AND IN THE SEAS ADJACENT, SINCE THE ACCOUNT SENT BY THE *Lynx* THE 7TH, APRIL LAST, TO THE 31ST, MAY 1776." ¹

No 7

By What Ship taken.	When taken.	Where taken.	Name of the Vessel.	Master.	To what Nation or Province belonging.	Sort of Vessel.	From Whence.	When last Sailed.	Where bound.	Lading.	Number of Tons. Men. Guns.	If any other Ship of War in Company when taken, her Name &c.	To what place sent to be tried.	Whether Condemned or Acquitted.
<i>Pomona</i>	1776 12th March	off St Eustatia	<i>Sally</i> .	Nathl Packard.		Sloop.				Staves and Provisions. }		None	St John's Antigua	Condemned.
<i>Viper</i>	1. March	At Sea	<i>Sawney</i>	Fras Skinner.		Brig.				Staves, Hoops, Rice and Indigo. }		Do	Do	Do
<i>Hawke</i>		St Johns Road } Antigua }	<i>Harriot</i>			Brig.				Corn.		Do	Do	Condemned. as Droits of the Admiralty.
<i>Argo</i>	2. March	At Dominica	<i>Dolphin</i>			Sloop.				Oil.		Do	Roseau, Dominica	Condemned.
<i>Portland</i>	24 March	Barbadoes	56 New Negroes									Do	English Harbour } Antigua. }	
<i>Portland</i>	22 March	Barbadoes.	No Name			Schooner.				Ballast.		Do	English Harbour } Antigua }	Condemned.

<i>Argo</i>	31st March	At Sea.	<i>Falmouth</i>	John Martin	Brig.	Falmouth New England	}	Barba- does	Ballast.	Do	St John's, Antigua	Do.	
<i>Pomona</i>	30th March	off St Kitts	<i>Bumper.</i>	Thos Cheney.	Schoo- ner			}	Mahogany and Logwood	Do	St. John's Antigua	Do.	
<i>Pomona</i>	31st March	At Sea	<i>Elizabeth</i>	John Chace	Sloop				}	Staves, Tobacco, and Provisions	Do	English Harbour Antigua	Do.
<i>Argo</i>	9 April	Off Dominica	<i>Dolphin.</i>	Abm Nowel.	Schoo- ner	Georgia		Dominica		Staves and Lumber	Do	Roseau, Dominica	Do.
<i>Portland</i>	10	At Sea	<i>Nancy.</i>	Saml Hinck- ley					Fish and Oil	Do	English Harbour Antigua.	Do.	
<i>Pomona</i>	20	off Antigua	<i>Neptune.</i>	Hugh Russel.	Brig				Ballast.	Do	St John's, Antigua	Do.	
<i>Experiment</i>	15 April	At Sea	<i>Speedwell</i>	Thomas Davis	Sloop				Flour &c.	Do	St John's, Antigua		
<i>Hawke</i>	19th May	off Barba- does	<i>Elliot</i>	Wm Hallock.	Brig.	New York			Oil.	Do	English Harbour Antigua.		
<i>Hawke</i>	19th May	off Barba- does	<i>Fair Haven</i>	Nathl Delano	Brig.	Rhode Island			Oil.	Do	English Harbour Antigua.		
<i>Portland</i>	19th May	At Sea	<i>Nelly & Nancy</i>	Danl Robins	Schoo- ner	Virginia	25th April	Mar- tinico	Indian Corn	60	6	Do	St Chris- tophers.
<i>Pomona</i>	24th May	off St Bartho- lomew	<i>Duff</i>	Anty Knap	Brig.	New- found- land	23d May	New- found- land	Melasses, Sugar and Coffee.	50	5		St Chris- tophers.

1. PRO, Admiralty 1/309. Enclosed in Young to Philip Stephens, May 31, 1776.

1 June

JOURNAL OF H.M.S. *Lizard*, CAPTAIN THOMAS MACKENZIE ¹

May 1776 Laid up in the Coude Sec [Cul de Sac, Quebec]
 Friday 30 Fresh Gales and cloudy weather Arrived from up the river
 [Thursday] the *Maria* Armed Schooner with Lieut Genl Carelton on
 board employed Occasionally the Commodore made the
 signal for disembarking the Troops
 Saturday 31 Arrived here several sail of Transports with Troops on board.
 [Friday]
 June [17]76 Arrived here his Majestys Ships *Juno* and *Blond* with several
 Sunday 1 Transpts
 [Saturday]

1. PRO, Admiralty 51/550.

JOURNAL OF CAPTAIN HENRY DEARBORN ¹

[On board H.M.S. *Niger*, May] 30

This morning we enter'd the mouth of Halifax, Harbour, as we pass'd up the Town has a very handsome appearance, at 12 O Clock we came to anchor near the Town & at Two, we went on shore. the land on which this Town is built rises gradually until it forms a beautiful eminence, call'd the Citadel-Hill, the Town is handsomely laid out, the building[s] are but small in general, at the upper end of the town there is a very good Dock yard, handsomely built with stone and lime, in which there are some handsome buildings, Major [Return Jonathan] Meigs & I waited on his Excellency Genl Howe this afternoon, with some dispatches from Genl Carleton.

June 1 Genl Howe after some Conversation desir'd us to wait on him again, on Monday Next, & he promis'd us he would inform us when and how we should have a passage to New England, I visited some officers, and others who were prisoners in Halifax. Vizt Capt Moringdell [Sion Martindale], of Rhode Island, who was taken in a privateer,² Lieut [William] Scott who was taken at Bunker Hill, the 17th of June last and a number of others amounting in the whole to 20 persons – this day we took lodgings at one Riders Tavern.

1. *Dearborn Journal*.

2. Captain of Washington's brig *Washington*. He had recently been returned from England in H.M.S. *Greyhound*.

JOSHUA WENTWORTH TO COLONEL STEPHEN MOYLAN ¹

Sir.

Portsmouth June 1, 1776

I adress'd you last of 22d April (& previously of 15) on the Captor of a Brig *Elizabeth* bro't into This Port by Com. Manly &c since which I have not been favr with your answer – I can easily conceive of your Engagements on matters of much greater concernment Yet I shall be much oblig'd (if a leisure moment) by a reply to the letters Quoted above, with the Continental resolves, respecting my department they not appearing this way The

Sufferors of Boston have sent forward a Memorial to the Congress, desiring their particular attention to this Captor. — The Captor's expect their full Quota of the neet proceed of Vessel & Cargo, wch no doubt will be the resolution of Congress; but a dificulty arrises how I shall come at that, unless the whole is sold at Auction. If Each claimant is to receive the $\frac{2}{3}$ ds of the proceeds, the dificulty will be aleviated; but if the $\frac{2}{3}$ ds of the Goods that may be proved, the dificulty will still remain. Those Good[s] that are not fully proved will be sold for the Continental acct. Your advice & direction will be exceedingly usefull to the mode necessary for me to persue — Remaining very assuredly Sir [&c.]

Josh. Wentworth

I. Washington Papers, LC.

JOHN LANGDON TO WILLIAM WHIPPLE¹

[Extract]

My dear Sir —

Portsmouth June 1st 1776

Your Esteem'd favour of the 20th & 21st Ulto is now on the table, am much Oblig'd by your close attention in procur[ing] Money, and forwarding all matters, in your power, I am sensible of the trouble you have, to get things done, as I've had some Experience of it myself, I Observe what you mention about the Ist Lieutenant & [John] Roche, I've mention'd the matter fully in my Letters since, therefore shall leave it to you, I am not anxious, have not mention'd the matter, only to Roche, who desired me, to mention his Name. Your Reason Roches has wait [weight] therefore shall say no more, dont forget Peter Shores for one of the Lieuts I've mention'd to you in my Letters Doctor John Jackson, for Surgeon, he will be just the thing therefore dont forget him. I hope to hear of [Thomas] Thompson's appointment, soon, as I shall make no Appointment of Petty Officers till then — I am very sorry the Guns are so backward We compleated getting our Masts in Yesterday without the least misfortune, most beautiful Sticks, compleately checked and Launched with Oak and Woolded [sic], shall discharge all the Carpenters next Week, except 8 or Ten to compleat matters — I believe shall take your Advice, and set out for Providence next Week to see after Guns, I hope as this Ship is so ready we shall have the first Guns —

I shall see after the Powder soon, agreeable to the desire of the Chairman, you have not mention'd the Quantity for each Ship, say, Three or Four tons, as the Powder, that was taken lately belongs to the Continent, shall endeavour to get it there. should be glad the Congress, would order some of that to be appropriated to this use which will be in time, as this at Newbury is at the high price of One Dollar p lb —

The Conduct of Pensylvania is now glorious. I could not say so few Weeks ago, I believe in my Soul the whole Continent will turn Yankees — I thank you for the firms of the Houses but beleive shall not make use of them. I cannot at any rate get a Cargo thats worth sending, therefore shall wait the Orders of the [Secret] Committee. I shall thank you to ask the

Chairman of the Secret Committee whither I may pay for that Brigantine taken, Captain [Josiah] Shackford, as P Agreement, after which I can make out the Accounts, and wait their Orders for the Ballance in my Hands (I've receivd no Orders) for the Specie in my possession, from the Chairman. —

I'm waiting for the appointment of an Agent, something must be done immediately, if I should be appointed Agent and thereby Oblig'd to quit my Seat at Congress, I would take the Command of this Battallion, while here, and would charge the Continent nothing for my Services . . .

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Saturday — June 1st 1776

A Letter from the Committee of Newbury Port Informing the Honble Court that one Mr Dalton was sent up to that Town by the Committee of Falmouth with a desire that he might be sent to the Honble Court that he was a Midshipman on board of the *Milford* & was taken in a sloop that he was on board of Bound to Boston, by One Capt Drinkwater and Carried into Falmouth—

In Council Read & orderd that the above named Phillip Dalton be sent to Concord Goal and that the Keeper of sd Goal be directed to grant sd Dalton the Liberty of the Goal yard on his giving his Parole in writing that he will not pass without the Limits of the same untill the further Order of the Council or he be otherwise discharged by due Course of Law — and that a Mittimus go out accordingly

Perez Morton D Secy

Mittimus to the Keeper of the Goal at Concord — You are hereby Order'd to take into your Custody Phillip Dalton late a Midshipman on board the *Milford* Man of War, who was taken in a Sloop bound to Boston with Supplies for the Enemies of America & sent here by the Committee of Newbury Port — and you are directed to grant him the liberty of the Goal Yard on his giving his Parole in writing that he will not pass without the limits of the same untill the further Order of the Council or he be Otherwise discharged by due Course of Law, hereof fail not at your Peril —

on the Name & by the Ordr of the Major part of the Council —

signed Richard Derby junr Presdt

Council Chamber June 1st 1776

Order to the Committee of Watertown Vizt —

Gentlemen The Council have Order'd one Mr Phillip Dalton to be confined within the Limits of the Goal yard at Concord and whereas there is no executive Officer in this Town, they have requir'd you to see their Order aforesaid carried into Effect by causing the said Dalton to be sent to the said Place of his Destination under Custody of some faithful Person. —

By Order of the Council [illegible] Dpy Secy

Petition of James Furse of Bristol in the Kingdom of great Brittain Mariner humbly Shews That about two months since he was taken with his Vessel & brought into the Port of Cohasset since which his Vessell and

Cargo have been Condemned in the Court of Admiralty² He has [experienced] largely of the Generosity of the Captors for which he feels himself under the most gratefull ties – On application to your Honors the thirteenth of April last you saw fit to grant him Liberty with the rest of his Crew to return to their respective homes – giving their Paroles of Honor not to Act Offensively against the United Colonies in their present contest with Great Brittain—This Order your Petitioner has been ever ready to comply with, as the Condition of it Corresponds with his own Determinations, in Confidence of this Order he expended all the Monies that were the proceeds of the Bounty of his generous Captors in purchasing a small Vessell to transport him to Bristol and just when he had got ready to Sail, he was told by the Committee of Cohasset that the Council of War has prohibited his putting to Sea and he is inform'd that an Order has passed the Honble Board in Confirmation of the order of the Council of War. He prays your Honors to Suspend forwarding the last Mentiond Order, and most earnestly begs you to enter again into the Consideration of the Matter desiring your Canded Attention to his Circumstances – that he is far distant from his home his Connections and his Family, that he has no means of Subsistance here that his all lays in the Vessell he has purchased for his transportation And that his Men have been on pay for some time past and that his Provisions for his Voyage are purchased and are on hand. Under these Circumstances he thinks it most peculiarly hard to be detained, more especially as he put himself to all this trouble and expence me[re]ly on the Strength of your Honors kind Order before refered to. – tis objected that he will Communicate Intelligence on the other Side of the Water. He knows of no other Intelligence, that it is in his power to Communicate but that this Country are making every Military Preparation and is now in the most respectable posture of Defence, and that the Inhabitants thereof are Generous, humane and brave, if the relation of these truths may be thought to disserve the Country, your Petitioner is ready to promise to be Silent even as to them³ If it is suggested that He intends for Hallifax, rather than be retarded he will endeavour to procure Bonds that He will not touch at any Port in America unless taken or drove in by Stress of Weather, at the same time he hopes your Honors will not put him to this Necessity as he is ready most solemnly to promise that he will use his Utmost Endeavours and Skill, to avoid every Casualty and Circumstance that may Subject him to a Possibility of Stoping at that Port And your Petitioner as in Duty bound shall ever pray

Saturday June 1776

Jas. Furse

Ordered that the Prayer of the foregoing Petition be granted and that the Secretary be directed to advise the Committe of Cohasset thereof, and to direct them to see that no Letters containing Politicks or Remittances be Suffered to be sent by him, and that no other persons be permitted to go with him but Mr Thompson and his Crew.

A Letter to the Committee of Cohasset Vizt.

Gentlemen

I am directed by the Council to Acquaint you that they have again taken

into Consideration Capt Furse's going to England and have orderd that he be permitted to Sail in the Vessell he has purchased for that purpose, without Delay you are required however to pay the Closest Attention to what he takes on board. You are to Inspect all Letters and see that they contain no Remittances or matter of Politicks, if they do you are to detain them You are also required to prevent any Passengers or Persons whatsoever embarking on board said Vessell except Mr Thompson and the Navigators of the Vessell being the Persons mention'd in your Letter to the Council.
by Order of the Council —

Perez Morton Depy Secy

1. Mass. Arch., vol. 19, 2-4.

2. *Boston Gazette*, April 15, 1776: "Last Thursday [April 11] three Boats with 26 Hands, took a Snow bound from Grenada to Boston, James Fuz [sic], Master, and carried her into Cohasset."

3. Captain Furse did not keep his promise to be silent. *Public Advertiser*, London, July 12, 1776.

ADVERTISEMENT OF LIBEL AGAINST BRITISH SLOOP *Two Friends*¹

Providence ss

Colony of Rhode-Island

At a Court erected to try and condemn all Vessels, that shall be found infesting the Sea Coast of America, and brought into said Colony, to be holden at Providence, in the County of Providence, on the 17th Day of June, A.D. 1776, at the Hour of Ten in the Forenoon, will be tried the Justice of the Capture of the Sloop called the *Two Friends*, late commanded by Abraham Copeland, laden with Salt, Rum, Sugar and Melasses, brought into said County of Providence, and said to have been employed in supplying the Fleet and Army now acting against the United Colonies; and therefore the said Sloop, her Appurtenances and Cargo, are libelled in the Court aforesaid, and will be tried at the Time above appointed. This Notice is given pursuant to the Law of said Colony, that the Owner or Owners of said Sloop, or any Persons concerned therein, may appear at said Court and shew Cause, if any they have, why the said Sloop, her Appurtenances and Cargo, should not be condemned.

John Foster, Judge of said Court.

1. *Providence Gazette*, June 1, 1776.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

[Hartford] June 1. At the Council Board.

The letters and bonds to the captains of the row-gallies being to be forwarded &c., and names not being given to two of them, is concluded to call Cap. [Theodore] Stanton's built at Norwich, the *Shark*; and Cap. [Jehiel] Tinker's, at E. Haddam, the *Crane*.

1. Hoadly, ed., *Connecticut Records*, XV, 407.

DENNIS & DAWSON TO BARNABAS DEANE¹

Sir

New York June 1st 1776

We are duly favor'd with yours of the 27th Ulto and have Observed the Contents. The 16 Inch Cable which you say you have had Offer'd to you at

75 PCt would recommend for you to Accept it – the Other shall be forwarded agreeable to your desire – As to the Hemp it is engaged and was in expectation of its being delivered at this place in this, however are now promised to have it down some time in the Ensuing Week – And as Soon as it comes to hand you may be assured it shall be immediately forwarded – by whom shall endeavor to send the other Articles Wanting² – In the Interim We are with much Esteem Sir [&c.]

Dennis & Dawson

Mr Bars Deane at Wethersfield

1. Barnabas Deane Papers, ConnHS.
2. For the frigate building in Connecticut.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Die Sabatti, 9 HO. A.M.

June 1st, 1776.

A letter from Capt. James Smith, late commander of the armed sloop *Schuyler*, dated yesterday, was read and filed.²

He therein encloses his late commission as commander of the sloop *Schuyler*, in order to cancel the bond given for his punctual observance of his instructions; and returns his sincere thanks for all past favours.

Ordered, That the said bond be cancelled and that the said commission be also filed.

A petition of the prisoners in jail belonging to the ship of war *Phoenix*, dated the 22 d ult. complaining of their allowance, was read and considered. Thereupon,

Ordered, That the said prisoners be respectively allowed 14d. per day for their subsistence.

Saturday, P.M. June 1st, 1776.

A letter from Captain [Richard] Varick, requesting that two tons of oakum be forwarded to Albany, was read.

Ordered, That Col. Broome and Mr. Glenn wait on General Putnam, and inform him that this Congress are about closing their accounts, and it being out of their department, they request him to execute said order.

1. *New York Provincial Congress*, I, 469, 470.

2. *Ibid.*, II, 207.

MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON¹

Head Quarters N York June 1st. 1776

. . . I wrote you yesterday but was too late for the post, shall forward it on wt this – since which five Ships arrived Att the Hook three of which I suppose to be Men of War, –

1. *Washington Papers*, LC.

JOHN ADAMS TO ISAAC SMITH, SR.¹

Dear sir

Philadelphia June 1. 1776

Your favours of May 14. and 22d. are now before me. The first I

shewed to Mr. Morris, as soon as I received it. The last contains Intelligence, from Hallifax of the Streights to which our Enemies are reduced, which I was very glad to learn.

I am very happy to learn from you and some other of my Friends that Boston is securely fortified; but still I cannot be fully satisfied untill I hear that every unfriendly Flagg is chased out of that Harbour.

Cape Ann, I am sensible is a most important Post, and if the Enemy should possess themselves of it, they might distress the Trade of the Colony to a great Degree. For which Reason I am determined to do every Thing in my Power to get it fortified at the Continental Expence, I cant be confident that I shall succeed but it shall not be my Fault if I dont.

I am very glad you gave me your Opinion of the Utility of that Harbour and of the Practicability of making it secure, because I was not enough acquainted with it before to Speak with Precision about it.

Your Observations upon the oppressive severity of the old Regulations of Trade in subjecting Ships and Cargoes to Confiscation for the Indiscretion of a Master or Mariner, and upon the Artifice and Corruption which was introduced respecting Hospital Money, are very just: But if you consider the Resolution of Congress, and that of Virginia of the 15th. of May, the Resolutions of the two Carolinas and Georgia, each of which Colonies, are instituting new Governments, under the Authority of the People; if you consider what is doing at New York, New Jersey, Pensilvania, and even in Maryland, which are all gradually forming themselves into order to follow the Colonies to the Northward and Southward, together with the Treaties with Hesse, Brunswick and Waldeck and the Answer to the Mayor &c of London; I believe you will be convinced that there is little Probability of our ever again coming under the Yoke of British Regulations of Trade. The Cords which connected the two Countries are cutt asunder, and it will not be easy to splice them again, together.

I agree with you, in sentiment, that there will be little Difficulty in Trading with France and Spain, a great deal in dealing with Portugal, and some with Holland. Yet by very good Intelligence I am convinced, that there are great Merchants in the United Provinces and even in Amsterdam, who will contract to supply you with any Thing you want, whether Merchandize or military Stores by the Way of Nieuport and Ostend, two Towns which are subject to the Empress of Austria, who has never taken any public Notice of the Dispute between Britain and Us, and has never prohibited her Subjects from supplying us with any Thing.

There is a Gentleman, now in this City, a Native of it, and a very worthy Man who has been lately in those Towns as well as Amsterdam, who informs me that he had many Conversations there, with Merchants of figure, and that they assured him they should be glad to contract to furnish us with any Supplies, even upon Credit, for an Intrest of four Per Cent.

Other Intelligence to the same Purpose, with Additions of more Importance, has been sent here. But the Particulars may not be mentioned.

Europe seems to be in a great Commotion; altho the Appearance of a

perfect Calm is affected, I think this American Contest will light up a general War. What it will end in, God alone knows, to whose wise and righteous Providence I cheerfully submit, and am with great Esteem and Respect for the Family, your Friend & Servant.

1. Butterfield, ed., *Adams Family Correspondence*, II, 1-2.

ROBERT MORRIS TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentn

Philada June 1st 1776

The Sloop *Peggy* Capt [Thomas] Patton is loaden for acct of the Continent & as the *Hornet* Capt [William] Hallock is Stationed at Cape May & the *Wasp* Cruizing in the Bay they will be able to protect her against Tenders or give Notice of greater danger. I hope therefore you will grant her a pass & Pilot [&c.]

Rob^t Morris

1. Roberts Autograph Collection, HCL. Morris was writing as chairman of the Secret Committee of Congress.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

Philad'a, 1st June, 1776.

Resolved, That Capt. John Hazelwood construct and immediately employ Persons for building an additional Guard Boat, for the use of this Province.

1. *Pennsylvania Colonial Records*, X, 592, 593.

PENNSYLVANIA COMMITTEE OF SAFETY TO HENRY FISHER ¹

In Committee of Safety

Sir

[Philadelphia, June 1, 1776]

Agreeable to your Request we send you by Capt. [Charles] Lawrence one of Our Guard Boats, ² and as we understand from Mr Philip Moore that you proposed both to officer and man her from your place, we have directed Capt. Lawrence to return immediately with his Crew. The Committee being clearly of Opinion that it would be dangerous to Suffer any Pilot to Cruize in Our bay, you are hereby enjoin'd on no Acct to admit any of those People to go on board the boat. Be good enough to send by Capt. Lawrence a Return of all Stores which you shall receive with this boat.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 765.

2. *Ibid.*, the Committee directed Captain John Hazelwood to make the boat available "under the care of Capt. Laurence."

MEMORANDUM BOOK OF WILLIAM BRADFORD, JR. ¹

[Philadelphia] Friday June 1st

After breakfast I went down town & searched all the most probable places I could hear of, for seamen: but without any success. However I met one

who belonged 1/r.Y U 1 O.- 31 Y. but I resolved to search further before I took him & appointed him to meet the next morning In the afternoon I renewed my search but in vain: ²

1. Colonel William Bradford Papers, HSP.
2. Bradford was in search of seamen to replace three who had left the brig *Polly* in Maurice River. The cryptogram, if such, has not been deciphered. On June 2, Bradford noted: "I set out again this morning; & lit on one who went with the Pilot to find one of his comrades. In the afternoon I met the Lad I saw yesterday morning & giving him a letter to Capt. [Philip] Lacey sent him over the River to go down by Land." And, the next day he added: "The greatest part of the day was spent in running after sailors which I At length found." *Ibid.*

"EXTRACT OF A LETTER FROM PHILADELPHIA, JUNE 1." ¹

The Brig *Hetty*, Don Mole, is arrived here with three tons and a half of powder, one hundred and forty stand of arms, and some lead. Our ships of war, and several vessels under their convoy, went out from Cape May, last Wednesday evening [May 29]. Our ships were at some distance from the Cape, when they fell in with the above brig, and brought her safe in.

1. *Constitutional Gazette*, June 5, 1776.

WOOLSEY & SALMON TO JOHN PRINGLE ¹

[Extract]

[Baltimore] June 1st

. . . the Brig *Rogers* now Returned from Annapolis and what will be done with her we Cannot tell, as there are three men of war in our Bay as high as Rappahannock & by Express from Williamsburg we learn that all the Norfolk fleet is in Our Bay, and above York River, – but what their Design is we Cannot tell, however Your Brig Cannot go Under the present Situation of things, at the same time we shall do all in our Power to have the Necessary Justice done You, the Cloaves &c Cost 30/ p lb . . . ²

Under the Present Situation of things the Loss of Capt Mugford is Ir-reparable to his Country, however he Died Nobley, and Left such a Car-rector behind, that we should Endeavour to Arrive at, and though we are Sorrey, for the Death of Such a man, Yet the Cause he died in makes us believe that he must Be happy, no more Bills yet, –

1. Woolsey & Salmon Letter Book, LC.
2. Woolsey & Salmon wrote to Pringle again on June 4 complaining that they could not get an accounting from Captain Ridley of the *Rogers* and concluded "upon the whole we do not think him fit for You . . .," *ibid.*

MARYLAND COUNCIL OF SAFETY TO THE MARYLAND DELEGATES IN THE CONTINENTAL CONGRESS ¹

No 8.

[Annapolis, June 1, 1776] ²

Gentn We send Mr [Stephen] Steward to Philadelphia to take a View of the Gondolas built at that city, we expect to contract with him for building most of those, that are ordered to be built for our province – the difference of tide in our Bay from that in Delaware will, we apprehend, necessar-

ily occasion some alteration in the manner of building and rigging our Gondolas from those of Pennsylvania – we wish to have your sentiments on this subject after conferring with Mr Steward. –

All is quiet at Annapolis, the Governor's boat is just returned from Virginia with Secretary Smith, and brings a letter from Commodore Hamond of the *Roebuck* to the Governor, which we have seen, he is to be sent for shortly. – the letter is dated at Gwinn's Island, which we take to be near Pianketank between the mouth of Potowmack and Rhapahannock, the letter informs they came there to compleat their wood and water; private intelligence says the Island is of some miles extent and has stock of Cattle, Sheep &c thereon; and that they are casting up intrenchments to defend themselves against the militia; how long they will remain there, is uncertain, our Islands will probably be plundered next, and they will move, we conjecture, up the river Potowmack, or our Bay – we should be exceedingly glad to have our military stores, particularly Cannon and small arms lent the Congress for fitting out the *Wasp* and *Hornet*³ – inclosed we send you copy of the particulars, and wish you would apply, when there is probability of Succeeding. –

Mr Smith informs that a vessel under Spanish colours was lately taken in Delaware Bay with 14000 Dollars on board, the boxes, that contained them are marked W M from whence he thinks they belong to Willing & Morris, and that there may be more money on board. –⁴ he confirms the report of Stock on the Island and says a Commissary is appointed to see that the people are paid Mr Smith also says that Commodore Hamond and Lord Dunmore both assured him that they had certain intelligence Commissioners were coming over & that he inferred from their discourse they were to treat with the Congress, he also says they told him a very powerful fleet was expected with the troops from England that [Jonathan] Hudson's ship was with the fleet now at Gwin's Island, that she was not yet condemned, a witness being wanting that was on board the *Liverpool* Frigate, whom Dunmore told Mr Smith could prove, that the Congress had papers on board concealed in a log of wood, which probably would condemn her we wish to hear from you by every good opportunity, and are Gentn [&c.]

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. "Copy of Letter No 8 was sent to the Deputies of Maryland in Congress," Minutes of the Council, June 1, 1776, *ibid.*, Council of Safety Journal.

3. The Continental schooner *Wasp* and sloop *Hornet* which sailed from Baltimore in January to join the fleet at the Delaware Capes.

4. *St. Barbara*. See Appendix B.

CAPTAIN JAMES NICHOLSON TO THE MARYLAND COUNCIL OF SAFETY¹

Ship Defence off Annapolis June 1st 1776

Gentln I Received yours this Morning pr Middleton, and ordered him down on the Lookout, I have not discovered any thing of the ships since I left them off Windmill point but apprehend should they intend up the Bay you will certainly hear of them this Evening; I am now proceeding with the

ship up to Baltimore, where shall expect your further orders, I am Gentlemen [&c.]

James Nicholson

1. Correspondence of Council of Safety, Md. Arch.

EDMUND PENDLETON TO THOMAS JEFFERSON ¹

[Extract]

Wmsburg June 1. 1776.

. . . We build our Government slowly, I hope it will be founded on a Rock. Dunmore with 400 half starved motly soldiers on Gwyns Island, and 2000 of Our men on the Main are looking at each other as two Tenders are in the thoroughfare between Milford Haven and Piankatank to stop the Passage and the Fleet in the River to Protect the Island. . . .

1. Boyd., ed., *Jefferson Papers*, I, 297-98.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Saturday June 1st, 1776.

Mr. John Herbert, a master shipbuilder, is empowered by this Comm'ee to engage any number of ship carpenters he can procure upon reasonable terms, and he is directed to view and examine all such places upon James River or its branches as he may think proper and convenient for erecting ship-yards at, and report to this Comm'ee.

1. *Virginia State Papers*, VIII, 183, 184.

CAPTAIN ANDREW SNAPE HAMOND TO CAPTAIN GEORGE MONTAGU,
H.M.S. *Fowey* ¹

By Andrew Snape Hamond &ca

Whereas his Excellency the Earl of Dunmore Governor of Virginia has represented to me, that he has hired Several Vessels to act against the Enemy, and has made application for a few Men and Ordnance Stores, to Arm the *Lady Charlotte* Tender for annoying the Rebels, as well as the Protection of his Excellencies Camp on Gwins Island.

You are therefore hereby required and directed to send without loss of time on board the *Lady Charlotte* Tender, one of your Quarter Deck Petty officers and Seven Seamen with the quantity of Ordnance Stores following for that purpose: vizt

Iron Ordnance of 2 Poundsers	Two
Apron of Lead Small	Two
Wadhooks of 2 prs-Complete	One
Ladle do	One
Musquets Bright	Eight
Half Pikes	Seven
Carth Boxes, frogs & Belts	Five
Powder Horns	Two
Swords Scabbards & Belts	Six
Hand & Crow leavers of 5 feet	Two
Powder	Thirty pounds

Musquet Shot -----	Twenty
Cartridges of 2 prs -----	Thirty
Round Shot of do -----	Thirty
Grape do do -----	Thirty

For which this shall be your Order –

Given under my hand on board His Majesty's Ship *Roebuck*
at Gwins Island in Virginia the 1st June 1776.

A S Hamond

1. Hamond, Orders issued, 1776–1777, UVL.

MAJOR GENERAL HENRY CLINTON TO MAJOR GENERAL CHARLES
CORNWALLIS ¹

Major Genl
Earl Cornwallis

On board the *Sovereign*
Saturday the 1st June 1776

These Sea worthies plague me to death upon a Subject I must not pretend to understand – I have proposed that Your Lordships Ship, Your humble Servants, & such light Transports as can go in should proceed immadiately to Bull's Bay, which place for many reasons I prefer – our only [reason] I shall trouble you with, which is the proximity of that place to the Continent from whence alone I can expect to get intelligence – The Commodore seems to approve it and says that he with the rest of the Fleet will remain here or without the Bar of Charles Town till our Plan of operations is settled, but he gives me broad hints, as they do all indeed, that the Ships so anchored will not be in safety.

The Object is certainly worth an ending to but I must make the Commodore the best Judge, all I can say is that I will not attempt any thing blindfolded. I must reconnoître the Object before I attempt it – If there fore most of the Ships cannot be placed in safety at Bulls Bay, and the Commodore be satisfied with the Situation of the rest, I shall propose to him that the whole Fleet go over the Bar of Charles Town and there lay till the Plan of Attack can be formed. I am &c

H Clinton

1. Sir Henry Clinton Papers, Miscellaneous Letter Books, CL.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Dear Sir

Bristol June 1st 1776

I agree entirely with You, that it is not worth while from the Report we have had, to go into Bull's Bay, and that it will be necessary in order to form a Plan of Attack to go over the Bar of Charle's Town. I shall therefore give Directions accordingly, and Hope the Fleet will be under Sail early to Morrow Morning.

I intend to Dispatch immediately the *Sphynx* and *St Lawrence* Schooner to examine the Bar, and to Endeavour shou'd there be any Obstructions to remove Them, before Our Arrival. I have the Honor to be [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

English Harbour, Antigua, 1st June 1776 –

Sir

Please to acquaint my Lords Commissioners of the Admiralty that pursuant to their Orders to me of the 19th February last I caused publication to be made for Tenders to be delivered from such persons as might have Vessels to dispose of which on due Survey and examination should be deemed fit to be made armed Vessels for the use of His Majesty; and that I have inclosed for their Lordships inspection the reported Condition and Valuation of a Brigantine purchased the 30th May; for which I have directed the Naval Officer at Antigua Yard, to draw Bills on the Navy board for £650 Sterling the appraised Value of said Brigantine.

The 31st May I caused said Brigantine to be Commissioned and called the *Endeavour*, and have appointed Lieutenant Francis Tinsley from the *Seaford* to Command her, and have also appointed Mr George Anson Byron to be Lieutenant of the *Seaford* in his room, which I hope their Lordships will approve. I am Sir [&c.]

Jam^s Young.

1. PRO, Admiralty 1/309.

2 June (Sunday)

JOURNAL OF H.M.S. *Triton*, CAPTAIN SKEFFINGTON LUTWIDGE¹

June 1776	Moor'd at Port Neuf
Saturday 1st	at 4 A M, sent the Master in the Long Boat to sound from Pt Lawson down to the Ship to know what kind of Channel there was in Case it was necessary for a Frigate to proceed up – Heel'd the Ship to boot Top the Starbd Side at 8 A M, a party of Soldiers marching up. 1st part light Breezes, mid rain, latt, fresh Breezes – at 7 P M, the Mastr returnd in the Long Boat, having found a good Channel & sufficient Water for a large Ship from Port Neuf to Dechambeau & 6 Leags above at Midnight the Schooner returnd with a Letter from the Commodore
Sunday 2d	at 7 A M recd a Letter from him by Express, that no Ship of more than 13 feet shoud pass the Rapids of Richlieu – that the lighter Ships were to take in the Baggage & Stores of the heavier Ones – Sent an express by Lieut Edger to the Commodore –

1. PRO, Admiralty 51/1013.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS¹

Duplicate.

Chatham, In Halifax Harbour, June 2d 1776.

Sir, I am to acquaint you that the *Canceaux* arrived here Yesterday and that I have received the following Orders and Letters, with the Several pa-

pers referred to in them, and Also duplicates of other Letters and Orders, which have been received before and Acknowledged.

Orders

April 18th 1776. To send the *Fowey* to Newfoundland and to deliver a Pacquet inclosed to Captain [George] Montagu.

4th – To Purchase a Ship at Boston called the *Britania*, and to Establish her as a Sloop by the Name of the *Albany*, to appoint Lieutenant [Henry] Mowat to Command her, and to put a Lieutenant to Command the *Canceaux*.

12th That the Marines sent from the Ships to the Battalions should be discharged by Pay List.

18th – To take Lieutenant Mowat in the *Canceaux* under my Command –

Letters

18th Enclosing to me Lists of the Several Vessels sent under the different Convoys to America &ca

19th Relative to Cruizers being sent off Bermuda for the Protection of the homeward bound West India Trade.

Respecting the Orders, I must inform you that the Ship *Lady Gage*, which by my Letter of the 20th May, I acquainted you I intended to purchase in lieu of the *Britannia* (which Ship was destroyed at Boston at the Evacuation of that place,) was upon being Surveyed by the proper Officers found insufficient for the Metal sent out in the *Canceaux*; I have therefore purchased another ship every way suitable to their Lordships intentions, and have taken the Necessary measures for Establishing her as Sloop by the Name of the *Albany*, agreeable to their Lordships Commands, and shall cause her to be got ready for Sea as fast as possible.

The *Fowey* is now in the River Delaware under Captain Hammond, but I shall lose no time in ordering her to Newfoundland.

With reference to your Letter of the 18th of April, I am to Inform you that I have been acquainted by Captain [George] Talbot of the *Niger*, (which Ship arrived here Yesterday and brought me the News of the happy Situation of His Majesty's Affairs in Canada) that the *Juno* and *Blonde* with the Transports under their Convoy were as far up the River Saint Lawrence as Cape Chat on the 21st May, and that the Convoy under the *Carysfort* and *Pearl* were then in the Gulph.

Their Lordships may be assured I shall Continue to dispose of the Ships under my Command, that the Rebels may be as far as possible prevented from holding any intercourse with foreign parts, and that the Utmost vigilance has been Used by his Majesty's Cruizers to hinder their obtaining the Supplies, which from the very great extent of Coast I have to Guard, have unluckily fallen into their hands.

I shall at every opportunity make known, according to their Lordships directions, the Reward intended to be given to the Mate and Seamen of the Ship from Philadelphia (which you inform me has been carried into Bristol by them,) ² and I flatter myself the Encouragement these Men have met

with for their Loyalty and attachment to their Country, will induce others to follow their Example.

In answer to your Letter of the 19th April signifying their directions that I should send occasional Cruizers off the Bermuda Islands for the Protection of the West India Trade, you will please to Acquaint their Lordships I shall pay all the Attention in my power to that Service, but they will be pleased to observe that notwithstanding the number of ships that have sailed from England for this Country, I have been joined by no more than the *Milford*, which I cannot remove from Boston Bay, the *Greyhound* is now here, and which I must detain to assist in Convoying the Transports with the Troops and other ships from hence, which are expected to move in a few days, and the *Canceaux* that arrived here but yesterday which I intend to send express to Quebec in a few days with the General's and my Dispatches, I will however as soon as it is possible Comply with their Lordships requisition on that head. I am Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.
2. The *Dickinson*.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS ¹

[June 1776] Sambro' Light house N32.43E 95 Leagues
 Saturday 1 at 5 A M the hawser Broke about 3 ft from the prizes Bow ²
 brot too & sent the six Inch hawser on board. Bore away
 First pt fresh Gales Middle & Latter Mode at 1 P M saw a
 Sail to the Ewd out all reefs & gave Chace Lost a Log & 3
 Lines at 6 Cast off the Brigg fired two 3 pdrs & brot too the
 Chace a Schooner from Newbury wth Provisions bound to
 Surinam ³ took both Prizes in tow
 Sunday 2 First part fresh Breezes & hazey Middle & latter thick foggy
 Wr at 4 P M saw a Sail to the Etwd cast off the prizes &
 gave Chace fired 10 3pdrs at the Chace brot too the Chace a
 Schooner from St Eustatia for Salem, with Wine, rum
 Linnen.⁴

1. PRO, Admiralty 51/181.
2. The brig *Elizabeth*, taken May 30, 1776.
3. *Hawke*, John Clarkson, master, Newburyport for Surinam with flour, beef, pork and fish, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.
4. *Ibid.*, *William*, John Tucker, master, from St. Eustatius for Salem with wine, rum and linen. *Elizabeth*, *Hawke*, and *William* were condemned as legal prizes at Halifax on June 29. Vice Admiralty Register, vol. 5, 1769-1777, N.S. Arch.

JAMES WARREN TO JOHN ADAMS ¹

[Extract]

Watertown, June 2, 1776

I can't account for the difficulties we have in raising men. Great numbers are indeed gone from us, and the southern governments have agents here inlisting seamen for their particular services, with full wages and large

bounties. I fear therefore you will find it difficult to man your ships. You should attend to it without delay.

1. *Warren-Adams Letters Being Chiefly a Correspondence among John Adams, Samuel Adams, and James Warren . . .* (Boston, 1917-1925), I, 252-54. Hereafter cited as *Warren-Adams Letters*.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

Die Solis, 9 HO. A.M.

[New York] June 2d, 1776.

Colo. [John] Broome reported, that Mr. Glenn and himself had waited on General Putnam with Capt. Varick's letter, on behalf of Genl. Schuyler, requesting two tons of oakum to be sent to Albany immediately, and had delivered the message directed to them by this Congress; that General Putnam informed them that the order should be executed without delay, if so much oakum can be obtained.

1. *New York Provincial Congress*, I, 470.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]

My Dear Sir,

Philadelphia, June 2, 1776

Your favor of the 20th ultio came to hand yesterday. I think I mentioned to you in a former letter that I supposed there would be a considerable alteration in the wages of the officers in the naval service; the principal officers higher and the petty and warrant officers considerably lower; as there is the greatest probability that these alterations will take place, you no doubt will be careful of the encouragement you give those you engage. I told you in my last, that Congress was engaged in a conference with the General on the necessary operations for the present campaign; this business is not yet finished, nor do I think will be this week and Congress have determined to do no other business till that is completed; so soon as that is done naval matters will be attended to. I wish you had talked with some of those gentlemen you proposed for officers; my objection still remains to him you mention for first Lieut; it is merely on account of his unsteadiness that I object to him and that must remain until his nature is changed - however if you are fond of having him appointed, I'll give up my opinion. R Parker I have a very good opinion of and should be very fond of serving him, but am something doubtful whether he would make a good subordinate officer, even if he would accept. I have a high opinion of [Peter] Shores, [John] Wheelwright and Follet as resolute enterprising men. I shall be glad you'll talk with them or such as you think will best answer the purpose; there will be time enough for you to answer this before it will be necessary to fill up the Commissions, as there is no guns yet and I fear they are still to be made; for my part, I have no views whatever in these appointments, but the public good; if there should be any worthy men who would be willing to enter into the service that cannot be provided for in this ship, I will do

my endeavor to get such places for them as will be most agreeable in some other and no doubt some may be provided for in this way – have not yet had an opportunity to send the money but have a prospect of one in a few days A brig in the service of the Continent arrived a few days since with some powder and arms – several French vessels have also arrived here lately with sugar molasses coffee &c. The Agent is not yet appointed –²

Wm Whipple

1. William Whipple Papers, Force Transcripts, LC.
2. Continental agent for New Hampshire.

JOSEPH HEWES TO SAMUEL PURVIANCE, JR. ¹

Sir

Philadelphia, 2d June, 1776

I have received your favours of the 24th and 28th ult[o], with respect to the former, I wish you could collect all the Accounts that are yet unpaid for the two Vessels fitted out by you & Mr [William] Lux, and settle them in such manner that the Marine Committee may have nothing further to do with them than to Order payment – As the men belonging to the *Hornet* and *Wasp* at the time of their arrival here have been discharged at their own request, being at that time very sick, some few of them may have entered again on board of Some of the Vessels for ought I know; however, you are requested by the Marine Committee, not to advance any thing for any of them – I received your last letter to that board who directed me to inform you that Cannon had been contracted for in this colony for all the Frigates, but as there is no certainty of getting them in any reasonable time they wish you to get them for the Frigate you are building, if I can get the dimensions of them to send by this Post you shall have them enclosed, if not I will send them by the next. I suppose it will be more convenient for you to get the Cannon from Mr Hughes's works than from any other place. The Committee intend to have all the Frigates fitted out as fast as possible, and desire your board to furnish every thing for the one under your care – Your precaution in keeping a guard I think a good one I am, with much respect Sir [&c.]

Joseph Hewes

1. Purviance Papers, MdHS.

CHARLES CARROLL, BARRISTER, TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentn

I have as Mr [Matthew] Tilghman Desired in His to Me of Thursday Made Enquiry for Small Vessells, but Cannot find that any are to be Got Here on freight – I fancy if they are to be Procured it will be Down the Bay, the Sooner they are Got the Better, as I fear the flower now Begins to spoil – I was yesterday Down at the fort, they Are Pretty forward, and the Resistance they Can now Make, if the Enemy Should Come up, will not be very Inconsiderable We are not in Much apprehension of the *Otter* or

even Double Her force, but in the Connecticut Dialect of old Roger Sherman "Where is the Powder?["'] I am Gentn [&c.]

Cha^s Carroll

Mount Clare June 2d 1776

1. Red Book, XII, Md. Arch.

DAVID STEWART TO WILLING, MORRIS & Co. ¹

[Extract]

Baltimore June 2d 1776

Yesterday morning an Express arrived from the Council of Safety Virginia, to our Council in Annapolis, Adviseing, that Dunmore with his fleet had Abandoned Norfolk, and at first Appeared bound to Sea, however they Soon put About, and Stood up the Bay, Attended by the *Roebuck* and two or three other Vessels, with A Number of tenders, we have Since heard by a Vessell from Patowmack, that they had attempted to land at Panhatank But were repulsed, and had Since Landed on Gwins Island ² Where there was no force to Oppose them, its impossible to Say where they are intended for, it Seems they have had No reinforcement of men lately, and it Can hardly be Immagined they will Obtain footing any place, either In Virginia or with us. for our part we are tolerably Well prepared for their reception, our Boom across, Near thirty 18, 12, & 9 pounders mounted on our Battery, & our Ship & An Armed Schooner in port. So that I hope we Shall preserve our town and property Against any Attack made thereon – I am respectfully Gentn [&c.]

David Stewart

1. Papers of Robert Morris, Accession 1805, LC.

2. This date the Maryland Council of Safety sent a copy of the Virginia letter and the latest intelligence about Gwynn Island to the Baltimore Committee. William Hand Browne, *et al.*, eds., *Archives of Maryland* (Baltimore, 1883–), XI, 455, 460. Hereafter cited as Browne, ed., *Arch. of Md.*

PETITION OF CAPTAIN JOHN KILTY TO THE MARYLAND COUNCIL ¹

[Woodyard, Maryland, June 2, 1776] ²

To the most Honble The Council of
Safety of The Province of Maryland

The Petition of Capt: John Kilty of the said Province

Humbly Sheweth –

That Your Petitioners having considered the Instructions your Honours have given to Mr Stephen Steward for the building of certain Gondola's for the service of this Province and conceiving himself qualified for the Superintendance of the Rigging, Sail Making and compleatly fitting out the said Gondola's, begs leave to offer himself to Superintend the same –

That should your Petitioner be thought a proper Person for this Undertaking, he will (with your Honours Permission) attend Mr Stephen Steward to Philadelphia in order to inspect the Vessels of this Kind that have been fitted out at that place

And your Petitioner will Ever pray &c. –

1. Revolutionary Papers, Box 9, Md. Arch.
2. The date is approximated. The Maryland Council notified the Maryland delegates in Congress, on June 1, 1776, that they were sending Stephen Steward to Philadelphia to study the Pennsylvania gondolas.

MARYLAND COUNCIL OF SAFETY TO THE VIRGINIA COMMITTEE OF SAFETY ¹

No 6

Gentn We are very much obliged to you for your favour of the 26th our boats for four days past have brought up information from Captn [James] Nicholson of the *Defence* on a cruize down the Bay, that several Men of War were at an anchor off Wind-Point [Windmill Point], above the mouth of Rhapahk, and we are glad that you have given us certain advice what vessels they are. –

If Lord Dunmore expects to meet with more favour in Maryland than he has experienced in Virginia, he will, we trust be greatly disappointed. – on behalf of the Council [&c.]

[Annapolis] 2d June 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JAMES NICHOLSON ¹

No 7.

sir we received yrs dated this morning off the harbour and are pleased to hear that you was gone past to Baltimore. – we would have you make the best preparation you can to repel any attack, that may be made by our Enemies on either the fortifications or town of Baltimore. we received this morning an express from Virginia informing us that Lord Dunmore had sailed from Norfolk up the bay with his Fleet joined by the *Roebuck*, and we apprehend the ships you saw off the Wind-mill Point, are Part of that fleet. We are [&c.]

[Annapolis] 2d June 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN MATTHEW
SQUIRE, R. N. ¹

By Andrew Snape Hamond Esqr &ca. &ca

You are hereby required and directed to proceed to Sea as soon as possible with his Majesty's Sloop under your command, and put into execution such part of those Orders you received from me on the 28th of last Month, as are not already executed, and to lose no opportunity of annoying the enemy by every means in your power –

Given under my hand on board his Majestys Ship the *Roebuck* off Gwins Island Cheseapeak-bay in Virginia the 2 June 1776.

A. S. Hamond

To Captain Squire commander of
his Majesty's Sloop *Otter*

1. Hamond, Orders issued, 1776-1777, UVL.

LORD WILLIAM CAMPBELL TO MAJOR GENERAL HENRY CLINTON ¹

Dear Sir –

June 2d 1776

In answer to Your first question I beg leave to assure You, I do Look upon Sullivan's Island to be a Post of the last consequence. –

In answer to the second, I can only say that for near four months the *Tamer* a Sloop of 16 Guns, with the assistance of the *Cherokee* (a Vessel that hardly deserved the name of an Armed one,) prevented the Rebels getting the least footing upon the Island I am therefore sure I should pay a very bad Compliment to the Gentlemen who command the Kings Frigates in this Squadron if I could have the smallest doubt of two Frigates being able to prevent the Rebels getting possession of Sullivan's Island a second time. –

As to Your third question, I do think two Batts with a detachment of Artillery can keep Possession of Charles Town with two frigates in the Harbour, but You will be so good as observe my long absence from my Government puts it out of my power to speak with the certainty I could wish as to that question.²

In Answer to Your fourth and last question The Houses &c in Charles Town belong principally either to friends of Government or people entirely innocent of the present disturbances; many Orphans & Widows have their all vested in Houses in that Town, but many of the principal Rebels have considerable property also. I am Dear Sir [&c.]

William Campbell

1. Sir Henry Clinton Papers, CL.

2. *Ibid.*, Miscellaneous Letter Books, Clinton omitted question No. 3 in the memorandum of his letter to Campbell.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Sir

Bristol of[f] Bulls Bay 2nd June 1776

The Wind is now contrary and the Transports wou'd fall to Leeward, were we to get under Way, therefore as our chief Dependance seems to be on a Coups de Main, and consequently no Time shou'd be Lost, I beg leave to submit the following Proposal to your Consideration.

Whether the Troops under your Command may not be Landed on the North End of Sulivans Island, under Cover of the *Ranger* Sloop, the *St Lawrence* Schooner, and *Friendship* armed Ship; shou'd This be approved, the Frigates and if possible the *Bristol* may go over Charles-Town Bar, in Order to make a Diversion, by taking the small Batteries at the Light-House and Cumins's Point, and to be ready shou'd there be Occasion, to make a joint Attack with His Majesty's Troops, on the Batteries, on Sulivans Island; The *Thunder Bomb* may be placed of[f] Cumin's Point and will probably be of great use.

I have just thrown out this Hint, because shou'd a Measure similar to

This meet with your approbation, a great deal of Time may be Lost, by Anchoring the Transports within Charles-Town-Bar in Five Fathom Hole. I have the Honor to be Dear Sir [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Commodore

Sovereign 2d June 1776

Sir Peter Parker Knt

When we agreed to make our attempt on Sullivan's Island, it seemed to be our intentions first to consider the object and probability of Success on the Spot; as no information had been obtained that could make it adviseable without – in this Attack I ever understood the Navy were to bear a considerable part, but by your late arrangement you have marked out for them little more than reducing any insignificant Batteries that may be found on Light house or Cummins's Point – I have ever been of the same opininon with regard to the Consequence of Sullivans Island, and if it is taken the Fleet must give their great assistance – I cannot think of landing on the North side of that Island as you propose without in the first place being assured their is no Surff, that armed Vessels can approach near enough to cover my landing and retreat, and that such Naval force as can be brought into action may be ready at their Stations to co-operate, without which I am free to own any attempt I should make might justly be called rash and absurd.

This being the case I must beg leave to repeat (submitting it at the same time to you) that the sooner the Frigates can get over the Bar the better, the Transports following as they can – and should you approve of sending two or three Vessels to sound the Channel and examine the shore, from them we shall receive information of consequence. I am &c

H Clinton

PS. Since writing the above I have recollected, and beg leave to submit to you, whether the Vessels sent to reconnoiter the North end of Sullivans Island after performing that Service proceed to examine the Coast of Long Island from whence a passage may be found to Sullivan's Island –

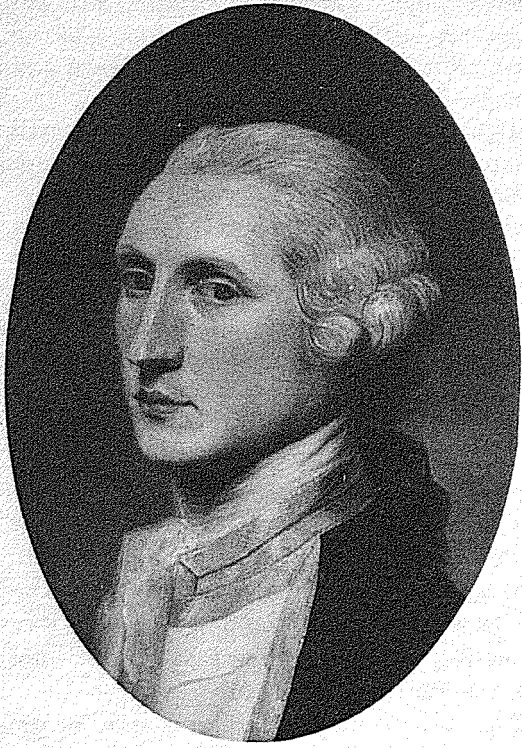
1. Sir Henry Clinton Papers, Miscellaneous Letter Books, CL.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Sir

Bristol off[f] Bull's Island 2nd June 1776

In your Answer to my Letter of this Date, You are pleased to Say "In this Attack I ever understood the Navy were to bear a considerable Part, but by your late Arrangement You have marked out for Them, little more than reducing any insignificant Batteries that may be found on Light-House or Cummins's Point; I have ever been of the same Opinion with regard to the Consequence of Sulivans Island, and if it is taken, the Fleet must give Their great assistance I cannot think of landing on the North Side of that Island, as You propose, without in the first Place being assured, there is no Surf,



Lord William Campbell.



John Murray, Earl of Dunmore.

that armed Vessels can approach near enough to cover my Landing and Retreat, and that such Naval Force as can be brought into Action, may be ready at Their Stations to Co-operate; without which I am free to own any attempt I shou'd make might justly be called, Rash and Absurd"

I thought myself Sir sufficiently explicit in my Letter, and if You will be so good, as to consider my Arrangement, You will find that the Ships are to bear a very considerable Part; that it is not confined to reducing any insignificant Batteries, but to be ready shou'd there be Occasion to make a joint Attack with His Majesty's Troops, on the Batteries on Sulivans Island; according to my Ideas, these Words convey the very Wish you express "that such Naval Force as can be brought into action may be ready at Their Stations to Co-operate" however to avoid all possibility of being misunderstood in Future, I do now assure You, that His Majesty's Ships under my Command, shall during the Course of the whole Expedition, give every Assistance in Their Power, and that I hope You will find considerable.

I sent the *Sphinx* and *St Lawrence* Schooner last Night to sound the Channel and Examine the Shore, and this Night I shall send the *Syren* for the same Purpose. The *Ranger* and *Delegate* are gone with Captain Moncrief, Mr Knowles and the best Pilot I have to Sound and make Observations on the North Part of Sulivans Island and Long-Island as far as the Rattle Snake, and I dare say that if They Report the Landing easy You will not have Occasion to Fire a Musquet, or the Ships a Great Gun.

As it may come on to Blow after We are under Sail, and some of the Transports may be drove to the Northward, and not be able to reach Charles-Town-Bar, I submit it to You whether it will not be proper to determine on the next Rendezvous. I must now Sir beg the Fav[or] that shou'd I hereafter express myself in Terms that may appear to You Ambiguous, that You will put the best construction on Them, and believe me to be equally zealous with Yourself for the Success of His Majesty's Arms, and that I shall be Happy to be at all Times serviceable to You; Having the Honor to be Sir [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.

MASTER'S LOG OF H.M. SLOOP *Hawke* ¹

June [1776]	Carlisle bay Needhame fort SE Pillican Pt NNW St Michaels Steeple NNE off shore 1 Mile
Saturday 1st	at 3 AM saw 2 sail to the Etw gave Chace to them at 4 Shorten'd Sail fired Seven four Pounders & brot too an English Snow for Jamaca at 10 fird a gun & brot too a Schooner Whaler Sent a Mate & 13 men to take Charge of her 1/2 past bore away for Carlisle bay the Prize in Co at Noon Came too in Carlisle Bay with the Bt Br in 17 fam Sandy Bottom Veerd 1/2 Cable First & Latter fresh Gales & Hazy with Rain at times

Middle Modre and Cloudy Boat employed Boarding Ves-
sels Coming into the Bay
Sunday 2d AM Boarded the Brigg *two Brothers* & took Possession of her
as a Prize

1. PRO, Admiralty 52/1780.

3 June

JOHN LANGDON TO JOSIAH BARTLETT ¹

My Dear Sr

Portsmo 3d. June 1776

Your esteemed favor of the 19th. Ult is now before me, it gives me pleasure to hear of your safe Arrival, and health, the news from Quebeck is not so Agreeable, but by no means Disperits me, one moment, it ought Rather to Stimulate to noble Actions Just as I began this letter, a Gentleman Arrived from Exeter and Reports, that by letters from Canada, of the Middle of may, it says that our Reinforcements had got up, and Cut off the Advance gaurd of enemy, and had engaged the main body; (who were in persuit of our people) and Defeated them Capt Shackford has Just got home from Halifax but has been four weeks from thence; Say, that no forces were Arrived, the Officers and men were greatly Dispirited, not the least intimation of going any where, abt two thousand saild the Middle of April for Quebeck – Our Tories wandering abt with forlorn hope and down Cast eyes –

I am Just going to Set off for Providence to See after Guns, our Ship is waitg for them, and orders to Ship men – I thank you for your intention off Serveg me in the Agency (and shall in Some measure Depend upon it.)] – But should such Dificulties Arrise as coud not be got over, (which I can no way See) Then I would Recomend Capt Supply Clap for Agent for Navy – and Mr Issek Whipple for Prizes – I see the Dificulty of haveg any more then one Office otherwise, if I should be Appointed Agent and Obliged to Stay here of Course, should be glad to Command this port. while here for which I would ask no pay You no my Ambition, for Millatary, and as I know of no Commission which our Gentlemen would Complement me with; as they Choose rather to Confer honour and profit on those who have endeavor'd, to over Set the Government, rather than those who have ever endeavoured to Support it – however I shall do my duty as far as I know I do not Expect to be honour'd in any way here not Neither do I desire it now, as I would not Except any of their dirty Sops, after every Dog had laped therefore shall depend on you and Brother [William] Whipple for an Active Birth – Should I tarry at home and have a Seat in the house, (I hope to have an Oppertunity on the floor, to tell some folks their Villany – I've been very, easy hitherto, but before I'll be Commanded by a Dam'd Set of Rascals who are put in office, and honest men left out,) I'll have a Rangle for it –

I have Sent a letter to the Speaker Recommendg Major Hacket for the Command of this Battalion, who is in my opinion the best officer in the Colony, I've said Nothing abt myself as I was in doubt abt my staying here, as Agent – I hope Major Hacket's name will, come on, if it does pray give

him the Command of the Battalion as I am sure you'll please all here and three Quarters of the Colony in general – I've mentioned his Name to Colonel Whipple as Capt of Marines, but should he get the Command or Second, it will suit him best – He has Serv'd the Continent in this Ship, very much by doing the work so well, and giveg such Dispatch,² he is Young and Intreped, has Served in the Army last war with great Reputation as an Officer. –

Your letter to your Lady I forwarded by your Negro Boy (this day) who happen'd to be in Town – shall take Particular Care of any Matters, you send to my hands. – You and Brother Whipple will please to Communicate to each other any of my Matters – Beleive me with Great Friendship Your's
Jn^o Langdon

1. John Langdon Papers, Correspondence, 1773–1797, NHHS. A copy also appears in the John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. James Hackett, one of the three builders of the frigate *Raleigh*.

JOHN LANGDON TO CAPTAIN ROBERT COCHRAN, CHARLESTON ¹

Sir –

Portsmouth June 3d 1776

Your favour of the 11th Ulto I've recd with the inclos'd demands, on [Thomas] Palmer (who is to sea) and Pitman who I believe is at home, shall endeavour to get the Money and when got shall forward it, I am very happy you are so well fortified, and that the Government is in such Order, and under the direction, of so worthy a chief Magistrate for whom I have the greatest Friendship and Regard; not only for his Reagr'd to his Country, and Abilities as a Statesman, but as an Honest Man, the Noblest Work of God – (I mean his Excellency. – John Rutledge Esqr) Excuse haste – Your [&c.]

John Langdon

P S We are in high Spirits here are ready to meet these Enemies to Mankind –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis. Captain Robert Cochran had visited New Hampshire in the early part of the year in an effort to enlist men for the South Carolina naval service.

MIDSHIPMAN RICHARD FISHER TO THE MASSACHUSETTS COUNCIL ¹

To the Honorable Gentlemen of the Council Watertown
Gentlemen

I wrote a Petition to you a fortnight ago which by the Councils breaking up you had not an oppertunty to see; I am necessitated to petition you again for my self and the three men belonging to the *Rose* which were taken last April at Frenchmans bay, ² being confin'd now a Month to Close jail, haveing only straw to lye on with maney disagreeable things a jail is always subject too, which makes our Situation realy very miserable. if the Honble Gentn of the Council will be so kind as to take into consideration and enlarge my Confinment a little and send me to Concord, were I may be in company with some of my own station which are confind there and grant the

three men the liberty of working for their livelyhood it would make our lives something agreeable which now is very unhappy and the obligation be always acknowledgd by yours with the Greatest Submission

Rich^d Fisher
Midn of the *Rose*

June 3d – 1776. Cambridge Goal

[Endorsed] In Council June 4th 1776 Read & order'd that the Prayer of the Petitioner be so far granted as that he be sent to Concord Goal & that he have the liberty of the Goal Yard on his giving his Parole in writing that he will not pass without the limits of the same – And that Jeremh Colman, John Jones & James Neal taken prisoners with sd Fisher & now confined in Cambridge Goal, may be liberated from their confinement if they shall enter on board any of the Continental or Colonial Armed Vessels, otherwise to remain in Prison

John Lowell Dpy Secy P T

1. Mass. Arch., vol. 164, 371, 372.

2. Prize crew of the sloop *Hannah*; see Captain James Wallace's orders of April 2, 1776, and list of men who retook the *Hannah*, April 15, 1776, Volume 4, 624, 828.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Monday June 3d 1776

Recommendation from Capt John Fisk of Jonathan Harraden and Joseph Stockman as Suitable Persons for First & Second Leuts to Serve on board the Sloop *Tyrannicide* whereof said Fisk is Captain, Read & Ordered that the said Harraden & Stockman be Commissionated as first & Second Leuts accordingly. –

1. Mass. Arch., vol. 19, 5.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Monday June 3d 1776.

Resolved That the Commissary General be, and he hereby is directed to deliver unto Capt John Wigglesworth Commander of a Vessel fixed out by this Colony to Cruise to observe the Motion of the enemys Ships – the number of seven small Arms and appurtenances for those men that are not able to procure them themselves the said Wigglesworth giving his receipt to be accountable to this Court for the same – And it is further Resolved, That the Honble the Council be and they hereby are desired to give the said Wigglesworth a Commission as Captain of said Vessel to cruise against the Enemy's Ships.

Resolved, That Capt Batchellor of Beverly, Mr Durfey, and Brig: Palmer be a Committee – who are directed with Commissary general of this Colony to purchase, and provide what Cannon are necessary for the Armed Vessels of this Colony with all Expedition.

An Account of Jacob Boardman for fitting out the Schr *Britannia* &c amounting to £14 with his Petition for allowance therefor – being laid before the Court the following – Resolve passed viz: –

Resolved, That the Sum of Eleven pounds be paid out of the Public Treasury to Jacob Boardman or Order to full of his Account.

1. Mass. Arch., vol. 35, 11, 12, 13.

Boston Gazette, MONDAY, JUNE 3, 1776.

Watertown, June 3.

The Beginning of last Week arrived in this Colony a Vessel, hav[i]ng on Board Ten Tons of Sulphur, and the Remainder of her Cargo Salt. The former Article will greatly help in manufac[tur]ing the amazing Quantity of 34907¼ wt. of Salt-Petre, made in this Colony, and brought to the [Commisary] general's Store in this Town during the course of last Week past, exclusive of what has been carried to the Powder Mills at Haver[hill, Stoughton, &c.]

Colony of the Massachusetts bay, Essex, ss

A Libel is filed before me against the ship named the *Hope*, burthen about 280 tons, commanded by Alexander Lumsdale – which vessel is said to have been improved in carrying supplies to the fleet and army employed against the United Colonies, and taken and brought into the County of Suffolk. And the Court erected to try and condemn all vessels that shall be found infesting the sea coast of America and brought into either of the counties of Suffolk, Middlesex, or Essex will be held at Boston, on Friday the twenty first day of June 1776 at the hour of Ten in the Forenoon to try the justice of the said capture. Of which this notice is given, pursuant to the laws of the Colony aforesaid that the owner of said ship, or any persons concerned therein, may appear and shew cause, if any they have, why the said ship with her cargo and appurtenances, should not be condemned.

Timothy Pickering, jun.

Judge of said Court ¹

1. Newspapers are an excellent source of prize libels.

ABIGAIL ADAMS TO JOHN ADAMS ¹

[Extract]

[Braintree] June 3, 1776

I enclose a List of Counsel. The House consists of more than 200 & 50 Members. . . . I hope they will proceed in Buisness with a little more Spirit than Heretofore. They are procuring two row Gallies, but when they will be finished I know not. I thought they were near done, but find to day they are not yet contracted for. – All our Gentry are gone from Nantasket road except the commodore and one or two small craft.

1. Butterfield, ed., *Adams Family Correspondence*, II, 4-5.

Newport Mercury, MONDAY, JUNE 3, 1776

Newport, June 3.

A Few days past Messrs. Hubbard and Read, two millers, who were taken by the *Swan*, Captain [James] Ayscough, as they were coming down the river last winter in a small boat, came to town from the Eastward, having

made their escape from the *Swan* at Liverpool, near Halifax; they say the men of war's people were at three quarters of an allowance.

Capt. Cottreil, who was taken going from this Colony to Philadelphia last winter, lately made his escape from Halifax, and returned home last week; he confirms the account given under the Hartford head, and adds that, just before he got off, a ship arrived from England with advice, that there were great disturbances there on account of the foreign troops, and that those troops were stopped for the present.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Lunae, 4 ho. P.M.

June 3d, 1776.

Mr. Randall from the committee appointed to take into consideration Colo. Malcolm's draft of the depth of water in the channel, reported as follows, to wit:

Your committee do report that from the best intelligence they have obtained, the obstructing the navigation of Hudson's river, although a difficult and laborious undertaking, is nevertheless in our opinion practicable, wherefore they do report that they conceive it to be an object worthy of the public attention, and proper to be submitted to the consideration of His Excellency Genl. Washington.

By order of the committee,
Thos. Randall,
Chairman,

The House having heard the above report, do approve of the same.

Ordered, That Mr. [Gouverneur] Morris, Mr. Randall and Colo. [John] Broome, be a committee to wait on Genl. Putnam with the said report.

The House being informed that Lord Stirling has signified his willingness to go with such persons as this House shall appoint and give his aid and advice in sounding the channel.

Ordered, That Mr. Randall, Mr. [William] Mercier and Mr. Shaw be requested to attend Lord Stirling on Wednesday next to sound the harbour, and that Mr. Shaw provide three boats for that purpose.

1. *New York Provincial Congress*, I, 472.

MINUTES OF THE GREENWICH, NEW JERSEY, COMMITTEE OF OBSERVATION ¹

In Committee at Greenwich in Cumberland County, in New Jersey:

June 3d Anno 1776 -

personally appear'd before the Committee Mr Joseph Lightburn, owner of the Sloop *Betsy and Ann*, Benjamin Tucker Master from Bermuda; and on examination says that his Sloop now lying at Greenwich, was laden at, & cleared from Turks Island, with 1700 Bushels of Salt & two Puncheons of Rum (as appears Pr. Cockit;) that their design is to exchange the Cargo for Corn &c. by examining the papers of the Master they nearly correspond with

what Mr. Lightburn relates; he further says on examination that the People of Bermuda are in the greatest distress for want of Provisions, that many Hundreds must inevitably die by Hunger if not speedily reliev'd, that he had heard nothing of any Prohibition of Trade between the United Colonies & Bermuda when he left that place. – on Mo[tion] it was orderd that the Secretary immediately wait on the Honble the Continental Congress & request their advice & direction on the Matter.²

A true extract from the Minutes

Attested

Jonathan Elmor Prest

Thomas Ewing Secry

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 211, NA.
2. On June 5 Congress resolved to allow the cargo to be exchanged for provisions provided "that he will carry the same to the islands of Bermudas, and will use his utmost endeavours to avoid all English men of war and cutters." Ford, ed., *JCC*, V, 417.

GEORGE WASHINGTON TO MAJOR GENERAL ISRAEL PUTNAM ¹

[Extract]

Philadelphia, June 3, 1776.

Congress have determin'd on building sundry Gondolas and Fire Rafts, to prevent the Men of War and Enemy's Ships from coming into the New York Bay or Narrows. I must therefore request, that you make Inquiry after Carpenters, and procure all you can, with Materials necessary for building them, that they may go on with all possible Expedition, as soon as the Person arrives from hence, whom I have employ'd to superintend the Work. He will be there in a Day or two. I am &c.

1. Fitzpatrick, ed., *Writings of Washington*, V, 96, 97.

COMMITTEE OF SECRET CORRESPONDENCE OF THE CONTINENTAL CONGRESS
TO WILLIAM BINGHAM ¹

Philada. June 3d 1776 –

Sir We deliver you herewith two Letters from the secret Committee of Congress, one directed to Messr Adrian Le Maitre & Mr Richard Harrison at Martinico, whereby they are directed to pay the Nt Proceeds of a Cargo of Provisions Consign'd them p the Sloop *Fanny* Capt Britton to our Order & We have endorsed on said Letter that the Payment is to be made to you; – the other Letter is directed to Mr Richd Harrison directing him to pay to our Order the Nt Proceeds of another Cargo of Provisions Consign'd him p the Sloop *Peggy* Capt. [Thomas] Patton, which we have also endorsed to you, –

We hope both these Cargoes may arrive safe & thereby afford you the intended Supply of Money – In that Case you must detain what may be sufficient for your personal Expences & apply the Remainder to Payment for the Ten Thousand Stand of Arms you are directed to procure; but should things be so circumstanced that You cannot procure those Arms nor any Part of them, you may then only take up so much of the Money as may be necessary for your personal Expences & direct the Gentn to whom the Cargoes are consign'd to pursue the Orders they received from the secret Com-

mittee & to dispatch the two sloops as quick as they can under Convoy of Capt [William] Hallock in the *Hornet*; - On the Contrary if you take up the whole Money & Send the Muskets by the *Hornet* you may order the two Sloops to be sent away without any Goods or you may Send a Part of the Muskets by each as you shall judge may be best. We are Sir [&c.]

B. Franklin	John Dickinson
Benj ^a Harrison	Rob ^t Morris

1. APS.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO RICHARD HARRISON ¹

Sir Philada June 3d 1776

We have already wrote you of this date by the Sloop *Peggy* Capt Patton and directed how you shou'd apply the Nt pceeds of that Cargo unless you received other Orders from us

And shou'd you receive this letter in time it will be delivered you by a Young Gentleman ² who will be Authorized by another Committee of Congress to receive & dispose of the Nt pceeds of said Cargo, Therefore we hereby authorize & direct you to pay the said Nt pceeds to such person & in such manner as may be ordered by Benjn Harrison, Benjn Franklin, John Jay, Thos Johnston junr John Dickinson & Robert Morris Esquires or any three of them and also to comply with their orders respecting the dispatch of the Sloop but if this letter does not arrive in time you will of Consequence follow the directions we have given. Sir [&c.]

Tho ^s McKean	Rob ^t Morris
Josiah Bartlett	B Franklin
Joseph Hewes	Richard Henry Lee

1. Dreer Collection of Signers, HSP.

2. William Bingham.

COMMITTEE OF SECRET CORRESPONDENCE OF THE CONTINENTAL
CONGRESS TO RICHARD HARRISON ¹

Sir Philada June 3d 1776

In Consequence of the annexed letter of order from the Secret Committee of Congress We desire you to Account with Wm Bingham Esquire the bearer hereof for the Amount of the Cargo mentioned therein and either pay him the whole or any part of the Money, or do with it what he may desire, which will oblige Sir [&c.]

B Franklin	Rob ^t Morris
Benj Harrison	John Dickinson

1. Dreer Collection of Signers, HSP.

WILLING, MORRIS & CO. TO WILLIAM BINGHAM ¹

Sir, Philada June 3d 1776

You will find enclosed herein a Copy of our letter to Mr Saml Beall respectg the Adventure in Powder under his management in which we have in-

terested you to the Amount of Five hundred pounds Sterlg & as it is most likely he will come out with his Goods Via Martinico we hope You will have the pleasure of Seeing him there, If he comes out to St Eustatia lodge orders for you to be informed of it & as you will have frequent intelligence from us & the best opportunitys for Shipping Goods We Hope this Adventure may be brought to a happy Conclusion for us all. If you think proper to write to Mr Beall address him under Cover to Messrs Delap at Bourdeaux & if you hear any thing of him do not fail to advise us – As you are likely to remain some-time in the West Indies it may probably fall in Your Way to make Connections with some good Houses that will Ship West India Produce this way & have in return the produce of these Colonies, we shall be ready to transact such bussiness & will Credit you half the Comn on the Sale of their Goods that is on any parçells you procure to our address –

You may probably have it in Your Power to purchase some Linnens or other European Manufactures on a Credit untill we can have time to remit You produce to pay for them, If so we agree to be half Concerned with you in such Adventures and you may Ship back by the *Hornet* some Packages of such Goods to the Amot of £ 1000, or Fifteen hundred pounds this Curry Value Consigning the same to us We will sell them to the best advantage free of Commn you charging no Commn on the purchase nor on the Sale of the returns which we shall ship to you directly in this Country produce, and in this way we will keep up a Constant intercourse with You. If you cannot get goods on Credit We must furnish you with Effects to make such purchases & for this & other purposes Youl keep us constantly informed of What is passing in the Mercantile line Wishing You a pleasant & Successfull Voyage We are Sir [&c.]

Willing Morris & Co

1. Papers of Robert Morris, Accession 1805, LC.

JOSIAH BARTLETT TO JOHN LANGDON ¹

[Extract]

My Dear Sir

Philadelphia, June 3, 1776

Yours of the 21st ulto is come to hand. I hope you have had good luck in launching the ship.²

. . . the affair of the Agency lays dormant. Captain [Thomas] Thompson is nominated by the Marine Committee for the command of your ship, but not yet confirmed by Congress . . .

Yesterday one of the Continental vessels that were sent out for necessities arrived here; she brought 7400 lbs of powder, 149 arms being all she could procure the rest of her cargo, canvass &c. &c. She had like to have been taken by the *Liverpool* in this Bay, but two of the small Continental vessels took her and a French schooner under their protection and the *Liverpool* did not think proper to engage them. Several French vessels from the West-Indies have arrived here with molasses, coffee, linen, &c, one of them was taken by a man of war who examined all the cargo and finding no arms or military stores, and not being willing to affront the French, ordered her

forthwith to proceed for France (where she pretended to be bound) having previously taken out the American Master and put him on board the man of war; at night she shifted her course, and came in here.

1. William Whipple Papers, Force Transcripts, LC.

2. The Continental frigate launched at Portsmouth, May 21, 1776.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 3d June, 1776.

Resolved, That each Galley in the service of this Province, be supplied with a small convenient Iron hearth, and that this regulation supercede the former orders to procure a Vessel for cooking in.

Resolved, That this Board go into the consideration of the appointment of a Commodore to the Naval Armaments of this Province on Wednesday next, and that the Members be noticed to attend on that day at 9 O'Clock in the Morning.

Resolved, That Mr. John Britton & Mr. Thomas Cuthbert, be desired to prepare the Flatts purchased for Hulks, by fitting them immediately with coarse, ordinary Hay and light Timber, agreeable to particular directions, accompanying this Resolve, and to purchase the necessary anchors and Cables to moor them at their respective stations.

Resolved, That the Men employed in the service of this Province on board the Naval armaments thereof, be Allowed the following Wages to commence the first of this month:

Seamen, three pounds P Month.

Landsmen, Fifty shillings per Month.

Resolved, That two additional arm'd Boats or Gondolas be immediately built.

That Major Sam'l Mifflin, Capt. Nath'l Falconer & Capt. James Craig, jun'r, be requested to superintend the Building of the Boats.

That the said Gentlemen be requested to superintend the Building the two Gondolas ordered for the Bay service.

Resolved, That Mr. John Mitchell Continue Victualling the Officers and Men employed on Board the Naval Armaments and Artillery Company, in the service of this Province, from the 11th inst. to the 11th of Sept'r next, at the same price of his former contract with this Board.

1. *Pennsylvania Colonial Records*, X, 593, 594.

JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW ¹

June 1776 Do [Cape Henlopen] SO 70 Wt 17 miles –
 Monday 3. at 11 AM saw a sail to leaward bore away and made Sail at
 noon still in Chace –
 Fresh Gales and Cloudy with Rain Still in Chace, 1/2 past
 noon fir'd 3 Shot at the Chace, at 2 PM She brot too lay too
 and sent our Boat onbd her found she came from Currasae
 [Curaçao] bound to Philadelphia with Bale Goods, sent an

Officer and 5 men to take charge of her, and took her People onbd of us at 3 hoisted the boat in at Do clse Reefd the Topsls stood to the S E ½ past saw a sail to leaward gave Chace fird two Shot to bring her too, at 4 PM found ourselves in 6 fm and saw Indian R[ive]r bearing Wt 5 miles gave over chace and stood off. at 8 P M fresh Gales and squally.

1. PRO, Admiralty 51/548. The prize is not further identified.

MINUTES OF THE BALTIMORE COMMITTEE ¹

The Committee Met on Monday 3 June 1776

Present – Samuel Purviance Junr Chairman

J. Smith	W. Wilkinson	B. Griffith	J. Gillis
T. Gist	J. Merryman	T. Sollers	J. Sterrett
J. Boyd	J. Calhoun	A. Britain	T. Rutter
J. Griest			

Mr William Holmes, who lives on Todds Island near North Point, proposed to this Committee, that, for Six Pounds, he would give Intelligence up the Bay, and to this Town, when the Enemy were coming up the Bay, for one Year; that he will keep a Boat in constant Readiness for the Purpose, to run up the Bay, and will dispatch the Intelligence for the Town by Mr Roles, who lives near him on the Main, who shall be paid for his Trouble in Riding up to Town by the Committee –

The Committee, on considering Mr Holmes's Proposals, agreed to lay the same before the Council of Safety –

1. Baltimore Committee, LC.

MAJOR MORDECAI GIST TO CAPTAIN WALTER TOLLEY ¹

Dear Sir

Baltimore 3 June 1776

being Informd that there is two Gondolas orderd to be Built Immedeately for the defence of this place, I take the liberty of recommending to your Interest and Influence the bearer Captain James Phillips as a Gentleman qualifyd to take the Command of one of them, he has ever shewn a steady attachment to the present cause, and am very confident his Spirit and resolution would never suffer him to disgrace his Commission. I am in haste [&c.]

M: Gist

Capt. Walter Tolley now in Annapolis

1. Revolutionary Papers, Box 9, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO MILITIA AND INDEPENDENT COMPANY OFFICERS ¹

No 10.

To Brigadiers [James Lloyd] Chamberlaine & [Henry] Hooper, Colos [Thomas] Wright, [John] Weems, [Benjamin] Mackall & [Richard]

Barnes, & Captns [Rezin] Beall & [John Allen] Thomas [respectively]
Sir[s]

The inclosed extract from a letter of Commodore Hamond to Governor Eden (in consequence of an intercourse between his Excellency and the Convention) will inform you, that a Man of War may be daily expected up the Bay. We give you this notice that the Militia need not be alarmed, or unnecessarily drawn out upon duty on sight of these vessels. We make not the least doubt but that you will give the orders necessary for preventing any insult being offered, either on her passage up or down the Bay. –

We have the strongest assurances that the Governor will leave the Province with the most friendly regard for it's inhabitants and will do every thing in his power, that may contribute towards promoting a reconciliation between the Mother Country & her colonies. – We are [&c.]
[Annapolis] 3rd June 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN GEORGE MONTAGU,
H.M.S. *Fowey* ¹

Roebuck off of Gwins Isld in Virginia
3d June 1776.

Memdum

Tomorrow being the Anniversary of His Majesty's Birth Day, a Salute of Twenty one Guns is to be fired from the *Fowey*, and as many from the Tenders as they can fire with convenience, to begin at the discharge of the Second Gun from the *Roebuck*.

A. S. Hamond

1. Hamond, Orders issued, 1776-1777, UVL.

COLONEL WILLIAM MOULTRIE TO JOHN RUTLEDGE ¹

Sullivan's Island, June 3, 1776.

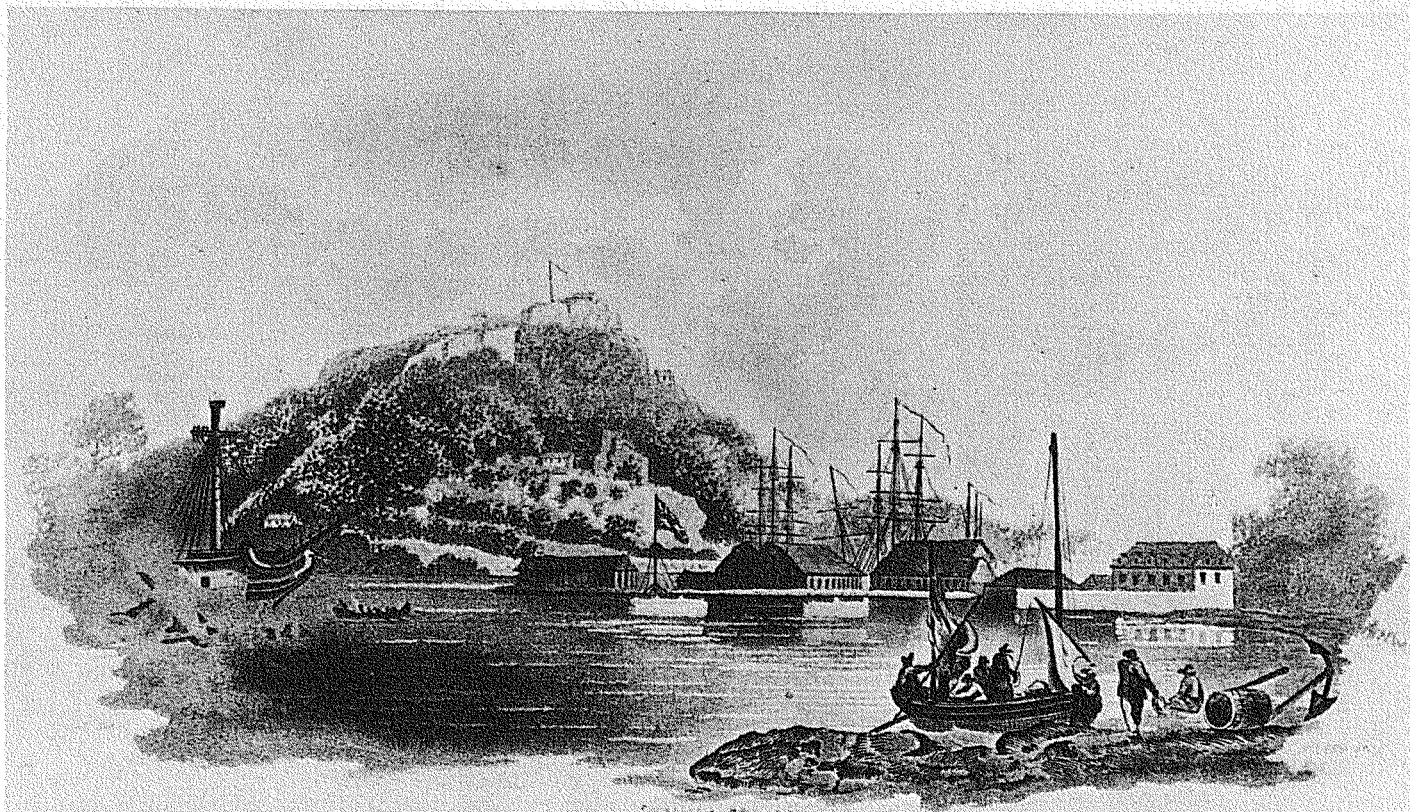
To His Excellency the President.

Sir, We have seen this day, two large ships, a large top-sail schooner, and a tender. The tender has been very busy in sounding from the inlet at our advance-guard, all along to Long-Island: It seems as though they intended their descent somewhere here-about. Our fort is now enclosed: It is the opinion of every one, that we should have more men at this post; but, as I know they cannot be spared from the capital, I must make the best defence I can with what I have got; and doubt not, but that I shall give 4 or 500 men a great deal of trouble before they can dislodge me from this post.

I shall be glad you would order those boats over, which I had fitted up for this post: Capt. [John] Coppithorn has them. I am your Excellency's [&c.]

William Moultrie,
Col. of the second Regiment.

1. *Memoirs of the American Revolution . . . By William Moultrie . . .* (New York, 1802), I, 146-47. Hereafter cited as *Moultrie's Memoirs*.



View of English Harbour, Antigua Bay

New York Packet THURSDAY, JULY 18, 1776

English Harbour, (in Antigua) June 3.

Last week arrived here his Majesty's ship the *Hynd*, Capt. [Henry] Bryne, after having landed 3 companies of the 60th regiment in St. Augustine. Being informed on his return, that in a creek near Sunbury in Georgia, a brigantine lay taking in lumber, near which was a ship on the stocks pierced for twenty guns; Captain Bryne, when he arrived off that place, ordered his tender and boats armed, who set fire to and burned both. This expedition and voyage was performed in the space of six weeks; but its success was dampened by the loss of Lieutenant Nicholas, a very worthy officer, who commanded the tender, but lost company about 30 leagues from land, and is supposed to have foundered.

It is observable that we have a more powerful squadron on this station than we have had since the year 1771. It consists of the *Portland* of 50 guns, carrying Admiral [James] Young's flag, Captain [Thomas] Demeresq; the *Argo* of 28 guns, Captain [William] Garnier; the *Hynd* of 24 guns, Capt. Bryne; the *Seaford* of 24 guns, Capt. [John] Colpoys; the *Pomona* of 18 guns, Captain Bastwood; the *Hawk* of 14 guns, Captain [Robert Palliser] Cooper; the *Endeavour* armed vessel, Captain Tinsley another armed vessel to be purchased, and the *Sandwich* tender, commanded by Captain Douglas. Orders are received from England to raise the ships companies to the highest complement of men.

Admiral Young has received orders from the Admiralty to purchase two armed vessels, to carry ten guns each, and 45 men, one of which is already bought, and the command given to Captain Tinsley. It is supposed some extraordinary expedition is going forward at English Harbour, as the Admiral has given orders to enter 14 more shipwrights.

We are informed that the convoy appointed to escort the West India homeward bound fleet, will carry them as far as the Western Islands only, where some men of war are to meet and carry them to England, and the convoy to return to their station here.

4 June

JOURNAL OF H.M. SCHOONER *Magdalen*, LIEUTENANT JOSEPH NUNN ¹

June 1776 Off Battsicon [St. Lawrence River] ²
 Saturday 1 at 4 AM sent our boats with a flat Bottomed boat (recd from the *John & Christopher* Transpt) at 7 began to Ferry over ³ Genl [John] Burgoyne and 550 Men with their Baggage &c, being a Detachmt from 62. 53. 43 & 24 Regimt at 12 our boats returned,
 Sunday 2 Light Airs with rain,
 AM Passed by on the Passage up the River five Sail of Transports, sent the boats Man'd to Carry General Burgoyne aCross the River.

- Little Wind & fair Wr P M Passed up the River 4 Sail of Transpts
- Monday 3 AM empd passing over Battiscon River with their Baggage & 450 Men detachmts from the 62. 52. 43. 24 & 9 Regiments
- Tuesday 4 Fresh Breezes with Rain,
AM Transported over Battiscon 300 Men part of the 34. 31. 24 & 21 Regiments⁴ passed up the River 10 Sail of Transports.

1. PRO, Admiralty 51/4252.

2. The *Magdalen* had sailed from Quebec on May 20, 1776, and had reached Batiscon on May 31, 1776.

3. The Batiscon, a tributary of the St. Lawrence, and first broad stream encountered by the detachments of the British army proceeding overland from Quebec.

4. Transporting troops continued intermittently until June 12, 1776.

MASTER'S LOG OF H.M. ARMED VESSEL *Canceaux*¹

- June 1776 Cape Sambro No 47 E' 28 Leagues
- Saturday 1st at 12 [midnight] the Light House NNE to E 3 miles at 2 chebucto head NW ½ a mile at 6 anchord with the best bour in 10 fm water abrest of the dock yard Halifax found here Vice Adml Shuldham with a Number of Men of war and Transports Saluted the Admiral with 15 Guns
At Noon fresh breezes with drizzling rain.
Fresh winds and Cloudy, first part some rain hauld alongside the heaving down wharf,
- Sunday 2d AM Empd putting ashore 16-6 Pounders and 16 Swivels for the *Albany* Sloop. -²
Fresh gales and Cloudy with rain,
- Monday 3 Latter part fair Empd Var[ious]ly. -
Fresh winds with misty Wr and rain
- Tuesday 4 At 9 AM Lieut Jno Schanks, Came on board and took Command,³ Saluted with 13 Guns, Adml returned Do

1. PRO, Admiralty 52/1637 and 52/1638.

2. *Ibid.*, the 16 guns had been stowed in the hold of the *Canceaux* at Portsmouth on April 10, 1776.

3. Henry Mowat left the *Canceaux* to take command of the *Albany*, a prize merchant ship of 230 tons, which Vice Admiral Shuldham had purchased for the king's service. As she had to be altered to carry the guns brought from England, Mowat had "accepted of her in the mean time, but in the full Expectation of never going to Sea in her. . ." *Collections and Proceedings of the Maine Historical Society* (Portland, 1891), 2nd series, II 357-58.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS¹

- June 1776 Sambro' Light house N2. 36W 46 Leags
- Tuesday 4 Strong Gales with rain P M reef Topsls
at 5 A M the *Hawk* Schooner broke the Hawser that was fast to the *William* & parted from her at 7 Bore down to the Brigg and Schooner at 12 all the prizes in Co²

1. PRO, Admiralty 51/181.

2. The *Cerberus* and her prizes arrived at Halifax on June 6, 1776.

CAPTAIN WILLIAM SINCLAIR TO ELBRIDGE GERRY ¹

Marblehead June the 4 1776

Sir I inform you a Cording to Mr Samuel Gerrys Requist Conserving the *Rockinham* – the Reason why She was Seised Was as Mssrs Gardockas ² Informed Me on her Coming to Bilboa – as Soon as She had ben In one Day Every body Knew what Interst She was on a Cordingly Mr Gardocka hasten the Mates as Much as Posible & Got a Spanesh Capt & Crew where as Capt Johnson went in the Vessel also to holand & Mr Gardocka advised him to Git Learge hemp Casks that wold hold three Barrells of powder & put them In & put hemp at Each head & Conseal Everything from the People that possible he Could & proceed to bilboa where on they wold Recive the Cargo as holend Goods & Reship them on bourd a Gain for Som other place In this Sam Vessel after the Spanyards where Discharged – a Cordingly understanding that Capt Johnson Had Not but Receivd his powder on bourd In powder Casks openly to the peopel He fixed out a Schooner that Capt tuck Left Behind last Spring with the English Cruue & Sent her out to Cruse off[f] Aon-tona a Ganst the time the Brig Should aRive there, but on the Same Day the Schooner Sailed from Bilboa the brig aRived at Atana where the Schooner Did Reach In Nine Days but on the brigs aRivel Mr Gardockay Wrote to Capt Johnson to proceed to Sea Directaly for fear of truble & Make No Delay whereon Capt Johnson Said he culd Git Nobody to Go out with him but Mr Gardocka Blaimed him & Said he Culd & the Schooner a Riveing there In Sometime after when a portagee fellow that was on bourd the Brig Informed aGainst her & Said that She had powder onbourd for the Mors [Moors] Where as they Seased her as Spanesh property as haveing a Spanesh Capt & Crew on bourd where on all the people with the Capt was A Bliged to flee for Schore & the Capt was Secreated when I aReived at Bilboa the last time.

And Sir to Inform you Conserving Mr Gardock when the Brig was Seised thay thought to Clame her as there own Or a Vessel Consined to them I am No Serting which but on that Mr Joseph Gardockas Goods where teashed [attached] & himself obliged to Keep clost & till that By Mr Jame Gardocka Belonging to the Counsel Cud make Interest To Get Bond as I understud it – of Mr Gardocka Until they Git from holand to Shew – that She was Not Spanesh property Nor yet Bound to Morocka so Sir while I Lay at Bilboa thay Maid Intrest by Giveing bond To Git her Into there own persession untill a Return from holand but as I understud of them No Gentleman In holand wold be Seen In the afair for fear so thay Dispacshed Capt Johnson for holand to take out a Sertificat himself then thay where In hope thay Shuld be ablead to Do Something

But Sir when I Came away on the 22d of March She was Just Discharged of her Lading & Lay by In Bilboa River Untill Maters Culd Be brought about But Mr Gardockas Complains of a Great Expence they have bin at & Likewise of a Dele of truble So Sir I Inform you of what Mr Gardockas told Me

the which he Diseired Me to tell you if I Should See you So Sir I wold Inform you farther if I Cud Not But at present Remain [&c.]

William Sinclair

[P.S.] Sir Now there is No bisness Going on & there is Severl Continental Vessels Bulding I shoud be Glad to Git on board of one of the frigits if possible & you wold be so Good as to Menchin me as I think No Better Gentelman then you for which I shall be your [&c.]

Willm Sinclair

1. Mass. Arch., vol. 288, 51-54.

2. Joseph Gardoqui, merchant of Bilbao.

JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES ¹

In the House of Representatives June the 4th 1776 –

Whereas Doubts have arisen in the minds of our Judges of Admiralty and other Persons whither by the Act for encouraging the fixing out armd Vessels &c the Judge by whom the Condemnation of any prize is made (agreeable to sd Act) be obliged to give his warrant to the sheriff for the sale of sd vessel and Cargo so condemned; it is therefore Resolvd That every vessel & cargo which shall be tried and condemned in any Court of admiralty agreeable to an Act entitled an Act for fixing out Armed Vessels to defend the seacoast of America & for erecting a Court to try and Condemn all vessels that shall be found infesting the same, shall be sold at publick Auction by some Sheriff within the Jurisdiction of the sd Judge, and the sd Judge shall issue his warrent to the sheriff accordingly agreeable to the true intent and meaning of the act aforesd and that any sale or disposition of any prize that shall hereafter be condemned in pursuance of the sd Act other than as aforesd shall be considered illegal & void.–

1. Mass. Arch., vol. 181, 41.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Thursday [*sic* Tuesday] June 4th 1776.

Resolved, That the Gunners in the Service of this Colony on board the Armed Vessels thereof, be allowed and paid Three pounds p Month, and in the distribution of the Prize Money have the same number of shares as are by the Establishment of this Colony allowed to the Carpenter, the former Establishment of this Colony notwithstanding.

Resolved That the Commander of said Vessels be allowed to inlist Men to the last of December next who may not incline to inlist for the time propos'd by the last Establishment. –

1. Mass. Arch., vol. 35, 13, 16.

LIEUTENANT COLONEL BENJAMIN TUPPER TO GEORGE WASHINGTON ¹

Sloop *Hester* June the 4th 1776 – 6 oclock PM

Sir the Inclosed is the Original which I have just Recd and thought Proper to Send it by express by land, it is most likely that the Indian Ship and

Sloop mentioned will Sail out under Convoy of sd *Mercury*. I shall Send to the Armd Vessels on the South Side of long Island to look out & do the best [th]ey can – however if it Should please Your Excell[en]cy to Send an express to Admiral Hopkins and [he] Should think proper to Waylay them off Nan-[tu]cket Shoales I trust he might meet with Success [th]ree men more last Night Desarted from the *Lively* man of war Who is Directly from Halifax but the Stupid Souls at Middletown have not yet Sent them up – N B it is not likely Sd Vessels will sail quite So Soon as the Desarters Informd I Shall keep a good look out While I have the Honour to be Your Excellcy [&c.]

Benj. Tupper Lt Colo of
the 21st Regt & Comr at Amboy

1. Washington Papers, LC.

LIEUTENANT COLONEL BENJAMIN TUPPER TO GEORGE WASHINGTON ¹

Sir

Sloop *Hester* June 4th 1776

There was two ships arrived within the Hook yesterday – There is now at the hook Eight Sail of square rigged Vessels & five small scraft besides the *Asia* & her small Tender. It is thought (but we cannot certainly determine) that three of the Vessels which lately arrived is the *Roe-buck* the *Mercury*, & the *Liverpool* – Yesterday morning three men made their escape from the piratical fleet by the way of the Hook to Middletown. Immediately upon hearing of it – yesterday I sent an express for the men that I might send them to Head Quarters to be examined but the people had stupidly let them pass toward Philadelphia without asking them scarcely a question. however thus much, the Officer which I sent pick' up that provision was very short on Board the Fleet, & that they were reduced to half allowance (May God increase their wants). Nothing extraordinary has happ'ned, or has been discovered. – I am your Excellencys [&c.]

Benjⁿ Tupper Lt. Col.

1. Washington Papers, LC.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Tuesday, June 4, 1776

A letter of the 31 May from John Macpherson. was laid before Congress and read:

Resolved, That it be referred to Mr. [George] Read and Mr. [Thomas] M'Kean, who are directed to confer with Mr. Macpherson.

Resolved, That the committee of safety of Pensylvania be empowered to negotiate with Captain [Henry] Bellew, on the best terms they can, for an exchange of the prisoners on board the *Liverpool*; Provided always, that this shall not be construed so as to enable them to deliver up Lieutenant Bogar and Lieutenant Ball in the exchange.

1. Ford, ed., *JCC*, IV, 415, 416.

MEMORANDUM BOOK OF WILLIAM BRADFORD, JR. ¹

[Philadelphia] Tuesday June 4th

. . . I went to the wharff with provision &c for the men, & delivered them into the pilots hands. ² I then hastened to the State house where the Capts of the Row Gallies were to be tried for charging the Committee of Safety with neglect in the affair of the *Roebuck* &c After a good deal of altercation they adjourned the trial to a future day.

1. Colonel William Bradford Papers, HSP.

2. For the *Polly*, Philip Lacey, master.JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Tuesday 4th June 1776.

The Council contract with Messrs Samuel Galloway and Stephen Steward for the Building of five Gondolas for the Defence of this Province, and agree to pay Mr Steward's Expences to philadelphia for the Purpose of viewing those constructed there: they also contract with Thomas Smyth Esquire for building two Gondolas upon Terns and Conditions hereafter to be agreed on.

Permit granted to Mr Hodges' Boat to take in and transport live Stock & fresh Provision from Rock-Hall to Annapolis, and to such Man of War as shall come up for Governor Eden for his intended Voyage to England.

Ordered That the Treasurer of the Western Shore pay to Messrs Galloway and Steward five hundred Pounds common Money on Account of the Gondolas by them to be built.

Ordered That the said Treasurer pay to Thomas Smyth Esqr two hundred Pounds common Money on Account of the Gondolas to be built by him.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE VIRGINIA CONVENTION ¹

[Williamsburg] Tuesday, June 4, 1776.

A petition of Joseph Jones, Joshua Campbell, James Ferebee, and William Burgess, merchants and partners, of North Carolina, was presented to the Convention, and read; setting forth that in the month of April last they loaded their sloop the *two brothers*, with a suitable cargo for the Island of Martinico in the West Indies, as will appear by the bill of lading; that, on the 14th of the said month, as she lay in Ocracock inlet, in North Carolina, ready to sail, a certain John Goodrich of Virginia, in an armed sloop called the *Lilly*, with force of arms violently seized and took possession of their said vessel and cargo, with her crew, and, having taken out their captain, put on board a prize master and some mariners, and ordered her to sea, under convoy of a certain lieutenant Wright, who commanded another armed vessel; that their vessels, on the 20th of the same month, as will appear by several affidavits, was stranded on the north of Cape Lookout, in Carolina, where she was taken under the care of the committee of the county of Carteret;

that the said vessel and cargo, at a very accurate estimate, were worth 1149 l. 16s.10d. North Carolina currency; that as the loss they have sustained was occasioned by the hostilities of the said Goodrich, they beg leave to lay their case before the Convention, and submit it whether it is not agreeable to justice that satisfaction be made them out of the estate of the said Goodrich.

Ordered, That the said petition, together with the several exhibits, be referred to the Committee of Propositions and Grievances; that they inquire into the allegations thereof, and report the same, with their opinion thereupon, to the Convention.

1. *Virginia Convention*, 33, 34.

JOHN WELLS' ACCOUNT OF THE BRITISH ATTACK ON CHARLESTON ¹

[Charleston, June 1 to June 4, 1776]

On the 1st of June his Excellency the President ² received Advices of a Fleet of 40 or 50 Sail being at Anchor about six Leagues to the Northward of Sullivans Island. Accounts of the Arrival of Sir Peter Parker's Fleet in N. Carolina, and that it, was destined either for Virginia or this Province, having been received about three Weeks before, put it beyond a Doubt that this was his Fleet. Next morning the Alarm was fired, Expresses having been sent ordering the Country Militia to Town; the Fortifications were all visited by his Excellency and General [John] Armstrong, and Preparations for the most vigorous Defence ordered. In the Evening a Man of War, thought to be a 20 Gun Ship, beat up to Windward and anchored off the Bar; next Day she was joined by a Frigate, and on the day following, June 4, by upwards of 50 Sail of Men of War, Transports, Tenders, &c. We have since learned that the Men of War were the *Bristol* of 50 Guns, on board of which the Commodore had his Flag; the *Solebay*, Capt. [Thomas] Symonds, 28; *Syren* Capt [Tobias] Furneaux, 28; *Active*, Capt. [William] Williams, 28; *Actaeon*, Capt. [Christopher] Atkins, 28; *Sphinx*, Capt. [Anthony] Hunt, 20; *Ranger* Sloop of 8; *Thunder* Bomb of 6 Guns and 2 Mortars, one of them 13 Inches and the other 11; an armed Ship called the *Friendship*, of 18 Guns, with some smaller Vessels. The same day Capt Mowat arrived from North-Carolina, with an Express from General [Charles] Lee, informing that the Fleet had left North-Carolina, and that he would be here as speedily as possible, with several Continental Regiments, to our Assistance.

1. *South-Carolina and American General Gazette*, Friday, May 31, 1776 to Friday, August 2, 1776: "It having been deemed expedient, that the Printing Presses should be removed out of Town during the Alarm, the Publication of this *Gazette* has been necessarily discontinued for the two last Months. As the Transactions in this Province during that Period will probably make it a distinguished one in the American Annals, we doubt not but a succinct Account of them will be very acceptable to our Readers." The printer of the *Gazette* was John Wells, who had succeeded his Loyalist uncle, Robert Wells.
2. John Rutledge.

TRAUOGOTT BAGGE'S NARRATIVE OF EVENTS IN NORTH CAROLINA ¹

[Charleston, June 1 to June 4]

Br. Bagge had gone to Charlestown on business for the store, carrying a

Pass from the Surry County Committee, and was there when the sea and land forces approached the town. On the evening of June 1st the first alarm was given, which threw the town into an unbelievable confusion. On the 2nd it was still more alarming, and the city Militia were called out, and the Militia from the surrounding country came in. On the 3rd the wind was contrary, so life and business went on as though nothing were happening. But on the 4th, as the ships began to appear, the alarm and fright were still greater. For five miles from the town the roads were full of negroes, women and children, riding, driving and on foot, fleeing from the enemy with a few of their possessions. The wagon for the store was loaded, and just ready to start, when an order was issued that no one else might leave the town without a Permit from the commanding officer. With the assistance of a good friend Br. Bagge secured a Pass for himself and his wagon, and another for his teamsters, and by night was ten miles from the city, where he camped.

1. Adelaide L. Fries, ed., *Records of the Moravians in North Carolina* (Raleigh, 1922-1943), III, 1031.

JOURNAL OF H. M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES ¹

June 1776 At Single Anchor off Charlestown Light House
 Tuesday 4 at 6 weigh'd and came to sail went pr order of Capt [Anthony] Hunt in the *Sphynx* to cover two boats that was sounding on the barr gave chace to a Rebbel Sloop and Schooner, at 10 Tack'd and stood back over the barr, the Rebbels got in to the Harbour when the[y] saw us Chace them at 11 came to Anchor in 6 fm water Sullivans Island NWN Charlestown light house WBN $\frac{1}{2}$ N Six miles
 at 1 came to Anchor the Commodore with the Fleet

1. PRO, Admiralty 51/4330.

5 June

JOURNAL OF H.M.S. *Triton*, CAPTAIN SKEFFINGTON LUTWIDGE ¹

June 1776 Moor'd at Port Neuf
 Wednesday 5th A M, recd a Lettr from Col. Fraser by Lt Vallancy dated 4th, at Trois Rivieres "that the Rebels had 18 Batteaux in the Reolet River on the So Shore from which they landed Yesterday 7 or 800 Men - Captn Henry was anchor'd 5 Miles above that place - his want of Arm'd Vessels prevents his annoying them and he imagines it possible they may attempt some of the Sternmost Transports between this and your Station - he had sent an Order to the Officers & Masters in the Transpts to keep a regular Watch &c" - I sent a Copy of this Order to all the Ships here - The Commo-

dore's long Boat brought on board 2 Marines from the Hospital at Quebec –
Light Breezes – latter pt rain – the Boats empd as before

I. PRO, Admiralty 51/1013.

VICE ADMIRAL MOLYNEUX SHULDHAM TO COMMISSIONER MARRIOT
ARBUTHNOT ¹

(Copy)

Chatham in Halifax Harbour the 5th June 1776.

Sir

In case the following Measures which I judge to be necessary for His Majesty's Service, should not be carried into execution before my departure from this place, I think it expedient to make you acquainted with them, that the proper Orders for the purposes hereafter mentioned may be given, when the Command in this Port may devolve on you.

1st

Her Orders are left with you { I intend the *Savage*, as a Convoy and protection for the Collery to be carried on at Spanish River in the Island of Cape Breton, for the Supply of His Majesty's Troops and the Inhabitants of this place; and her Commander must have Orders conformable to the Scheme of General [William] Howe, a Copy of which you herewith receive.

2d

Captain [George] Talbot's Orders are left with you. The *Tamer* is expected with Forage for the Army, which is to be distributed to the several Ships left there to take on board the Light Dragoons, and carry them to join the Army at New York. These Ships (with any others that may chuse to avail themselves of the Convoy) are to Sail under Convoy of the *Niger*, whose Commander must be particularly enjoined to take uncommon pains to prevent any of the Ships committed to his care being separated from him; the Embarkation of this Regiment and their Sailing, must be as soon as possible after the Arrival of the Forage, & in case there should be more Forage purchased for the King in the Bay of Fundy, than can be brought round to this place by the *Tamer's* Convoy, then the *Tamer* is to take with her so many Vessels as may be sufficient to contain it, proceed to the place or places where it may be, And after it is put on board the Vessels intended to receive it take them under Convoy, adopting every precaution to prevent separation, and proceed to the Hook, at the Entrance of New-York.

3d

Relative to the Ships that may arrive expecting to find the King's Forces at this place; such as need no Convoy must be directed to follow Us, and those of no Force must wait until

an opportunity offers for their being protected on their passage to New-York, which may be expected soon to happen, by the Sailing of the *Niger*.

4th

You will be pleased to take the necessary Measures for getting the *Albany* ready for Sea, as soon as the King's Service in general, dependant on your Office will admit; And whereas I have thought it expedient to impress every fifth Man out of Ships arriving at this Port, you will please to give directions for the same practice being continued, as there is no other resource to fill the Vacancies in His Majesty's Ships occasioned by Deaths, Desertions, and other Accidents. I am [&c.]

M Shuldham

[Endorsed] The Letter, of which the above is a Copy, was deliver'd to Commodore Arbuthnot by me at Halifax, and which he acknowledged the receipt of to me.

Evan Nepean, Secretary.

1. PRO, Admiralty 1/484.

LETTER OF AGENCY FOR VICE ADMIRAL MOLYNEUX SHULDHAM ¹

Know all Men by these Presents That I Molyneux Shuldham Esq. Vice Admiral of the Blue & Commander in Chief of his Majestys Ships & Vessels in North America have Constituted & Appointed & in my Stead and place put, & by these Presents do Constitute & Appoint & in my Stead and Place put Alexander Brymer of Halifax in Nova Scotia Gentleman, to be my true Sufficient & lawful Attorney for me and in my name to ask Claim demand and recover by any lawful Ways, or means, all Prize Money, I have or Shares of Prize Money, which by any ways or means is or may become due to me, and to take care of such Prizes or Seizures as concern me & to prosecute the same in the Court or Courts of Vice Admiralty, & generally to do Act and Transact in all things respecting the Premises, as fully amply & Effectually to all intents & purposes as I might or could do if personally present, hereby ratifying Allowing and Confirming all & whatsoever my said Agent may lawfully do or cause to be done in and about the premisses with full Power to make or Substitute one or more Attorneys under my said Attorney, & the same again at Pleasure to revoke. In Witness whereof I have hereunto set my hand and seal the 5th day of June 1776. & in the 16 Year of his Majesty's Reign, at Halifax in Nova Scotia aforesaid. –

Sign'd Seal'd & delivered }
in presence of – }
Evan Nepean Geo. Harris

M. Shuldham

[Endorsed] Received and Registered 15th day of January 1777

1. Register of Letters of Agency, 1776–1781, Vice Admiralty Records, N. S. Arch.

JOHN FRAZER AND JAMES TAYLOR TO THE NEW HAMPSHIRE GENERAL
ASSEMBLY ¹

To the Honl the Council & the House of Representatives for the Colony of New Hampshire –

The Petition of John Frazer and James Taylor late Master & Cheif Mate of the Ship *Susannah* Humbly Sheweth —

That your Petitioners sail'd from London on the 9 of December last, bound to Boston & the Moskitto shore, that on the 6 of March following the sd Ship was taken, & themselves made Prisoners, by four of the Continental armed vessels under command of Comr Manly & bro't into the Port of Piscataqua,² that after they were discharged from sd Ship, they were by the agent & several other Gent advised to prefer a Petition to his Excely Genl Washington (under whose direction those armed vessels were,) the Prayer of which his Excely was pleased to grant, & gave your Petitioners leave to Purchase a vessel, that they might proceed wherever their Business called them, that after obtaining this leave from his Excy (which he was also pleased to signify to the agent here) your Petitioners in Comp'y with Capt Richard Emms³ did Publickly purchase a Small Sloop fitted her for sea & provided themselves with stores, intending to proceed directly to the Moskitto shore where one of your Petitioners has much of his Interest laying in which proceedings your Petitioners were countenanced & encouraged by many Gent. of this Colony & when they applyed to the Colony Collector were by him advised to proceed, & assured they should meet with no delay on acco of the necessary Papers – That afterward on application for clearance the Collector informed them he had received orders from the President of the Council & Committee of Safety to Prevent their further proceedings – Your Petitioners afterward made application to the Honl the Committee of Safety of this Colony, for leave to proceed on their intended voyage, & were by them informed that nothing further could be done till your Honours were met in Genl Assembly.

Your Petitioners now Pray your Honrs will take their case into Consideration and be pleased to grant them such allowance for their support during the time they have been, & may be detained in this Colony, & as your Petitioners can with sincerity assure your Honours, they have not the most distant desire to injure the Colonies in any way, they Pray your Honours would please to give them leave to depart from this Colony whenever a convenient oportunity offers for them to get to their Respective places of abode. And your Petitioners shall ever Pray –

John Frazer James Taylor

Portsmouth June 5th 1776

1. Isaac W. Hammond, ed., *The State of New Hampshire: Rolls and Documents Relating to Soldiers in the Rev. War* (Manchester, 1889), IV, 51–52.
2. The cargo of the *Susannah* was coal, cheese and porter.
3. Emms had been master of the ship *George* with a cargo of 1,900 barrels of flour. She had blundered into Portsmouth harbor in October, 1775, and had been seized.

ACCOUNT BOOK OF JONATHAN GLOVER ¹

Capt. William Bartlett [Dr.]

[1776]

June 4.	To Watering Schoor <i>Warren</i> Capt [William] Burk[e]		0. 2. 0
		L Q [lb]	
5.	To 10 bbl. flour Dd [Daniel] Waters Neat 21-1-4	}	25. 10. 10¼
	a 24/		
	To Ebenzr Foster 14/ for Hinges			. 14. . 0
	To Barrack rent 3 Months a		6. 13. . 4

1. Glover's Account Book, Colony Ledger, MarbHS.

PETITION OF STEPHEN HALL AND PELEG CROCKER TO THE MASSACHUSETTS
GENERAL COURT ¹

[Watertown] Wednesday June 5th 1776.

A Petition of Stephen Hall, and Peleg Crocker – owners of the Sloop *Nancy* – setting forth – That said Sloop was taken sometime last summer by some of the Militia of the Eastern Regiment in the County of Lincoln, & hath been detained there ever since. That at the Time she sailed from Boston, they had no other means of getting her away than by obtaining a pass from the Admiral for to go to the Eastward for Wood, and by such a pass she sailed, tho' they never intended she should return to Boston without the leave of the Committee of Scituate to which place she was order'd at first to go, but the Wind being light and fearing she might be discovered, and taken by the Kings Ships before they could get there, they proceeded down to the Eastward in order to take in a Load, and proceed directly back to Scituate, for the purpose of obtaining leave as aforesaid, but while at the Eastward the said Sloop was stop'd, and there remains without any other reason (that the Pet[ititione]rs knew of) than her having a pass from the Admiral. – And praying that said Sloop may be restored to them &c ²

1. Mass. Arch., vol. 35, 44.

2. *Ibid.*, 44, on June 13 the "Committee of both Houses" reported "That the prayer of the Petition be granted, and the Sloop *Nancy* be released to the Owners on their paying the Charges that have arisen thereon."ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[H. of R.] Watertown Wednesday June 5th 1776.

A Memorial of Samuel Barrett, Perez Morton, Benja Kent, Benja Hitchborn, and Henry Bromfield a Committee chosen by, and appearing in Behalf of the Town of Boston Setting forth –

That whereas the Late General Court, did, on application, made by said Town for certain Hulks to be sunk at convenient Places in the Harbor and whereas the Town, apprehensive of some capital Inconveniencies, from such a Measure (whch did in part occur to

them, at the Time of said Application; but from the then defenceless state of the Town they were constrained to Hazard) did, at a Meeting on the 28th May 1776, enter into a further consideration of the subject, and unanimously Voted 'That the Sinking Hulks in the Harbor, would be very inexpedient at this Time &c &c.' And, setting forth the many disadvantages that wou'd accrue to the Town in particular, and the Colony in General in keeping the Channel open &c – And 'humbly requesting, that for these reasons, the honorable Court would so far reconsider their Vote upon this Subject, as to give orders, that the Sinking the said Hulks may be suspended for the present.'

Read and the House assign'd Tuesday next at ten oClock in the forenoon for consideration of the same – And Order'd, That the sinking of Hulks be suspended in the mean time.

On the Memorial of the Town of Boston

Resolved, That the Hulks which have been prepared by Order of the General Court, to be sunk in the Harbour of Boston, be in Every respect fitted for that purpose,^(A) and that the Sinking said Hulks, as aforesaid be suspended untill further Order of this Court, any Order, or Resolve to the Contrary Notwithstanding.^(B)

In Council Read, & concurred with the following Amendments – viz:

At A insert, [“]and anchored as near as may be, with convenience and safety, to the place where it is proposed they should be sunk.[”]

At B insert, [“]Provided nevertheless, that if the Committee for fortifying the Harbor of Boston shall upon any sudden Alarm or appearance of danger, judge it necessary that the said Hulks should be then sunk immediately, before any order of this Court can be taken thereupon, the said Committee be, and hereby are fully empowered to cause the said hulks to be sunk accordingly.[”]

1. Mass. Arch., vol. 35, 17–18.

JAMES WARREN TO JOHN ADAMS¹

[Extract]

Watertown, June 5th, 1776

A large Sugar Ship from Jamaica with 300 hhds. sugar, 80 puncheons rum, some Madeira wine, etc., etc., is taken and got into the vineyard in her way to Bedford. It is said that four or five others are taken by two Privateers who took this. What Privateers they are I cant learn.²

Must not something be done to prevent British Property being covered by the West Indians? We shall loose our Labour, and discourage our Seamen. Why should not all English property going to Britain be liable to capture? this matter must be considered.³ We should fight them on equal terms. We have a number of Seamen here supported at your expence. If your Generosity and Civilized Sentiments prevent, won't good policy dictate

recourse to the *Lex talionis*?⁴ They are wanted. you will find the want of them when you man your ships.

1. *Warren-Adams Letters*, I, 245, 255.
2. The ship *Reynolds*, one of three sugar ships from Jamaica, taken by the Pennsylvania privateers *Congress* and *Chance*.
3. The resolution of April 3, 1776 confines captures or seizures to "any inhabitants of Great Britain." It was not until July 24, 1776 that Congress closed this loophole by resolving that captures should include any vessel or vessels "belonging to any subject or subjects of the King of Great Britain, except the inhabitants of the Bermudas and [New] Providence or Bahama Islands."
4. The law of retaliation.

COMMODORE ESEK HOPKINS TO NATHANIEL SHAW, JR., NEW LONDON¹

Sir

Providence June 5th 1776 –

Please to Send me by Captn [Dudley] Saltonstall as good an Account of the Guns and Stores left in your hands as you can get, and likewise should be glad you will send me an Account of your Schooners Cargo, which Captn [Nicholas] Biddle retook² as the Officers blame me for delivering her till she was Tryed – should be glad to Satisfy them that they will receive no Injury by that Step –

I congratulate you on being Appointed by the Congress Agent of the Fleet, and all Prizes sent into your Government, which I have Receiv'd an Account of – Expect you will Act as such whether you have Receiv'd the Order or not, and get the three Prizes Libelled and Condemn'd as soon as possible; and as to your Schooner I make no doubt but you will Satisfy the Officers and People without a Tryal –

I now have the Gentlemen here from the Committee of Safety of Philadelphia,³ but I expect they will not be able to get more Cannon here than they did, or I expected they would at New London – What will be the Event of their not Succeeding, I can't at present tell! I am well Convinced the Sending them away, will be of very ill Consequences to the Continent – And their not going will have no other bad Effect but on me, who had better Suffer than the Community – I am with great Respect [&c.]

Esek Hopkins

1. Nathaniel and Thomas Shaw Letters and Papers, NLCHS.
2. The schooner *John and Joseph*, retaken April 12, 1776. She had been Nathaniel Shaw's property before her capture by H.M.S. *Scarborough*.
3. Levi Hollingsworth and Thomas Richardson.

COMMODORE ESEK HOPKINS TO CAPTAIN DUDLEY SALTONSTALL¹

Sir

[Providence, June 5]

Please to get an Exact Account of the number and weight of the Cannon, Mortars, Shells, Shott & Stores left at New London, and also get an Account of Mr [Walter] Spooner of all the Provisions & Stores deliver'd out of the several Prizes to the Fleet, and the particular Vessels they were deliver'd to, and also an Account of him of the Schooner's Cargo deliver'd to Mr [Nathaniel] Shaw, and also Mr Shaws Account of what they sold for – and an Account also of the ballance of what Powder Mr Shaw now has in his hands

that was landed out of the Fleet – And also take some Care of the Men belonging to the Fleet, and send such here as are Capable of duty – Yours [&c.]
E H

1. Hopkins Letter Book, RIHS.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND ¹

[Providence] Wednesday Evening 5th June 1776

Meeting in being according to adjournment –

Voted. That Sixty Pounds LMy be paid Mr Wm Jennison Lieut of Marines ² in Order to Inlist his Complement of Men on his procuring sufficient Suerties. –

1. Journal R. I. Frigates, RIHS.

2. William Jennison's Journal reads: "In April I went to Providence & offered myself to engage in the Service – A board then sitting to appoint Officers for the *Warren F[r]igate – A[s]* I had been in the Cadet Company under Capt Nightingale, they gave me Instructions & Money to recruit Marines for the *Warren Capt [John Burroughs] Hopkins – May & part of June was Employed in recuiting Men for the Service,"* LC.

BARENT VAN ALEN'S RECEIPT FOR SUPPLIES SHIPPED TO MAJOR
GENERAL PHILIP SCHUYLER ¹

A Return made, New York June 5th 1776 to His Excellency George Washington Esqr General & Commander in Chief of the Forces of the thirteen United Colonies, of Sundry Articles Shipped for Albany, in good Order, by the Asst Quarter Master General, on board the Sloop *Tryon*, Barent Van Alen Master, & to be delivered to the Honourable Major General Schuyler, or his Order.

Barrels of Pitch	20	
5 p[s] of Duck No 2	203½	Yds
8 hhds of Oakum		c
marked G.S.	Wt 10	29
Weight of Junk	17 . . 1 . . 18	
	Barent Van Alen.	

1. Washington Papers, LC. This return evidently superceded one Van Alen receipted for the preceding day, which covered only the oakum and junk.

CAPTAIN THOMAS CREGIER TO THOMAS RANDALL ¹

On board the Schooner *General Putnam*,
Shrewsbury, June 5, 1776.

Worthy Sir: After my due respects to you and all friends, I think it a point of my duty to acquaint you that I sailed from this the next day after the date of my last to you. I stood to the southward a whole day, with little wind, and about four in the afternoon, it blowing very hard to the south-south-west, making a heavy sea, I was obliged to bear away for this inlet, where I have remained, on account of the wind blowing at east-southeast, which occasioned a very high sea on the bar. At eight A.M. we saw a sail to the



SILAS DEAN.

Member of the Congress

Engraved from the Life by Du Simitiere in Philadelphia.

Published May 10th 1783 by W.^m Richardson N^o 74 Street

southeast, standing in for the Hook; at ten A.M. concluded with the Captain of the whale-boats, being twelve in number, to tow me out; the tide being flood, with little wind, we came to the bar, where we found a high surf. The Captain of the whale-boats concluded their boats could not get out over the bar. As the sail we saw was well in with the land, and at the same time the large tender near the ship, which we then judged to be a ship of war, I then thought it proper to come to anchor, and at the same time I went to view the fleet at Sandy-Hook, where we found the ships of war, viz: the *Phoenix*, *Mercury* and *Lively*, with three other small ships, a brig, one schooner, one sloop, and four tenders. By the time I was coming away the above-mentioned ship came to anchor, which I plainly perceived to be a large frigate of thirty-six guns. This intelligence you may depend on. I am resolved to sail from this the first opportunity. I am [&c.]

Thomas Cregier

I. Force, comp., *American Archives*, 4th, VI, 714, 715. Randall was chairman of the New York Marine Committee.

ROBERT MORRIS, FOR THE COMMITTEE OF SECRET CORRESPONDENCE,
TO SILAS DEANE ¹

[Extract]

Dear Sir,

Philada June 5th, 1776

I had great satisfaction in receiving your favours of 26th April and 3d May, from B[ermuda,] as I think there was little risque in the rest of your voyage & I flatter myself you have arrived safe previous to this date

This goes by Wm Bingham Esqr a young Gentn who has for some time Acted as Secretary to the Committee of Secret Correspondance. he carrys with him triplicates of your Credentials & instructions, the Duplicates went by another Conveyance, and each of these as well as yourself having an exceeding good Chance to arrive safe I think it needless to send you any more. Mr Bingham now goes out to Martinico in order to procure some Arms from the Governor & with another view that I need not mention as he will write to you. You can send advices under Cover to him but you'l remember he is a Young tho' a worthy Young man. The papers he carrys will give you the Public News, the worst part of which is an appearance of great division amongst ourselves especially in this Province, however I believe the King has put an effectual stop to those disse[n]sions by his Answer to an Address of the Ld Mayor & Aldermen [of] the [22d.] of March, as his Majesty has there totally destroyed all hope of Reconciliation. I confess I never lost hopes of Reconciliation untill I saw this Answer which in my opinion breathes nothing but Death and Destruction, every body see[s] it in the same light and it will bring us all to one way of thinking, so that you may soon expect to hear of New Governments in every Colony and in Conclusion a declaration of Independancy by Congress. I see this step is inevitable and you may depend it will soon take place. Great Britain may thank herself for this Event, for whatever might have been the original designs of some men in promoting the present Contest, I am sure that America in general

never set out with any View or desire of establishing an Independant Empire, They have been driven into it step by step with a Reluctance on their part that has been manifested in all their proceedings, & yet I dare say our Enemies will assert that it was planned from the first movements. The dogs of warr are now fairly let loose upon us. we are not dismayed but expect to give a good Account of the Numerous hosts of foes that are coming to Slaughter us especially, your Hessians, Hanoverians, Waldeckers &c Our climates will most probably handle them pretty severely before they get seasoned, and our Troops are pretty well prepared for their Reception but the Fortunes of war being ever uncertain God only knows what may be the Event.

Our affairs in Canada have been badly managed by your Countryman General [David] Wooster but I hope Genl [John] Thomas & your Friend [Benedict] Arnold will invigorate them, however I dont think we have any occasion to hold that Country, if we maintain the passes on the Lakes it is sufficient for our purpose and the Garrison that defend those passes will always be ready to Rush into Canada if the Enemy quit it, so that a good Force well posted for this purpose may keep Mr [John] Burgoyne with his 10 m Men uselessly employed the whole Year, without any expence of ammunition or loss of Men on our side unless they attack exceedingly to their own disadvantage.

. . . We are better supplyd with Powder than formerly our Mills make it fast and some of the Colonies have had great success in making Salt Petre. Arms we are most in Want of, but our Manufactorys of them improve and increase daily in short it appears to me we shall be able to baffle all attempts of our Enemy if we do but preserve Union amongst ourselves. I do not mean the Union of the Colonies, but union in each Colony. The former is safely fixed on a broad & firm basis, the latter has been greatly threatened. The necessity of assuming new Governments has been pretty evident for some time and the Contest is who shall f[or]m them & who upon such a change shall come in for the Power the divisions woud probably have been very high particularly in this Province, had not His Majesty determined so peremptorily that there can be no Reconciliation but through the door of abject Submission. This seems to bend all Men's minds one way and I have no doubt but Harmony will be restored & our united Efforts excited to defend our Country & its freedom in which God Grant Success to an injured & oppressed People

One of our Cruizers has lately taken a valuable Prize & carried her safe into Boston with 1500 bbls Powder, 1000 stand of Arms & a Variety of other articles on board,² & the two New York Pilot Boats that were fitted out as Privateers from hence³ have taken three large ships bound from Jam[aic]a to London with 1082 hhds Sugar 260 Puncheons Rum 300 Casks Piemento, 22000 hard dollars, 70 pipes Mad[eir]a Wine & a Number of other Valuable Articles. I fancy many more West India Men will be taken this Summer & probably Great Britain may have Cause to Repent of the prohibitory acts, especially as they have much more property to loose than we have.

Our Money holds its Credit but we must not Issue too much of it. Therefore when we find the circulation begins to Clog we must borrow it in & Fund it, pray what think you of Negotiating with Holland for a loan of Specie & how shall we offer them Security for at present I doubt if any Power in Europe will Trust us but probably after the Next campagne they may think better of our Credit. Commodore Hopkins has [illegible] short of Expectation and his fleet which might have performed most signal service under an active vigilant Man, have been most useless he remains with the *Alfred* at Rhode Island & the rest are gone & going on separate Cruizes after Transports &c

Our Frigates are nearly ready but their Guns are not yet finished we shall be carefull who are trusted to Command them and from these we may expect good Services this Navy must be increased & you must Continue to make it known that Noble encouragement is given to Seamen of all Nations that will enter into the American Service. . . .

1. Silas Deane Papers, ConnHS.

2. The powder brig *Hope*, taken by Washington's schooner *Franklin*.

3. The Pennsylvania privateers *Congress* and *Chance*.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

Dear Sir,

Philadelphia, June 5, 1776

This goes by express early tomorrow morning – it is determined in [Marine] Committee this evening to urge the appointment of the Captain for your ship tomorrow; there is no doubt but what [Thomas] Thompson will be the man; if you and he will talk with such persons as you think proper for Lieuts and marine officers and let me know who will accept, I will have them commissioned. It's idle to have the Commissions filled up before we know whether they will be accepted or not; you may engage the master and all warrant and petty officers that you think necessary as soon as you please. I know of no objection to the men being shipped only the uncertainty when the guns will be ready. Just received advice that two small privateers belonging to this place have taken three Jamaica men with very valuable cargoes 24000 dollars in specie; the money is arrived at Egg Harbour but the ships are sent to the Eastward. I fear they will fall into the hands of the enemy – now is the time to pick up homeward bound West India men. It's now 12 o'clock; high bed time. Good night.

W Whipple

1. William Whipple Papers, Force Transcripts, LC.

CAPTAIN THOMAS READ TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen:

Philad, June 5, 1776.

As the Marine Committee have recommended me to Congress for the Command of one of the Continental Frigates building in this port, I must beg the favour of your Board to Accept my Resignation of the Commission you were pleased to honour me with for the Ship *Montgomery*, belonging to this Province; this Request proceeds from a wish to be in a situation to take

a more active part in the present Dispute between America & Great Britain, and I hope it will be so Considered by the Honourable Board to whom I am under great obligations for their appointment and treatment to me since in their Service, and in granting my Request they will do a further favour to their most obedient, Humble Servant,

Thos. Read.

Directed, To the Committee of Safety, Philadelphia.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 769.

“COPY OF A LETTER FROM PHILADELPHIA, DATED JUNE 5.”¹

This day arrived capt. [Edward] Bingly, from Coracoa, at which place they are in great want of provisions. She has brought dry goods.

The privateers *Congress*, Capt. M'Elroy,² and *Chance*, Capt. Allen,³ who were fitted out here a few weeks ago, are arrived at Egg harbour. They have taken three ships from Jamaica bound to England. They were ordered for New England, being afraid to venture our capes. The ships are the *Lady Juliana*, *Juno*, and *Reynold[s]*, having on board as underneath: The cash the privateers took on board, and it was all safe landed here this morning; ten of the hands immediately entered on board the privateers.

22,420 dollars, 187 lb. of plate, 1052 hogsheads of sugar, 246 bags of pimenta, 396 bags of ginger, 568 hides, 25 tons of Cocoa, 41 ditto of fustic, and 1 cask of turtle shell.

The [*Lady*] *Juliana* had two turtles on board for Lord North, one of which is dead, the other is coming up to town.

1. Dixon and Hunter's *Virginia Gazette*, June 22, 1776.

2. Captain George McArroy, of the *Congress*.

3. Captain John Adams, of the *Chance*.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY¹

[Williamsburg] Wednesday, June 5th, 1776.

A warrant to Jno. Robinson for £2.16.6 for waggonage to sailors of the Potomack Department.

Ord[ered]. that Gen. [Andrew] Lewis be requested to give directions to deliver to the orders of Mr. John Calvert two eighteen-pounders out of those at James Town for use of his Galley.²

Same [a warrant] to Argyle Herbert for use Capt. Calvert for £100 upon acc't to pay the Carpenters employed on his Galley.

A letter was written to Col. [Fielding] Lewis, of Gloster, in answer to his of the 3rd Instant, desiring him to forward 4000 lbs. powder, all the Balls, and half the sheet lead to W'msburg, agreeing to take all the Goods of private persons at common selling price; continent powder to remain under Guard 'til Congress give directions; vessel to be retained for public use and employed as a Tender or on a voyage similar to her late one.

1. *Virginia State Papers*, VIII, 187, 188.

2. The galley *Norfolk Revenge*.

CONTEMPT OF COURT CITATION AGAINST CAPTAIN FRANCIS PARRY, R.N.,
IN THE CASE OF THE SHIP *America* ¹

[Cape Fear]

And I the said Surrogate do hereby further Certify that although the said Francis Parry hath been acquainted with and well knows the Contents of the said Decree and hath been required to give Such Security as the Law requires in such Cases yet the said Francis Parry hath not given or offered Security to the Satisfaction of the Court or paid any regard to the Sentence or Decree of this Court on the Contrary the said Francis Parry in defiance of the Authority of this Court did forceably take Possession of the said Ship *America* and turned the Marshall of this Court out of her and hath since and still doth keep such unlawful Possession and did Unlawfully Imprison the said Robert Cunningham for several Days refusing to Admit any of his (the said Robert Cunninghams[^s]) most intimate Friends to Visit him –

Given under my Hand and the Seal of the said Court of Vice Admiralty this fifth day of June One thousand Seven hundred and Seventy Six and in the Seventeenth Year of his Majesty's Reign –

James Elletson Bowen

[Endorsed] I James Sutherland Notary Publick dwelling in London duly admitted and sworn Do hereby Certify and Attest that the foregoing writing is and doth contain a true Copy of certain Authentic Proceedings, appearing to have been held in the Court of Vice Admiralty in the Province of North Carolina, before James Elletson Bowen Esquire Surrogate of the same Court, the said Copy having been by me carefully compared and examined with its original this day produced to me (fair and unobliterated) by Mr James Gammell of Greenock in North Britain Merchant, now in London; – Witness my hand and Notarial Seal this Sixth day of June one thousand seven hundred and Seventy Seven.

i Ja^s Sutherland Not: Pub: ²

1. PRO, Admiralty 1/3680, LC Photocopy.

2. See Volume 4, 622, 1384–85, 1398–99.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Bristol off[f] Charles-Town Bar

5th June 1776

Sir

When I had the Honor of Waiting on You Yesterday, I wanted to come to a Determination relative to the Landing on the North-End of Long-Island, and for that Purpose brought to in a proper Station for such Transports to come to an Anchor as might be judged proper, and 'tho You did seem to have an inclination to Land There, I was far from thinking it a determined Point; as You expressed a Wish that the Fleet shou'd get over Charles-Town-Bar, and then come to a Resolution.

I am now fully informed; and shou'd the Wind prove favourable to Morrow Morning, the Frigates will go over the Bar, and make such Attacks, as may be necessary to Possess Themselves of the Harbour, as far to the

Northward as Cumins's Point, which must be done to clear the Way for the Transports.

The *St Lawrence* is now endeavouring to Beat to Windward, She shall have Orders to join the *Ranger*, and I think with You, that the South End of Long-Island, as near in as possible will be a proper Place for the *Friendship* Armed-Ship – I have the Honor to be Sir [&c.]

P:Parker

P:S: I submit it to You whether You may not think it proper to send an Engineer in One of the Frigates to make Observations. The *Solebay* will be nearest Sulivans Island –

We have but Three Pilots that I can find as Yet, Who will undertake to carry the Frigates over the Bar and They differ so much from Themselves at Times that much Dependance cannot be placed on Them, nor can I get information, how many Ships can Anchor within the Bar, or whether shou'd there be Batteries, the Ships can get near enough to Them. I have laid down Buoys to shew the Channel and Hope when the Frigates can get Over, that we shall receive such Intelligence, that You may safely ground Your future Operations on –

1. Sir Henry Clinton Papers, CL.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

On board the *Sovereign*
off Charles Town Bar

Commodore Sir Peter Parker

the 5th June 1776.

When You did me the Honor to call on board the *Sovereign* Yesterday You will be pleased to recollect That I then proposed to You that the *Ranger* & *St Lawrence* Schooner might be sent over the Bar of Spencer's Inlet for the purpose you now mention, and as it is my intention (which I likewise communicated to you Yesterday) to take possession of the North End of Long Island, I could rather wish that those seven Transports of small draft might proceed there if they can be anchored in safety – But my ignorance in Sea matters renders it particularly necessary in this, as it has done upon every former occasion, to submit all proposals which relate to the Movement of the Fleet to Your Consideration.

I have much to lament that my exceeding bad state of health at Sea would make it very inconvenient for me at this time to remove on board the *Bristol*, which Obliges me to decline the Honor of Your polite invitation, and until the Harbour is sounded, and the Transports anchored in safety within it, I do not apprehend that any Plan of Consequence can be adopted, but in the mean time I will give directions that the *Sovereign* may be Anchored as near as the *Bristol* as possible.

The *Delegate* is ready to receive Your Commands relative to the Sounding the Bar – but instead of the Soldiers which are now on board of her (whom I request may be sent on board the *Sovereign*) I could wish that

some Seamen may be sent on board to Navigate her. I have the Honor to be &c.

H: Clinton.

P S. I submit to You, Sir Whether it may not be adviseable to send the *Friendship* or such other Armed Vessel of small draft to lay as near the Southward of Long Island as possible to answer the double purpose of annoying the Rebel Vessels laying in the Creek between Sullivan's & Long Island, & covering the landing of the Troops on the South End of Long Island, if that should be thought Necessary.

1. Sir Henry Clinton Papers, Miscellaneous Letter Books, CL.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Bristol of[f] Charles-Town Bar 5th June 1776

Sir

I received a Note Yesterday from Mr Knowles acquainting me, that He was in the *Ranger* Sloop of[f] Spence's Inlet and wou'd undertake to carry any Vessel in There not exceeding Eleven Feet Draft. We have Seven Transports that Draw Eleven Feet or Under, and if You have any thoughts of Landing There, which I understand by Captain Moncrief is your intention, the *Ranger* and *St Lawrence* Schooner may go over the Bar and prevent any Works from being Raised to oppose You. I am sorry You wou'd not do me the Honor to make the *Bristol* your Head-Quarters; Plans might then have been formed and carried into Execution with more ease than They can be at Present, and if You will now do me that Honor I will accommodate You in the best manner I am able.

It will be necessary to Sound and Examine this Bar, least the Rebels shou'd have Sunk Vessels to obstruct the Channel, I shall be therefore obliged to You, if You will let the *Delegate* go on this Service. I have the Honor to be Sir [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.

6 June

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

Montreal June 6th. 1776

... Our Enemies are daily encreasing & our Friend[s] deserting us; Under these Discouragements & Obstacles with a Powerful Army against Us, well disciplined & Wanting in no one Article to carry on their Operati[ons] it will be a Miracle If we keep the Country; My only Expectation is to secure our Retreat to St Johns or the Isle aux Noix, Where It will doubtless be thoug[ht] Necessary to make a stand, For which Purpose all the Batteaus & Vessels on Your side the Lake that can be spared should be sent Over, Our Gondolas we shall be Obligated to destroy, Others ought

immediately to be taken in Hand to secure the Lake The Enemy I am well informed have brought [over] a Number with them, Framed and done to put up in a short Time; The Want of a little Attention in Time has lost Us this fine Country, I hope for better things on Your side, & that in the Rotation of Fortune, something better will turn up for Us here . . .

1. Washington Papers, LC.

BRIGADIER GENERAL JOHN SULLIVAN TO GEORGE WASHINGTON¹

[Extract]

[Sorel] June 6th 1776.

This Morning two Expresses arrived from three Rivers which were sent to observe the Motions of the Enemy – One of them was a friendly Canadian, who lived at three Rivers & passed among the Fleet – the other, one of our own Officers – They agree that the Number of Vessels are as follows, viz, one Ship & one Brig, & eight Sloops & eight Schooners. They both say that the Troops there amount to no more than three Hundred who are entrenching themselves at three Rivers – I have detached Genl [William] Thompson with about two Thousand of our best Troops to attack them. . . . it was my fixed Determination to gain Post at Dechambeau, which I mean to fortify so as to make it inaccessible. This commands the Channel, secures the Country, destroys the Communication, and affords a safe Retreat if we are obliged to make one . . . The Ships are now above that Place. But if Genl Thompson succeeds at three Rivers, I will soon remove the Ships below Richlieu Falls, and after that, approach towards Quebec as fast as possible: and according to the present appearance of Affairs, may exceed in Number the Hanoverians & c which we are threatned with. . . .

1. John Hancock Papers, LC. Continuation of a letter begun June 5.

MAJOR FRANCIS HUTCHESON TO MAJOR GENERAL FREDERICK HALDIMAND¹

[Extract]

Dear Sir

Halifax June 6, 1776

I wrote you a few days ago a long letter by Captain Fash who went to London in the Ship *Adimant*, I have now the pleasure to acquaint you that the fleet and Army sail this day, our destination is a secret, but its Generally thought to be New York. . . .

The *Niger* frigate on her Passage down the River from Quebec, spoke the fleet within two days of that place, and brought letters from General Borgoyne to General [William] Howe, they must have got there 24th or 25 of May – We have no news from the Southward since my last . . .

I hope to have the pleasure of acquainting you in my next, of our having made a Glorious landing on some part of this Continent, which I fear will not be Effected untill the arrival of Lord [Richard] Howe with the fleet & troops from Europe. which you may depend will make a great Change in the Affairs on this Continent. . . .

1. Haldimand Papers, BM.

DEER ISLAND COMMITTEE OF INSPECTION TO THE MASSACHUSETTS
GENERAL COURT ¹

[Deer Island, June 6]

To the Honorable The Council and House of Representitivs of the Coloney of the Massachusitts at Watertown assembl'd or boston the Memorial of the Commitee of Inspection for Deer island in the County of lincoln humbly Sheweth – that wheare as your Memrst Did in the Mounth of August last Teake in Custidity the Sloop *Saley* and the Schoner *Nightingill* the Property of Nathan Jones and Jonathan Rich for being Immployed as we aprihended Contreary to the Resolv's of Congress – and Wheareas your Memrst Did in the mounth of Sepr Meake aplication to This honorable Court for theire orders on Said Vessils and Whearas the Seame Was obtaind at a Verey Exrcordenery Expence by a Resolve of the honorable house Detaining Said Vessils under the Cear of Sd Commitee until the farther order of this honobl: Court and Whearas your Memrst aprihend that They Can do Nothing more or less With Regard to Sd Vessils as also about 90 quantles of fish wch was the Cargo of the Schoner *Nightingill* and Meade on this Island and as your Memrst are in formd there is no Record Meade of Sd Resolv having ben Serch for by the Sd Jones last Winter with intent to Teake advantege thereby – and Whearas your Memorialists Detaind Said Vessils from no other Motive but to Prevent Fread of that Neature which we aprihend Was Consideribly affected thereby in this part of the Coloney and as Corst as Was before Mentioned has been Great as also heaving the Concorance of this honorable Court in the Detaintion of Sd Vessils on the Evidance Meade to apeare against them

We your Memrsts humbly Pray your honors Speedy orders on the Sd Primeses & your Memrsts as in Duty bound will Every Pray &c

Theophilus Eaton
Elijah Donham
Josia Crockett

[Endorsed] In the House of Representatives June [blank] 1776 Resolved that where as the Committee of Safty and Correspondence of Dear Island Did on or About the 30th Day of August Last take Into Custody the Schoner *Nightengale* Supposed the Property of Jonahan Rich that the sd Committee be and they hereby are Directed to Detain and take proper Care of Said Schoner *Nightengale* until the further order of this Court ²

1. Mass. Arch., vol. 181, 82.

2. See also coverage in earlier volumes in this series.

MASTER'S LOG OF H.M.S. *Milford* ¹

June 1776 Cape Ann WSW 4 Leagues Obs 42.50
Thursday 6 wore Ship amd stood to the Westwd
Do Wr at 1 PM Brought too Mn Topsail to the Mast at 2
saw a Strange sail in the S W in chace of us, at 3 the
Chace haul'd in for the Land, made sail & gave Chace 1/2

past fir'd 4 Shot at the Chace at 4 fired 4 Shot more at her, at 5 came alongside the Chace who fir'd several Shot at us on which we came to Action ½ past 5 the Chace wore and bore away, we then wore and came alongside of her again within Pistol Shot, we then continually firing our Great Guns and Musquets for about a Glass longer when she Struck, she proved to be an American armed Brig called the *Yankey Hero* of 17 Carriage Guns and 12 Swivels & 52 Men, sent the 1st Lieut to take possession of her, Recd onbd the Prisoners there was kill'd of the Enemy 4 and 12 Wounded we had one Marine Shot in the Arm, made Sail and stood to the So ward at 9 made Sail for Nantasket Road in Company the Prize,

1. PRO, Admiralty 52/1865.

MASSACHUSETTS COUNCIL TO CAPTAIN JOHN WIGGLESWORTH¹

Sir

In Council June 6, 1776

You being appointed Master of the Sloop *Swift* fitted out by this Colony for the gaining Intelligence Respecting the British Fleets and Armys – You are therefore, as soon as your Vessell is Ready, to Sail for some part of the Coast of Nova Scotia, or you may Cruise on the Seas between Cape Ann & Nova Scotia – and Use your utmost Endeavours for the gaining Intelligence as aforesaid, and when you shall gain Certain Accounts of the Embarkations of the Troops at Hallifax, or the movement of any Considerable fleet of the Enemy, and the Couse they have for some time Steared, you are then with all possible dispatch, to give Information to the Council of this Colony and the Committee of Safety of the Town where you may Arrive – that Such measures may be taken, as the defence and Security of this Colony may Require; and you are to use all necessary Precaution to prevent your Vessell from falling into the Hands of the Enemy, whereby the good design of Fixing out your Vessell may be Frustrated. As you have received a Commission, by Force of Arms to Attack, Subdue and take all Ships and Other Vessells belonging to the Inhabitants of Great Britain on the High Seas under Certain Restrictions, you must Punctually follow the Instructions herewith delivered you for your Conduct respecting this Matter²

Moses Gill	Rich ^d Derby Jun ^r	B White
Caleb Cushing	John Whitcomb	Jabez Fisher
D Hopkins	T Cushing	Benj Austin
J Bowdoin	B: Lincoln	Henry Gardner
J Winthrop	S Holton	Dan Davis

1. Mass. Arch., vol. 164, 377.

2. These instructions were passed by the Continental Congress on April 3, 1776, but had been altered to read "Council June 6th 1776, Instructions to Capt. John Wigglesworth Commander of the Sloop *Swift* Fixed out by the Colony of the Massachusetts Bay." Throughout the text "Council" had been substituted for "Congress." Subsequently these same instructions were recalled, and after July 4, 1776, "States" was substituted for "Colonies," *ibid.*, 119.

SHIPPING ARTICLES OF THE CREW OF THE MASSACHUSETTS ARMED
SLOOP *Swift*¹

We the Subscribers do hereby acknowledge that we have voluntarily Entered into the Service of the Colony of the Massachusetts Bay on board the Armd: Sloop *Swift* John Wigglesworth Commander to Serve in the Respective Stations, & for the Sums P Month affixed to our respective names for & during the Term of six Months if so Long required and to furnish ourselves with a Good Gun & during said Term to Obey such Orders as may be Given by the Master or Other Officer on board said Vessel – As Witness our hands at the time of Entry against our Names respectively Set

Also It is agreed & to be understood that if any Prizes are made by the said Sloop Two thirds of the Same shall belong to the Colony & one third to the Crew of the Said Sloop

Names	Time of Entry	Station	Wages P Month	Wages Advanced	Witness
John Wigglesworth	May 15, 1776	Captain	£5..0..0	5: 0: 0	J Warren
Elkanah Bartlett	May 15, 1776	Mate & Pilot	3.12..-	3:12..-	J Warren
Geo. Atwood	May 27, 1776	Mariner	2..8..-	2..8..-	J Warren
his Jeremiah Co[r]nel mark	May 20, 1776	Mariner	2: 8: -	2: 8: -	J Warren Dischd Sept. [illegible]
John Holmes	May 27, 1776	Mariner	2: 8: 0	2: 8: 0	J Warren
Thos Finney	May 27, 1776	Mariner	2: 8: 0	2: 8: 0	J Warren
Elnat Holmes	May 27, 1776	Mariner	2..8..0	2: 8: 0	J Warren
John Howard	May 27, 1776	Mariner	2..8..0	2..8..0	J Warren
Thomas Ward	May 27, 1776	Mariner	2..8..0	2..8..0	J Warren
Saml Jackson for Thos meCan	} May 27, 1776	Mariner	1:16..0	1.16..0	J.Wigglesworth Dischd Sep [illegible]

1. Derby Papers, Shipping Miscellany, EI. The Massachusetts Council had authorized James Warren to outfit the *Swift* at Plymouth as an advice boat.

MAJOR GENERAL ARTEMAS WARD TO GEORGE WASHINGTON ¹

Sir

Boston 6 June 1776

Inclosed is the Invoice of the Ordnance Stores which I have forwarded to Norwich to the Care of Capt [Benjamin] Huntington to be forwarded from thence by him to New York, agreeable to general Putnam's request in his letter to me of the twenty fourth of May. All those Articles were taken in the Ship *Hope* lately brought into this Harbor by Captain [James] Mufford. I am Your Excellency's [&c.]

Artemas Ward

[Enclosure]

Boston 3 June 1776

Invoice of Ordnance Stores forwarded to Capt Huntington at Norwich for the Army at New York

viz.

Powder	500 Barrels	
Carbines compleat,	500	
Sand Bags, Bushel	} 5000	
half Bushel		} 5000
Muskett Ball - -	2 Tuns	
Carpenters Tools -	3 Chests	
One Case handsaws containing	42	
One Do hand hammers containing	50	
Ten Casks bills hooks		
Two Do felling axes		
Thirteen Do hatchets		
Two Do broad axes		
Six Do 24d Nails		
One Do 5 Inch Spikes		
Three Do 6 Inch Do		
One Do 7 Inch Do		
Two Do 8½ Inch Do		
Iron shod shovels	341	
Iron Do - -	159	
Spades	1000	
Mantelets	100	

1. Washington Papers, LC.

ADVERTISEMENT FOR DESERTERS FROM WASHINGTON'S SCHOONER *Warren* ¹

[Boston, June 6]

Deserted from Capt. William Burke, commander of the Continental armed schooner *Warren*, the following men, viz. Henry Goard, a Dutchman, about 40 years old, 5 feet 6 inches, light complexioned, and talks broken English. Archibald McAllister, 5 feet 4 inches, light complexion, and about 25 years old. John Chambers, of Marblehead, about 45 years

old, 5 feet 7 inches, round favoured, and pitted with the smallpox. Whoever will take up said deserters, or any of them, and send them to Marblehead, to Colonel Jonathan Glover, Agent, shall receive Three Dollars reward for each, and all necessary charges paid.

Ran away from the Continental armed schooner *Warren*, William Burke, commander, two men, viz. John Lane, a native of Great Britain, about 26 years old, five feet high, had a cast in his eyes, and is of a dark complexion. – Archibald M'Allister, a native of Ireland, about 24 years old, five feet two inches high,² and of a light complexion. – Whoever will take up said men, or either of them, shall receive three dollars reward, and all necessary charges paid by me.

William Burke.

1. *New-England Chronicle*, June 6, 1776.

2. Archibald McAllister seems to have shrunk two inches between the first and the second advertisement.

ADVERTISEMENT OF SALE OF THE BRITISH PRIZE BRIGANTINE
*Henry and Esther*¹

[Boston, June 6]

To be sold, on the 20th of June, instant, at Mr. James Prentice's Tavern in Gloucester, the prize brigantine *Henry and Esther*,² with all her appurtenances, some second-hand rigging, two cables, and a few casks of porter belonging to the prize ship –, with sundry other articles.

1. *New-England Chronicle*, June 6, 1776.

2. Taken January 29, 1776, by Captains Samuel Tucker and Daniel Waters in Washington's schooners *Franklin* and *Lee*.

PETITION OF BENJAMIN SMITH TO THE MASSACHUSETTS GENERAL COURT¹

Colony Massachusetts Bay June 6th 1776	}	To the Honourable the Council & House of Representatives in General Court assembled
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Benjamin Smith of Edgartown in the County of Dukes County humbly sheweth, that the last Genrl Assembly in their Session in Novr last past, passed an Act Entitled, an Act for encourageing the fixing out of Armed Vessels to defend the Sea Coast of America, and for Erecting a Court to Try and Condemn all Vessels that shall be found infesting the same, wherein amongst other things it was Enacted that all Vessels which should be found infesting the Sea Coast of any part of America, or which should be improved &c & taken & Brought into this Colony should be Condemned with their Cargoes & Appurtenances, after Condemnation & deducting the Charges incident thereto the Remainder for the use & Benefit of such Captors & others concerned therein, and that from the Encouragement therein given to Captors of Vessels belonging to the Enemy, he with divers other persons belonging to a Sea Coast Company stationed on the Island of Martha's Vineyard with some of the Militia & Train Band of the same place on the Seventh day of March last past on board of a Small Sloop Called the *Liberty* procured by the said Benjamin for the Purpose, did pursue, engage, and at the Hazard of their Lives Board, & take, & bring into the Harbour of Edgartown a Certain

Ship Called the *Harriet* of about two hundred & fifty Tons Burthen, Com-
 manded by Wymes Orrok, Laden with Coal, Porter, Potatoes, & Live Hogs,
 for the use of the Fleet and Army employed against the United Colonies, &
 thereupon your Petitioner Libel'd sd Ship & Cargo &c in the Court of Admi-
 ralty erected to Try the same, for the Counties of Plimouth, Bristol, &c, but
 before Condemnation of sd Ship & Cargo, a Resolve was Past by the said
 General Court at their last Session bearing date the Twenty third day of
 April last wherein amongst other things, it was Resolved that the Sea Coast
 Men Stationed in any Part of this Colony shall be Intitled to one third part
 of the Neat proceeds after Charges of Condemnation & other Expences are
 paid of all Vessels & Cargoes that have been or shall here after be taken by
 them & legally Condemned to be divided amongst them in proportion to the
 pay of the Officers & Soldiers employed in such part or Place, & the Remain-
 der shall be to the use of the Colony. Your Petitioner would Humbly sug-
 gest that Laws made for the Purpose of remedying mischiefs, and inflicting
 punishments for Crimes that already have taken place, & in such Cases as no
 Law was provided to restrain & prevent have ever been Complained of, &
 which nothing but the greater necessity can Warrant, your Petitioner hum-
 bly conceives that the first Law gave to the Captors the Property of Vessel,
 Cargo & Appurtenances, & that the faith of Government was plighted to Se-
 cure it to them. your Petitioner made a Capture of sd Ship on the Seventh
 of March aforesd, & afterwards on the Twenty third day of April next fol-
 lowing the aforesd Resolve was passed, whereby two third parts was taken to
 the Colony, your Petitioner humbly conceives that should the Colony be dis-
 posed to take any part by Virtue of sd Resolve that the part pointed out in
 sd Resolve is too much by far, as the Colony as Cases may happen (as even
 [afsd] your Petitioner) was not at any Expence for Vessel Cannon &c in
 making sd Capture, the sd Benjn humbly represents that so far as the Re-
 solve affects the division of the sd Capture made Previous thereto, is in his
 Apprehension unjust, & therefore prays that it may be repealed & annuled,
 or otherwise as you in your Wisdom shall think meet & your Petitioner in
 duty Bound shall ever pray

Benjamin Smith

1. Mass. Arch., vol. 181, 78, 79.

NICHOLAS BROWN & CO. TO PLOMBARD AND LEGRIS & CO. ¹

Providence Colony

Gentlemen

Rhode Island June 6, 1776

We Expect Their will be Shipped to your Address a quantity of Gun Pow-
 der, By Messrs Legres Le June & Co Negots a Nante is being the Remains of
 an Adventure in the *Amiable Maria* Perre Douvill late Master. we are in-
 formed That the Effects weir Order'd to be delivervd Messrs Tardieu & Pen-
 net, by Capt Douvill, if They are not already put into their Hands we
 desire they may not be delivere[d] them but shipped by the Barer Capt
 Lewis Thomas on Board the Sloop [blank] to the Address of Messrs.
 Nicholas Brown & Co Merchant, Providence Colony Rhode Island Capt

DouVill was taken by a little Cruiser, Of Four swivell Guns within one Third of a League of the Land where he might have run his Vessell On Shoar and saved all his Valuable Cargo, with the greatest ease, if the goods should not be come into your possession before Capt Thomas leaves the Cap[e] you will please to retain Them in your Hands till further Order. We are Gentmen [&c.]

Nich^s Brown & C^o

[Endorsed] Copy of a Letter to Messrs Plombard et Legris & Co at the Cape by Capt Thomas – June 1776: Abot Deuviel Affair

1. Nicholas Brown Papers, JCBL.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Hartford, 6 June, 1776.

Capt. [John] McCleave and [Jehiel] Tinker of the row-galleys *Whiting* and *Crane*, were present &c. to consult about manning them &c.

Voted, That the said three gallies be furnished and manned, with fifty men each, including officers.

Voted, That there be one captain, two lieutenants, one master, one gunner and mate, one steward, two serjeants of marines, two corporals of do., one boatswain, one drummer, one fifer, one cook, one carpenter's mate, one surgeon, or mate £ 4.

1. Hoadly, ed., *Connecticut Records*, XV, 408.

New York Packet, THURSDAY, JUNE 6, 1776

New York, June 6.

By a gentleman who arrived here yesterday morning by a flag, from Sandy-Hook, we are informed, that the ships of war now lying there are, the *Phoenix*, the *Mercury*, and the *Lively*; also three transports, and the *Dutchess of Gordon*. The *Asia* continues at her station, about three miles below the Narrows. By the signals yesterday afternoon, there are from five to ten more arrived at the Hook.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, June 6, 1776

The Marine Committee having recommended sundry gentlemen for captains and subaltern officers for the ships building or built for the continent, the same was taken into consideration: Whereupon,

Resolved, That Thomas Thompson be appointed captain of the frigate built in New Hampshire:

John Hopkins, and Samuel Tomkins, for those building in Rhode Island:

Christopher Miller, for one of those built in New York:

Nicholas Biddle, John Barry, Thomas Read, Charles Alexander, for the four ships building in Philadelphia:

James Nicholson for that building in Maryland.

That the names of the thirteen ships be, the *Congress*, *Randolph*, *Hancock*, *Washington*, *Trumbull*, *Raleigh*, *Effingham*, *Montgomery*, *Warren*, *Boston*, *Virginia*, *Providence*, and *Delaware*.

Resolved, That Israel Turner be first lieutenant; Joseph Doble, second lieutenant; Mark Dennet, third lieutenant, of Captain Manly's ship.

Resolved, That the Marine Committee be empowered to affix the names to each particular ship, and determine the vessel which each captain is to take command of:

Resolved, That the Marine Committee be empowered and directed to consider the propriety of building two more ships of war, and their size, and report to Congress.

Resolved, That the Secret Committee be instructed forthwith to fit out two fast sailing vessels and load them with provisions to be sent immediately to supply the inhabitants of the islands of Bermudas, and that the committee of Secret Correspondence be directed to take such measures as they may think proper by those vessels, to discover the state of those islands and the disposition of their inhabitants; and that the Marine Committee be instructed to take such measures as they may think proper for purchasing, manning, arming and fitting at the said islands two sloops of war for the service of the United Colonies.

1. Ford, ed., *JCC*, V, 420 422-23.

ROBERT MORRIS TO SILAS DEANE ¹

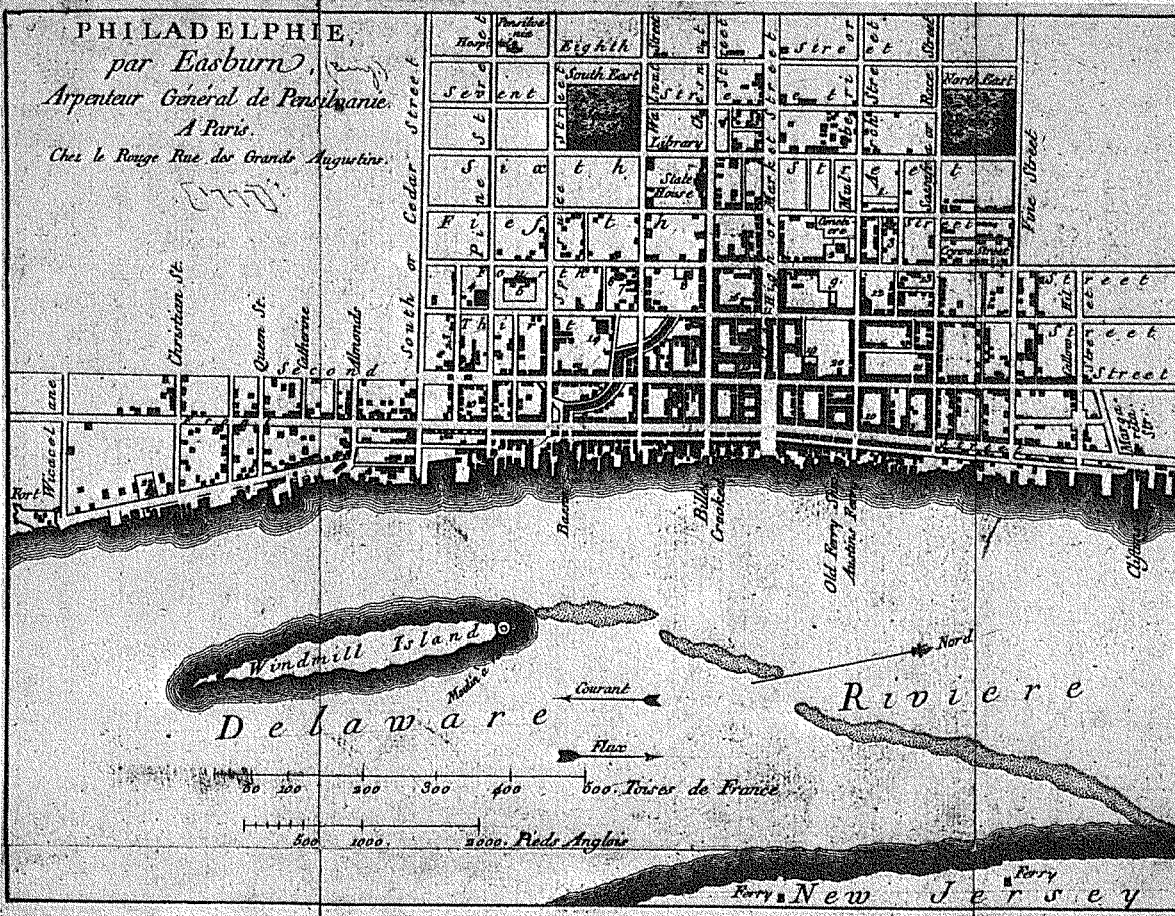
Dear Sir

Philada June 6th 1776

I have already wrote you a Political letter & intend this as Commercial: Since you left us the Men of Warr have given us an oppertunity of trying the use of our Galleys or Gondola's, the *Roebuck* of 44 Guns & *Liverpool* of 28 Guns came up the River opposite to Wilmington Creek for fresh Water, our little fleet checked them there but not knowing their own strength or not having sufficient Confidence in it, they kept at too great a distance the first day, but the second they begun to know themselves a little better and attacked them again very smartly they drove the *Roebuck* on sho[re] & with good management might have taken her, however they greatly damaged that Ship & obliged both her & the *Liverpool* to push back again to the Capes & from thence to Sea, leaving behind them a Transport Brigt which our People took from them, all this you'l think, has little to do with Commerce but thats a mistake, for in Consequence of this Action all the Fleet of Merchantmen have got safe out to Sea, several Vessells have got safe in and we have some trade Received & Consequently a better prospect of making remittances to you than at the time you Sailed. Our Cruisers are also got out and I expect will be very serviceable. we continue increasing their Numbers & shall Constantly go on making additions to our Navy but we Want our Seamen home again. The Congress has Voted a Bounty of Eight Dollars to be paid to the Owners of every Vessell, for each Seaman they bring in over & above the proper Number that Navigates the Vessell which you'l make known all over Europe if you can & Seamens Wages in the Merchant

PHILADELPHIE,
par Easburn,
Arpenteur Général de Pensylvanie.
A Paris.
Chez le Rouge Rue des Grands Augustins.

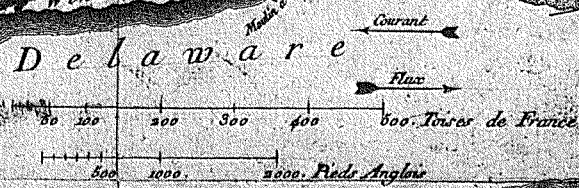
1777



Remons

1. *Université des Presbyteriens.*
2. *Académie Collège.*
3. *Luthériens Allemands.*
4. *S^t Pierre.*
5. *Hôtel Dieu.*
6. *Catholiques.*
7. *Hôpital.....*
8. *Écoles.....*
9. *Cimetière.....*
10. 10. 10. *Temples.....*
11. *École.*
12. *Presbyteriens.*
13. *Coloniens Allemands.*
14. *S^t Paul.*
15. *Premiers Presbyteriens.*
16. *Maison de Force.*
17. *Palais et Marche.*
18. *Congrès.*
19. *Christ.*
20. *Anabaptistes.*
21. *Moraves.*
22. *Eglise Suedoise.*
23. *Lombard Street.*

des Quakers.



Ferry New Jersey

Service here is now at 16 Dolers p Month. The *Polly* Capt M'Fadden [William McFadden] has been long detained & the Rascall of a Capt left her and persuaded the Seamen to do the same. She is now Commanded by Capt Philip Lacey and I hope is got out to Sea before this date,

the Contractors for Ind[ia]n Goods will Continue making Remittances in the best manner they can and I will by a future Conveyance furnish you a full state of what has been done but at present I really have not time. The Scarcity of Goods all over this Continent affords a fine opportunity to private Adventurers, but the difficulty at present is how to Contrive Remittances, during the Summer. You know it is far more difficult than it will be during Winter, I therefore propose that you shou'd engage Messrs [Samuel and J.H.] Delap or some other good House of Reputation & Capital, to ship any quantity of Woolens & Linens, Pins, Needl[es] &c. [as] are suited for the Consumption of this Country that you can possibly prevail on them to send either on your & our Account in [Seconds,] or on your, their & our Acct in Thirds. let the Goods be shipped immediately in French Ships as French property to Martinico & Consigned to the Friend or Correspondant of those that ship them with orders to Reship the same from Martinico for our address here; let the shipper there apply to Mr Bingham or Mr Richd Harrison of Martinico as they will always know of the best Conveyances and I will take care there shall be such very frequently the ensuing Fall, probably in Armed Ships of Warr, sufficient to defend themselves. You may depend the Goods if once introduced here will sell for immense proffits and at the same time be most usefull to America. The persons who engage in this business must put Confidance in us for they must trust us but you can enter into any obligations they may think necessary that we will most faithfully Remit & with the utmost expedition our share of the Cost & your & their share of the Nt proceeds. The Goods will Command instant pay & we will not detain it one moment. I think also that you might get the whole Risque Insured either in France or Holland, from France to Martinico You need only Insure against the Common dangers of the Sea, from Martinico here. All Risques of Sea & Capture or Seizure is not worth more than 8 to 10 PCt but the Trade will afford you to give 50 PCt if needfull or more, and I wou'd wish the whole Adventure to be Insured in this way. If you find it needfull send for my Brother Tom² & let him join you in the Securetys to [those] that ship the Goods and if you cannot prevail with any one House to go Sufficient lengths engage several of them prevailing on each to go as farr as possible for if you ship the Value of several hundred thousand pounds Sterlg the Goods will all sell well, however if you can send us in this way £ 20 to £ 50,000 Stg it will yield Fortunes to us all, and you may depend on my utmost exertions to get the Goods safe in, to Sell them well and to make speedy Remittances, this affair deserves your utmost exertions to accomplish it & under that Recommendation I leave it with you being Dr sir [&c.]

Rob^t Morris

1. Silas Deane Papers, ConnHS.

2. Thomas Morris, a half brother of the writer, then residing in London.

LIBEL OF CAPTAIN GEORGE McARROY AGAINST THE BRITISH SCHOONER *Thistle* ¹

Port of Philadelphia }
 in the Province of } On the sixth Day of June in the Year of our
 Pennsylvania sst } Lord one thousand seven hundred and seventy
 six

Before the honorable George Ross Esquire Judge of the Court of Admiralty lately instituted in the province of Pennsylvania by the general Assembly thereof pursuant to the Recommendation of the honorable Continental Congress Came Joseph Reed Esquire Proctor for the Libellant and exhibited to the said Judge the Bill of George McArroy Commander of the private Sloop of War called the *Congress* who as well &c: against the Vessel or Schooner called the *Thistle* with her Tackle Apparel Furniture and Cargo and Prayed that the same might be read and filed and it is read in the Words following to wit

To the honble George Ross Esquire Judge of the Court erected by the hone the House of Representatives of the Province of Pennsylvania to take Cognizance of and try the Justice of Captures of Vessels made pursuant to the Resolves of the Hone The Continental Congress and brought into the Port of Philadelphia

The Bill of George McArroy Commander of the private Sloop of War called the *Congress* duly commissioned under the hone Continental Congress who as well for himself as the Officers Mariners Seamen and all others belonging to & concerned in the sd Sloop in this behalf prosecuting in all humble manner sheweth That the said Sloop was equippd victualled fitted out and armed at the Expence of Sundry persons Inhabitants of these United Colonies and the said George McArroy being duly commissioned authorized and appointed with his Officers Mariners and Seamen on board the said Sloop sailing on the high Seas between the first Day of April and the Day of exhibiting this Bill in this present Year within the Jurisdiction of this Court did discover pursue apprehend and as lawful Prize take the Vessel or Schooner called the *Thistle* commanded by Charles Roberts Burthen about seventy Ton together with her Tackle Apparel Furniture and Cargo belonging to an Inhabitant or Inhabitants of Great Britain And the said George McArroy doth farther charge that the said Vessel was employed in carrying Supplies to the Ministerial Army of Great Britain and taken upon the high Seas near the Shores of these Colonies Wherefore the said George McArroy prays this hone Court that the said Vessel or Schooner with her Tackle Apparel Furniture and Cargo may be adjudged and condemned as forfeited to the Use of the Captors thereof and those concerned in the said Sloop *Congress* according to the Resolutions of the Hone the Continental Congress and the Votes and Resolves of the Hone House of Representatives of the Freemen of the Province of Pennsylvania in such Case and for such purposes lately made and provided –

Philad: June 6. 1776 (signed) Jo^s Reed Pror for Libelt ²

1. Records of the Admiralty Court of Pennsylvania, April 13–December 3, 1776, LC Photocopy.

2. *Ibid.*, the Court of Admiralty condemned *Thistle* as a legal prize on July 1. Charles Roberts, master, appealed the condemnation and the decree was reversed on September 17, 1776, Revolutionary War Prize Cases, No. 1, Court of Appeal 1776–1781, NA.

VOTES OF THE PENNSYLVANIA ASSEMBLY ¹

[Philadelphia] June 6, 1776

The Committee appointed to examine the Works already made for the Defence of this Colony, and enquire what other Fortifications are necessary, and the proper Places for erecting the same, and for requesting the General Officers and Engineers of the Continental Army to afford them their Advice and Assistance therein, made a Report in Writing, which was read by Order, and follows in these Words, viz.

We the Committee appointed to attend the General Officers of the Continental Army, and other Gentlemen of Skill, on a Survey of the Shores of the River Delaware, in order to erect some farther Fortifications for the Safety and Defence of this Colony, beg Leave to report:

That, pursuant to your Order, we attended the said Gentlemen, who surveyed the Shores accurately as far as BillingsPort, about eleven Miles down the River, and who all concurred in Opinion, that it was not advisable to lay out the public Money on Works nearer the City than Fort-Island, but that it would be proper to compleat the Works there, on the Plan now fixed; and upon a View of the Shore at BillingsPort on the Jersey Side, they agreed in Opinion, that it was a strong and favourable Post to erect a Redoubt, with proper Faces; the Ground being well adapted by Nature, and the whole Channel within a commanding Distance.

They further recommend to your Committee the fixing a Boom or some other Obstruction in the Passage; as, with a leading Gale and a strong Tide, a Vessel may soon pass any Fortification, however strong, unless prevented by a casual Shot.

Your Committee are sorry to add, that the Wind and Tide being very strong against them, they were unable to prosecute the Survey lower down the River, or to get to Chester; from whence they proposed to have come up by land, and viewed the Ground between Chester and this City. – A Measure which they think highly necessary and recommend to be adopted with all convenient Expedition.

Thomas Potts,	David Rittenhouse,
George Gray,	Joseph Reed,
George Ross,	George Clymer

The House adjourned to Three O'Clock in the Afternoon.

The Committee appointed to enquire into the Conduct of the Committee of Safety, &c. presented their Report in Writing to the House.

Upon Motion,

Ordered, That the Committee appointed by this House to enquire into the Conduct of the Committee of Safety, do enquire into the Conduct of the Commanders of the Gallies, in the Service of this Colony, during the late Engagements of the Gallies, with the *Roebuck* and *Liverpool* Men of War, on the Eighth and Ninth Days of the last Month; and that John Haney, James Gibbons, John Jacobs, Thomas Smith and John Proctor be added to the said Committee.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 8th series, VIII, 7537–38.

ADVERTISEMENT FOR DESERTER FROM THE PENNSYLVANIA GALLEY *Congress*¹

Four Dollars Reward

Deserted from the Provincial armed galley *Congress*, David Denton, about twenty years of age, five feet five inches high, wears his own loose black hair, swarthy complexion, inlisted by the subscriber at Cohanzie bridge, and thought to be born in New-Jersey. Had on, when he went away, a brown long skirted jacket, a pair of brown cloth trousers, and round greasy hat. Whoever apprehends and delivers said deserter on board any of the Provincial galleys in the river Delaware, or the workhouse or jail in Philadelphia, shall have the above reward.

John Hamilton, Captain.

1. *Pennsylvania Evening Post*, June 6, 1776.

JOURNAL OF H.M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME¹

June 1776 do [Cape Henlopen] Light House W 5 a 6 Miles
 Thursday 6 ½ past 2 A M saw a Sail a head gave Chase to her 3 came
 up with her & found her to be a French Sloop from Cape
 Francois loaden with Coffee & Molasses hove too got the Boat
 Out searched her sent a Midn and Six hands on Board
 her 6 Saw the Land About Cape May got the Boat In made
 Sail the Sloop in Co 10 Took the Sloop in Tow set Steer-
 ing Sails read the Articles of War & Act of Parliament
 4 P M came too in H[o]re Hill Road with the B B in 5
 fm veered to ⅓ the Light house SE off Shore 2 Ms saw a
 great Number of Armed Rebels on Shore 7 Arrived here the
Liverpool Frigate

1. PRO, Admiralty 51/506.

GEORGE WOOLSEY TO THE MARYLAND COUNCIL OF SAFETY¹

[Extract]

Gentlemen

Baltimore the 6th June 1776

. . . I request you will Inform me if you think the Brig *Rogers* will proceed with her Cargo, by what I learn from the Man that had her since She was built She goes as well as allmost any Vessell you Can get. . .

1. Red Book, XII, Md. Arch.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY¹

[Annapolis] Thursday 6th June 1776.

Ordered That the Treasurer of the Western Shore pay to Cumberland Dugan of Baltimore Town One hundred and fifty Pounds common Money for Demurrage and Detention of Schooner 92.

Ordered That the Schooner 92 be unloaded as soon as can be done with Convenience under the Care and Direction of Mr Cumberland Dugan; and further ordered that the same be lodged in his Warehouse, and that he cause

such of the Flour as may be in Danger of being spoiled, to be baked into Bread for the Use of the public.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

DR. U. SCOTT TO DANIEL OF ST. THOMAS JENIFER¹

Sir

Having some Business of much Consequence to my private Concerns to transact in England, which requires my Attendance there, I propose, with the Approbation of the Council of Safety, undertaking a Voyage thither by the first convenient Opportunity that Offers, intending to return again to my Family in Maryland as speedily as my Affairs will permit, and shall think myself much obliged to the Council of Safety if, on this Application, they will grant me a Passport that may be of Service in preventing me from being obstructed in Accomplishing this Design – I am Sir with great Respect [&c.]

U Scott

Annapolis June 6th 1776

[Endorsed] Dr: U: Scott Entd

1. Red Book, XIII, Md. Arch.

JOHN DALTON TO RICHARD HENRY LEE¹

[Extract]

Alexandria June 6, 1776

The Sloop *American Congress*, & her tender, has been down the River more than fourteen days – the Sloop *Liberty* falls down today, I am afraid we shall not be able to get Cannon from below for the Gallies, we were in hopes of being Supplied from some of those at Hampton. – but as the *Roebuck* & Fleet are now Stationed at Gwins Island we must Apply to Mr Hughes whose guns are now said to turn out well, and as your board was so kind to say You would use your intercession in procuring them when necessary we must now request your Application to the Committee of Safety in Maryland for Two eighteen pounders to be sent to George Town for the Two Gallies. I believe he does not make above that Size – We are told it is necessary to make Application to that Board as Mr Hughes had Contracts with them for such a quantity, wch is not yet complied with I think we can be ready for them in fourteen days, tho we have not got the Sail Cloth as yet from Mr Leux tho' momentarily expected – we have another favour to ask – we are distressed for want of blankets. will you be pleased to engage some One in Philadelphia to procure & forward them as soon as possible, this is giving you trouble but am in hopes you will excuse it.

I am just informed of an Agreeable peice of News, and am in hopes it will prove true – a Capt Markham inwards from Martonique Came up the bay without meeting anything to disturb him, fell in with the *Roebuck* off Rappahannock who he imagines took him for one of his tenders – as she hoisted lanterns to her mizen the Schooner paid the Usual Complements with her Sails and [torn] Stole off into Rappahannock – she is said to have Eighteen [tons of] powder, a qty of Arms & Sulpher –

The fives & Pendants for the Vessels are not yet come [to hand] thro' some Mistake – shall hope for an Answer as soon [as possible] that I may form a rule of Conduct, & believe me to be [&c.]

John Dalton

300 blankets will be wanting if they can be procured

1. Lee Family Papers, UVL.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Thursday, June 6th, 1776.

Mr. Chas. Calvert is appointed to superintend the building of the two row Gallies ordered by convention to be employed in Ocrocock for the protection of the Trade of this colony and North Carolina; he is to engage a master builder to act as director of the Yard and as many workmen as he may judge necessary for prosecuting the work with Expedition, and having the vessels finished as soon as possible; he is to procure all necessaries for building – Iron, Cordage, Rigging, and provide for the workmen upon the best terms he can, keeping an exact account of all his disbursements, which, with the workmen's wages and a reasonable allowance for his trouble, will be repaid by the public. It is left to Mr. Calvert to fix the yard at such place as he may judge best on Blackwater or Nottoway, recommending it to him to keep in view the conveniency of transporting cordage and Iron to it which shall be brought down James River.

A warrant to Capt. Robt. Tompkins for £150 upon acc[oun]t to pay the carpenters employed on his Galley in Gloucester and other expenses.

Ord[ered]. that Capt. Robt. Tompkins be permitted to take two eighteen-pounders now lying at York Town for use of his Galley.

Ord., that the Commissary of Stores deliver Capt. Tompkins 20 lbs. Twine for use of his Galley ²

1. *Virginia State Papers*, 189.

2. The galley *Henry*.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

On board the *Sovereign*

June 6th 1776. –

I am to acknowledge the receipt of Your Letter of the 5th Inst: and am glad to find that we now seem to be agreed upon every measure that is necessary to be taken previous to the Fleet's getting into safety within the Bar, where, I am clearly of Opinion, they will not be Molested from part of the Shore between Cummins's Point and the Light House, – and I have always understood that between those two Points there is Ample Room for the whole Fleet; should I however be mistaken in this Opinion, Seven of the Light Transports may be sent to Spencer's Inlet as soon as the *Ranger* & *St Lawrence* shall have secured that Anchorage for them; and such of the Victuallers &c, as will not be wanted might be sent to Stono Creek where I understand they may Anchor in safety. – By this arrangement, Sir, it appears to

me, that You will not have above Thirty Ships to Anchor between the Bar & Cummins's Point. At all Events I hope the Frigates will get to their Stations as soon as possible. When they are once there, The light Transports at their Station, the remainder Anchored in safety within the Bar, and the *Friendship* near enough to the South end of Long Island to cover a landing, our Operations, I think, will become very simple, secure, and I hope successful I am &c.

H: Clinton.

1. Sir Henry Clinton Papers, Miscellaneous Letter Books, CL.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Commodore Sir Peter Parker. —

Sovereign 6th. June 1776

I approve much of Your proposal that an Engineer shou'd go in the *Solebay*, and for that purpose send Mr Moncrief.

I think it necessary that a Proclamation shou'd precede Hostilities, I think it the more so as it will give us an opportunity of squinting at Sullivan's Island, I should therefore propose that as soon as the leading Frigate gets to her station off Cummins's point that a Boat be sent on Shore with a Flag of Truce; an intelligent Officer will be able to discover much; he will point first towards the Angle of the left Bastion, & then finding it difficult to approach the Shore, row up towards the right Bastion, by which he will have discovered Whether they have an Abbatis, & what the state of the Work is. Mr Moncrief will attend on board the *Bristol* to receive such Commands as You may have for him. I am &c.

H. Clinton.

1. Sir Henry Clinton Papers, Miscellaneous Letter Books, CL.

“BY MAJOR GENERAL CLINTON, COMMANDER OF HIS MAJESTY'S FORCES
IN THE SOUTHERN PROVINCES OF N AMERICA, &c. &c.” ¹

A Proclamation

Whereas a most unprovoked and wicked Rebellion hath for some Time past prevailed and doth now exist, within his Majesty's Province of South-Carolina; and the Inhabitants thereof, forgetting their Allegiance to their Sovereign, and denying the Authority of the Laws and Statutes of the Realm, have, in a Succession of Crimes, proceeded to the total Subversion of all legal Authority; usurping the Powers of Government, and erecting a Tyranny in the Hands of Congresses and Committees of various Denominations, utterly unknown and repugnant to the Spirit of the British Constitution; and divers People, in avowed Defiance to all legal Authority, are now actually in Arms, waging an unnatural War against the King. And whereas all the Attempts to reclaim the infatuated and misguided Multitude to a Sense of their Error have hitherto unhappily proved Ineffectual, I have it in Command to proceed forthwith against all such Men or Bodies of Men in Arms, and against all such Congresses and Committees thus unlawfully established, as against open Enemies to the State. But, considering it as a

Duty inseparable from the Principles of Humanity, first of all to forewarn the deluded People of the Miseries ever attendant upon Civil War, I do most earnestly intreat and exhort them, as they tender their own Happiness and that of their Posterity, to return to their Duty to our common Sovereign, and to the Blessings of a free Government, as established by Law, hereby offering, in his Majesty's Name, free Pardon to all such as shall lay down their Arms and submit to the Laws: And I do hereby require, that the Provincial Congress and all Committees of Safety and other unlawful Associations, be dissolved, and the Judges allowed to hold their Courts, according to the Laws and Constitution of this Province: of which all Persons are required to take Notice, as they will answer the contrary at their Peril.

Given on board the *Sovereign* Transport, off Charlestown, this Sixth Day of June, 1776, and in the Sixteenth Year of His Majesty's Reign.
H. Clinton, M. Gen.

By Command of Gen. Clinton
Richard Reeve, Sec.

1. *South-Carolina and American General Gazette*, May 31 to August 2, 1776.

GOVERNOR SIR BASIL KEITH TO LORD GEORGE GERMAIN ¹

[Extract]

(No 4)

Jamaica 6th June 1776

I have given such orders for the embarkation of the Fiftieth Regiment, agreeable to his Majesty's pleasure signified to me by your Lordship, that no time will be lost in getting them brought in from the different Quarters, and then sending them to the Army in North America and I shall be ready to obey His Majesty's Commands in the Case of an Attack by the Rebels on West Florida as far as the safety of Jamaica will permit.

It is my Duty to represent to your Lordship, the general Consternation and Allarm spread through this Island on the removal of this Regiment and its being left with one Weak Battalion consisting only of 360 Rank and File; the Assurances that another and stronger Battalion will soon replace it here, by no Means quiets their Fears and apprehensions . . .

It is said that more French Troops are expected in Hispaniola, but I do not find that more are actually arrived than I had the Honour to inform you of before the best accounts make the Regular Troops, Infantry Artillery &c about six thousand.

The last intelligence I had regarding the Havana, is that every thing there wore a peaceable appearance, & that several of our Merchant Ships, put in there through distress had been kindly received by the Governor, and every Assistance given them.

It is with great satisfaction I inform you of the safe arrival of the Ship with the Powder His Majesty was most Graciously pleased to spare us out of the Royal Magazines.

1. PRO, Colonial Office, 137/71, Part III, LC Photocopy.

7 June

BRIGADIER GENERAL WILLIAM THOMPSON TO BRIGADIER GENERAL
JOHN SULLIVAN ¹

Dear Genl

Nicholette June 7th 1776

I Arrived here at one OClock this Morning and as the Men were much Fatigued, their Arms wet, & the Night So far Advanced, it Render'd it impossible to get to three Rivers before Light, & must have pass'd in Sight of the Enemies Vessels, ten in Number, that have got about five Miles above three Rivers –

I have Ordered the Whole Detachment to be in Readiness to Embarque at nine oClock this Evening & Shall pass the River St Laurence about three Miles above the Shipping, and after Leaving a Guard of Two Hundred & fifty with the Boats, proceed by Land to the three Rivers, & if Possible begin the Attack at Day-light –

No Certain Accounts of the Number of the Enemy – the Intelligence is from five to fifteen hundred – If I Should find that they are Numerous, & that they are Strongly Intrenched, I Shall not risque an Battle, as a Defeat at this time wd greatly distress us –

I have not found a proper place near this to fortify, the Banks being overflowed at the Mouth of the River, nor would I Venture to keep Troops below the Vessels, as they Surely have it in their power to prevent our Boats from passing, & it is out of our Power to Keep up a Communication by Land, I therefore believe we must make the best of the Banks at or a near the Sorrell, or Fortify the Islands –

I have order'd Capt [Ebenezer] Stevens to Stop above the Lake with the Artillery till further Orders, as the Loss of the few He has with him wd be very fatal to us, you will hear from me Tomorrow. I am Dear General [&c.]
Copy – W^m Thompson ²

1. Washington Papers, LC.

2. Thompson launched his attack as planned. General Sullivan wrote to Washington on June 8: "I am almost Certain that Victory has declared in our favour." However, he held the letter and continued it on June 12, having learned that the assault was "Unfortunately repulsed" and that Thompson had "unluckily fallen into the hands of our Enemies," Washington Papers, LC.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Friday June 7th 1776

Richard Derby Esqr reported a Letter to General Ward which was read and Accepted & Ordered to be Signed by the Secry in the Name and by order of the Council & Imeadly forwarded which is as follows —

Sir

The Board have this moment receivd Information of a very Valuable Prize being sent into Glocester by one of the Fleet under the Command of Admiral Hopkins ² and as tis very likely Intelligence may be carried to the Comodore at Nantaskett by another Ship who was in Company with her yesterday ³ and the harbour of

Glocester in our Opinion not being in such State of Defence as to protect the Prize Shou'd the Enemies Men of War attempt to take her out, We have therefore taken the earliest opportunity to Inform your Honor of this Matter that you may give such Orders respecting her as you may think proper to secure her from falling into the hands of the enemy. 'tis said the prize is from Jamaica with abt five hund[r]ed hhds Sugar and One Thousand Dollars in Cash &c. in the Name & by Order of the Council –

1. Mass. Arch., vol. 19, 11, 13, 14.
2. The prize was the ship *Lady Juliana*, Christopher Stephenson, master. She was not taken by one of Hopkins' fleet, but by the Pennsylvania privateer sloops *Congress* and *Chance*.
3. Captain Francis Banks, who carried a commodore's pennant in the ship *Renown* in Nantasket road.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Friday June 7th 1776.

Resolved, That the Commissary General be, & he is hereby directed to deliver Sixteen Bolts of Russia Duck to the Honble Richd Derby Esqr or Order to be by him applied for the use of the Armed Brigantine now Building at Salisbury for the Service of this Colony –

1. Mass. Arch., vol. 35, 28.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Friday, 7 June, 1776, at Hartford, in the Morning.

Considered the wages and allowances of the officers and men for the row-gallies &c.

And voted, That the pay of a captain of said galleys shall be £7 per kalendar month, and that they be allowed a premium of 1½ per cent for paying their crews. Cap. £ 7 0 0

The pay of the lieutenants to be £5 per month, both	10 0 0
And the second Lieutenant to be lieutenant of marines.	
The master to be £5 per month	5
The gunner,	4 10
Gunner's mate,	3 4
The boatswain's wages,	3 0 0
The clerk,	3 12 0
Steward,	3 0 0
Cook,	2 14 0
Carpenter's mate, with necessary tools,	3 4
2 Serjeants, at £2 8	4 16
2 Corporals, at £2 4	4 8
1 Surgeon,	4 0 0
Able Seamen, at 48s.	2 8 0
Marines, at 40s.	2 0 0
Total	£ 128 16

Voted, That the officers and marines shall receive one months advance wages on their inlistment.

And Voted, That the sum of £129 12 be advanced and drawn for to the captains of said galleys, to enable them to pay said advance wages.

Said three orders drawn and delivered to them respectively, at Hartford.

Voted and established the form of an inlistment.

Voted, That the Governor be desired to give proper commissions to the officers, in form of the land service nearly, *mutatis mutandis*.

Voted, That Cap. [Theodore] Stanton proceed without delay on board his galley and carry such stores as Cap. [Ephraim] Bill shall ship and deliver to said captain at Saybrook for the use of the ship building at Hayden's yard &c., and return as soon as may be, to inlist men and fit his galley &c.

Voted, That an order be drawn for Mr. Nat. Shaw for £200, to [be] accounted for by him in his account with the Colony. *Order given*, delivered to Mr. W. Ledyard at H[artford].

N.B. Mr. Shaw's order above Mr. L. says is on Cap. [Seth] Harding's account.

And voted an order of two hundred pounds be drawn in favor of Cap. Epm Bill, to be accounted for by him, as he was overseer of building the Colony ship at Saybrook. *Order given*, delivered Col. [Benjamin] Huntington.

1. Hoadly, ed., *Connecticut Records*, XV, 408-09.

Connecticut Gazette, FRIDAY, JUNE 7, 1776

New-London, June 7.

A few Days since, a Ship from Jamaica, bound to England, was taken by a Privateer off George's Bank, and carried into Old-Town in the Vineyard. She had on board a valuable Cargo, part of which is 200 Hogsheads of Sugar. —¹ The same Privateer was in Chase of another Ship at the Time this Prize parted with her.

Since our last two Vessels have arrived here from the West-Indies; and within a few Days past four Sail of French Vessels have arrived at Newport, Rhode-Island, from the West-Indies.

We learn from the West-Indies, That the French Court have taken off the Prohibition on the Exportation of Gun Powder from France, and that large Quantities of that Commodity is almost daily arriving in the West-Indies; so that it is now become an Article of great Plenty there.

We hear that the Colony Ship at Say-Brook, is to be launched next Thursday.²

1. The *Reynolds*, taken by the Pennsylvania privateers *Congress* and *Chance*. The prize master who carried the Jamaicaman into the Vineyard was Thomas Truxtun.

2. The Connecticut ship *Oliver Cromwell*.

MAJOR GENERAL PHILIP SCHUYLER TO HERMANUS SCHUYLER¹

Sir

Heads Qrs Fort George June 7th 1776

You are without Delay to proceed to Skenesborough by the Way of Ty-

conderoga, on your arrival there you will take Charge of the Carpenters, Ax-men, Teamsters & Blacksmiths at that place and do every Thing in your power to forward the Building of the Gundaloes and to procure plank and whatever may be necessary – the Saw Mill must be immediately repaired. – a Mr Granger who resides in that Neighbourhood understands the work well; him you must procure and add as many of the other Carpenters now there, as can work at it, that it may be finished the soonest possible.

You will employ the Oxen in drawing the Timber necessary to construct the Vessel with and try to procure as many Oak Logs before the Mill is finished as you possibly can; the larger and longer they are the better.

Take a List of all the people employed under your Direction, distinguishing the Carpenters from the Ax-men, and those from the Teamsters, and discharge such as may be unfit for Service either by Disease Drunkenness or Laziness, and keep an exact Checque Book, and call over the Names of every person at Sunrise before they got to Work.

You must provide a Master Sawyer for the Mill & the sawing must go on by Night as well as by Day and that the Sawyers may not play Tricks count the Logs on the Log-Way at Sunset, and again at Sunrise in the Morning and then you will be able to know if the Sawyers have done their Duty.

You should now and then visit them in the Night. Let the greatest Care be taken to guard against accidents by Fire, and charge the Sawyers that if any Thing gives Way in the Night not to go to Bed or lay down to sleep, as many Mills have been burnt for Want of this precaution – Keep always two Barrels full of Water in the Mill with a Bucket in each.

Frequently examine the Stores, and see what you are likely to want and write for it in Time. I expect to be frequently informed how the Work goes on: how many Logs you have their Dimensions and when you expect the Mill will begin to saw.

You can write either by the Way of Ticonderoga or Wood Creek, as you will have frequent oppertunities both ways. I am Sir [&c.]

Ph: Schuyler

1. Schuyler Papers, vol. 2, Letters & Orders, 18 April, 1776–29 June, 1777, NYPL. Hermanus Schuyler was Assistant Commissary General.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York June the 7. 1776

Sir I do myself the honor to Inform Congress that I arrived here yesterday afternoon about One OClock, and found all, in peace & quiet. I had not time to view the works carrying on & those ordered to be begun when I went away, but have reason to beleive from the report of such of the General & other Officers I had the pleasure to see, that they have been prosecuted & forwarded with all possible diligence and dispatch . . .

Before I left Philadelphia, I employed a person to superintend the building of the Gondoloes which Congress had resolved on for this place,² he is arrived and all things seems to be in aproper channell for facilitating

the work, but when they are done, we shall be in much want of Guns, having never received any of those taken by Commodore Hopkins. Be pleased to mention me to Congress with the utmost respect and I am [&c.]

1. Papers CC (Letters from George Washington), 152, II, 5, NA.

2. Benjamin Eyres, of the Philadelphia shipbuilding firm of Manuel, Gehu and Benjamin Eyres. *Ibid.* (Memorials addressed to Congress), 41, III, 1, 5-11.

JONATHAN TREMAIN TO BARNABAS DEANE ¹

Sir/

New York June 7th. 1776

I recd yours of 3d Inst And According to your Order have Calld On Capt Dennis Concerning the 16 Inch Cable & find he has Not Engag'd it but desird I woud which I must Acquaint you is at Present out of my power, as is also the Two Tons I wrote you about, for since yours of the 27th May the price of Common Cordage is rose to £ 4..10..0 & by your Not Conclud- ing to take it till your last I did not Engage it

But what rigging I have made I shall send you by the Gentleman you Desird to Call on me who sails in a day or Two for which & what I shall send here- after you Need Not Trouble yourself about the money till I have Com- pleted the Whole. But the Money for the Häuser,² I shall take it as a favour if youl remitt by the first Opportuny & You'l much Oblige [&c.]

Jonaⁿ Tremain

Mr. Barnabas Deane at Weathersfeild in Conecticut

1. Barnabas Deane Papers, ConnHS.

2. For the Continental frigate *Trumbull*, building under Deane's direction.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Friday, June 7, 1776

The committee to whom was referred the letter from Eseck Hopkins, commodore of the continental fleet, dated Providence, May 22d, brought in their report, which, being taken into consideration, was agreed to; Where- upon,

Resolved, That Mr. Charles Walker, of New Providence, ought to be paid the value of the sloop *Endeavour*, together with four tons of lignum vi- tae, and one hundred cedar posts, taken by the said commodore, for the use of the colonies, and the damages the said Walker has sustained by the taking and detention of said vessel,² lignum vitae and posts; the said Walker giving a full acquittance for the said vessel, goods and damages.

Resolved, That the governor ~~and Council~~ of the colony of Connecticut be requested to appoint judicious and indifferent persons to appraise the vessel and goods aforesaid, at the time when they were taken into the service of the colonies, and to estimate the full damages sustained by the said Mr. Walker, and report it to this Congress forthwith, that the said Walker may be indemnified by this Congress.

Resolved, That the said Walker have his election to receive his vessel

again, and the hire of her, and his damages, or the value of her to be ascertained as aforesaid.

1. Ford, ed., *JCC*, V, 424, 425.

2. "I have taken all the Stores onboard the Fleet, and a large Sloop that I found there which I have promis'd the Owner to Send back and pay him hire," Hopkins to Congress, April 8, 1776, Hopkins Letter Book, RIHS.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety,

[Philadelphia] 7th June, 1776

Capt. Thomas Read's Letter of 5th June was this day read, wherein he desires to resign his Command of the Ship *Montgomery*, having been recommended to the Command of a Continental Frigate.²

Resolved, That this Board agree to his Resignation.

The two following resolves of Congress are ordered to be enter'd on the Minutes of this Board:

In Congress, May 29th, 1776

Resolved, That Midshipman [John] Draper be offered in Exchange for Captain William Budden.

June 4th, 1776

Resolved, That the Committee of Safety of Pennsylvania be empowered to negotiate, with Captain [Henry] Bellew, on the best terms they can, for an exchange of the Prisoners on Board the *Liverpool*, provided always, that this shall not be construed so as to enable them to deliver up Lieut Bogard [sic] & Lieutenant Ball in the Exchange.

Extracts from the Minutes

Sign'd Ch's Thomson, Sec'y.

In Consequence of the above Resolve of Congress of 29th May, a Letter was wrote to Doct'r [Charles] Bensell of Germantown, desiring that Mr. Draper may be suffered to come to this City with Capt. Budden, in order to his being exchanged.

Captain William Brown being appointed by this Board to go on Board the *Liverpool* Man-of-War, the following instructions were sign'd by the Chairman and deliver'd him.

You are to proceed with Mr. William Budden & Mr. John Draper, on Board the *Liverpool* Ship-of-War, and deliver Mr. Draper in exchange for Mr. Budden and his son, and treat with Capt. Bellew for a further Exchange of Prisoners, observing that this Committee are not impowered to offer either Lt. Ball or Lieut. Boger to be exchanged. It cannot be expected that the seamen taken Prisoners, belonging to the King's Ships, can be render'd back in Exchange upon equal terms for Mariners who are taken in Merchant Ships, or Coasting Vessels, much less for Passengers or other Inhabitants that may be made Captive, who ought to be set on shore, as is the Custom of War; you are therefore carefully to at-

tend to these distinctons, and procure such proposals from Capt. Bellew as this Committee can accept of, and which may serve as a Basis for future Exchanges.

The Commanding Officer of the Fleet has this day orders to suffer the Marine Comp'y on Board the Provincial Ship to be entirely under the Command of their own Officers.³

Pursuant to a Resolve of Congress of the fourth day of June, inst., empowering this Committee to negotiate with Capt. Bellew for an Exchange of Prisoners on Board the *Liverpool*, Capt. Wm. Brown is authorized and appointed to take Mr. John Draper, Midshipman of the *Liverpool*, on board the said Ship, in exchange for Mr. William Budden and his son, and to treat with Capt. Bellew for the exchange of such other Prisoners as are on Board the said Ship.⁴

1. *Pennsylvania Colonial Records*, X, 595, 596.
2. Subsequently to be named the *Washington*.
3. In Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 770, is an undated letter to Samuel Davison, commander of the ship *Montgomery*, who assumed command on June 15, in which it was stated that the Marines being under their own officers, no ship's officer had any power to chastise them.
4. An "Account [of] Prisoners on Board Capt. Bellew's *Liverpool* Man-of-War," dated merely "June 1776," *ibid.*, 2nd series, I, 421. It lists the following:

Francis Knox, Master.	Dav'd King, Mariner.
Jno. Will'm Dean.	Cha's Johnson,
Hugh King, Master.	Jas. Colwell, Gent'n, a Pass'r.
Jno. Verding,	Henry Geddice, do. do.
Jos. Darby,	Wm. Adamson, Master.
Sam'l Dodds,	Alex'r M'Donald, Mariner.
Eman'l Dodds,	Christ'r Sozman, do.
R'd Rollison,	Jno. Manning, do.

CAPTAIN THOMAS READ TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen

Ship *Montgomery* June 7th 1776

we have Belonging to the Ship, Hamilton Hazelton an Armourer Since the 25th March and was ordered a Chest of Tools by Capt [Robert] White for that Purpose. on Enquiring his pay from Mr [John Maxwell] Nesbit there is no such Person mentioned, he is a Very usefull and Industrious man on Board, If you think proper to Continue him, to fix his pay, or order the payment for what time he has been on Board. and Shou'd be glad to Know how the officers are to be paid for their Board before the Ship Left the Wharf that I may settle with them for it from your [&c.]

Thos^s Read

1. Simon Gratz Autograph Collection, HSP.

HENRY FISHER TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen,

Lewistown, June the 7, 1776

Last evening came into our Road two men of war, one the *Liverpool*, the other the *King Fisher*, with a small Sloop and a Pilot Boat which I take to be William Rosses, at the time they were coming in there was a Snow

in our Road bound out, Richard James, master,² which made Sail, and Run a shore under the cover of our Fort, the *King Fisher* sent her boat towards her, but upon seeing a number of troops Assemble on the Beach, the boat put back again, Charles Laurence is got down with his Barge, and is now along side of the snow so that I am in hopes that we shall save the cargo. I shall have a watchful eye over the Pyrates, and when Ever they appear to be makeing up the Bay, shall send off[f] the alarm by water. There is a Ship Brig and sloop under Cape May, which I take to be Part of our Fleet.³ You may Rest Assur'd that I shall strive to Give you the Earliest Accts of any New matter that may turn up. I am, Gentlemen [&c.]

Henry Fisher.

My Express set off[f] at 8 o'clock this morning.

H. Fisher

[Endorsements]

Came 25 Mts after 10 o'clock, & went off[f] 39 Mts after 10 o'clock

Thos. Evans

Dover, 7 June, arrived at 2 o'clock, P.M. and wt 10 mts after 2,4 minits Before 6 set out 8 minits.

Wilmington, June the 9th, Recd Express at 20 minuets after ten, and Dispatched 35 minuets after 10. Pr. Thos. Kean

Delivered at Chester at 50 minits after 12. T.K.

Directed, To the Committee of Safety, Philadelphia.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 769-70.

2. *Ibid.*, 2nd series, I, 502. *Snow Champion*.

3. The Continental ship *Reprisal*, brig *Lexington* and sloop *Hornet*.

CUMBERLAND DUGAN TO THE MARYLAND COUNCIL OF SAFETY¹

Gentlem

Baltimore 7th June 1776

on my arrival here I told Mr Woolsey of our going to unload the 92, & that the Honourable Council of Safety wanted to see him on the same occasion respecting the Brig he loaded, when he said he woud be damned if he woud go near you without writen orders, and that you shoud not take a barrrell out of the Brig, before he knew on what terms, &c &c, this is a matter that dont concern me, nor should I mention it, had not, you desired me to advise Mr [William] Lux & Woolsey of your orders respecting what was done with our Schooner, and as from my Verball ordrs you cant see Mr Woolsey, thought best to advise you his answer to me that you might write him; as the Cargo lays, Still in her, and as to Mr Lux I heare he went down to you last evening. - I am busy geting the Warehouse lofts ready for the whole of your produce in these three Vessells; where you may depend on all possible care being taken of opening doors & windows every day, and picking out what of the flour seems most warm for the immediate bakeing, the 92 is all ready to begin to discharge, but is now a drissling rain that are afraid to open the Hatches, but tomorrow shall be at her discharge or as soon as it holds up fair and shall then begin on bakeing the flour up with

two ovens, but if you are in a hurry for the Bread shall get to work with the other, which three ovens can turn out a great quantity of Bread in a day, of which you'l please to advise me, and shoud be glad to hear from you as often as convenient for my government, and shall endeavour in every instruction you Honour me with, to give you intire Satisfaction both as to my Care & Charges which hope will merritt your aprobation. beg you'l send me a Manifest of the 92s Cargo that I may know Whither it turns out right that is how many bls Superfine flour.

how many common fine do

how many bls Bread, & how many kegs &c the Superfine

I purpose bakeing in what we Call small fine keg Bread, & the common fine in Pilott bread Size, which I think most proper for exportation &c, and shall bake it so; unless I receive your orders to the Contrary, I should not trouble you for the manifest of the Schooners Cargo was Mr [Hugh] Young in this place, which hope You'l excuse & am Gentn. [&c.]

Cumberland Dugan

1. Red Book, XII, Md. Arch.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Friday 7 June 1776.

Ordered That the Treasurer of the Western Shore pay to Capt James Nicholson of the Ship *Defence* seven hundred and fourteen Pounds common money on Account of the Forces under his Command.

Ordered That the said Treasurer pay to Mr Robert Purviance One thousand Pounds common Money on Account of the Schooner *Resolution*.

Ordered That the said Treasurer pay to Mr Robert Purviance (for the Use of Mr George Woolsey) thirty nine Pounds and seven Pence, being the Ballance due Mr Woolsey for the Cargo of the Brig *Rogers*.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Friday, June 7th, 1776.

[A warrant] to Wm. Spellmen for 20s. for bringing some seamen up James River.

The Comm'ee of Gloster are desired to take such measures as to them shall seem proper respecting the vessel in which Mr. Cann was taken and the other vessels taken there.

Ordered, that Caleb Herbert be retained as a master builder of a shipyard upon Rappahannock, and Reuben Herbert for such yard on York River, and each of them are desired as soon as possible to engage a proper number of workmen for building two Rowe Gallies, to be employed in each of the said Rivers for the purpose of transporting Troops across them, according to resolution of convention.

Ordered, that the three deserters from the *Roebuck*, lately brought to this place and confined by a former order, be now discharged, as there re-

mains no danger of their communicating the small-pox or any other malignant disease to the inhabitants of this colony.

A warrant to Col. Bassett for £21..4..8. for 3 Beaves to Capt [Thomas] Lilly for Brig *Liberty*.

1. *Virginia State Papers*, VIII, 190, 191.

BENJAMIN HARRISON, JR. TO WILLING, MORRIS N CO.¹

[Extract]

Williamsburg 7 June 1776

Friday Evening

. . . [William] Tokely has been to hampton since my last to get hands but without success, tho' he has seen among the Soldiers there six of his Deserters, & the General has Promised me an Order tomorrow for his having them, I propose after Wards that he shall go to Suffolk to try what he can do there, he will have Time enough before his Convoy is ready, We have hopes of his Owner from Carolina being here in a Day or two with some hands, a Gentn from there having told him as much,² . . .

1. Papers of Robert Morris, Accession 1805, LC.

2. William Tokely was master of the brig *Fanny* loading on account of the Secret Committee of the Continental Congress, and destined for Nantes.

PURDIE'S *Virginia Gazette*, FRIDAY, JUNE 7, 1776

Williamsburg, June 7.

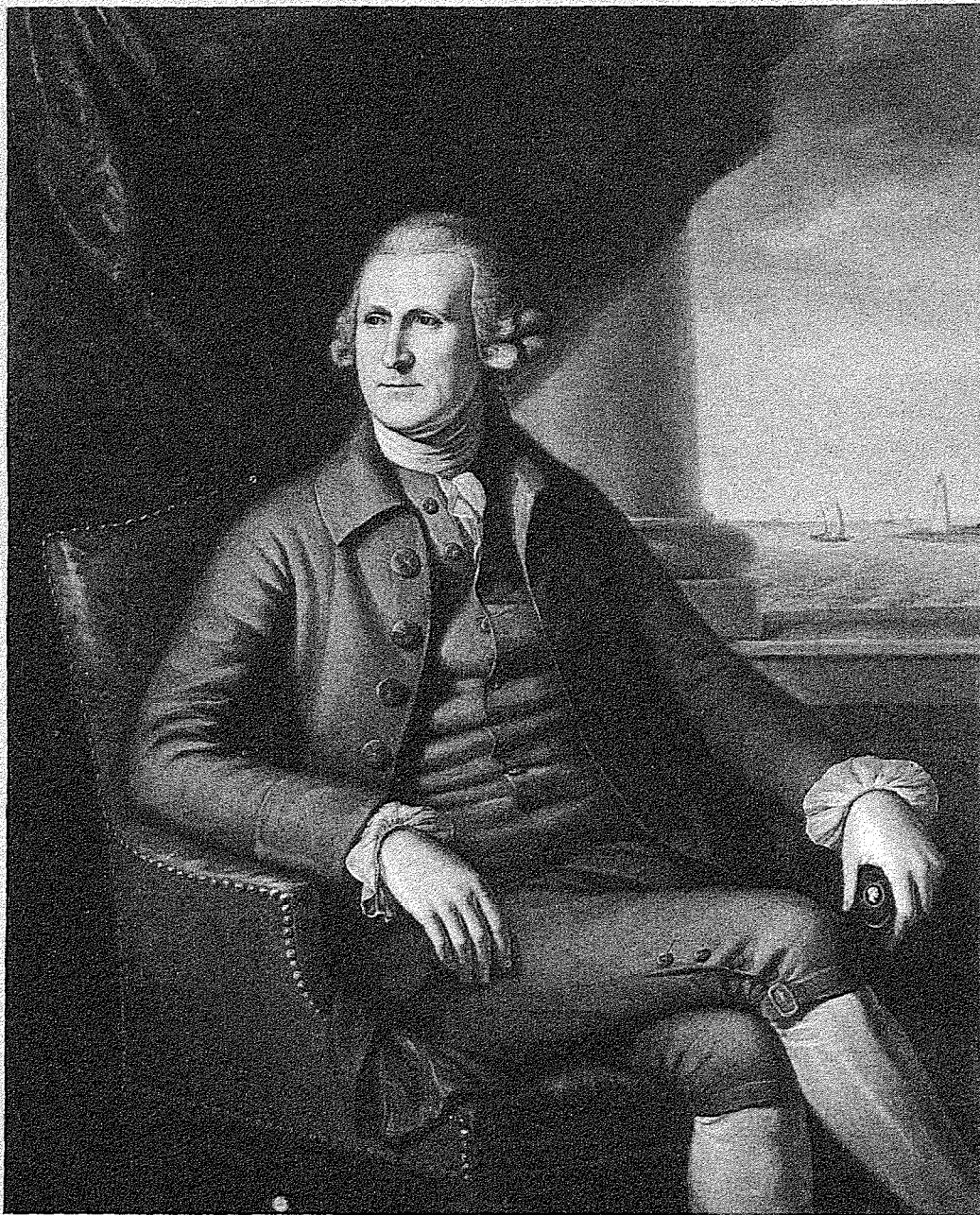
Advice is just received from the Eastern Shore, that mr. Bartlett Goodrich, in an armed vessel mounting four carriage and six swivel guns, from the West Indies, is taken in Cherrystone creek, by a party of riflemen, and, with his cargo of sail duck, fruit, sugar, &c. properly secured.

RICHARD HUTSON TO THOMAS HUTSON¹

Dear Brother/

Montpelier June 7th. 1776

This acknowledges the receipt of yours of yesterday's Date by Tommy. He arrived here about two o'clock, but I shall not think it proper to set him over, before the Evening, as they press every Negro that they meet in the Streets by Day Light in order to work upon an Additional Battery which they are erecting on Gadsden's Wharf. The Grand Armada is I believe at length all assembled - On Saturday Night last, our President received Intelligence that a Fleet of between Thirty & Forty sail had anchored off Bull's Island. On Sunday morning an Alarm was fired, & we have been kept on hard Duty ever since. On Monday they began to make their appearance off one Bar. On Tuesday the whole of the above Number appeared More or less & have been coming up every day since, and their Number now amounts to Fifty Two. Four of them got over the Bar this morning, the Tide's turning prevented more from coming over. If the Wind should be fair it is imagined they will all get in Tomorrow & if so, we expect that the Fort on Sullivan's Island will be attacked on Sunday. We are preparing to make the most vigorous Resistance in Our Power. The Detachments from the Country Militia are coming in very fast. Gen: [Charles] Lee is hourly ex-



Thomas Willing.

pected with Seven Hundred continental Troops. We very Providentially received a supply of Ten Thousand Weight of Gunpowder the week before last, by a Sloop wh had been sent to St. Eustatia for that Purpose. We have every thing in fine order & our men are in high spirits. So that I hope with the Aid of Divine Providence we shall be able to give a good acct of Them. I have not been able to procure either the Linen or the Hat for you. Robert pretends that he has been disappointed in some materials that he expected to receive when he promised to make a Hat for you. There is a greater Demand for men than for Rice just now in Charles Town – I received a letter from you by the Post about three Weeks ago wh was the first by that Conveyance since you left Montpelier. You therein mentioned a prior one wh never came to hand. There is no Oznaburgs to be had – Mrs. Ramsay died on Wednesday last of a Nervous Fever after a few Day's illness I am yours &c

Rich^d Hutson.

To Thomas Hutson Esq at Cedar Grove. Prince Williams.

1. Charles Woodward Hutson Papers, UNCL.

COLONEL WILLIAM MOULTRIE TO JOHN RUTLEDGE ¹

Sir,

Sullivan's Island, 7th June, 1776

A flag was just now sent from the men-of-war, but before they came to the shore, by some unlucky accident they were fired upon by some of our sentries, contrary to orders: I am sorry it should have happened, but now, no help for it. I suppose it only a piece of ceremony they intended . . . I expect they will begin very shortly; several of the fleet have gone northward, perhaps to land some troops: I doubt not your Excellency will provide accordingly. Your most [&c.]

William Moultrie
Col. of the second Regiment

To the President

1. *Moultrie's Memoirs*, I, 147–48.

JOHN RUTLEDGE TO COLONEL WILLIAM MOULTRIE ¹

[Charleston] June 7, 1776

half past 6 o'clock, P.M.

Sir,

I am very sorry, that a flag has been fired upon, by one of your sentries; . . . pray send off a flag immediately, by a discreet officer, with a proper letter to the commanding officer of the British fleet, acquainting him, that this act was committed by mistake, and contrary to orders, and that a messenger shall be properly received, and that I have given this direction, the moment I was apprized of the fact: But, take care, to prevent a repetition of such conduct in the sentries; at the same time, do not suffer any, under the appearance of a flag, to make discoveries of what the enemy ought not to know. Yours in haste

J. Rutledge

1. *Moultrie's Memoirs*, I, 148.

JOURNAL OF H.M.S. *Active*, CAPTAIN WILLIAM WILLIAMS ¹

- June 1776 At Single Anch off Charlestown Barr
- Tuesday 4 at 6 AM Sent Our Pinace & the *Sphinx's* Barge to Sound the Barr at 10 Do returned the *Sphinx* joined us Wore then at Anchor abt 1½ Miles from the Shoalest pt of the Bar – Fresh & Hazey at ½ pt the Commodore & fleet Anchd abt 3 of [sic or] 4 Miles with[ou]t us fresh gales & a great Sea at 2 Struck Top Gt Masts 5 got them in.
- Wednesy 5 at 6 AM Saw the Sea break quite a Cross the Bar in the shoalest place at High Water 19 feet Our boats Continued Sounding till 10, at AM 4 Vessels in Sight at 9 up Top Gt Masts Empd Occasionally [M]odte & fair first pt with a Swell & Choping Ground Sea at 4 PM the Comodore [m]ade the Sigl for all Captns to hold a Council of War the Result of Wch [w]as, That all the 5 frigates Vizt. *Active Sphinx Solebay Actaeon* and *Syren* Should go Over the Bar & if Practicable to Silence the Batteries betwn the Light House & Cumings's point the *Active* & *Sphinx* [to] attack the Light House Battery & the Others to Attack those on Cumings's [Poin]t
- Thursdy 6 [AM] got up 80 Piggs of Iron Ball[as]t to put forward to put the Ship On an even Keel Fresh & fair with Much Sea at 1 pm loos'd Sails at 2 Do furld them Latter Modte with light Airs ½ pt 3 Sent the 3 Pilots to Sound the Barr & Place Buoys at ½ pt 6 they ret'd
- Friday 7th at ½ pt 11 Do Got Safe Over the Barr at Noon Anchd in 5 fm Hole, Anchd at the Same time the *Sphynx*, *Solebay Actaeon* & *Syren*, & Several Transports. Modte & fair Made a Sigl for all Captns & Sent for all Masters and Pilots to Consult if it be practicable to get the *Bristol* in over the Bar when it was unanimously agreed that if She can be Lightned to 17½ feet she may wth Safety be brot in Accordingly, Sent 15 Men from each of the Frigates to assist in Lightening her.

1. PRO, Admiralty 51/5.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[1776]

- 1st June On the first of June saw land, and at ten in the Morning came to an Anchor off Bulls Bay. a schooner was dispatched to take the soundings
- 2d The Fleet at anchor off Bulls Bay
- 3d The *Sphinx* weighed and stood for 5 fathom hole. .
- 4th The Fleet weighed at 6 this morning and at 12 came to an anchor off the Bar in sight of the Town & Harbor of Chas Town.

5th Contrary Winds the Fleet at anchor
 6th The Fleet remain at anchor
 7th The Fleet weighed at 9 and the Frigates and great part of the Transports came to anchor in 5 fathom hole. This day seven sail of Transports under Convoy of the *Ranger* and *Friendship* armed Vessel were ordered to proceed to Spences Inlet.

The *Prince of Piedmont* Victualler ran aground in going over the Bar.

The Commodore with the 2 Indiaman and a few more of the largest Transports remain without the Bar

A Flag of truce with the Generals Proclamation attempts to land on Sullivans Island, but is fired upon from the shore, and obliged to return.

1. Sir Henry Clinton Papers, CL.

8 June

JOURNAL OF H.M. SLOOP *Martin*, CAPTAIN HENRY HARVEY¹

June 1776 At Anchor off Point Batti –
 Saturday 8 at 6 AM: Fir'd several Shot at some Rebel Troops, passing along the Edge of the woods: & hauled the Ship close to the Shore: at 7 an Attack began between them and the King's Troops near Three Rivers, when the Rebels soon gave way, and went off in Confusion: at 8 Weigh'd with the Arm'd Schooner & stood up the River, fir'd many shot at the Rebels as they appeared at the Edge of the woods: At 11 it falling Calm Anchd a little above Point Batti – the Kings Troops were pursuing the Rebels: –

Moderate Winds and fair Weather: 1 PM Weigh'd; sent the Boats to attend the Army. fir'd several Shot at some Rebel Boats. at 7 Anchd off the Point of the Lake on the North Shore; and Received on Board several Prisoners sent by the Army: – at 11 the Boats Return'd having taken a Boat with some Provisions.

1. PRO, Admiralty 51/581.

“EXTRACT OF A LETTER FROM AN OFFICER IN HALIFAX, TO HIS FRIEND IN EDINBURGH, JUNE 8.”¹

We have this instant received orders, that the fleet with the troops get under weigh tomorrow at day-break. The rendezvous, in case of separation, is to be at Sandy Hook, about 30 miles below New York, so you may guess where we are going. One transport of Lord John Murray's regiment is arrived, and the rest of the Highlanders from the Clyde is near at hand. We have been unlucky in the loss of our ordnance ships: One was taken the other day by the rebels, with no less than 1500 whole barrels of powder, 2000 stand of arms, and 2000 clothing. A brave Lieutenant [Josiah] Harris

and several seamen were killed in attempting to cut her out of King Road, a little below Boston.²

1. *London Chronicle*, July 16 to July 18, 1776.

2. The powder ship *Hope*.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS¹

Sir

Chatham in Halifax Harbour 8. June 1776

By a Letter from Captain [Francis] Banks of the *Renown* of the 24th past, he informs me that a few days before, he had sent his Boats with those of the *Experiment* Manned and Armed to destroy a small Rebel Privateer which had run ashore in one of the Channels leading to Boston; That in this attempt his First Lieutenant Mr [Josiah] Harris was killed, and Seven more Men of the party were either killed or Drowned by the Barge upsetting at the instant she had got alongside the Vessel, upon which the other Boats were obliged to retire, and by the account of a Deserter who arrived at Nantasket, the Captain and several of the Men belonging to the Privateer were killed in this Action,² but I am sorry to inform you that we find she had a few days before taken the *Hope* Ordnance Vessel mentioned in my former Letter. I cannot upon this occasion omit repeating my earnest request, that Stores of such great importance, and upon which so much depends, may be sent out in Ships of some considerable Force, and under the Command of a King's Officer: For as the generality of the Masters of Merchant Ships and persons of little property or consideration are easily to be Bribed, their Treachery may be productive of the most fatal consequences, which there is great reason to suspect was the cause of this valuable Ship the (*Hope*) being taken.

The *Bowman* Transport, one of the *Flora's* Convoy³ arrived here last night by which Ship I have information, that a few days after their departure from the River Clyde, they met with a Gale of Wind which occasioned a separation of the Fleet. On approaching this Coast the *Bowman* at different times, fell in with several others of their Convoy, which parted Company at the time she did, until Seven of them were collected together, and upon St George's Bank they spoke the *Merlin* Sloop, by which Ship they were informed of the Evacuation of Boston, and had directions to proceed to this place and there are now four of them off the Harbour. I have adopted proper measures for these Ships being intercepted as they come upon this Coast, that instead of going to Boston they may be conducted to the place where the Army may be. I am Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.

2. On the American side, only Captain James Muford was killed.

3. Transports conveying the 42nd and 71st Highland regiments.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS¹

Chatham in Halifax Harbour June 8th 1776

Sir,

I herewith Inclose you a Copy of a letter I received from General [Wil-

liam] Howe ² representing that, as the Transport Department which was already very extensive would during the Course of the ensuing Campaign be greatly increased, it was his Opinion it would be for his Majesty's Service that an Officer of Superior Rank to a Lieutenant should have the direction of the Other Agents; and Applying at the same time that Lieutenant [John] Bourmaster may be appointed a Master and Commander for that purpose.

In order therefore to Contribute every thing in my Power to the Success of the Operations of the Campaign I gave Lieutenant Bourmaster an Order to Command the *Albany* for a few days to give him Rank, and hope their Lordships will be pleased to Confirm him a Master and Commander in Consequence of the Generals request and my opinion of the propriety of the Measure. I am Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.

2. See Howe to Shuldham, May 25, 1776.

The Freeman's Journal, SATURDAY, JUNE 8, 1776

Portsmouth, June 8, 1776

The day before yesterday between 3 and 4 o'clock in the Afternoon, a Brig and a Schooner were seen in an engagement off the Isle of Shoals; who they were is not known; the Engagement held till it was dark, when the Brig had got the better, but not taken the Schooner. We could not learn any further particulars.

JONATHAN GLOVER TO MAJOR GENERAL ARTEMAS WARD ¹

Honouard Sir

Marblehead June 8 1776

I have the plasure to Informe your Excellency that your Schrs. *Lee & Warrin* have this Moment, Arrived with the Ship *Ann* from Glasco with Ninety five, of the kings troops on Board, She Mounted Six Carrage Guns But the Master and troops, Made No oposion against your Vessells they took her Last Night off Cape Cod ² I. have Sent you By the Barer all the papers, the troops on Board I understand are Commanded By a Capt & two Lieutenants ³ I am Dear sir your Excellency [&c.]

Jonathan Glover

N B I. have Borrowed of our Town 112 [lb.] powder & 64 four pound Shot which Shall Be Much oblige to your Excellency youl order to be Returned By the Barer yours to Command J Glover
[Endorsed] he had an order on the Commissary [for] the powder & such Ball as he Chose

1. Ward Papers, MassHS.

2. The ship *Ann*, John Denniston, master, carrying Captain Hamilton Maxwell's company of the 71st Highland regiment, and taken by three of Washington's armed schooners. The third one, the *Lynch*, had headed for Plymouth with the balance of the soldiers.

3. Within two hours Glover again wrote General Ward: "a Capt [Hamilton] Maxwell and five Lieutenants are Now Come on Shore with about Sixty of the Troops the Remainder Being put on Board Capt [John] A[y]res who we understand Bore away Last Night for plymouth." Green Papers, MassHS.

MASTER'S LOG OF H.M.S. *Milford* ¹

June 1776 Boston Lighthouse WSW 3 Miles
 Saturday 8 at 8 AM saw 3 Sail in the N E Quartr gave Chace at 10 the Prize bore away for Nantasket Road ² ½ past 11 the Vessels got into Marble Head Harbour shortn'd Sail & bore away for Nantasket Road.
 Little Wind and clear
 at 1 PM Came too with the Best Bower in Nantasket Road in 5 fathm Veer'd to ⅓ of a Cable at 2 sent 35 of the Prisoners onboard the *Renown*, carried out the Kedge Anchor to Steady the Ship, Sailmakers came from the *Renown* to repair the Sails.

1. PRO, Admiralty 52/1865.

2. The Massachusetts privateer brig *Yankee Hero*.

COMMODORE ESEK HOPKINS TO HIS BROTHER, STEPHEN HOPKINS,
 PHILADEPHIA ¹

Dear Brother

Providence, June 8, 1776

I receiv'd your kind Letter of the 31st May & observe the Contents and as for the Southern Colonies being Uneasy it is no more than from the Circumstances of things I before apprehended – but it was not nor is in my power to prevent it – but if they think I am partial in favour of the Northern Colonies they are greatly mistaken.

When I went to the Southward I intended to go from New Providence to Georgia had I not receiv'd intelligence 3 or 4 days before I sailed that a Frigate of 28 Guns had arrived there, which made the Force in my Opinion too Strong for us – at Virginia they were likewise too strong. In Delaware and New York it would not do to attempt. Rhode Island I was sensible was Stronger than we, but the Force there was nearer equal than any where else, which was the reason of my attempting there which answered no other end than the British Naval Force quitting the Government –

When I attempted the Fleet at Rhode Island had all the Commanders behaved as well as I expected they would, I should have had it in my power long before this to have relieved most of the Southern Governments from their present difficulties – but as the Case was it was lucky we did not fall in with their whole Strength at first – I was not deceived in the Strength of the Enemy but greatly in our own Resolution, and perhaps I was wrong in not giving my Sentiments fully at first, the Reason of which was I was, in hopes then of some further Action & that we might Retrieved the Character of the Fleet – but the inattention to business of most of the Officers, and an expectation of getting higher Stations in the new Ships has I think been some hindrance to getting the Fleet ready to Sail so soon as otherwise it Might – I had no apprehension of the Cannon being wanted more any where else, which was the Reason of my delivering them to Governor's Cook[e] and Trumbull.

The very great Sickness which then was and still is amongst the Seamen of the Fleet Render'd it impossible to undertake any Enterprize for the Relief of any Colony, although in ever so much Distress – All that I have been able to do was to Send the two Brigs on a Cruise which I acquainted them with –

I did not know it was Necessary to send a Copy of my Orders to the Marine Committee, but shall now do it immediately.

I conceived it was by the Regulations the business of the several Captains to transmit Muster Rolls of the Men under their Command both Names & Condition Monthly, but since I find they have not done it, shall see that they do it as soon as possible.

There has been by my direction two Court Martials, a Copy of their Proceedings as far as they transmitted to me I sent to the President – I am very Sensible that every Officer has his Friends, and that has had so much Weight with me as not to order a Court Martial although ever so necessary but when the Complaint came in writing and that from the principal Officers of the Fleet. I wish to God and for the good of my Country that no Officer in the Fleet depended on any Friend, but their own Merit.

As for the division of the Plunder it gives me no Concern, and I take Notice that those who are most Clamorous about the Matter least deserve it.

As for the Officers of the Fleet I believe my Son will not take the Command of any Vessel without he might Cruise single, and I have no other Friend to recommend; but I wish with all my heart it was in my power to recommend such as would fight when it was absolutely necessary –

I am greatly Obligated to you for the kind wish of my Prudence, Judgment and Bravery – the Honesty you might [have] left out – On the whole I am very Sensible there are many men more able to serve the common Cause than I am at these Years, in the difficult department I am placed in, and if it is in the Committees power to get one of them willing to Serve in my Stead, he shall have all the assistance in my power to give – and I will still continue to Serve my Country in such a way as I think will be most for her Advantage. The several difficulties that attend the Navy are too many to mention & perhaps imprudent to Name, it is too much for my Capacity to Surmount; and if you be so kind as to use your Interest to get a good Man in my Room, although you have done me many favours, it is not in your power to do me more or greater Service at present.

The *Columbus* is near ready to Sail, where I shall Order her to Cruise have not yet determind. The *Fly* goes down to Newport to morrow to take the Cannon ordered from there to Philadelphia – The *Columbus* will take near all the well People save Officers belonging to the Fleet –

If I can, shall get the *Providence* on a Cruise soon. She now is commanded by Lieutenant [John Paul] Jones of the *Alfred* as he was the oldest Lieutenant. Lieutenant [Hoysteed] Hacker of the *Cabot* has had the Command of the *Fly* ever since we took her into the Service, and I think has be-

haved so well as he deserves to be appointed Captain of her – I am Your friend & Brother,

E.H.

P.S. If you please you may make Publick, all or such part of the above Letter, or not, as your Judgement Shall Suggest

1. Hopkins Letter Book, RIHS.

“A LIST OF THE SEAMEN AND LANDSMEN THAT CAME OUT OF THE CAPES OF DELIWARE IN THE *Fly* – REMAINS ONBOARD NOW – 8TH JUNE 1776”¹

[Entered]		Quality	
Novemr 20 ²			
January 20th	Hoysteed Hacker	Captain	
January 30th	John Fanning	Li[e]utenant	
January 3d	Robert Robinson	Master	
Decbr 23	william weaver	Steward & Cooper	
Febv 13th	John Downey	Bowsuin	
Decembr 28	Thos Barjes	Seaman	
Decembr 28	Joseph Janways	Seaman	
Janurary 1.	Joseph Sheremon	X Landsman	Discharged in New London
Jany 6	John Young	X Mid Ship man	Run the 12 April
Jany 1st	william Pierce	Seaman	
Jany 1st	John york	Seaman	
Jany 11.	Joseph Breed	X Lands man	Sick in New London
Jany 1st.	Christopher Crandole	X Lands man	Diead in the Ospitle
Jany. 11th	John Cook	X Lands man	in the <i>andrew Doria</i>
Jany. 2d	Daniel Scranton	X Lands man	Run 30 April
Jany 17.	Quatro Chadwick	Seaman	
Jany. 17	John Clark	Cook	
Jany. 8th	weden Carpenter	Landsman	
Jany 2d	Steven Fowler	X Landsman	Run the 11 April
Jany 1st	Parker Hall	X Lands man	Run the 13 Do
Jany. 6	Samuel Tyler	X Lands man	Sick in New London
Jany 1st	Peleg Johnson	Seaman	
Jany 1st	Ruben Duye	Lands man	
Jany. 1st	Macheson Chase	X Lands man	Died on board the Comodore
[Feb. 11]	william Mcwhorton	Lands man	
Febv 8	Lawrence ash	X Seaman	sick at Providence
Jany. 1.	John Chadwick	Boy	
30 april	Jno Sonie Hacker	Boy	

[Entered]		Quality	
March 16	Laven Dashield	Mate	
May 23d	Philip Justus	Seaman	
	Priseners		
	James Hats		
	James Powel		
	Michiel Forney		
	william Brown		
	Frank Casey		in Prison
	Dragon & Sorinam		entered the <i>andrew</i>
	wanton	Negroes	<i>Doria</i>

1. Hopkins Papers, RIHS.
2. Hacker had entered the brig *Cabot* on November 20, and was transferred to the *Fly* January 20. John Fanning had entered the ship *Alfred*, November 25, 1775, and was transferred to the *Fly* January 30, 1776.

OWNERS OF THE RHODE ISLAND PRIVATEER SLOOP *Snowbird* TO
GOVERNOR NICHOLAS COOKE ¹

Sir

Providence June the 8th 1776

We the Subscribers all of Providence in the Colony of Rhode Island Merchants request your Honor to grant a Commission or Letters of Marque and Reprisal to Lewis Thomas Commander of the Sloop *Snowbird* of which we are Owners, She is burthened about Fifty-six Tons carries Four Swivel Guns, manned with Six Men and fitted with a suitable Quantity of Military Stores &c. Lewis Thomas is Captain and David Lawrence is Lieutenant & Mate of said Sloop. We are with great Respect Sir [&c.]

Nich^s Brown R^d Salter
W^m Wall Welcome Arnold

1. Maritime Papers, Letters of Marque, R. I. Arch.

Providence Gazette, SATURDAY, JUNE 8, 1776.

Providence, June 8.

Capt. [Peleg] Potter, from Cape Francois, informs, that Advice was received there from France before he sailed, that his Most Christian Majesty had, in peremptory Terms, signified to the Court of Great Britain his Disapprobation of sending foreign Troops to America.

Capt. [James] Westcot, from Martinico, advises, that the French have at that Island between 5 and 6000 Troops; that great Lenity is shewn to American Vessels trading there, and that a French Frigate constantly cruizes off the Island, to protect them from the ministerial Pirates.

Capt. Westcot has brought with him a Person well skilled in the manufacturing of Gunpowder, having served an Apprenticeship to the Business.

Wednesday last several Carts, loaded with Carbines, intrenching Tools, &c. being Part of the Cargo of the valuable Prize taken by the late Capt. Mugford, passed through here for New-York. ¹

We hear that a Ship of 300 Tons, bound from Jamaica for London, hav-

ing on board 500 Hogsheads of Sugar, a Quantity of Rum, and Madeira Wine, was lately taken by two Philadelphia Privateers, and carried into Bedford. ²

A large Schooner from Jamaica, laden with Rum and Sugar, was carried into Dartmouth a few Days since. ³

1. From the powder ship *Hope*, taken May 17, 1776.

2. The ship *Reynolds*, taken by the Pennsylvania privateer sloops *Congress* and *Chance*. The prize master was Thomas Truxtun, of whom a memorial printed in 1809, states: "At this period, the two first private ships of war fitted out in the colonies, called the *Congress* and *Chance*, were equipping for sea, and he entered on board the former as lieutenant. They sailed in company, early in the winter [*sic* April 15] of 1776, [the *Congress* was granted a pilot by the Pennsylvania Committee of Safety, to go down the Cape May Channel] and proceeded off the Havannah, where they captured several valuable Jamaica ships, bound home through the gulf of Florida; of one of which he took the command, and brought her safe into Bedford, Massachusetts." *The Port Folio* (Philadelphia, 1809), I, new series, 32.

3. The schooner *Peggy*, 90 tons burden, Samuel Gilstone, master, *New-England Chronicle*, June 20, 1776.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON ¹

June 1776 Sandy Hook NNW $\frac{1}{4}$ W 8 Leagues
 Saturday 8 AM Chaced a Sloop fired 2:6 prs to bring her too on which she ran on Shore, sent the boats man'd & Arm'd to bring her off finding it impossible wth so much Su[r]f on Shore Destroy'd & Left her ² at 11 the Boats came on Board made Sail

1. PRO, Admiralty 51/4297.

2. A sloop from the West Indies, driven on shore and burned, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, June 8, 1776

On petition of John Bayard, Joseph Deane and William Erskine, being presented to Congress, and read,

Resolved, That the Secret Committee be directed to sell the petitioners 550 lb. of powder, and 400 lb. of swivel and grape shot, for the use of their privateer *Hancock*, ² and also 750 lb. of powder before applied for.

1. Ford, ed., *JCC*, V, 427.

2. See June 15, 1776, for Continental bond for *Hancock*.

ELBRIDGE GERRY TO SAMUEL GERRY ¹

[Extract]

Philadelphia June 8, 1776

I read your Favour of May the 18th with the inclosed Letters & am sorry to find that the Enemy had disposed of your Vessel; but the Fortune of War is uncertain & we must be contented therewith, — I think it a happy affair that Capt. [James] Mugford took the powder vessel altho you Loss of so brave a Man is to be lamented. — I am glad to find you are fortifying Marblehead, pray give by Compliments to Father Colo. [John] Glover and inform him that I wrote to Colo [Azor] Orne desiring that twenty good pieces

cannon might be obtained of the General Court and repaired for your Fortifications, which I think will be adviseable for him to press as the Toun may be defended against Man & Ketches & Ships of War . . . I have just heard that Capt. [Richard] James in your Father Glovers Brig was chased by the Man of War & ran on shore – his Cargo will be Saved but the Vessel lost – I hope he is insured – this happened at the Mouth of the Run [*sic* River].²

1. *Rare American Historical Autographs, The Collection of Frederick S. Peck*, (Philadelphia, 1947), No. 12.
2. *Snow Champion*; see Henry Fisher's letter of June 7, 1776.

Pennsylvania Evening Post, SATURDAY, JUNE 8, 1776

Philadelphia, June 8.

Two privateers belonging to this port¹ have taken three very valuable ships bound from Jamaica to London, laden with rum, sugar, molasses, &c. having also a large quantity of dollars and plate on board.²

We hear that on board of the above ships, there were several very fine sea turtles, intended as a present to Lord North; one of which with his Lordship's name nicely cut in the shell, was yesterday presented by the Captain to the worthy President of the American Congress.

1. The Pennsylvania privateer sloops *Congress* and *Chance*.
2. The ships *Lady Juliana*, *Reynolds* and *Juno*.

CAPTAIN WILLIAM HALLOCK TO THE MARINE COMMITTEE OF THE
CONTINENTAL CONGRESS¹

Gentlemen

Cape May 8th June 1776

I Just received your orders for a Cruise & should Comply with it but the Sloop making so much watter that I think she is not safe; her Stern is in a Shattered Condition & Judge she will not be fitt for Service till that is taken out, she makes 9 or 10 Inches every hour & daily increases;² I wrote you this morning by Capn Sion in a Sloop from Statia, I am Gentlemen [&c.]

Will^m Hallock

1. Papers CC (Letters addressed to Congress), 78, XI, 57, NA.
2. The Continental sloop *Hornet*.

JOURNAL OF H.M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME¹

June 1776 Cape May W ½ N 5 a 6 Leagues
Saturday 8 Little winds & fair 3 P M Cast off the [French] Sloop and gave Chase to a Brig to WdWd TKd 10 saw the Chase ½ past 11 spoke the Chase hoisted the Boat out Boarded her from Cape Nichola bound to Philadelphia sent a Midshn and Six hands on Board her To Proceed after the Ship

1. PRO, Admiralty 51/506.

"EXTRACT OF A LETTER FROM BALTIMORE, JUNE 8."¹

Capt. William Barry, who was master of a ship belonging to your port, and who has been a prisoner with Lord Dunmore for some time past, has

made his escape from on board the *Roebuck*, since Lord Dunmore came up to Gwin's Island. He told me he was on board the *Roebuck* during her engagement with the gondolas off Wilmington, in which he and many other prisoners were obliged to fight against their friends, and is of opinion she might have easily been destroyed or taken, whilst she was aground in the river, had the gondolas been supplied with ammunition. He says, she was very much damaged in her rigging and spars; had only one man killed and 5 or 6 wounded. Peter Noble, one of Col. [Ethan] Allen, soldiers, who was sent with him prisoner to England, came here along with Capt. Barry; he told me, that Colonel Allen, with 31 others of his men came out in the fleet to Cape Fear, commanded by Sir Peter Parker; that they were very barbarously used by Capt. Simmonds [Symonds], of the *Solebay*, who robbed them of their stores and cloaths, which the gentlemen of Cork had generously provided for them, and distributed them amongst his own men. This brave young soldier, about two weeks after the arrival of the fleet at Cape Fear, swam ashore in the night in his shirt, in which trim he was obliged to travel for 48 hours, before he met any of the inhabitants, or got any refreshment.

1. *Pennsylvania Journal*, June 12, 1776.

WOOLSEY & SALMON TO JOHN PRINGLE ¹

[Extract]

[Baltimore] 8 June

John Pringle – Your favr of 4th now before us & Contents noted, our G[eorge] W[oolsey] is now ordered to Annapolis a Second time about the Brig,² we suppose to Unload here, but we shall not agree to that Untill we hear further from You. Unless the[y] Pay us the freight and for any time Longer she has been in their hands, than she Could have made her Passage to the West Indies however as we Expect to hear from You fully on Thursday its Possible we may not do Nothing Untill then, . . . No Doubt we will have warm work this Summer & we make no doubt, but we shall Loose some friends in the Contest, however all is for the Best, & we are Contented if matters goes well –

1. Woolsey & Salmon Letter Book, LC.

2. The brig *Rogers*.

MARYLAND COUNCIL OF SAFETY TO THE MARYLAND DELEGATES IN THE CONTINENTAL CONGRESS ¹

[Extract]

[Annapolis June 8]

. . . the Governor is not yet gone; we expect he will leave the province in a few days, what Interruption the Virginians will or can give him in his passage down the Bay time will discover. . . .

Should the Congress think proper to request us to March our Militia in the manner T.S. hath intimated, we must be under the disagreeable Necessity of calling the Convention, tis not with us to say they shall march out of the province; and no doubt the Militia themselves will be backward in so doing till all danger of Invasion here be at an end for the Season – 3400 Militia would take all the Arms we have that are serviceable, and then what

condition would our own province be in; we should become an easy prey to the Men of War and Tenders that will Swarm in the Bay dureing the Summer, and perhaps the ministerial Troops may be tempted by our Weakness to do what they would not otherwise have attempted. this we say upon supposition that we must furnish them wih Arms &c! – We shall hear more fully however hereafter. –

The Intelligence with regard to 7,000 Men [call]ing and declareing for Independence is without foundation we take it to be news from some Incendiary: – Mr. Purveyance got off with a severe Reprimand . . .

1. Red Book, IV, Md. Arch.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Saturday, June 8th, 1776.

Same [a warrant] to Wm. Aylett, Esq'r, for £23.16.6 for Bread and Flour furnished Capt. [Edward] Travis and his Galley. ²

Ord[ered]. the Keeper of the Magazine deliver Lt. [James] Quarles 100 lbs. lead for his Marines.

Wm. Saunders is app[ointe]d master of the *Adventure* pilot boat, to be employed as a cruizer in the Rappahannock.

A warrant to Wm. Pitt for £5.14 for bunting furnished Capt. Travis; also £38.10.0 for 13 guns furnished do. for his Galley.

1. *Virginia State Papers*, VIII, 192.

2. The galley *Manley*.

DIXON AND HUNTER'S *Virginia Gazette*, SATURDAY, JUNE 8, 1776

Williamsburg, June 8.

Yesterday afternoon an express came in from General Lee, with advice that the fleet is gone from Cape Fear; that it was the prevailing opinion they were bound to South Carolina, though General Lee thinks it most likely they are coming round to this colony.

It is an undoubted fact that all the Tories who were in Lord Dunmore's service have left him, there not being above half the fleet now at Gwyn's island; where they are gone to is uncertain. This, it is imagined, was occasioned by a fever which has raged with great fury amongst them for some time past, and from the funeral processions that have been seen there, very probably has proved fatal to some persons of distinction.

The piratical vessel commanded by Bartlet Goodrich is taken and himself and ten others made prisoners. She mounts four carriage guns, and had on board a quantity of West India produce, some gunpowder, small arms, and a number of other very useful articles.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Wilmington] Saturday June 8th 1776.

General [James] Moore laid before the Council a Letter from Francis Parry, Captain of the *Cruizer* Ship of War and another from Mr Francis Clayton proposing an exchange of a prisoner.

The Council are of Opinion That General Moore may send down Mr Stephen in Exchange for Mr Clayton agreeable to the proposal made by Mr Clayton through Mr Parry.

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

COLONEL WILLIAM MOULTRIE TO COMMODORE SIR PETER PARKER ¹

Sullivan's Island, June 8, 1776.

To the commanding officer of his Britannic majesty's fleet,
now lying in five fathem-hole, South-Carolina.

Sir,

I send this flag by Capt. [Francis] Huger, to assure you that the firing on a flag coming from your ship yesterday, was the effect of error in the sentinel. A guard placed on the shore in order to receive your messenger, attempted to convince him of the mistake, by displaying a white cloth at the end of a musket. I acquainted the president and commander in chief of this accident, whose orders I received immediately to inform you that a messenger, if you think proper to send one, shall be properly received.

I have the honor to be [&c.]

William Moultrie,
Col. of the second regiment.

[Endorsed] A second flag was sent, with a proclamation of pardon to all that would return to their allegiance.

1. *Moultrie's Memoirs*, I, 149.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

[Extract] [Charleston] Thursday Morning [*sic*] 6 o'clock.

Sir,

[June 8]

I am extremely obliged to you for your activity and alertness: I beg you will order Long-Island to be reconnoitred well, and perhaps you will see a probability of attacking them with advantage from the main: . . . but this must be left to your own prudence. I have ordered the two rascally carpenters who deserted, to be searched for; if they can be found, I shall send them bound to you: I do not myself, much like the scheme of retreating by boats, it cannot, I think be done without confusion; but I think you ought to have two means of retreat; for which reason, I must beg that you will be expeditious in finishing the bridge: And all the boats I can procure shall be likewise sent to you . . . if possible I will visit you to day. I am, dear sir, yours,

Charles Lee.

1. *Moultrie's Memoirs*, I, 149–50.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

[Extract] Charlestown, 8 o'clock, June 8th.

Sir, As we have received information that a body of the enemy have

landed, and are lodging themselves on Long-Island, and as the nature of the country is represented to me as favorable to riflemen, I must request that you immediately detach [William] Thomson's and [Thomas] Sumpter's regiments; Cpts. Alston's, Mayham's and Coutirier's companies to that Island, with orders to attack, and if possible, dislodge this corps of the enemy; . . . but you must above all, take care, that their retreat across the breach from Long-Island to Sullivan's Island, is secured to them in case of necessity. For which purpose, you are desired to move down to the point, commanding the breach, two field-pieces; . . . the sooner it is done the better: . . . you are therefore to exert yourself in such a manner that the attack may be made at break of day. I am, sir, yours,

Charles Lee.
Major General.

1. *Moultrie's Memoirs*, I, 150-51.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 8th The *Prince of Piedmont* Victualler bilged, and Boats were employed in saving the Cargo.

This morning a flag of truce came off accompanied by a Mr. [Francis] Huger an officer in the Rebel forces to apologize for firing upon our flag yesterday; The Generals Proclamation being read & delivered to him he promised to deliver it to the officer commanding at Sullivans Island

This day the General embarked in a Schooner for Spences Inlet proposing to reconnoitre the Island of Long Island with the adjacent shores.

8th June The *Bristol* employed in taking out her Guns & Stores to enable her to get over the Bar.

1. Sir Henry Clinton Papers, CL.

9 June (Sunday)

JOURNAL OF H.M. SLOOP *Martin*, CAPTAIN HENRY HARVEY ¹

June 1776 At Anchor off the River de Loup –
Sunday 9 at 3 AM: weigh'd and stood up the River,
at 3 Sent the Boats in Chace, at 10 they Return'd having taken a Bateau with some Powder: Anchd off the River de Loup in 2½ fm: – found that a great Number of the Rebel Boats had left it a few Hours before: –
Moderate Weather: at 1 PM weigh'd at 6 Anchd off the Point of the Lake

1. PRO, Admiralty 51/581.

JOURNAL OF H.M.S. *Triton*, CAPTAIN SKEFFINGTON LUTWIDGE ¹

June 1776 Point Lawson NE 4 Miles
Saturday 8th At 6 AM, recd an order from the Commodore by Express, to

lighten the Ship either before or after passing the Rapids, & proceed to Trois Rivieres – Empd the *Lord Howe's* & *Kent's* Boats – got out 4 Cables, 1 Anchor, spare Sails, a quantity of Booms, Boatsns & Carpenter's Stores with empty Casks which I sent on bd the *Lord Howe* – went to Dechambeau and ordered all the Marines on board – sent an Express to Trois Rivieres for a Pilot – a Number of Transpts came up and 6 of them sail'd up and pass'd the Rapids –

Fresh Breezes & variable – P M, return'd from Dechambeau – saw two Gentlemen going express to Quebec who said the Rebels had pass'd over during the last Night and they believed had attack'd our Army at Trois Rivieres at 7 in the morning. –

Sunday 9th at 3 A M unmoor'd & at 10 weigh'd and made Sail up the River with the *Blonde* and a Number of Transports
First part Mod – Mid. rain & Thunder – latr fresh Breezes and fair at 4 P M, a Boat came on bd from the *Magdalen* Schooner with a Letter from Lieut Cummings Agent, that the Rebels had pass'd the River & that there had been an Action at Trois Rivieres; that the British Troops were to disembark immediately if the Wind was contrary – at ½ past 5 P M, the Ship touch'd upon a Rock, Aft, in sailing along above Champlain but receivd no damage Anchor'd the small Br in 7 fm off Point Begou, abt 4 Leagues below Trois Rivieres – at 8 a Schooner came on bd. with a Pilot – got a Schooner alongside & put into her a part of the iron Ballast. ²

1. PRO, Admiralty 51/1013.

2. The *Triton's* sole contribution to the engagement at Three Rivers was to send marines to guard "the Prisoners taken in the Attack," and to receive on board the captured Colonel William Irvine, of the Sixth Pennsylvania battalion, *ibid.*, June 14, 15, 1776.

MAJOR GENERAL ARTEMAS WARD TO GEORGE WASHINGTON ¹

Sir –

Boston 9 June 1776

Yours of the twenty eighth of May, I received last evening, and shall give immediate attention to all your Directions. I sent forward the first of last week under the care of Genl [Israel] Putnam's Son to be forwarded to New York, five hundred Barrels of powder, five hundred Carbines, and all the other articles which were wrote for. The remaining three hundred Carbines to compleat the eight hundred I shall forward as soon as possible. All the remainder of the ordnance stores taken in the *Hope*, were deposited and secured in the manner you recommend, as soon as possible after their arrival.

Yesterday a Ship from Scotland was taken and brought into Marblehead by the Continental armed Schooners *Warren* and *Lee*. – she had on board a Company of Highlanders consisting of near an hundred privates, one Cap-



A Real American Rifle Man

tain three Subalterns and two Volunteers. They inform that thirty two sail of Transports came out with them under convoy of a Frigate of thirty two Guns with three thousand Highlanders on board all bound to Boston. They brought no papers nor letters of any consequence and can give no intelligence of importance. The Transport is said to be a very good Ship, of one hundred and thirty tuns burthen, had on board four carriage Guns the arms and baggage belonging to the Company, some tents and cloathing, and provisions. The Captain's name is Maxwell who commands the Company, and is Brother to the Dutchess of Gordon.²

As my Health declines more and more daily I must request to be relieved as soon as possible I am Your Excellency's [&c.]

Artemas Ward

1. Washington Papers, LC.
2. Captain Hamilton Maxwell, commanding the light infantry company of the first battalion of the 71st Highlanders, on board the transport ship *Anne*, 223 tons, John Denniston, master.

MASTER'S LOG OF H.M. SLOOP *Hope*¹

June 1776 Remarks &c off Boston Light House
 Sundy 9th at 9 AM Weigh'd and Came to Sail at 10 Saw three Sail to the
 N E fired 2 Guns as a Signl, for a frend at Noon Boston
 Light house W B N 10 or 11 Miles
 Fresh Breezes and Hazy with Rain at times at ½ past 3 PM
 Came up with the above Vessels found them to be two Ships
 from Glasgow with Hilanders in Chaced a Rebel Schooner in
 to Cape Ann that was indeavouring to Decoy the above Ships in
 to Cape Ann, fired 8 four Pdrs Shoted at the Rebel Schooner,
 at 4 PM Boston Light house S W 7 or 8 Leags

1. PRO, Admiralty 52/1794.

COMMODORE ESEK HOPKINS TO CAPTAIN ABRAHAM WHIPPLE¹

Sir

Please to deliver Mr [John Peck] Rathburns apprentice Boy to Capt. [John Paul] Jones on his giving you another hand in his Room –

Esek Hopkins

[Newport] Sunday Morning June 9th 1776
 To Abram Whipple Esqr Commr of the *Columbus*

1. Captain Abraham Whipple Papers, CL.

GEORGE WASHINGTON TO MAJOR GENERAL PHILIP SCHUYLER¹

[Extract]

New York, June 9, 1776.

I have spoken to the Qr. Master, about a proper Person to superintend the Building of Gondolas [for Lake Champlain] but he knows of none. There is a Man who came to direct the Building of some here; and

if any of the Carpenters shall be deemed qualified after seeing the Model, I will send you one.

1. Fitzpatrick, ed., *Writings of Washington*, V, 115, 117.

JOHN ADAMS TO JUDGE NATHAN CUSHING ¹

[Extract]

Philadelphia June 9, 1776

. . . Dunmore is fled to an Island. – our little Fleet has had a shocking sickness, which has disabled so many Men, that the Commodore has sent on a Cruise two of his ships only. –

The Difficulty of defending So extended a Sea Coast is prodigious but the Spirit of the People is very willing, and they exert themselves nobly in most Places. – The British Men of War, are distressed for Provisions and even for Water, amost every where. They have no Comfort in any Part of America.

1. Adams Papers, MassHS.

JOHN ADAMS TO JAMES WARREN ¹

[Extract]

[Philadelphia] June 9. 1776

I write this in Haste, only to inclose to you, a little Treatise upon Fire Ships – it may be Sending Coals to New Castle – But it appears to me of such Importance that I thought my self bound to presume and send it, least this Art should not be understood among you. – This Art carries Terror and Dismay, along with it, and the very Rumour of Preparations in this Kind, may do you more Service than many Battallions.

I am not easy about Boston, and have taken all the Pains, in my Power with G. Washington, to engage him to send G. [Gates] and M. [Mifflin] there, but he is so sanguine and confident that no attempt will be made there, that I am some times afraid his security will occasion one.

[Enclosure]

To prepare a Fireship

From the Bulk Head at the Forecastle to a Bulk head to be raised behind the main Chains, on each side, and across the ship at the Bulk head, fix close to the ship sides a double Row of Troughs, quite round at about two feet and an Half distance, which mortiss into the others, the Cross Troughs lead to the sides of the ship, to the Barrells and Chambers, to blow open the Ports; and the side Troughs serve to communicate the Fire all along the ship and cross Troughs.

The Timbers of which the Troughs are to be made should be about five Inches square, the Depths of the Troughs half their Thickness, and supported by cross Pieces at every two or three Yards, nailed to the Timbers of the ship and to the Wood Work which incloses the fore and Main Mast and takes in an Oblong in the Middle of the Deck extending to the outside of both the Masts and in Breadth is near one half of the Deck and is what makes the Carpente[r] Room for his stores. The Decks and Troughs must be well paved with melted Rosin.

on each Side of the Ship cutt out Six small port holes of fifteen by Eighteen Inches; the Ports to open downwards and to be closely caulked up. against each Port, fix an iron Chamber, which at the Time of firing the Ship will blow open the Ports and let out the Fire.

At the main and fore Chains at each side, fix a wooden funnell, over a fire Barrell to come through a Scuttle in the Deck up to the shrouds, to give Fire to them, and between cutt two scuttles, on each side of the ship to let out the Fire. The Funnells and Scuttles must be stopped with Pluggs, and have Sail Cloth and Canvas nailed over them to prevent any Accident happening that way by fire to the Combustibles, below.

The Port Holes, funnells, and Scuttles, not only serve to give the Fire a free Passage to the outside, and upper Parts of the Ship and rigging, but also for the inward Air, otherwise confined to expand itself, and push through those Holes at the Time of the Combustibles, being on Fire, and thereby prevent the Blowing up of the Decks, which otherwise must of Course happen, from such a sudden and instant Rarefaction of the Air.

In the Bulk head behind, on each side, cut a hole, large enough to receive a Trough of the same size, as the others; from which to each Side of the Ship, lies a leading Trough, one End coming through a Sally Port, cut through the Ships Side: and the other fixing into a communicating Trough that lies along the Bulk-Head, from one side of the Ship to the other, and being laid with quick Match only, at the Time of firing either of the leading Troughs, communicates the Fire in an instant to the contrary Side of the Ship and both sides will burn together. The communicating Troughs fixed to the Bulk head, and the leading Troughs on the same side as the others.

To prepare the Stores. Quick Match.

is made with three Cotton Strands drawn into length and put into a Kettle, just covered with white wine Vinegar, and then a Quantity of Salt Petre and mealed Powder, is put in it, and boiled till well mixed. Some put only Salt Petre into the Water. after that it is taken out hot, and laid into a Trough where some mealed Powder, moistened with Spirits of Wine is thoroughly wrought int[o] the Cotton, by rolling it backwards and forwards with the Hands. This done, they are taken out Seperately, and drawn through mealed Powder, then hung upon a Line till dry.

Fire Barrells.

The Form of the Barrells should be cylindric, because, that make answers better for filling them with Reeds, and for stowing them on Board, between the Troughs; their inside Diameters should be about twenty one, and their Lengths thirty three Inches. The Bottom Parts should be first filled with short double dipped Reeds Set on End, and the Remainder with Fire Barrell Composition, well mixed and melted, then poured over them. There should be five Holes of three fourths of an Inch Diameter, and three Inches dep made with a of that size in the Top of the Composition, while it is warm; one in the Center, the other four at equal Distances, round the Sides of the Barrell. When the Composition is cold and hard, the Barrell is primed by well driving these Holes full of fuze Composition, to within an

Inch of the Top; then fixing in each hole, a Strand of Quick Match twice doubled, and in the Center Hole, two strands the whole Length; all which must be well set or drove in with mealed Powder; then lay the quick Match within the Barrell, and cover the Top with dip'd Curtain, fastened on with a Hoop, to slip over the Head, and nailed on.

The Barrells should be made very strong, not only to support the Weight of the Composition, before firing, in removing, and carrying them about, but to keep them together at the Time, they are burning: for if the staves are too slight and thin, and should burn too soon, so as to give Way, the remaining Composition would be apt to seperate, and tumble upon the deck, which would destroy the designed Effect of the Barrell, which is to carry the Fire aloft

Iron Chambers.

Should be Ten Inches long and in Diameter, and breeched against a Piece of wood fixed across the Port Holes, and let into another lying a little higher; when loaded, they are almost filled with corned Powder, with a wooden Tompion well drove into their Muzzles; should be primed with a small Piece of quick Match t[h]rust through their Vents into the Powder, with a Part of it hanging out; when the Ship is fired they blow open the Ports; which either fall downwards or are carried away, and so give Vent for the Fire out of the sides of the Ship. —

Curtains

Should be made of about Three fourths Wide and one Yard in Length; they are to be dipped by two Men with a Fork each, of one Prong to hold and dip the Curtain into a Furnace of well melted Composition, after which extend the Curtain to its full Breadth and whip it through two sticks of five and an half feet long and one and an half Inch square, held close together in order to take off the superfluous Composition. then sprinkle saw dust on both sides to prevent its sticking.

Reeds.

to be made in small Bundles of about twelve Inches Circumference, cutt even at both Ends, and tied with two Bands each: the longest sort is four Feet, the shortest two and an half, which are the only lengths that are used. one Part is single-dipped, that is only at one End, the rest are double-dipped, that is, at both Ends. in dipping they must be put about Seven or Eight Inches deep into a Copper or Kettle of melted Composition; sprinkle them over a tanned Hide with pulverised sulphur, at some distance from the Copper.

Bavins.

are to be made of Birch, Heath, or other sort of Brush Wood, that is both quickly fired and tough, in length two and an half or three feet. the Brush Ends laid all one Way; and the other Ends tied with two Bands each. They are to be dipped and Sprinkled with Sulphur the same as Reeds, only that the Brush Ends alone are dipped, and should be a little closed together, with the Hand as soon as done, before they are sprinkled to keep them more close

in order to give a stronger Fire, and to keep the Branches from Breaking off in shifting and handling them.

The Stores are to be disposed on Board, when laid for firing after the following manner. –

The Fire Barrells should be placed under the Funnells and Scuttles, one to each; and fixed between the cross Troughs leading to the sides of the ship, lashed to them and well cleeted to the deck. Those at the Funnells give Fire to the main and fore Shrouds; the rest rise over the Deck through the Scuttles, The Pluggs must be taken out of the Funnells and Scuttles before the ship is fired, and the Curtains covering the fire Barrells, cutt open and rolled back. the quick match spread and the Tops of the Barrells well salted with priming Composition. The Curtains are to be nailed to the Beams of the upper Deck, hanging over the Troughs, Bavins, and Reeds. – of the priming Composition a Part is laid along the Troughs, the rest after laying of the Reeds and Bavins is regularly strewed over all. The short Reeds double dipped, with some of the single dipped are laid along both the sides and cross Troughs, and communicate the Fire both to the Barrells and Chambers. The rest of the single dipped Reeds and Bavins are set about the Fire Barrells, and to the sides of the ship; and some flung upon the Deck.

The quick Match is laid two or three strands thick upon the Reeds in the Troughs, and about the Fire Barrells and Chambers, to communicate a general Fire, at once. The Reeds in the Troughs with the quick match are lashed on to prevent their falling out by the rolling of the ship.

The leading Troughs are both laid with four or five strands of quick Match; as is likewise the communicating Trough, that by Firing either of the leading Troughs, the communicating Trough may carry the Fire to the other side of the ship; which there runs along the Troughs by the quick Match on both sides, and give Fire to the whole in an instant.

The Composition made use of for Curtains, Reeds and Bavins, are all the same, viz. Pitch 14. Sulphur 7. Rosin 7. Tallow 2. Tar 1. – for Want of Tar take 3 Pounds of Tallow. –

Fire Barrell Composition. for one Barrell. Corned Powder 120 lb. Pitch 60 lb – Tallow 10 lb. – divide the Composition into Fire Pots: The Pitch and Tallow must be first thoroughly melted. Tallow well the outside of the Pot to take off the Heat and then put in the Powder by small Quantities, stirring it, well about.

Priming Composition for one Barrel. Corned Powder 100 lb. – Petre 50. – Sulphur 40. – Rosin 6. Oil Pints 3. – take 20 lb of Powder, which mix well with the Petre, Sulphur and Rosin, work them well together, breaking it well in Working, then put the rest of the Powder in by degrees and work it all together: spread it in a trough, and through a [fine] Sieve, run 3 Pints of Oil all over it; then work it well together and run it through a Cane Sieve.

Quantity of Composition for a Fire Ship of 150 Tons.

	Salt Petre	Sulphur	corned Powder	Pitch	Rosin	Tallow
For 8 Barrells			960	480		80
For 3 half Barrells of Priming Composition	175	140	350		21	
For Curtains, Bavins and Reeds for the Ship and Sulphur for Salt-ing them		200		350	175	50
total	175	340	1310	830	196	130

total Weight of the Composition allowing for the Reeds for the Barrells being a fifth of the whole of the last Article, that is 160 lb. will make the whole [3]177 Pounds or 2 Ct. 1.13.-

Smaller or larger Ships take proportional Charges. -

1. Adams Papers, MassHS.

JOURNAL OF H.M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME ¹

June 1776 Cape May W $\frac{1}{2}$ N 5 a 6 Leagues
 Sunday 9 2 A M all Sails set 6 lay too For the Brig took her in Tow made Sail 9 Brot too hoisted out a Boat & went on board the Brig
 6 P M saw the Rebel Brig at Anchor to the Wt wd ² 7 she got under Sail & Stood to the Wt wd 9 TKd 12 Light house W $\frac{1}{2}$ S

1. PRO, Admiralty 51/506.

2. The Continental brig *Lexington*, Captain John Barry.

“EXTRACT OF A LETTER FROM AN OFFICER IN ST. MARY’S COUNTY, MARYLAND, DATED THE NINTH ULT [JUNE]” ¹

Our neighbour Dunmore has removed up to Gwyn’s island, and has there intrenched himself. Four days ago he sent a party of marines and sailors on shore to get wood, to the amount of fifty, who to a man deserted, with their arms and tools. Three of them would have inlisted with us, but we, being full, could not take them. They say he intends to make a push at us in harvest. I apprehend his crop will hardly be worth gathering.

1. *Pennsylvania Gazette*, July 3, 1776.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO GOVERNOR PATRICK TONYN ¹

Roebuck at Gwins Island in Virginia the 9th June 1776.

Sir

Having been informed by a vessel that arrived here yesterday, that his

Majesty's Troops in Garrison at St Augustine, as well as the inhabitants, are in Great want of Provisions; I have therefore lost no time in dispatching my Tender, commanded by Mr [Richard] Whitworth, with a Small Supply of Bread and Flour to you, and every thing besides that could be spared from the numerous Fleet we have here.² I hope it will arrive in time to be of use; but if you should have been supplied from any other quarter, I shall beg of you to return the Beef back to us. The other Articles we are tolerably well off in.

I take this opportunity to acquaint your Excellency, that Lord Dunmore and my self, with the Forces under our command, together with a numerous Fleet of Vessels, containing some of the late Inhabitants of Norfolk, evacuated that place the latter end of last Month, and have taken possession of this Island, which forms an excellent Harbour at the Mouth of Piankank river in Cheseapeak bay and being central to all the Rivers, is a very proper rendezvous for His Majesty's Fleet.

We are much in want of small Cannon, from Nine pounders to three Pounders, and have not a Single Howitzer or Cohorn. If there should be any at St Augustine that can be spared, we shall be much obliged to you for them. I say nothing to you about Troops, more than to lament our having so very few here at this Juncture. Had we the remaining part of the 14th Regiment, I think it would not be in the power of the enemy to dispossess us: but circumstanced as we are, our situation is by no means secure; however, we have always the resource of our Ships to retire to, and can move when we find it necessary without much difficulty. I have the honor to be Sir [&c.]

A S Hamond

PS. I must beg of you to dispatch my Sloop back to me as soon as possible.

1. Hamond, Letters and Orders, 1775-1778, UVL.

2. *Ibid.*, Mr. Whitworth was also ordered to call at Charleston "to deliver the enclosed dispatches to Sir Peter Parker, and General Clinton."

RICHARD LEE TO LANDON CARTER ¹

[Extract]

Wmsburgh June 9 1776

. . . on the 29th & 31 of May Clinton & his Fleet &c left Cape Fear which Consisted of about 3000 Men, it is supposed Charles Town is the place of their destination. . .

Genl [Charles] Lee is gone [to] Charles Town . . . Callenders Cargo that went up yr River was 15000 lb of Powder 370 Stand of Arms 2000 lb of Musket Ball & 3000 lb of Sheet & Bar Lead a qty of Duck Oznabrigs Checks &c she is fitted out for a Privateer.

1. Philip Lee Folder, VHS.

RICHARD HUTSON TO ISAAC HAYNE ¹

[Extract]

Montpelier June 9th. 1776

Dr Sir

Your Part of the Country no doubt teems with myriads of dreadful Re-

ports concerning our present Situation. The grand Armada is I believe, at length completed. It consists of Fifty two Sail, of wh but Seven or Eight are Men of War, one of them a Fifty gun Ship, the others from 20 to 30 Guns. The Remainder of the Fleet consists of Transports, Store ships & Prizes, amongst the latter our Coasting Schooners make a considerable figure. On Friday & yesterday Seven of their Vessels got over the Bar. Two of them ran aground on the Breakers. On Friday afternoon A Flag of Truce was on its way to Town, when it was fired on from Sullivan's Island by an ignorant Sentry upon which it returned. Yesterday Capt [Francis] Huger was sent on board the Fleet to apologize for it, & in the afternoon it went up to Town. The Purport is to demand Fort Johnston upon pain of having the Town burnt. I have not heard the President's Answer, but presume that the fort will be tendered to them at the mouth of the Cannon. We are preparing for the most Vigorous Resistance in our Power. The Detachments from the Country Militia are coming in every day. Gen: Lee arrived yesterday with several hundred Continental Troops. We very Providentially received a supply of Ten Thousand Weight of Gun Powder about a Fortnight ago by a Sloop wh had been sent to St Eustatia, for that purpose. We have everything in fine order & our men are in high Spirits. So that I have very sanguine hopes, and I think upon rational Grounds that we shall be able with the Assistance of Heaven to give a good account of them. . . I am yours &

Rich^d Hutson.

To Isaac Hayne Esq at Hayne Hall

1. Charles Woodward Hutson Papers, UNCL Typescript.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 9th The remaining large Transports with the *Thunder* Bomb got over the Bar into 5 fathm hole, the *Bristol* preparing to follow –

1. Sir Henry Clinton Papers, CL.

10 June

BRIGADIER GENERAL BENEDICT ARNOLD TO BRIGADIER GENERAL
JOHN SULLIVAN ¹

[Extract]

Chambly, June 10, 1776.

Dear General: I went to St. Johns yesterday, where I found everything in the greatest confusion – not one stroke done to fortify the camp – the Engineer a perfect sot – at that and this near three thousand sick. I have given orders that the sick draw only half rations in future. I have ordered Colonel [Edward] Antill to St. Johns, and an abattis and lines to be immediately begun, to enclose the two old forts and an encampment, sufficient to hold six thousand man. I am fully of opinion not one minute ought to be lost in securing our retreat, and saving our heavy cannon, baggage, and

provisions. The enemy will never attack you at Sorel. Their force is doubtless much superior to ours, and we have no advice of any reinforcements. Shall we sacrifice the few men we have by endeavouring to keep possession of a small part of the country which can be of little or no service to us? The junction of the Canadians with the Colonies – an object which brought us into this country – is now at an end. Let us quit them, and secure our own country before it is too late. There will be more honour in making a safe retreat than hazarding a battle against such superiority, which will doubtless be attended with the loss of men, artillery, &c., and the only pass to our country. These arguments are not urged by fear for my personal safety: I am content to be the last man who quits this country, and fall, so that my country rise. But let us not fall all together.

1. Force, comp., *American Archives*, 4th, VI, 796.

JOURNAL OF BARTHOLOMEW JAMES ¹

[May 30 to June 10]

I was sent on board her [the sloop *Ranger*] as prize-master, with orders to carry her to Halifax; and on the 30th, taking with me the captain's coxswain and two men, together with the master and a boy belonging to the sloop, I parted for the *Orpheus*, being about two hundred leagues from Halifax.

The weather blew hard till the 4th of June, on the morning of which day I was chased by a rebel privateer brig till five in the evening, when, finding she was coming up very fast with me and must inevitably speak me, I hauled up the ports, of which she had fourteen fresh painted, though not one gun; and conceiving our formidable appearance might serve to intimidate the enemy with the addition of some stratagem, I hove immediately about and crowded all the sail I could toward him, when he in his turn ran off as fast as possible. This sudden manoeuvre, the meaning of which he had clearly mistaken, amused him till it was dark, when I altered the course from any he had seen me steer, and in this manner got clear of a very troublesome friend. The 6th I had a fine breeze, and the 7th made the land about four or five leagues to the westward of Halifax harbour, soon after which it fell a stark calm, when in the course of an hour I caught, with two lines only, one hundred and twenty-four fine large cod. The wind springing up with a thick fog, I unfortunately passed the entrance of the harbour three leagues before I discovered it, and on the 8th in the morning it blew a heavy gale of wind directly off shore to the northward. I stood to the eastward all night under a trysail and storm jib, and in the morning, the weather being more moderate, stood to the westward under close-reefed mainsail and double-reefed foresail, and at sunset was at the mouth of the harbour. But night coming on with the usual bad weather, and having forty fathoms of water, I was obliged again to run to sea.

The 10th I was again in with Chebucto Head, and having struck soundings on a reef of rocks, in 8 fathom, I immediately let go the anchor, as the people as well as myself had taken no rest for forty-eight hours. Though from such a situation I had a right to expect the loss of both cable and an-

chor, yet I was fortunate enough to save them, and got under way at break of day in the morning, with a seeming prospect of getting soon into the harbour. But just as I was the length of Major's beach, and about to speak a Falmouth packet then coming down the river, she missed stays, which obliged me (being very near some dangerous rocks) to be quick in wearins; in consequence of which the boom came over, with the whole main sheet eased off, and carried it away in six different parts, which obliged me again to run from the narrow channel, and also lost me the satisfaction of speaking the packet; at one o'clock I got as high as George's Island, where, meeting with the accident of splitting my mainsail, I brought to, and leaving the care of the prize to the captain's coxswain, waited upon my Lord Shuldham, who gave me directions to come on board the *Chatham*, who in two hours carried me again to sea in a flag ship with four shirts and one old uniform.

1. Laughton, ed., *James' Journal*, 25-27.

DIARY OF DR. THOMAS MOFFAT ¹

May 31st saw several shallops off New Liverpool and 10 at night saw the Light house off Cape Sambro and before sunrise of June 1st anchord in Halifax ²

[June] 4th Thermometer at 6 in the morning 42.

6th a pacquett from Engd

7th a transport with part of the 42d Regt

June 9th after waiting on General [William] Howe went aboard Captn [James] Ayscough.³

10th Seven in the morning Admiral Shuldham made signal for unmorring: at eleven for sailing before sunsett collected the Fleet. Thermom: 46

1. Thomas Moffat's Diary, LC.

2. Moffat had sailed from England in H.M.S. *Canceaux*.

3. Ayscough commanded H.M. Sloop *Swan*.

MAJOR CHARLES STUART TO HIS FATHER, THE EARL OF BUTE ¹

[Extract]

Halifax, June 10, 1776

We are going to sail in half an hour which prevents me from saying a thousand things. I shou'd imagine the commencement of this campaign will be bloody active as our G[enera]l is spurred on by a jealous notion that Carleton will gain the laurels. One ship of the 42nd Highlanders are arrived. We hope to meet the rest in the offing, with Lord Howe; if we are not so fortunate our operations will be delay'd for this campaign or we must act with half the Army. The scheme appears rash as waiting cou'd make but a few days difference.

We leave here Genl Lesley [Alexander Leslie] with five thousand men, a very foolish man, but fortunately the People of the Province have not strength enough to raise against the measures of Government or I fear the management of bad Governors & a licentious Council have caused them to

be disaffected. Either New York or Rhode Island will be the scene of action, from the field of battle I hope I shall next write you.

1. *New Records of the American Revolution. The Letters, Manuscripts and Documents sent by Lieut-Gen. Sir Charles Stuart, to his Father, the Earl of Bute, 1775-79 and Letters of General Howe, General Clinton, and other Officers to Sir Charles Stuart during the Revolution, 1779-81.* Privately printed, n.d. 8, 9. Hereafter cited as *Letters of Charles Stuart*.

DIARY OF BENJAMIN MARSTON ¹

1776

June 10 Sailed from Halifax in the Schooner *Earl Percy* Nath. Atkins master for Dominica – The fleet & Army Under Admiral Shuldham & Genl Howe sailed the same day for New York –

1. Marston Diary, UNBL. Writing to John Adams from Watertown, December 3, 1775, James Warren said: "Howe I believe has received such intelligence and assurances from one Benja. Marston who has fled from Marblehead to Boston. This fellow is a cousin of mine. Had ever any man so many rascally cousins as I have." *Warren-Adams Letters*, I, 188. Marston was the son of Benjamin Marston and Elizabeth Winslow. He also prided himself as a poet. Interspersed in his diary are several of his poetic efforts, two of them having been composed while in Halifax prior to the first entry in his diary. One of these, to his sister Lucia Watson was "Wrote from Windsor Nova Scotia May 1776 –" the other, "To Eliza" was penned "From Halifax June 1776." See illustration opposite.

JOURNAL OF H.M.S. *Chatham*, CAPTAIN JOHN RAYNOR ¹

June [17]76 Moor'd at Halifax
 Monday 10 at 9 AM Made the Signal & Unmoor'd at 11 Made the Signal & Weigh'd . . .
 at 4 PM Made Sail in Company the *Centurion*, *Rose*, *Swan*, *Greyhound*, *Senegal* & *Tryal* Schooner with 120 Sail of Transports, Victuallers &ca. in going out was Saluted from the Town with 17 Guns at 7 Made Sail, at 8 Cape Samboro, WBN 4 or 5 Miles,

1. PRO, Admiralty 51/192.

NATHANIEL TRACY TO THE MASSACHUSETTS COUNCIL ¹

To the honble the Councill of the Colony of the Massachusetts bay –
 humbly Shews

Nathaniel Tracy of Newburyport in the County of Essex Merchant, lately one of the Owners of the *Yankee Hero* Privateer that on the seventh Day of May instant ² the said Privateer was unfortunately engaged with a Ship of Force belonging to the Enemy & after an Engagement of more than two Hour's Length she was taken & carried into Boston Harbour your Petitioner has Reason to believe that the Honble Major General Ward if your Honours shall see fit to recommend the Measure to him would send a Flag to the Commodore of the Enemy's Fleet & propose an Exchange of Prisoners taken by some of the Vessells of this Colony for the brave Men who were taken in said Privateer, an Interposition of this Kind your Petitioner humbly conceives would not only relieve a Number of our Friends who deserve

Nor no Eliza who with ease
Made every Scene & Object please
But Moars & Neptune's boisterous Sons
With pipes & fifes & ~~drummers~~ guns
With rattling driving firing tearing
Pawling Humming holding wearing
Present mine eyes a different view
From ~~what~~ that I late enjoy'd with you
But let me hope these Storms are blown
And smiling Peace again return'd
In some secure retreat to prove
The happy Object of your love
This irksome Scene I then would pass
With heart resolv'd & steady face
Nor mind of waves that should rowl o'er me
^{so} ~~leave~~ a fair ^{a haven} ~~port~~ ^{lying} ~~open~~ before me
To Eliza
From Halifax June 1776 To ~~some~~ ~~of~~ ~~the~~ ~~at~~ ~~the~~ ~~end~~

Benjamin Marston's poem "To Eliza."

well of the Community & have repeatedly exerted themselves in its Defence but be an Encouragement to others more freely to engage in the same Service when they may be assured that in Case of their Misfortunes they will not be neglected, and as in Duty bound will pray –

[Watertown] June 10th 1776

Nat Tracy

[Endorsed] In Council June 10th 1776 Read and committed to Benja Lincoln & Saml Holton Esqr John Lowell Dpty Secy P T

[Second endorsement] In Council June 10th 1776. It having been Represented to this Board that the Brig *Yankee Hero* lately belonging to Nath Tracy Esqr & others has been taken by the enemy & carried in to Boston Harbour by which a number of our friends (who deserve well of the Community & have repeatedly exerted themselves in its defence) are made prisoners. It is Therefore recommended to his Honor Genl Ward to propose to the commander of the enemys fleet now in Said Harbour an exchange of the Same Number of prisoners now in our hands, for the men taken in Said *Yankee Hero* – In the Name & by ordr. of the Council
signed Caleb Cushing Presidt

1. Mass. Arch., vol. 164, 389–90a.

2. The *Yankee Hero* was taken by H.M.S. *Milford* on Thursday afternoon, June 6, 1776, not May

7. See journal of the *Milford*.

Boston Gazette, MONDAY, JUNE 10, 1776

Watertown, June 10.

On Monday, the 3d instant one of the Continental frigates of 24 Guns, built at Newbury Port, under the direction of the Hon. Thomas Cushing, Esq; was launched in the view of a great number of Spectators, she is highly approved of by all who are judges as a very fine Ship, she is built with the very best of Timber, and the workmanship is compleat.¹

Tuesday last arrived safe at Newbury Port, a sloop from Tortola, and a Schooner from Barbadoes, as Prizes taken by Captain [Jeremiah] O'Brian, in one of [the] Colony Cruizers,² who was left in chase of a Ship when the above Prizes parted with him.

Thursday last was sent into Cape Ann, a large Jamaica Man, with 500 hogsheads of Sugar, besides other valuable Goods, and a large Sum in Specie. She was taken by one of the Continental Cruizers who put the Captain, his Lady, and all the hands, (which did not voluntarily enter on board the Cruizer) ashore at New-Providence. The Prize-Master of the Ship on his Passage from the West Indies met with a Scotch vessel of Force with 90 Soldiers, bound for Boston, on board of which he Breakfasted, and told the Scotch Captain he was destined from Jamaica for London, but as he thought Sugars would bear a better Price at Boston, he had thoughts of trying that Market first. The Scotchman being a stranger to this coast, desired the Prize Master to Pilot him in, which he agreed to and cond[uc]ted him almost into Cape Ann, when he observing two of our Privateers appearing in sight, discovered the Trap, and being considerably to the Windward, made the best of his way off.³

Friday last Capt. Daniel Waters, in company with a Marblehead privateer, took a large ship from Scotland having on board 94 Highlanders, between 30 & 40 sailors for the Ministerial Fleet, and 40 Pieces of Cannon 4 and 6 Poun[ders], besides six mounted on Deck &c. The Marblehead Privateer took 60 of the Soldiers on board, and carried them to Plymouth; Capt. Waters, with the Prize and the Remainder, arrived safe at Marblehead on Saturday.— 'Tis said this is the Ship mentioned in the preceding Paragraph.⁴

We hear another Ship, with Troops, which sailed from Glasgow in Company with the above, is lost, and every Soul perished.

Friday last the *Lively* Frigate came up with the *Yankey Hero*, Capt. [James] Tracy, of Newbury Port, when an obstinate engagement commenced, which continued near two hours and an half, when the *Yankee Hero* was obliged to strike to the Frigate, which was vastly superior in Force.⁵

We have not yet heard whether any of either side were killed.

1. Subsequently to be named the *Boston*.
2. The sloop was the *Two Friends*, 95 tons, Peter Rose, master; the schooner was the *Polly*.
3. This was the ship *Lady Juliana*, taken by the Pennsylvania privateer sloops *Congress* and *Chance*. The Captain and his lady, along with others, were landed at Havana, not New Providence.
4. The prize, the transport ship *Anne*, was taken by three of Washington's schooners, the *Lee*, Daniel Waters; the *Warren*, William Burke, and the *Lynch*, John Ayres.
5. Taken by the *Milford*, not the *Lively*.

THOMAS CUSHING TO ROBERT TREAT PAINE ¹

[Extract]

Boston June 10 1776

Dear Sir I have received your Favor of the 7th May and am Sincerely Glad to hear that as the plot thickens you ripen more & more to Unanimity in the most decisive Measures, more especialy as this is the crisis, the very Crisis, when we ought to exert every Nerve and spare no expence or Trouble in the defence of our Country and its precious rights. If we behave well this year and Heaven succeeds us I beleive Great Britain will not Continue the Controversy any longer . . . Large Quantities of Salt Petre are dayly coming in, we have two powder Mills at Work & good Powder Makers — I hope the Cannon for the ships will soon be finished & sent along, The 24 Gun Frigate was Launched a week ago, she is universally allowed to be as fine a ship as ever was built in America — I perceive Capt [John] Bradford is appointed Agent to take Care of any prizes that may be taken by the Continental Ships of War, but I am informed that the Congress or the Marine Committee design to appoint an Agent for the Continental Navy, whose special Bussiness it will be to Supply the Ships with provisions, stores of all kinds, Masts, yards, Rigger Cables &c &c as they may stand in need of it, this is quite a different department from the other & the Accounts ought to be kept distinct. One of these Bussinesses is quite enough for one Man, if there Should be such an Appointment should be glad of your Interest & Influence among the Members of Congress or of the Committe that I

might be appointed; My son in Law Mr Avery & my own son are out of Employ & could assist me in this Bussiness, It is what I am Acquainted with & should like

I have lately seen Mr Langdon & he is desirous of being Appointed for their Colony, he thinks that after we have had the Trouble & fatigue of Building & fixing out these Ships it will be very hard & unkind to give the Agency to other Persons I must beg your Interest in his favor, he says he does not design to Continue a Member of Congress and therefore there will be no [im]propriety in his holding this office –

Two Philadelphia Privateers have taken Two Ships from Jamaica to London, one is arrived at the Vineyard with 300 hhds of sugar & the other in to Capan with 300 hhds suger 60 Puncheons of Rum & Twenty Thousand Dollars & other Articles ² Two of the Continental Privateers have also Carried into Marblehead a store Ship from Glascow with 95 highlanders on board and 34 seamen with their baggage – they came out with 31 sail more with 3500 Troops on board bound for Boston — The Captain of these Highlanders is Brother to the Dutches of Gordon — ³ pray write me frequently I am your sincere friend [&c.]

Thomas Cushing

1. Robert Treat Paine Papers, MassHS.

2. The *Reynolds* at the Vineyard, and the *Lady Juliana* at Cape Ann.

3. The transport *Anne*, with Captain Hamilton Maxwell commanding the Highlanders.

DAVID COBB TO ROBERT TREAT PAINE ¹

[Extract]

Boston June 10th 1776

My dear Sir The succession of Occurrences are so rapid in our Hemisphere; that it is difficult to relate what happen'd but six days since: I shall, however endeavour to give you what I can at present recollect, and for the future you may expect a weekly Journal, provided the aendemical disease of my habit don't prevent it – This day week was bro't into Dartmo a Jamaica Sugar Ship containing 303 hhds of Sugar, 90 Punchions of Rum, Cotton &c; last Thursday another was bro't into Cape Ann with 150 hhds of Sugar, 100 Punchions of Rum & 20,000 Dollars in Cash – those Ships were taken sent out from Philadelphia, one command'd by [John] Adams.² Quere, whether the distinction between British West India property can be determ'd. – I wish I was a Judge of Admiralty for their sakes, or rather, I wish their was no distinction at all. – pray hasten that glorious day when we shall no longer continue one of the Circulating Orbs of the System, but like some predecessor, the Sun, be fix'd in the Center, shine with unborrow'd Lustre and kindly defuse the Rays of our Influence upon the Worlds around us. – You have the unanimous consent of every Town in this Colony for Independency . . . I receiv'd your Letter last night & am supriz'd you don't know J. Russell Auctioneer, an old acquaintance of yours; – I suppose he wants nothing more than the Priviledge of Venduing the Continental Captures &c – Their was great complaint last week at Beverly for want of a proper Vendue Master, where one Bond was employ'd by the Agents for that pur-

pose, in the Sale of a Cargo of one of the Continental prizes; a Number of Gentn went from this Town as purchasers, who came home very much disgust'd from the Method of his conducting the Sale, so that I leave it with you whether a Man of Mr Russell's known Qualifications as an Auctioneer, separate from your Inclinations to serve him, it wou'd not be more for the Intrest of the Continent to give him a Commission for a Joint Agent or a Continental Auctioneer to sell under their Direction, and allow him such a Commssion for doing the business as shall be tho't adequate to his services.

1. Robert Treat Paine Papers, MassHS.
2. The *Reynolds* and the *Lady Juliana*.

“EXTRACT OF A LETTER FROM ESEK HOPKINS, ESQ; ADMIRAL OF THE
CONTINENTAL FLEET, DATED NEWPORT, JUNE 10, 1776”¹

The *Andrew Doria* has sent in here a sloop from Tortola, bound to Halifax, with twenty-two hogsheads of rum, twenty barrels of sugar, twenty-six tierces of molasses, and 950 bushels of salt.² The *Cabot* also sent in a ship two days ago, from Jamaica, bound and belongs to Liverpool in England, with one hundred and fifteen puncheons, and twenty-two hogsheads of rum; eighty-four hogsheads, twenty tierces, and eighteen barrels of sugar; twenty tierces of coffee; sixty bags and two casks of pimento; two hundred bags and ten casks of ginger; one hundred and eighty two bags of cotton; and forty-eight raw hides.³

1. *Pennsylvania Evening Post*, June 18, 1776.
2. The sloop *Two Friends*, Abraham Copeland, master.
3. The ship *True Blue*, James Stable, master. In the Hopkins Papers, RIHS, is “A True Manifest of the Ships Cargo, Call'd the *True Blue*, Taken by the *Cabbit* Capt [Elisha] Hinman on the 28th May Last, in Lattd 33. Longd. 6. & brought into this Harbour by Capt [David] Phipps, the 8th June 1776.” It tabulates the contents of the cargo as given above.

COLONEL CORNELIUS WYNKOOP TO MAJOR GENERAL PHILIP SCHUYLER¹

[Extract]

Ticonderoga 10th June 1776

The Row Galley arrived here Yesterday, the Captain of Which brought Me a Letter from the Commodore, Who writes Me that the Commanding Officer at St Johns ordered the Row Galley off to Ticonderoga Contrary to the Genl. Orders & has ordered the Capt to take in Salt belonging to One Mrs Tucker who is landed at Crown Point as the Capt tells Me, there is 150 Bushels of Salt Which I have Ordered & is Now in Store & shall wait your Honors Order what must be done with it. – The Commodores Letter is dated the 7th instant, he Writes Me that our Army is gone down to Point Deschamba[ult] where they mean to make a stand. –

1. Washington Papers, LC.

GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL¹

[Extract]

New York, June 10, 1776.

... I must beg leave to add, that, from intelligence I have just received, and a Variety of Circumstances combining to Confirm it, Genl. [William]

Howe, with the Fleet from Halifax, or some other Armament, is hourly expected at the Hook, with designs, doubtless, to make an Impression here, and possess themselves of this Colony, of the last Importance to us, in the present controversy.

1. Fitzpatrick, ed., *Writings of Washington*, V, 123, 124.

JOHN GRIFFITHS TO ROBERT TREAT PAINE ¹

Honble Sir

New York June 10th 1776

I receiv'd yours of the 8th in Reply have to acquaint you that the Casting the Cannon & Shott is begun on, & will be ready to be delivered the Ships the 1st of Sepr or sooner if needed.² In the mean time request an Order to the Commandant of Fort Montgomery being within five Miles of the Furnace that when called on he may attend & bring Powder to prove the Gunns, & that the Quantity be therein fixed as sufficient for Proof. Also to know if on more Ball are to cast than 1200 – being 24 times 50 of 12 pds & 1000 being 20 times 50 of 9pds and 400 being 8 times 50 of 4 pds Mr [Francis] Lewis having formerly ordered 30 Ton of 12lb Shott 20 Ton of 9lb Do &c – Am with great Veneration Honble Sir [&c.]

John Griffiths

1. Robert Treat Paine Papers, MassHS.

2. The Continental frigates building at Poughkeepsie.

New-York Gazette, MONDAY, JUNE 10, 1776.

New York, June 10.

Two Whale Boats full of Men in passing over from Cunney-Island for Amboy, last Saturday Noon, were fired at three Times from the *Asia* Man of War, but without Effect.

The *Mercury* Man of War, and an armed Sloop, sailed for Halifax, from Sandy Hook, last Friday, having 5 Vessels under Convoy.

There now remains at the Hook 7 Ships, and some small Vessels.

Thursday Afternoon his Excellency General Washington arrived in Town from Philadelphia.

JOSIAH BARTLETT TO JOHN LANGDON ¹

[Extract]

Philadelphia, June 10, 1776

Dear Sir Yours of the 27th ulto is come to hand and am glad to hear you have had so good luck in building and launching the ship; I hope she will prove as good a ship as any of her bigness in the British Navy; – Captain [Thomas] Thompson is appointed to the command of her, the other officers are not yet appointed; I hope the Captain will set about raising the men, and that she will be fitted for sea as soon as possible.

I think with you that the brave Capt [James] Mugford and the men on board the privaers at Boston fought gallantly and did honour to the Country.

. . . The *Liverpool* man of war lays at the Capes of Deleware and has

taken 2 or 3 vessels lately – one with dry goods. I want much to have our ships fitted to drive her off, or take her.

1. William Whipple Papers, Force Transcripts, LC.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]

Philadelphia, June 10, 1776

My Dear Sir Your favor of the 27th May came duly to hand; I heartily condole with you the loss of the brave [James] Mugford, however we must submit to the divine will and rest assured that whatever is ordered by Providence is right. I have the pleasure to tell you, that Capt [Thomas] Thompson's appointment is confirmed by Congress; his commission will be sent him very soon; as he is appointed, he may with propriety, join you in conferring with proper persons for Lieutenants and Marine officers, which I hope you will do and let me know who will accept those commissions. I have sometime ago given you my opinion of those you have mentioned; you may engage the master and other officers when ever you think it necessary; as I have before told you, it is very uncertain when you'll have the guns unless you can get them at Providence. I shall send you the blank Warrants so soon as I can get them but I imagine the old forms will undergo a revisal. Congress never were so much engaged as at this time; business presses on them exceedingly. We do not rise some times till 6 or 7 o'clock – there is so many irons in the fire I fear some of them will burn I congratulate you on the success you have had in building and launching the *Rawleigh* – I proposed her being called the *New Hampshire*, but could not obtain my wish; however I think this name will do very well. The name of every martyr to liberty ought to be perpetuated and then this name is in some measure a compliment to Virginia who you know is entitled to compliments from New England. I have done every thing in my power to forward the business of this ship, but I need not tell you how heavily business goes on here.

The matter of Agency, I have not had an opportunity to urge with a prospect of success; it therefore remains as it did, but hope it won't be long before there will be a fair opportunity; I shall still persist in my first proposal.² The uncertainty of guns is the only reason we have not orders to ship men but as the Committee meet this evening I will endeavor once more to know their minds on this subject. . .

1. William Whipple Papers, Force Transcripts, LC.

2. Naval agents for all the colonies from Massachusetts to North Carolina had been appointed on April 23, 1776. Members of Congress had refused to confirm John Langdon for New Hampshire because he was still a member of Congress.

MARINE COMMITTEE OF THE CONTINENTAL CONGRESS TO CAPTAIN
LAMBERT WICKES ¹

Sir

Philada, June 10th 1776

We have received your letter of the 6th & approve your Proceedings as therein reported & as you seem very desirous to make a Cruise, we have this

day agreed to give up the Direction of the ship *Reprisal* to a Committee of Congress, stiled the Committee of secret Correspondence; – The members are Benj Harrison, Benj Franklin, John Jay, John Dickinson, Thos Johnston & Robert Morris Esqs any three of them are a querum This Committee are directed to despatch one of our cruizers to the West Indies & we understand they have already given the needfull Orders to Capt Wm Hallock of the sloop *Hornet*, from whom we have just received Advice that said Sloop is leaky & unfit to proceed on that Voyage – for this Reason your Ship is assigned for that Service & you are hereby directed to receive from Capt Hallock the Letters & Orders of said Committee; Consider them as directed to Yourself & obey them in every particular – We hope this voyage will afford you an opportunity of rendering essential Service to your Country & that you will bring us back a Parcel of fine Seamen & a Number of good prizes.

A supply of stores will be sent you by the *Wasp* and we are sir [&c.]

John Hancock	Joseph Hewes
Rich Henry Lee	George Read
Step Hopkins	Wm Whipple
Jona Sergeant	

1. Papers CC (Other Reports of Committees of Congress), 37, 7, NA.

COMMITTEE OF SECRET CORRESPONDENCE OF THE CONTINENTAL CONGRESS
TO WILLIAM BINGHAM ¹

Sir:

Philada, June 10th 1776

We are sorry for your Disappointment of the Sloop *Hornet*, but in Consequence thereof, We have procured an Order to despatch the Ship *Reprisal* Capt Lambert Wickes & herewith we send you the Letters & Orders for Capt Wickes & Capt Hallock, which they will comply with & you will consequently take your Passage for Martinico on board the *Reprisal* Capt Wickes & hoping for a speedy & safe Passage & for a successfull Issue to the Business you are charged with, we remain Sir [&c.]

Signed – Benj Harrison
John Dickinson
Rob^t Morris

1. Papers CC (Other Reports of Committees of Congress), 37, 7, NA.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

Philad^a 10th June, 1776.

Resolved, That the Master of the Shallop for quartering the Men belonging to the Fire Rafts, be allowed five pounds per Month.

That the Steward to said Boat be allowed 10 doll^rs p M[a]n.

By Order of the Board, Robert Morris, Esq^r, was applied to for four tons of Gun Powder to fill up 60 Cartridges for the Boats, and if Congress

required, this Board will return the like Quantity from the Cartridges now in the Boat.

Captain [William] Richards having furnish'd a list of such necessaries as may be wanted by the Boats in time of Engagement,

Resolved, that the List be completed, and that he be directed to procure as soon as possible, every article contain'd in said List.

By order of the Board, an order was drawn on Jno. Nixon, Esq'r, and others, the Committee of Accounts, in favour of Mr. John Cobourn, for three hundred pounds, which is directed to be charged to his account for sinking Chevaux de Frize.

1. *Pennsylvania Colonial Records*, X, 597, 598.

PENNSYLVANIA COMMITTEE OF SAFETY TO ROBERT MORRIS ¹

Sir, [Philadelphia, June 10, 1776]

I am directed by the Committee to apply to you for four Tons Powder to fill 60 rounds Catridges for the Boats, according to the rules we shall settle as to weight, & if you think necessary we will return the like Quantity from Catridges now in the Boats immediately. Col. [John] Nixon will explain particularly the Reasons.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 768.

PENNSYLVANIA COMMITTEE OF SAFETY TO COLONEL STEPHEN MOYLAN ¹

Sir, [Philadelphia, June 10, 1776] ²

Your Letter was considered at the Committee of Safety, and a proper Person spoke to to superintend the Water Chevaux de Frise at New York. It will be known to day whether he will undertake it, if not, some other person will be immediately sent to you. In the mean Time you may provide the logs and engage Workmen, as very few, perhaps not more than two or three, can possibly be spared from the Works here. In this Businiss House Carpenters who may be found among the Troops may be employ'd as well as Ship Carpenters.

Some suitable Person will be sent you to rig the Gallies and sink the Chevaux de Frise. It takes about 25 or 30 Logs from 40 to 65 feet in length, from 12 to 26 inches thick in the Butts for each of the Chevaux de Freize sunk in our River.

M.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 774.

2. The date is approximated. There is no mention of any action upon Moylan's letter in the minutes of the Committee of Safety, but it is safe to assume the letter was written a few days prior to Washington's statement, in his letter of June 13, that, in conjunction with the New York Provincial Congress he had "determined to sink Chevaux de Frizes one of which is already begun."

COMMITTEE OF FIRE RAFTS OF THE PENNSYLVANIA COMMITTEE OF
SAFETY TO THE COMMITTEE OF ACCOUNTS ¹

Pay to Captain John Hazlewood or Order One hundred pounds for fitting out Fire Rafts and charge it to his account –

[Philadelphia] 10th June 1776

Owen Biddle Geo Clymer Jams Biddle

To John Nixon Esqr and
others the Committee of Accts

1. FDRL.

ADVERTISEMENT OF LIBEL AGAINST THE BRITISH SHIP *Juno* ¹

Port of Philadelphia, in the province of Pennsylvania ss.

To all whom it may concern.

Notice is hereby given, that a Court of Admiralty for taking cognizance of, and trying the Justice of captures of vessels made in pursuance of the resolves of the Honourable the Continental Congress, and brought into this port of Philadelphia, will be held at the Court-house, in the city of Philadelphia, on Friday, the 28th day of June inst. at ten o'clock in the forenoon of the same day; then and there to try the truth of the facts alledged in the bill of George M'Aroy, Commander of the private sloop of war called the *Congress* (who as well, &c.) against the Ship called the *Juno*, burthen about 200 tons (with her guns, tackle, apparel, furniture, and the cargoe on board) lately commanded by Samuel Marson. To the end and intent, that the owner or owners thereof, or any person or persons concerned therein, may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill.² By order of the Judge, [Philadelphia] June 10, 1776. Andrew Robeson, Register

1. *Pennsylvania Gazette*, June 19, 1776.

2. *Juno* was condemned as a prize on July 1. Record of condemnation proceedings includes crew list, invoices, and letters taken on board the *Juno*. Records of the Admiralty Court of Pennsylvania, April 13–December 3, 1776, LC Photocopy.

HENRY FISHER TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen.

Lewistown June the 10 1776

When I wrote to you last by Express I mentioned that Capt [Charles] Laurence had Arived here and that he was a longside of a snow that was Oblig'd to Run ashore. I have Made Bold to Detain him here to Cover the landing of her Cargo he has Been of Rail Service and now he is going to Convoy her Up to your place with the Assistance of the *Eagle* from this Place –

the *Liverpool* Remains in the Road the *King Fisher* is gone out to sea – As to the Restriction you have laid upon me not to man the arm'd Boat with Pilots I must beg leave to Acquaint you that our Pilots Bare a Different Carricter to what yours Doe and as the Boat is to be Stationed at

our Creeks mouth I Cannot see there will be the least Danger in leting Six Pilots goe in her and the Remainder Lands men as the Pilots are Acquainted With the great Gun and they always Can see there Danger Before they Can be Surprised. – I think I Can venter to Say the Pilots here has and are willing to do Every thing for the safety of your trade that lays in there Power – I hope Gentlemen that you will ReConsider the Matter and send me a line in the meantime I shall act with the utmost Caution, and do Ivery thing for your Intrest that lays in my Power –

Colonel [John] Dagworthy and Colonel [John] Jones think that one of Your Arm'd Boats would be of Service to be stationd in Indian River as that Inlet is at this time Very good having 10 or 12 feet water in it – Perhaps Some of your Vessells may be Chased in there in that Case such a Boat lying there could be of Best Service. You Must think Gentlemen that We have no Vicus in this Matter but your Intrest as we have no trade of our own. if you were to order Capt Laurence to be stationd here as he is willing I think he would be of Rail service – I have given Capt Laurence a Receipt for what Stores I have Recd from him You will be so Kind as to Acquaint Messrs Mifflin & Barrell that there is some c[h]arges that I have been at for Victualing and Maning these Boats Extrardinary upon there Acct Which I Expect must be Paid out of the Cargo. Likewise Desire them to authorize Some Person to Act for them as there is a Rail Cause for it

1. Papers CC (Maryland and Delaware State Papers, 1775–89), 70, 577–78, NA.


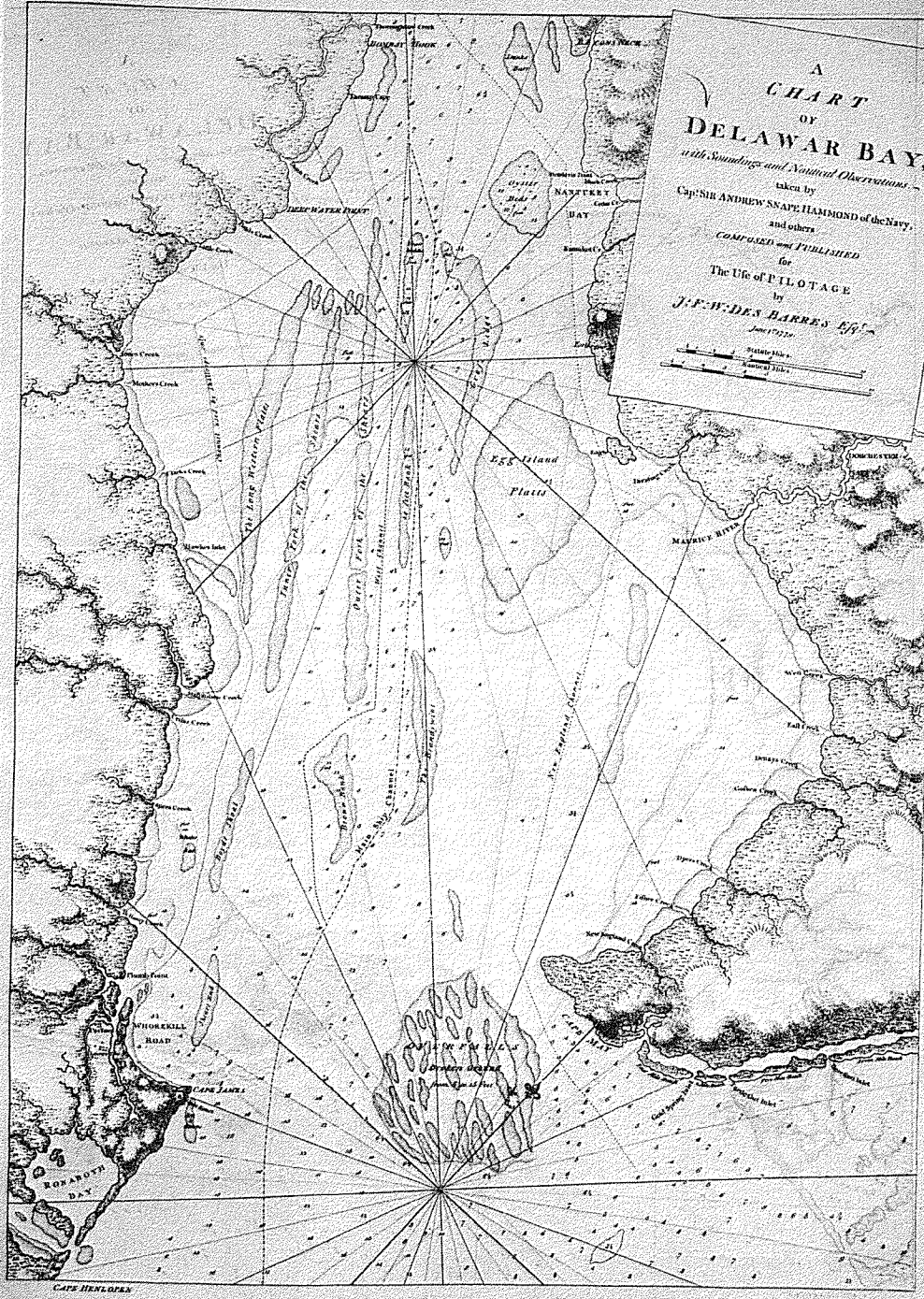
CAPTAIN HENRY BELLEW, R.N., TO VICE ADMIRAL MOLYNEUX SHULDHAM ¹

Sir /.

Liverpool, Hoar Hill road, 10th June 1776.

Captain Graeme of the *Kingsfisher* having joined me at this place the 7 inst and taken a Brig from Cape Francois laden with Melasses bound to this Port, I have Approved of his sending her to Halifax, more from thinking it Necessary you should be acquainted Sir with the Situation of His Majesty's Ships here, than the Value of the Seizure, which is by no Means equal to the losing five Men for an uncertain time. I arrived here the 2d May from Virginia in Consequence of an Order from Captain Hamond on the 6th we went up the Delaware to Water as far as a few Miles above New Castle, where we was Attacked two different days, by fourteen Row Gallies carrying each One large Cannon, either an Eighteen, Twenty four, or Thirty two pounder, the River being very Wide and the Channel very Narrow they took care to keep at that distance which made our fire very Uncertain, at no time So near as a Mile, in general much more, we fired away an immense quantity of Powder and Ball, to no Other purpose than killing about thirteen Men, and disabling three of their Gallies, the *Roebuck* had One Man killed, one Shot through my Bowsprit and both our Sails and rigging much torn, Captain Hamond left this place the 16th May to go to Virginia, since which time I have heard nothing from him, his Orders to Me were to join him in Hampton road when in want of Provisions or Water; although I

A
CHART
 OF
DELAWARE BAY,
with Soundings and Nautical Observations
 taken by
 CAPTAIN ANDREW SNAPE HAMMOND of the Navy,
 and others
 COMPILLED and PUBLISHED
 for
 The Use of PILOTAGE
 by
J. F. W. DESS BARRETT Esq.
 June 1772

have a good quantity of the latter On board, yet, owing to the putrified State of it, which I fear Causes the Unhappy Sickness among my people I shall be under the Necessity of repairing Soon to Some place to procure What is better. I propose to try the probability of getting it at New York, rather than at Virginia, for this reason, Captain Graeme who run thither on missing Me here, being then Cruizing off, neither Saw or Could learn any thing of any Ship Whatever; I cannot Account for the removal of so large A Number of Vessels as were at Norfolk, only their being gone up Some Fresh Water Rivers. —

You will pardon me Sir, for observing that tho' not less than Five or Six Ships is equal to a total interception of the Trade of this river, yet the Necessary Articles of their Support Such as Salt, Rum, Melasses and All kinds of Cloathing is advanced in its Price at least three hundred P Cent, some Articles Much More.

I have only taken a small Vessel laden with Linnen, and Twelve thousand Dollars out of a Spanish Snow which I sent to Norfolk and by the Mark on it, I have all reason to believe, to be the property of Willen and Morris at Philadelphia two most Notorious Rebels. There has been some time past laying in Cape Mary [*sic* Cape May] road a large Ship Privateer of Eighteen Eighteen pounders, a Brig of Sixteen Sixes and Fours, and a Sloop of Ten Six pounders;² they have given Me but One Opportunity of Seeing them as Sea when they drew me upon the Over falls, but having a Good Pilot, I escaped touching the Ground, and they got into the road again, where is not more than fifteen feet Water.

I am informed by very good Authority they will have in less than a month four Ships of thirty Guns each, at Philadelphia, fit for Sea. —

I believe Captain Hamond informed you of my very great misfortune in having been taken by the Rebel Privateer, now in my Sight, my Tender, with a Lieutenant & Twenty Nine Men. —

If Sir I should not meet with any Supplies of Provisions and Water Soon, or this Rage of Sickness among my people Continues under these Circumstances, I hope you will think me blameless in repairing to Halifax, tho' both my Main and Fore Masts are bad, nothing but the loss of One of them Can make me leave this Station. I am well informed that these three lower Counties are ripe for Arms, had they the least Support, Several have been off to me for protection in Case of Need, and declare the Tyranny of their present rulers to be insupportable —

Inclosed is the State and Condition of His Majesty's Ship under my Command and of His Majesty's Sloop *Kingsfisher*. I have the Honor to be Sir [&c.]

Hen^y Bellew.

1. PRO, Admiralty 1/484.

2. The trio of vessels under Cape May were the Continental ship *Reprisal*, brig *Lexington*, and sloop *Hornet*.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO COMMODORE SIR PETER PARKER ¹

Roebuck at Gwins Island in Virginia

the 10th June 1776.

Dear Sir

It was not untill yesterday that I received any certain account of your arrival in America, in which I beg leave to congratulate you.

The circumstances of the Fleet and Army to the Northward has been such, that it has not been in Admiral Shuldhams power, to send me a force Sufficient to authorize me, to make any attempt on Philadelphia; I therefore no sooner heard of your intended expedition against Charles Town, than I immediately quited the River Delaware, to the *Liverpool* (which I have left cruising off there) with an intention of joining you with the *Roebuck*; but calling into Virginia in my way, I found Lord Dunmore and his Fleet in so much danger from the Enemy, who were bringing down cannon to all the points of the River, and were preparing fire-rafts to destroy the Ships, that I found myself under the necessity of attempting to move them before the enemy began their attack. This I assure you was no easy task, as they consisted of near 100 sail of Vessels, many of them with valuable Cargoes, and the most part without Seamen, which I was obliged to Supply out of the Kings Ships, However we made Shift to get here without the loss of a Single Vessel, except those we destroyed for want of materials to Navigate them with.

We have taken possession of this Island which is about three or four Miles in length and one in breadth, Seperated from the Main $\frac{1}{2}$ a mile, except on one place (which is that where Lord Dunmore has his Camp) that is not above the reach of Musquet Shot, However this part is defended by the Guns from the Ships. The Island lyes at the Mouth of Pianketank River, forms a safe and commodious Harbour for any number of Ships, and as it is central to all the Rivers; I think it is the best rendezvous of any in Virginia for the fleet; The Island is certainly much too large for us to defend in our present weak situation, if the enemy should make any Serious attack upon us, but if we had a body of 200 Troops more, I do not think it would be in the power of the Rebels to dispossess us, and I confess now that we are here, I am very desirous of keeping it; As I dont know a better place in Virginia for the head Quarters of a fleet and an army.

You will certainly conceive, sir, from what I have related to you that I have not only had my hands full by this movement, but that I am unlikely to get clear of this incumbrance for some time, as I have been obliged to Land my Marines and assist in the necessary Fortifications for the defence of the Island; Notwithstanding if the Pilot Boat I sent to the *Liverpool* a fortnight ago had been lucky enough to have found her and, brought her hither, I flatter myself you should have seen me before this time: I have Sent to her again and if she should drop in while I think I can be of any use to you, It will afford me infinite satisfaction to have an opportunity of joining you; Attended, however, with some distress at leaving the River Delaware again open to the enemy.

I have the *Fowey* with me here, the *Otter* is cruizing at the Capes, and I apprehend the *Glasgow* is gone to Halifax to refit, as she has never joined me, but was on her way to do it, when she fell in with, and thrashed the Rebel Fleet off Block Island.

Governor Eden of Maryland has got leave of the Committee of Safety to quit Annapolis, and has written to me, to desire I will send a man of War to receive him on board and bring him down to the Fleet, which I Intend doing as Soon as I can spare one from the Service they are now imediately employed on.

I have nothing by way of News to Send you, I conclude that you must have heard that the Rebels have been well drubed by General Carolton at Quebec, and that they have raised the Seige – We are told by the News Papers, Ten thousand Men are arrived in Transports at New York, but nothing particular about them.

Just before I left the Delaware I run up to re-connoiter the River and to fill fresh water, the *Liverpool* was with me – The Row Gallies thought proper to pay me a visit, about a dozen miles below the pass they have fortified, where the River is so very narrow, and so rapid, that they had every advantage that situation could give them: However they fired away Seven Tons of Powder at us, without doing us the least mischief, except the loss of one Man in the *Roebuck*; I endeavoured to draw them into a Wider part of the River, but they knew their advantage and declined the challenge: Report Says they recd much damage, but those are Secrets they most religiously hide from the Publick.

A Schooner came in yesterday and brought me an account that, the Garrison of Saint Augustine were Starving for want of Provisions; I have therefore put on board of my Tender a small Supply for them, least they should not have received any from another quarter.

If you can send us any small Guns, Cohorns or Howitzers, they will be of the utmost use to us.

I pray, most devoutly, for Success to attend his Majesty's Forces in the hands of my friend [Henry] Clinton and yourself, and most anxiously hoping that I may Soon hear you have reduced the Pride of (what the Americans call the Carolinians) the Rice Birds. I have the honor to be Sir [&c.]

A. S. Hamond

To Commodore Sir Peter Parker
commander in chief, &ca &ca on bd his Ms Ship the *Bristol* So Carolina
1. Hamond, Letters and Orders, 1775–1778, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN HENRY BELLEW, R.N.¹

Roebuck at Gwins Island in
Virginia the 10th June 1776 –

My Dear Sir

I am not a little uneasy at not hearing from you; and yet as you have no vessel with you, I don't well know how I should; nor has it been in my power to send any thing to you; so continually have we been employed.

Mr Goold the Purser of the *Liverpool* had sailed in search of you, before the Spanish Snow arrived; and after cruizing, as he tells me, for three or four days off Cape Henlopen and Cape May, he returned here, without being able to find you; and was in some little distress as he had split his Sails, and expended his fresh water.

I have done every thing with the Spaniard you desired, but have not been able to find any thing more in her than was acknowledged by the Captain to you; and as to the right of Seizure, I have not the least doubt, as she appears to me to be entirely within the letter of the last act of Parliament: therefore I think the best thing you can do is, to get her to a place where there is a Court of Admiralty as soon as you can.²

The removal of the Fleet to this place, has for the present so entangled us with more business, that I don't see the least prospect of sending a Ship to relieve, or assist you; And notwithstanding my reluctance at leaving the River Delaware again open: Yet, in your situation (if it is not better than when I last heard from you) I think it altogether as improper that you should remain any longer there; It is therefore my desire that you proceed with the Ship under your command to this place as Soon as possible, in order to recruit your Ships company.

By a Schooner which arrived here the 8th instant, we are informed that Sir Peter Parker and General Clinton, are gone, with the Forces under their command, to beseige Charles Town South Carolina.

I hope Soon to have the pleasure of seeing you, 'til when adieu I always am My Dr Sir [&c.]

A. S. Hamond

Henry Bellew Esqr commander of
his Majs Ship *Liverpool* Delaware Bay

1. Hamond, Letters and Orders, 1775-1778, UVL.

2. *St. Barbara*. See Appendix B.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO EDWARD JAMES¹

By Andrew Snape Hamond Esquire &ca &ca

You are hereby required and directed to proceed forthwith with the *Roebucks* Tender under your command to the Mouth of the River Delaware, where you will find his Majestys Ship *Liverpool* cruizing at some small distance from the Capes, and having met with her, you are to deliver the enclosed dispatches to Captain Bellew and waite his Orders for your further proceedings.

In case after cruizing for two or three Days you should not meet with the *Liverpool*; you are then to proceed on, to New York, and deliver the enclosed letter to Captain Parker of his Majestys Ship *Phoenix*, and after having so done to return to Virginia and join me at this place.

Given under my hand on board his Majestys Ship the *Roebuck* at Gwins Island in Virginia the 10th June 1776.

A S Hamond

N B. The Private Signal between the *Liverpool* & any Vessel sent to her, is a Jack at the Masthead of each –

To Mr Edward James commander of
the *Roebuck's* Tender the *Ranger*

1. Hamond, Orders issued, 1776–1777, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO LIEUTENANT JOHN WRIGHT ¹

By Andrew Snape Hamond Esqr &ca &ca

Whereas I have received information that there are Several Row Gallies building by the Rebels up Rappahannack River, and that there is a Brig taking in a Cargoe at or near Hobs's Hole.

You are therefore hereby required and directed to take with the *Fincastle* Tender under your command, the *Lady Susan* Tender commanded by Mr [Bridger] Goodrich, and proceed up the said River, and do your utmost to take or destroy the Gallies or any other Vessels, or boats you may meet with belonging to the Rebels, and otherwise to annoy the enemy by every means in your power.

After having ran as far up the River as you find can be done with safety or is necessary for the performance of this Service, you are to make the best of your way down again and join me at this place.

Given under my hand on board his Majesty's Ship
the *Roebuck* at Gwins Island the 10th June 1776.

A S Hamond

To Lieut John Wright commander of
the *Otters* Tender the *Fincastle*

1. Hamond, Orders issued, 1776–1777, UVL.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Monday, June 10th, 1776.

A warrant to Benjamin Watkins, Jr., for use of Robert Donald for £1.0.8 for Ferriages to certain Troops of the Navy at Warwick.

Same to Smith Bleakey for £8.13.4, for making oars for the *Hero* Galley.

A warrant to James Marshall for use Hon. Jno Tayloe, Esq'r, for £705.8.3, for sundry cannon Ball, plank, and Pigg Iron furnished for the Navy in Portsmouth.

Same to same for £30.6.8 for a quantity of shot for the Navy in Rappahannock River.

The Comm'ee of Elizabeth City, are desired to agree w'th proper persons to convey the several vessels now in Hampton River, to some safe place up Appomattox river, to be deliv'd into the care of Dinwiddie Comm'ee, and by them safely kept 'til the further order of this board, and the Comm'ee of Eliza. City are further requested to send up by the said vessel, 4 of the 18 pounders at Hampton, to be landed at Burwell's Ferry, and if any of them burst in proof, they send the pieces by the said vessels to Appomattox.

Ordered, that the Commanding officer at Hampton be requested to prove all the cannon at that place and report to this board.

Ordered, that a warrant issue to George Reid for seventeen pounds five shillings for arms furnished Captain [Edward] Travis, and Thirty-one pounds ten shillings for arms furnished Captain [William] Mitchell.²

Ordered, that a warrant issue to Mr. Edward Champion Travis for nineteen pounds ten shillings for a Top Sail, main Sail, and Jibb sold to Captain Travis.

Ordered, that a warrant issue to William Reynolds for Two hundred and Fifty-three pounds one shilling and nine pence half penny for sundry disbursements in fitting out the brig *Liberty*.

1. *Virginia State Papers, VIII*, 194-96.

2. Travis was captain of the *Manley* galley, and Mitchell captain of a company of Marines.

COLONEL WILLIAM MOULTRIE TO MAJOR GENERAL CHARLES LEE ¹

Sullivan's Island, 7 o'clock, June 10th, 1776.

Sir. I just now received your orders for detaching [William] Thompson and [Thomas] Sumpter's regiments, Allston, Mayham, and Coutirier's companies. By the date of your letter it seems as if you intended this business to have been done this morning, but your letter came too late to hand for that purpose. I shall send the detachment to our advance guard, there to remain with their boats for crossing them, hid till night, then shall embark them for Long-Island, where they may be reconnoitring till daylight. I shall be obliged to your excellency to send us some person to finish our gate. I am, sir, [&c.]

William Moultrie,
Col. 2d. regiment.

1. *Moultrie's Memoirs, I*, 152-53.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

Sir, [Charleston] June the 10th, 1776.

You will receive a number of flats, ropes, and planks for the construction of bridges for your retreat. . . You are to give a receipt and be answerable for them. I am, sir, yours,

Charles Lee, Major General.

P.S. I find my last night's letter was not sent; I beg you would send a few expert scouts to discover what the enemy have done, or are doing; If it can be done with the least probable advantage, put my last nights orders in execution to night.

1. *Moultrie's Memoirs, I*, 152.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

[Charleston] June the 10th, 1776, 8 o'clock.

Sir, As the Commodore's ship has passed the bar, and as it is absolutely necessary for your, and the common safety, that the bridge of retreat should

be finished this night; I would have you by all means to lay aside all thoughts of the expedition against Long-Island; unless you receive assurances from your scouts, that you may strike an important stroke. Yours,

Charles Lee,
Major-General.

1. *Moultrie's Memoirs*, I, 153-54.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 10th The *Bristol* weighed anchor between 11 & 12, touched upon the Bar, but got safe into 5 fathm hole, and was received with 3 Cheers by the whole Fleet.

1. Sir Henry Clinton Papers, CL.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

1776

Anchor'd in St Marie's River

Saturday 1. Employ'd making & filling bags of Mess to put over the Quarters to keep out small shot - All hands to Quarters
First pt Do Wear Middle & Latter light Airs & Clear, Recd information that Capt Graham with his party had an Engagement with the Rebels & that the Capt lost one private Soldier, The Rebels fled to the Bushes & up Trees Sent the Boat manned & armed with a Midshipman to Capt Graham to know if he wanted any Assistance,

Sundy 2. fired 2 swivels to bring to a boat coming from Wright's Landing

Fresh Breezes and Cloudy, loosed sails to dry, the Cutter return'd from Captn Graham, and confirmed the account of the above Engagement - Saw a Snow off the entrance of the River, Manned & armed the Boat with an Officer & sent her out to speak with her she boarded & rummaged him & found her to be from Bristol wt Provisions for St Augustine - Rec'd from Mills some wood for Oars, kept the People under Arms all night,

Mondy 3 Clean'd the Schooner and scrubbed round Do weather - Sent the Cutter up the River to Mr Wrights Plantation with an Officer for fresh Beef 1 P. M: fired 21 Guns to celebrate His Majesty's birth day at 10 the Cutter returned.

Tuesday 4. A M Loosed sails to dry Anchor'd here a Schooner from St Augustine, Clark Master fired 2 half pounders to bring her to sent a boat to row Guard a cross the passes into the River First part fresh breezes & Clear weather, Latter hard Gales Squally, fired two half poundrs 1 Shot, and brought to a Canoe, sent the Boat on board her, found her to belong to One Wm Taylor with his Effects, drove off from his Plantation by the Rebels. Employd One Mr Mansell a Carpenter to make Swivel Stocks & a new Anchor Stock

- Wednesday 5. at 7 A:M: parted our Bt Br Cable, the small Bowr brought her up – Sent the Boat to row Guard
- Thursday 6 Fresh Gales & Cloudy weather – Steaded the Schooner with the Stream Anchor Sent the Boat to creep for the Bt Bower Anchor, got hold & purchased it and moor'd the Schooner, fired to bring to a small Schooner & two Boats 4 half Pounders 2 of them shotted Carpenters employd making Oars The people under Arms
- Friday 7 Fresh Gales & Squally weather with Rain – hove up the Bt Bower Anchor & small Do found them to be very rotten & not fit to hold the Schooner – Do moored with the best Bower each way No Point of Amelia ESE $\frac{1}{2}$ E & the So Point of Cumberland Island NbyE $\frac{1}{2}$ E between the four Passes into the River St Mary's – fired 2 half Pds I shotted to bring to a Schooner coming down the North River – Lost a Jack over board People under Arms
- Saturday 8 Modt & Cloudy weather – filled our Ground Tier, fired 2 half Pds shotted to bring to a sailing boat coming down the River – Recd on board 2 barrels Rice for the Schooners Co – Arrived here from the Township the Pilot Boat with a Letter from Capt Graham & one from the Governor – Carps employ'd making & fixing new Swivel stocks fired 1 half Pounder p Signal for our Boat to come on board – The People under Arms –
- Sunday 9 First part fresh Breezes and Clear Weather Middle & Latter light Airs & Var: fired 2 three Pounders, 1 Shotted to bring to a Snow crossing the River, Employ'd as before, The People under Arms all Night expecting the Georgians every Hour.
- Monday 10 First and middle parts Light Breezes and Clear Weather, Latter fresh Gales and Squally with rain fired & brot to a Canoe rowing a Cross an Inlet, Carpenters employ'd making Oars & Swivel Stocks The People under Arms all Night.

1. PRO, Admiralty 51/4330.

JOURNAL OF H.M.S. *Argo*, CAPTAIN WILLIAM GARNIER ¹

- June 1776 Moored in English Harbour Antigua.
- Monday 10 the Admirals Secretary, Came on board and paid Prize Money to the Ships Company, for the Sloops *Dolphin*, *Union* & *Charmg Polly*, from America, belonging to the Rebels. – ²

1. PRO, Admiralty 51/19.

2. The schooner *Dolphin*, a whaler from New York taken March 1, 1776; brig *Union*, Alexander Boyd, master from South Carolina, taken December 18, 1775, and the sloop *Charming Polly*, Thomas Truxtun, master, from New York, taken January 2, 1776.

11 June

CAPTAIN HENRY HARVEY, R.N., TO CAPTAIN CHARLES DOUGLAS, R.N.¹

Sir

As I wrote in great hast, at Three Rivers yesterday in order to save the Express which was setting out, I had not time to give you any Particulars of the action at Three Rivers on the 8th instant, between the King's Troops and a Party of Rebel forces. I have great pleasure in congratulating you on the success of that day, which I hope will be attended, with very happy consequences. A little before three oClock in the morning, of the 8th I received intelligence by a Canadian Canoe, that a great number of Batteaus, had cross'd the river from Nicolet, and landed a great Body of the rebels, at the Point of the lake, & were on their march towards Three rivers, I immediately sent a Boat to reconnoitre, who return'd very soon having been fir'd on by a Rebel party, about two Miles from the Ship, The Alarm being given, the 29th & 47th Regiments, landed as soon as possible from the division of Transports lying with me, off Point Batti, & I haul'd the *Marten* close to the shore to protect them; about 5 OClock, a large body of the rebels appear'd opposite to the Ship, at the edge of the woods, marching towards the Town; I immediately fir'd on them which oblig'd them, to take shelter in the Woods, til they had passed our line of Fire; about six oClock they attack'd the advance guard, of our Troops and appear'd to do it, with much resolution, but on receiving the fire from a line of infantry, posted to advantage, they gave way with the loss of some kill'd and wounded; they then appear'd to be forming again, but very soon went off, in hast & confusion. As soon as they gave way I weigh'd with the arm'd Schooner, and kept firing amongst them occasionally, as they appear'd at the edge of the wood; very little wind & Calms prevented any advancing upwards, otherways I shou'd have cut off, the retreat of their Batteaus; & have taken the greatest part of them, an acquisition, that wou'd have been of great consequence, as the Army are so much in want of Boats. The killed wounded and Prisoners, I must refer you to the Generals account; I find our Loss is very inconsiderable. I wrote you in my Last, that I had taken two of their Batteaus, with Powder and provisions, I have since recovered two more, left by the rebels at Nicolet.

I am now at Anchor, with the first division of Troops, in the entrance of the Lake, & shall proceed upwards; as soon as the wind is favorable, Capt'n [Thomas] Pringle will follow with a second division & Lieutt [William] Cumming with the third, so that in the narrow Channels, we may not be liable to embarras each other –

As I am very often obliged to have prisoners and others, sent on board by the Army, I must beg the favour that you would transmit me an Order to bear Supernumeraries, whenever the service may require it.



Roger Curtis.

I beg you will present my Compliments to Captn Dalrymple, & other Gentlemen at Quebec. I have the Honor to be &ca

signed Henry Harvey

Marten Entrance of Lake St Peter

June 11th 1776

1. PRO, Colonial Office, 5/125, 15e.

JOURNAL OF H.M. SLOOP *Senegal*, CAPTAIN ROGER CURTIS ¹

June 1776
 Monday 10th Moored in Halifax Harbr
 at 8 A M the Adml made the Sigl for all Officers to repair on board their respective Ship. ½ past Do md Sigl to unmoored, at 10 unmoored, Sail'd hence the Pacquet Captain Bond, for England –
 Fresh Gales & Cloudy. at 1 P M the Leeward part of the Transports getting under way at 2 got under way at 5 brot too with the Main TS to the Mast to wait for the Adml and part of the Convoy. Sambro Light house WSW distance 2 Leags at 9 saw the Adml in shore
 Tuesday 11th at 1 A M spoke the *Centurion* inf[orme]d them the Adml was out & steering SW. run down & spoke several of the Transports a stern to make sail at 5 TKd. & run to some Vessels a Stern to make them make more sail at 6 TKd. Sambro Light house NbW 3 or 4 Leags – at 7 out all Reefs & up TG Yards, set T. Gt Sails at 9 20 Sail in Compy made Sail to Speak the Admiral.
 Fresh Breezes and Hazy. at 2 spoke the Adml at 3 running down to our Station, at 6 the Adml fir'd 2 Guns and made Signal for the Convoy to come under his Stern repeated the signal – at 7 shortned Sail to get into our Station.

1. PRO, Admiralty 51/885. On June 1 Captain Curtis had succeeded William Duddingston as commander of the *Senegal*.

JOURNAL OF H.M.S. *Rose*, CAPTAIN JAMES WALLACE ¹

June 1776
 Mondy 10th Moor'd in Halifax Harbour
 AM at 7 the Adml made Sigl to Unmoor Do Unmoor'd and hove into ½ a Cable at 11 the Adml made the Sigl to Weigh. Fresh breezes and Cloudy
 Tuesday 11th AM at 5 the Adml saild out of the Harbour with the Fleet. at 7 Weigh'd and came to sail Steering out of the Harbour at 11 Cape Sambro light NWN 5 Miles
 at 2 PM Join'd Adml Shulldham in the *Chatham* with the *Centurion Greyhound Swan* and *Sinegal* and 11 Sail of Transports.

1. PRO, Admiralty 51/805.

JOSHUA WENTWORTH TO NATHANAEL GREENE, JR.¹

Sir

Portsmouth June 11. 1776

I recd your fav. of 31st Ult. p post The determination for Sale of Crean Brushes Prize,² is not yet known from the Continental Congress, to whom the Claimants have Petition'd, for their resolve on the Captor, when that is mature, I shall Publish in the diff't papers, but do not think, (if sold at Auction) it will Commence these two months to come.

The Steel begins to go off in small parcells, for tryal, shou'd it prove acceptable, I dare say it will soon go off. — the Sales to this date is 64¼ lb at 1s/6d—being very truely Sir [&c.]

Josh. Wentworth

1. Miscellaneous Manuscripts, CL.

2. The reference is to the cargo of the brig *Elizabeth*, carried into Portsmouth on April 3. She carried a cargo of goods largely looted from Boston by Crean Brush, Tory agent.

WILLIAM BARTLETT TO GEORGE WASHINGTON¹

Sir,

Beverly 11th June 1776

I would beg leave to Inform your Excellency of my Proceedings with Respect to the Vessels taken and Brought in here by Captne Manly, after Condemnation they were agreeable to your Instructions Advertiz'd in the publick papers 3 weeks, I then Proceeded to the Sale, I Recieved Instructions from Your Excellency through the Hone Major Genl Ward to purchase the Ship *Jenny* & Brigne *Hannah* for the United Colonies provided they sold very much under their Real Value the *Jenny* Selling for 1950 £ thought it quite enough for her Therefore did not Purchase her, the Brigne *Hannah* I purchased for £ 520 have Since Deliver'd her to Capt [John] Bradford by order of Genl Ward, the Ship *Concord* sold for 930 £ the Bringe *Nancy* 430 £ Sloop *Betsey* for 175 £ and the Sloop *polly* 130 £ I have also sold all the Goods I think at a Very Good price. —

If your Excellency thinks proper to order that the Goods Deli[vere]d Collo [Thomas] Miffin as well as the Ordinance Stores should be Valued and Transmitted me, that the sales may be Closd would be of Infinite Service to the poor Captures as well as an Encouragement to them to go again into the Service for I dont concieve their can be a Division untill I can git the amount of the whole —

I would further beg Your Excellencys Instructions Concern'g paying the Captures, there where Several Servants in the Service a[t] Taking these prizes the masters of which Apply's for their share of the prize Money, knowing the rules of the army Respecting that Matter have Refus'd paying them untill I Recieve your Excellency's Orders also wither any of the people who are yet left with us Belonging to any of the Above Vessells should Recieve any Wages —

This day Capt Bradford apply'd & Inform'd me that he was Appointed Agent for this Colony with power to depute whom he thought proper under him therefore desird me not to act Any more in the Station which Your Excellency was pleasd to appoint me in

Your Excellcy Orders with Respect to this or any Other affairs will be
Gratefully Accepted and Punctually Obeyed By your Excellcy [&c.]
William Bartlett

N B my best Complements to Colln Moylan

1. Washington Papers, LC.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

Watertown Tuesday June 11th 1776

A Petition of James Cole – setting forth – That he was on board the Sloop *Unity* Jeremiah Obrien Commander as a Volunteer, – & was at the attacking, and taking the schooner *Margaret* a Tender belonging to the Ministerial Fleet. – and was unfortunately wounded in the Leg with a hand grando &c. – and praying for Relief –

Resolved, That the Sum of Ten pounds be paid out of the Treasury of this Colony to James Cole the above Petitioner to compensate him for the Misfortune he sustain'd as mention'd in the above Petition.

A Petition of Edward Barbour of Truro – setting forth That Major Basset did remove four of the Cannon taken in the Vessel lately stranded near Truro – to Elizabeth Islands there to be used for the Defence of said Islands agreeable to the Resolve of Court of 6th May. – and said Vessel &c having been legally condemn'd and being one of the Captors – prays that the Court wou'd Order the Captors payment for said Cannon, & Carriages. –

Resolved, That Thos Cook Esq be appointed by this Court to apprise the four Cannon, & Carriages Order'd to be removed from Truro to the Elizabeth Islands, and to make returns to this Court as soon as may be – and that the Petitioners have liberty to appoint one person, on his part (if he thinks proper) to Join with the above Thos Cook Esqr in apprizing said Cannon, and Carriages, and in case of disagreement in judgment they to chose a third Person.

1. Mass. Arch. vol. 35, 17, 36, 37, 39.

BARACHIAH BASSETT TO THE MASSACHUSETTS GENERAL COURT ¹

Tarpolan Cove June 11th 1776

To the Honle the Council and the Honl House of Representatives of the Massachusetts Bay

In pursuance to a Resolve of the Court, have Removed the Four pieces of Cannon from Trurro to the Eliz[abet]h Islands. I Am Bound in Duty to let you know there is no Use for them without Ball, Ladles &c. which Renders them fitt for use – Whereas, if they were Supply'd with those Materials, they would be of uncommon advantage toward protecting the posts they are Design'd for, – should your Honrs Consider the Situation & Advantage of the posts, I doubt not but you would allow said Materials as also Intrenching Tools which must be used for the protection of said posts – Permit me also to Acquaint your Honrs that it is not in my power to afford the pro-

tection which is Necessary to the Islands Westward of Tarpolan Cove Island, & the Vessels that are Continually passing without I have at least Ten Whale Boats – Therefore pray that some Measure may be taken for the provision of the Foregoing – Gentlemen your most Devoted [&c.]

Barachiah Bassett

[Endorsed] In Council June 18th 1776

Read & committed to Walter Spooner & Thos Cushing Esqrs with such as the Hona House shall join – sent down for Concurrence – John Lowell Dpy Secy P T

In the House of Representatives June 19, 1776

Read & concurred and Coll Low Mr [Eleazer] Brooks & Coll [John] Bliss are joined

Tim^o Danielson Spr P Tem.

In Council June 21st 1776 Ordered that Joseph Cushing Esqr be of the above Comte in the room of Thos Cushing Esqr Absent

John Lowell Dpy Secy P T –

1. Mass. Arch., vol. 209, 315-16.

CAPTAIN ABRAHAM WHIPPLE TO COMMODORE ESEK HOPKINS ¹

Ship *Columbus*. [Providence] June 11th 1776

Sr As the Hurry of buisness Prevented My Senden to You for the Book You Promist To Lend me I Should Be Much Oblige to You If You Would Send It to Coln Tillinghast So that He Can send it to Me to Newport as I Shall Sail for Newport Tomorrow, & In Complying With My Request You will Oblige [&c.]

A Whipple

N:B: I mean the Book That Gives an Accot of the Naval force of Great Britain

1. Miscellaneous Manuscripts, CL.

COMMODORE ESEK HOPKINS TO LIEUTENANT JOHN PAUL JONES ¹

Sir

On Receipt of this you are to get what things is absolutely Necessary Onboard Immediately, & what hands is ready, and come directly down here –

Capt [Philip] Brown will come down with you for a Pilot here is a small Sloop now off the harbour of four Carriage 12 Swivel Guns and about 30 hands – if you have not hands enough I shall put as many Onboard here as is Sufficient I am [&c.]

Esek Hopkins

New Port June 11, 1776

To Jno P. Jones Esqr Commr of the Sloop *Providence*

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 151, NA.

JOURNAL OF JAMES JOSIAH, PRIZEMASTER OF THE TRANSPORT SHIP
*Crawford*¹

June [1776] Latitude In 39..22 Longitude In 71.00
Tuesday 11 At 4 A M saw five Sail to the N West of us Bore down to the Brig, & Spoke her she advis'd me to stand to the south'd & Westward the other Ship to the Westward at 8 Do finding [that] they did not come up with us hauld our Wind to the W S W at 11 Do bore Down to the Brig the ships hauld there Wind to the Westward and the Brig to the Eastward, the *Oxford* stood in to the Westward & lost sight of her.²

1. *Andrew Doria* Journal, PRO, Admiralty 1/484. For *Andrew Doria* journal see Volume 4, Appendix C.
2. This is the last entry in James Josiah's journal. *Crawford* was captured June 12, 1776 by H.M.S. *Cerberus*.

JOURNAL OF LIEUTENANT JOHN TREVETT¹

[On board the transport ship *Oxford*
[May 29 to June 11, 1776]

we kept company with each other 17 days [*sic* 14 days], when we got near Nantucket, we fell in with Lord Howes Fleet² in the fog, we steered different courses, and before we got out of sight of Capt. [Nicholas] Biddle the prisoners rose on the ship and took her from us, and they put one Canada (formerly Mate of the Ship,) in Command. I could not blame them, for I would do the same.

1. Trevett's Journal, NHS.
2. This was H.M.S. *Mercury* and her convoy, not Lord Howe's fleet.

JOURNAL OF H.M.S. *Mercury*, CAPTAIN JAMES MONTAGU¹

June 1776 Sandy Hook No 77W Distce 79 Leagues
Tuesday 11 at 4 A M Close Reeft the Topsails at 5 Saw 2 Sloops and a Brig in the SE Qr, out all Reefs and made Sail, at Noon found we could not come up with the said Vessels, gave over Chaceing.
Moderate and fair Convoy in Compy²
Saw 2 Sail in the S E Qr at 6 in 2d Reefs of the Topsails, made the Signal for the Convoy to come under our Stern at 9 sway'd the lower Yards up, gave Chace and Cleared the Ship for Action, Loaded the Guns with round and double headed Shot, Burnt two false Fires and made the Signal to the Chace, supposing her to be a Transport, Fir'd a Gun to bring her too, out all Reefs and made Sail, at 9 Fired Guns at her after which She soon was out of sight, at 10 gave over the Chace, Fir'd 2 Guns for the Convoy to Ware.

1. PRO, Admiralty 51/600.
2. *Ibid.*, the *Mercury* had sailed from Sandy Hook on June 6, bound for Halifax and convoying three prizes taken by H.M.S. *Phoenix*.

MEMORIAL OF JOHN HYLTON TO THE NEW YORK PROVINCIAL CONGRESS ¹

New York, June 11, 1776.

To the Honourable the Provincial Congress for the Colony of New-York, in the City of New-York, now convened.

The Memorial of John Hylton, Master of the Ship called the *Betsy and Polly*, now lying in the Harbour of said City, humbly sheweth:

That your Memorialist, on the 31st day of May last, obtained from Mr. Robert Ray (who officiates as an officer for that purpose) a permit to take on board the said ship a lading of beef, pork, flour, &c., and also four hundred and fifty shakers hogsheds; and, in pursuance of said permission, the said ship is now completely freighted therewith, except about two hundred barrels of bread and flour to be taken on board.

That the greatest part of the said beef and pork has been purchased at a very exorbitant price, and now lies at the bottom of the said ship, and in a few hours the said ship would have been ready to depart this Province had not your Memorialist been informed that a resolve of this honourable House, so late as this very day, prohibited the same, to the very great injury, loss, and disappointment of your Memorialist and his owners, who fairly and openly shipped the said provisions, with permission of an officer acting under the immediate authority of this honourable House.

Your Memorialist, therefore, in tender consideration of the premises, humbly prays he may be permitted to complete his cargo, and depart this Port, and such further relief as shall seem just and reasonable.

And your Memorialist shall every pray.

John Hylton. ²

1. Force, comp., *American Archives*, 4th, VI, 1396, from a document destroyed in the New York State Library fire, Albany.
2. On June 12 the Provincial Congress ordered that consideration of this petition be postponed "until the expiration of the prohibition contained in the resolution of yesterday, for preventing the exportation of beef and pork, &c. or until the determination of the Continental Congress, if they should make a prior determination thereon." *New York Provincial Congress*, I, 491.

MARYLAND DELEGATES IN THE CONTINENTAL CONGRESS TO THE
MARYLAND COUNCIL OF SAFETY ¹

[Extract]

Gentlemen We have received your Letter by Mr. [Stephen] Steward Also that by the Post of the 7th of this Month. We have conferred with Mr. Steward, assisted him in Changing his provincial Money for Continental and procured a recommendation from Mr [Robert] Morris to those who have been concerned in fitting out the Gallies here to give him all the Information in their power respecting them – We shall make Application for the Arms lent the Congress but We do not see any probability of obtaining them, those having been made or having arriv[ed] but what are immediately disposed of among the Continental Troops. It seems to be taken for granted that our Province will not be attacked, and upon this Supposition

We presume it will be thought unnecessary to strengthen Us even by returning the Warlike Stores which we lent them . . .

Phila June 11th 1776 Tuesday

1. Red Book, IV, Md. Arch.

PENNSYLVANIA COMMITTEE OF SAFETY TO COLONEL STEPHEN MOYLAN ¹

Sir,

[Philadelphia, June 11, 1776] ²

This Board have paid every attention to your request for sending a proper person for constructing Navy de Frize [at New York], but have not in their power to send you the number of Workmen desired. The bearer Mr. Arthur Donaldson, is a person of Good character and has perfect skill & knowledge in constructing those kind of Machines. It will require Particular attention to furnish him with the best workmen you can procure, and we have not the least doubt he will give perfect satisfaction in the business. We have made no particular agreemt with Mr. Donaldson, or the Workmen he taken with him, but have assured him they will be fully & Generously paid & furnished With what money he may want. The Board will send you a suitable Person to rig the armed Boats, but as we are in constant apprehension of an attack it cannot be Lieut. [James] Allen or any other Officer of the Fleet.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 774.

2. The date is approximated. See footnote 2 under letter to Moylan, June 10, 1776.

CONDEMNATION PROCEEDINGS AGAINST THE BRIGANTINE *Betsey* ¹

[Extract]

Port of Philadelphia }
 in the Province of }
 Pennsylvania ss }
 On the twenty fifth Day of May in the Year of our Lord one thousand seven hundred and seventy six Before the honorable George Ross Esquire Judge of the Court of Admiralty lately instituted in the Province of Pennsylvania by the General Assembly thereof pursuant to the Recommendation of the honorable the Continental Congress Came George Campbell Esquire Proctor for the Libellant and exhibited to the said Judge the Bill of Charles Alexander Commander of the armed Schooner called the *Wasp* who as well for himself as for the Officers Marines and Seamen belonging to the said Schooner and all others concerned as for the thirteen united Colonies of North America in this behalf prosecuteth against the Brigantine or Schooner called the *Betsey* with her Tackle Apparel and Furniture and prayed that the same might be read and filed and it is read in the Words following that is to say -

To the honorable George Ross Esquire Judge of the Court erected by the honorable the House of Representatives of the Province of Pennsylvania to take Cognizance of and try the Justice of Captures of Vessels made in pursuance of the Resolves of the honorable the Continental Congress and brought into the Port of Philadelphia. The Bill of Charles Alexander Commander of the armed Schooner called the *Wasp* in the Service of the thirteen United Colonies of North America fitted out for the Defence of Amer-

ican Liberty and for repelling every hostile Invasion thereof who as well for himself as for the Officers Marines and Seamen belonging to the said Schooner and others concerned as for the United Colonies aforesaid in this behalf prosecuteth in all humble Manner sheweth that the said Schooner was equipped victualled armed and fitted out at the Continental Charge and the said Charles Alexander duly commissioned authorized and licensed by the Delegates of the united Colonies aforesaid in Congress Assembled to command the said Schooner and set her forth as a Vessel of War in the Service aforesaid and being so commissioned authorized and licensed he the said Charles Alexander with his Officers Marines and Seamen on board the said Schooner sailing on the high Seas between the first Day of May in the present Year and the Day of exhibiting this Bill within the Jurisdiction of this Court did discover pursue apprehend and as lawful Prize take the Brigantine or Schooner called the *Betsey* commanded by Thomas Slater Burthen about ninety Tons Together with her Tackle Apparel and Furniture the Property of his Majesty George the third King of Great Britain &c and before and at the Time of the Capture thereof employed in the present cruel and unjust War against these united Colonies Wherefore the said Charles Alexander prays this honorable Court that the said Brigantine or Schooner with her Tackle Apparel Furniture and Cargo may be adjudged and condemned as lawful Prize and forfeited to the Use of the Captors thereof and the united Colonies . . . Inventory of the Goods Chattels and Effects found on board the Schooner *Betsey* . . . 60 Galls Rum. 10 Water Casks –

And thereupon his honor the Judge on the prayer of the said George Campbell Esqr did issue his Warrant commanding the Marshall of this Court that he should summon twelve honest and lawful Men of the County of Philadelphia so that they should be and appear before the said Judge on the Eleventh Day of June next at the Court House in the City of Philadelphia at a Court then and there to be held upon their respective Oath or solemn Affirmation to try the Truth of the Facts alledged in the aforesaid Bill And did order the Registrar of the said Court to give publick Notice of the Time place and Cause of holding the said Court . . .²

And thereupon cometh the Marshall of the said Court namely Matthew Clarkson Esquire and maketh return to the Warrant aforesaid in Manner following to wit – I do hereby certify that by Virtue of the within Writ to me directed I have summoned the Jury in the Pannel . . . The Jurors in the Panel to the aforesaid Warrant annexed named were severally called when Frederick Kuhl James Budden James Millegan Cornelius Schweres George Bartram William Barrell John Mease William Ball Philip Moore Anthony Morris the Younger and Thomas Pryor being the first twelve appearing were severally and respectively sworn and affirmed to try the Truth of the Facts alledged in the said Bill and give a true Verdict according to their Evidence . . .

The Deposition of Thomas Slater . . . To the first Interrogatory deposeth and saith that he doth know the Schooner *Betsey* above mentioned and did sail in her as Master or Commander of her. That on the

fifteenth Day of February last she was taken by a Tender Sloop belonging to his Majesty's Ship of War called the *King Fisher* and commanded by one [blank] Jones and carried into the Port of Norfolk in Virginia That after getting into the said Port he was ordered on board his Majesty's Ship of War called the *Roebuck* the Captain whereof told him this Deponent that he must impress all the Men belonging to the said Schooner and inquired of him this Deponent what he would have done with the said Schooner as she must not be permitted to go out to Sea That this Deponent desired the said Schooner might be carried a little further up the River of Norfolk in which the said Schooner then lay and moored which was done accordingly After which the Seamen belonging to the said Schooner were taken out of her and the said Deponent together with his Schooner left by the Man of War's Men That on the twenty third Day of March last the *Roebuck* Sailed for the Capes of Delaware leaving the said Schooner moored at Anchor as aforesd with this Deponent on board her untill the second or third Day of May last when a certain Congleton Master Mate of the *Roebuck* with four Seamen and two Negroes came on board the said Schooner that the said Congleton told this Deponent on coming on board that he was come to take charge of his this Deponent's Vessel That this Deponent thereupon asked if he was come to make a Seizure of her to which the said Congleton replied that he did not know but believed not That when they got to Sea he the said Congleton would inform this Deponent what the said Schooner was taken for and immediately put out to Sea with this Deponent on board and against the Will of this Deponent That after the said Schooner had got to Sea the said Congleton told this Deponent that the *Roebuck* had got aground in Delaware Bay and that the said Schooner was intended to take out her Guns and other things in order to lighten the *Roebuck* and get her off That the said Schooner on her Arrival at Delaware Bay (the *Roebuck* having got off and riding at Anchor) was ordered to come too under the Stern of the *Roebuck* which the next Morning weighed Anchor and sailed with the said Schooner up the Delaware Bay & River as high as the Mouth of Christiana Creek That the said Schooner at the Time of her Capture belonged to Robert Slater of Baltimore Town in the Province of Maryland That the last place she sailed from was the Island of Grenada in the English West Indies and was bound for Baltimore aforesaid in the Course of which Voyage she was taken off Cape Henry by the Sloop Tender as aforesaid That the said Schooner was then returning home after a trading Voyage and was not equip'd for War That in the Course of the said Voyage being at the Port of Cork in Ireland he this Deponent in order to prevent a Seizure of the said Schooner by any of his Majesty's Ships of War in the West Indies or on the Coast of America did procure a Register for the said Schooner in the Name of a certain Patrick Comerford of Cork aforesaid . . . That the said Schooner on Wednesday the eighth Day of May last lying off Christiana Creek in Delaware River in Company with and possession of the *Roebuck* and *Liverpool* Men of War was boarded and retaken by an armed Schooner called the *Wasp* . . . That the said Schooner

was not (to the Deponent's Knowledge) condemned in any Court of Admiralty belonging to his Majesty King George the third . . . That the said Robert Slater of Baltimore was the Owner of the said Schooner *Betsey* . . . That about two hours before the said Recaption the aforesaid Congleton thentofore acting as Master or Commander of the said Schooner *Betsey* left her together with all the Seamen belonging to the Men of War and went on board the *Roebuck* leaving no Orders or Instructions to stay by go from or assist the said Men of War That this Deponent upon the Men of War's Men leaving the said Schooner sailed with her down the River from the said Men of War about two Miles where she was boarded and taken by the *Wasp* Schooner as aforesaid That the said Schooner at the Time of her Recapture aforesaid was not laden with any Goods Wares or Merchandizes (excepting some Water Casks) That there were on board her at the Time of the said Recaption two Negroes who had come on board her with the said Congleton at Norfolk as aforesaid but that he this Deponent knoweth not to whom they belong . . .

And the aforesaid Thomas Slater being present here in Court was (by order of the Judge) duly sworn to make true Answers to all such Questions as should be asked him touching the Matter now before the Court And thereupon the Advocate for the Libellant produced to the Court a written Book purporting to be the Logg Book . . . on board the said Schooner *Betsey* . . . Remarks on Fryday February 24th . . . at Meredien got the *King Fisher's* Boat and People and run the Vessel up a little higher and moored. . . . Saturday February 25th 1776 . . . I went on board the Commodore's Ship at 12 returned on board unbent the Mainsail and unreeved some of the fore running Rigging put it down the Hold at Night put some more Service on the Cables—Remarks on Thursday March 8. 1776 . . . came several Vessels supposed to be prizes . . . Remarks on Thursday March 22d 1776 . . . went up to Portsmouth returned immediately on board Lord Dumore and several other Gentlemen came on board and examined the Vessel for a Tender—Remarks on Thursday April 12 1776 . . . got along Side the Wharf and discharged our Ballast at Night hauled off . . . Remarks on Fryday April 13 1776 . . . finished getting the Ballast out of the Vessel and cleared out the Limbers [Timbers] . . . Remarks on Wednesday April 18. 1776 . . . got a Flat alongside . . . Remarks on Thursday April 19. 1776 . . . sat up the Main Shrouds Got the Sailmakers to Work mending the Sails—Remarks on Fryday April 24 1776 . . . got the Vessel alongside Capt: Chizam's Wharf and hove down caulked her Bottom and payed it with Turpentine Lampblack and Oil at Night hauled off to single Anchor—Remarks on Wednesday April 25 1776 . . . hauled alongside the Wharf and cleaned the other side of the Vessels Bottom and payed it . . . Remarks on Thursday May 2d 1776 . . . got under Way and beat down the River as low as Willoughby's Point and anchored in Company with a Brig and Sloop of 10 Guns—Remarks on Sunday May 5 1776 . . . at Noon Saw a Sail to the Northward supposed to be the *Liverpoole* at 4 saw the *Roebuck* laying at Anchor 3 or 4 Miles to the N.E. of Cape Henlopen at

Night came to anchor astern of the *Roebuck* the *Liverpool* astern of Us At 8 A M got under Way in Company with the *Roebuck* & *Liverpool* & steering up the Bay . . . Remarks on Monday May 6. 1776 . . . at 6 came to anchor in the Mouth of Delaware River at 8 A M got under Way . . . Went on Shore on the Easternmost Shore and brought off some fresh Beef returned on board and got under Way and got up the River 10 Miles from Reedy Island . . . Remarks on Tuesday May 7. 1776 . . . got a breast of Christeen Creek let go Anchor 2 prizes in sight . . .

[Exhibit Register]—Port Cork Patrick Comerford of Cork Mercht that the Ship *Betsey* of Cork whereof Thomas Slater is at present Master being a square sterned Schooner of about forty Tons was built at Hyde County in the province of North Carolina in the Year one thousand seven hundred and seventy four as appears by a former Register . . . this Deponent is at present sole Owner . . . this twenty first Day of August 1775 – P: Comerford . . .

I Patrick Comerford of the City of Cork in the Kingdom of Irelld Mercht do hereby give up all right in and Title to the Schooner *Betsey* unto Mr Thomas Slater Mariner now Master of the same he having paid me a sufficient Consideration for the said Vessel which I declare to be his property Witness my Hand Cork 21st Day of August 1775 Seventy five – P: Comerford . . .

And now James Budden one of the Jurors aforesaid being duly sworn in open Court did depose and saith that he was present and did see the engagement between the Men of War and Gallies aforesd that he saw the said Schooner *Betsey* directly opposite the Mouth of Christiana Creek's Mouth when Captain Alexander was rowing the *Wasp* Schooner down the Creek that the said Schooner was out of reach of the firing from the Men of War and, thinks, might have got into the said Creek that when Captain Alexander got out of the Creek the *Betsey* hauld her Wind and madeaway from him that the *Wasp* followed and fired at and took her took out the Prisoners sent the said Schooner down the River and then beat up and got the *Wasp* again into the sd Creek That he heard Captain Slater declare when he landed that if he had had Guns and Men he would not have been taken that he looked upon himself as a prisoner and would give them no Intelligence

And thereupon Thomas Pryor another of the said Jury (being one of the people conscientiously scrupulous of taking on Oath) on his solemn Affirmation in open Court did declare and affirm that he saw the Engagement above mentioned and saw the *Betsey* and a Pilot Boat standing down the River when the *Wasp* got out Cristiana Creek aforesaid that the Pilot Boat and *Wasp* kept their Wind but that the *Betsey* hauled her Wind that the *Wasp* followed fired at and took the *Betsey* That at the Time the *Wasp* took her she might easily have fetched the Creek's Mouth and have got in more easily than down the River That the whole Conduct of the said Slater showed a determination by every Method in his Power to avoid the Americans – And now the said Thomas Slater . . . depose and saith that the

purpose for which he went on board the Commodore at Norfolk Feby 25. was to get back his Mate who was impressed That not Lord Dumore but a Boatman told him that his Lordship came to examine the said Vessel for a Tender That he hath sail'd out of Christiana Creek and knew the Water to be deep enough for his Vessel but could not have got up the Creek during the Engagement on Account of the Wind that the Pilot Boat abovementioned being an armed Vessel might have followed and brought him back That he bore away from the *Wasp* on Account of the firing from the Ships of War That he did intend to have left the Ships and was steering down the River for that Purpose when taken by the *Wasp* That as to the Expression mentioned by Mr Budden "that he would not have been taken had he had Guns and Men" and a Commission he said the same Words when taken by the *King Fisher's* Tender as aforesaid.

And now the Jurors aforesaid having heard all the said Exhibits and Proofs upon their Oaths and Affirmations aforesaid respectively do say That they find the Facts set forth in the Bill aforesaid are true except as to the property of the said Vessel that as to that fact they find the property of the said Schooner to have been in some American [port] and that she was employed with the Consent of the Master and Owner in the Service of his Britanic Majesty . . .

And thereupon his Honor the Judge did pronounce and publish his definitive Sentence and Decree in the Words following to wit – It appearing to me by the Verdict of the Jury impaneled sworn and affirmed in this Cause upon the Evidence produced to them That the Schooner *Betsey* with her Tackle Apparel Furniture and Cargo . . . be condemned as Prize And I do order the Marshall of this Court to sell the same at publick Vendue and after deducting the Costs and Charges of this Tryal and Condemnation out of the Monies arising from the said Sale to pay the Residue thereof to the said Charles Alexander his Agent or Attorney the one third part thereof for the Use of himself his Officers and Crew . . . two third parts thereof for the Use of the said thirteen united Colonies And I do order the said Marshall to pay the whole Costs and Charges of this Tryal and Condemnation into the Hands of Michael Hillegas Esquire Treasurer of this Province according to the Resolves of the honorable the Continental Congress and of the honorable House of Representatives of this Province – Geo: Ross, June 11. 1776

1. Records of the Admiralty Court of Pennsylvania, April 13 – December 3, 1776, LC Photocopy.
2. Notice printed in *Pennsylvania Evening Post*, May 25, and *Pennsylvania Packet*, May 27.

"EXTRACT OF A LETTER FROM PHILADELPHIA, JUNE 11." ¹

The owners of two small six gun privateers have got by the capture of the three Jamaica-men (British property) 5000 l. each, and the common sailors 500 l. each.² A few days will make West India property equally liable

1. Purdie's *Virginia Gazette*, June 21, 1776.

2. Privateers *Congress* and *Chance* which took the *Lady Juliana*, *Reynolds* and *Juno*.

ADVERTISEMENT FOR DESERTERS FROM THE PENNSYLVANIA GALLEY *Warren*¹

Deserted on the 23d of May last, from on board the Provincial armed galley *Warren*, Captain Houston, four men, viz. Jonathan Richards, a landsman, John Craig, a seaman, each about five feet five inches high; James Furman, about five feet nine inches high, and William Smith, both landmen. Whoever takes up and secures any of them, so that they may be brought to the said boat, shall have Four Dollars for each.

June 11 [1776].

Thomas Houston.

1. *Pennsylvania Evening Post*, June 11, 1776.

DEPOSITION OF WILLIAM BARRY¹

[Newcastle] June 11, 1776

Newcastle County on Delaware, ss.

The deposition of Mr. William Barry, mariner, aged about 27 years, taken before me the subscriber, one of the Justices in and for Newcastle county aforesaid, who deposes and saith, That on or about the thirteenth day of March last, he left Cape Henlopen as mate on board the ship *Grace*, belonging to Philadelphia, and then bound for York river in Virginia, Captain Erwin commander. That on or about the seventeenth of said month, about twelve o'clock at noon, they espied a sloop towards the land, bearing for them, having a jack in her shrouds, which the Captain supposed to be some American vessel with powder, inward bound, in distress, yet they still kept on their course. When the sloop came nigh, she hailed them, and ordered them to lower their topsails and come on board their vessel; but they made all the sail they could in hopes to get off. The sloop then fired several shot at them, as they apprehended, with an intent to kill them; upon which the Captain of the ship hauled down the sails, and went on board them. That this deponent then up with the sails again to try to get off, but they fired so he got wounded in his leg, and was forced to come to. And as they had no boat belonging to the sloop, there came a number of men back in their boat which the Captain had taken, and took them all prisoners on board the sloop, which was called the *Lord Howe*, commanded by a certain [John] Ord[e], a Second Lieutenant belonging to the *Roebuck* man of war, whose tender the sloop was.

They took the ship, and called her their prize. The crew were all (except the Captain) put in irons, though this deponent's leg was very sore; after which they were all carried and put on board the said *Roebuck* man of war of forty-two guns, commanded by Captain Hammond, who was then lying in Hampton road, and who strongly urged them to enter freely, which this deponent would not do, nor the Captain and some of the men, though others of our men did rather than be kept in irons and ill used. However, after some time, they were taken out of irons and made to do ship's duty, which all prisoners must do, with many insults and very bad usage. About three days after he went on board said *Roebuck*, she came to cape Henlopen aforesaid, and, cruising out and in there, took several vessels said to belong to the

rebels in America, which they said was, by their orders, to be lawful prizes, though when their sailors asked when they would get their shares, they were abused by the officers, and told they must go to England first.

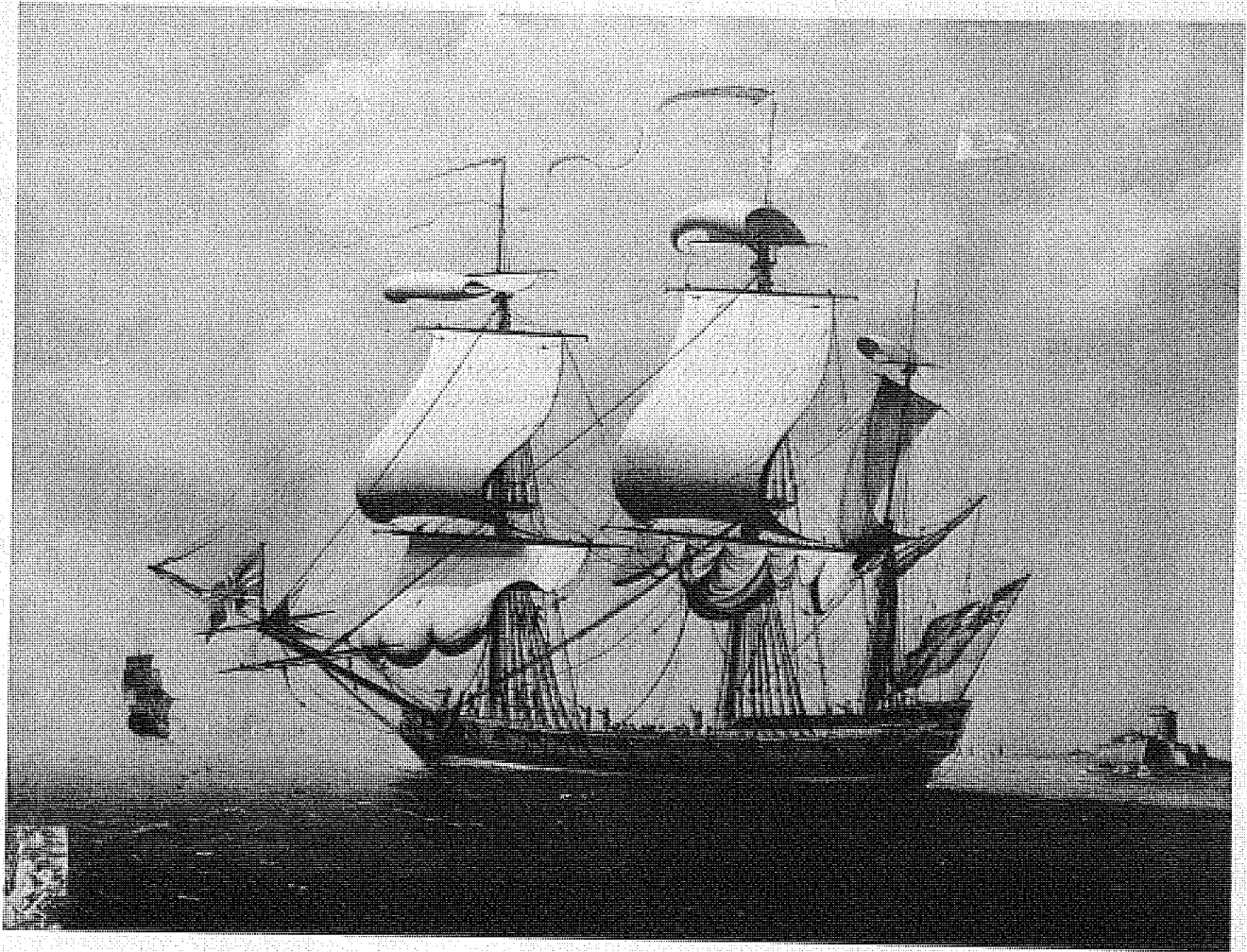
About three weeks after they came to cape Henlopen, there came three men one night, in a small boat from Lewistown shore, on board said vessel, and staid on board till about ten o'clock at night. The next night: when they came along-side, they reached up a small bag, which one of the men belonging to the ship told the deponent were letters, &c. Said three men were kindly received and entertained by the Captain and officers, but no prisoners permitted to speak to them. Said three men informed the people on board that they had, or that there were cattle, stock, &c, for them at Indian river, which the tenders endeavoured to get, but were prevented by [John] Barry's brig, as they called her,² and a small schooner, but he was not in the tenders. When the three men went off in their boat, they rowed as far as the back of the light-house, as he could see, and were convoyed by one of the men of war's tenders. One of the people that came on board, as aforesaid, had a mark like a half-moon on, he thinks, his left cheek, and looked like a cut, a well coloured man; and had on, he thinks, a brown coat, and buckskin or other leather breeches, which man he would know again. Another of said men was pale looking, and wore blue clothes, he thinks, but is not certain.

About the first week in May the *Roebuck*, and *Liverpool* frigate, tenders, &c. came up Delaware river apiece, and sent some boats on the Jersey shore to try to get fresh provisions, of which there was great want on board, viz. of flesh, fowls, &c. and where they brought on board several cattle, which were very poor, but were greedily eat – after which they proposed to go up the river for fresh water (of which they were in great want) and then afterwards, as he understood from the lower officers, they designed to go to Philadelphia and take it, if they could get past the chevaux de frise, but if they could not pass them, then to return and lay at Chester awhile – As they came up the river, they fired several shots at vessels that were before them, and opposite Newcastle they fired two or three shot out of the bow guns at a small sail boat; that knowing the cruel disposition and threats of the men of war, he was in great pain for some acquaintances he had in Newcastle, but with the spy-glass perceived the doors and windows shut, and no smoke in the chimnies, and seeing many carts carrying off goods was in hopes they had fled.

On or about the eighth of said month (May) the row-gallies attacked the men of war, which the officers looked on with disdain, as apprehending they could do little damage to them; however the *Roebuck* had a deal of her rigging damaged, and some shot in her sides, and as she was endeavouring to get nigh the row-gallies, to sink and destroy them, she got into shallow water, so that she could not steer, and ran on the ground, on the Jersey shore, above or near Christiana creek's mouth. At night they expected the fire-ships and gallies down upon them, and as she lay and took such a heel they could not bring her guns to bear, and could not make any resistance in the

Roebuck, but with small arms, there were therefore an anchor and two stream cables carried out to endeavour to get her off, and three boats were kept all night rowing round her, and often going nigh the gallies to watch their motions, as they were expected every minutes to come down on them; and as far as he could learn if they came and hulled them, they had orders to fly on board the *Liverpool* frigate, to save their lives, for which purpose boats were ready, and then the *Liverpool* was to retreat – But about four o'clock in the morning they got the ship off, after which about forty men were employed in filling and stowing away fresh water of which they were scarce, though they had stove man[y] of their water casks, and also did not expect the gallies would attack them again, as they thought they were much damaged; but as they attacked the men of war the second day with more courage and conduct, the *Roebuck* received many shots betwixt wind and water, some went quite through, some in her quarter, and was much raked fore and aft, but the carpenters soon covered the most of the holes with what some called a plaster, which prevented her from receiving in the water, otherwise would have soon filled. During the engagement one man was killed by a shot, which took his arm almost off. Six were much hurt and burned by an eighteen cartridge of powder taking fire, among whom was an acting Lieutenant, and several were hurt by splinters; but night coming on, and it being difficult to sight her guns in the night, and the gallies could not be seen, it was judged best to retreat, during which they ceased firing for awhile, and every man got a dram given him at his quarters, with directions for every man that was called by his name, to be ready to go ashore at Newcastle, under cover of the cannon, to plunder the town, and afterwards to burn and destroy it that night, but they were prevented by the row-gallies following to close. During the engagement the Captain ordered several of the guns to be loaded with round and grape shot, which were fired at the rebels (as the Captain and officers called them) who stood on the shore and banks. After the vessels had passed Newcastle they came to, in the bite below the town, that night to repair the rigging, &c. and next day the vessels went down to Reedy-Island, where Captain Hammond hailed the *Liverpool*, and ordered her to go in betwixt the island and the main, and destroy the town of Port-Penn (we heard drums beating ashore) accordingly he went, and soon after returned, and informed there was not depth of water to get nigh enough, and was afraid his vessel would get aground. Next day the vessels went to the capes, and came to anchor; the carpenters as yet still repairing the vessels, having taken, as he supposes, forty of the row-gallies balls out of the *Roebuck*, and some can not be come at.

On the eighteenth of May aforesaid, both vessels weighed from Whore-kill road. The *Liverpool* stood to the northward, and, as far as he could learn, was to go or send to Halifax, for more ships and men to attack Philadelphia. The *Roebuck* (in which he was) went to Norfolk, and joined Dunmore's fleet there, after which they burnt and sunk six sail of sloops and schooners, being scarce of hands to man them, &c. And on the twenty-fourth of May the fleet went to Gwin's island, being eighty-two sail,



Frigate taking in sail.

most of which were prizes; and on the twenty-sixth landed on the island one hundred men of the fourteenth regiment, one hundred marines, one hundred and fifty inhabitants of Norfolk (by them called volunteers) and fifty seamen, and three hundred Negroes, which were all that could be spared from the vessels; and as he could learn they were to land the inhabitants taken on board at Norfolk, on the island, to refresh themselves and to get fresh stock of cattle, &c. being very scarce of such in the fleet, as some said they had not tasted any fresh meat for seven weeks. On that night there came three Negro men from the shore in a canoe, who were shaken hands with, and kindly received and entertained by the second Lieutenant and other officers. The Lieutenant went into the cabin and informed the Captain. he afterwards asked them if there would come more of their people on board, that if they did they would be well used. The Negroes said there would, he then asked them if there were any shirtmen or forces lying nigh. They told him there were none nigher than six miles. He then asked them if there were any cattle nigh the shore on the main, They said there was plenty; he then asked him if they thought there was any danger in landing to get them, they said there was no danger. He then asked them if they could get some fowls that night for the officers, as they were badly off for some on board, they said they could get fowls and sheep. He then told them they should be well paid; and, besides, should be free when this disturbance was over, which he expected would be very soon, and then each of them should have a plantation of the Rebels land. After which one of the Negroes went and brought some fowls and geese, which this deponent heard making a noise coming up the side of the ship; and also brought his wife and two children, and another Negro man, of which he had told the Lieutenant before. And all prisoners taken by them are forced to do King's duty, and are not reckoned prisoners of war, but Rebels, and very ill used, as he told the Captain "A man had better curse father and mother, and be killed at once, than live such a life." This deponent still designed to make his escape, or die in the attempt; he accordingly slipt thro' one of the gun ports into the canoe which the Negroes had brought, cut the painter, and let her fall a stern; and about break of day got ashore on the main, after which he met a man who told him that the people in the country would take him up before he could get to the camp, and send him on board again, and that he had better return, but he would rather have taken his chance to die first. He arrived at the camp, and was kindly received by Colo. Churchill, and informed him of their design to land on the main for cattle, &c. and told him all that he knew, who sent immediately forty men and horses, and drove all the stock ten miles back in the country, and saved them from being carried off. After which he heard they had landed on the main, but being disappointed had burned some houses along shore, and further saith not.

William Barry

Sworn before me Samuel Patterson, June 11, 1776.

1. *Pennsylvania Evening Post*, June 20, 1776.

HENRY FISHER TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen

Lewistown June the 11

I intended to have sent the former ² by my Express Horse but the Torys haveing Cut off[f] that Communication I am Obliged to Send this by the Whale Boats as far as New Castle, and from thence by Land – I have further to Add that Last Evening the *King Fisher* Return'd in to our Road with a prize Brig Capt Walker of Wilmanton but luckey for us before the Pirate Boarded her our Brave Capt Barry had Been on Board of her and taken out Some Powder & Arms – in sight of the *King Fisher* – this day about noon Came into our Road and Anchord a Nother Frigate but Who she is I can Not Learn – Mr [William] Brown who Came Down in the flagg gave Me the Above acct of Capt Walkers Brig – As we have three ships here now we have our troubles and Must Request that you will Be on your gaurd as it will Not Lay in my Power to Give you the Particulars By the land Express But when the ships Move upwards I shall send of[f] the Alarm By the Arm'd Barge you May depend –

Gentlemen you will be so Kind as to inform the Congress of the proceedings of the Torys at the head of our County as I think there will be oca-tion for some Troops from Up Wards to Quiet them as they are Branching out in A Surprising Manner ³ And Believe me that I shall Do Everything in My Power to give you the Earliest Accts of the Proceedings of the Pirates in the Mean time I Remain [&c.]

Henry Fisher

[Endorsed] To – Any Committee that this Letter may fall in the hands of are Requested to furnish the Bearer hereof with a horse – upo[n] Sight. –

H. Fisher

1. Papers CC (Maryland and Delaware State Papers, 1775–89), 70, 578, NA.

2. His letter of the previous day.

3. *Ibid.*, 575, David Hall, president of the Lewes Council, made a similar appeal to the president of the Continental Congress this date.

ADVERTISEMENT FOR DESERTERS FROM THE MARYLAND SHIP *Defence* ¹

Eight Pounds Reward.

Baltimore, June 11, 1776.

Deserted the 9th Inst. from Ship *Defence*, the following men, viz. George Thompson, an Irishman, 36 years of age, about 5 feet 3 inches high, has a scar on his upper lip, short black curled hair, and dark complexion. John Drushill, an Irishman, about 29 years of age, fair complexion, light gray eyes, and something pock marked. Henry Gilley, an Englishman, 32 years of age, 5 feet 5 inches high, brown complexion, has a scar on his chin, bald pate, and pock marked. Thomas Gilley, an Englishman, 29 years of age, 5 feet 5 inches and half high, brown complexion. and pock marked. They took with them a small yawl, about fourteen feet keel, white bottom, four oars painted red. Whoever takes up the said Deserters,

and delivers them on board the *Defence*, shall receive the above reward, or in proportion for either, and 40 shillings for the boat.

N.B. It is supposed they are gone down the Bay.

1. *Maryland Journal*, July 10, 1776.

JOHN SMITH & SONS TO THE MARYLAND COUNCIL OF SAFETY ¹

Balt 11th June 1776

The Hon the Council of Safety of Maryland

Capt Tibbit brought in for our Accot 9 Half Bbls Gunpowder which was delivered into your Magazine & which we intended the Province Should have had at the usual Price, but as we with Some others in this Town have fitted out a Privateer we Shall have Occasion for our Powder & will be much oblig'd if you'll Send an Order to the Commissary of Stores to deliver it to us immediately. We expect the *Enterprize* will Sail in a week at farthest.² We are Gent [&c.]

Jn^o Smith & Sons

NB. Capt Ramsay will trouble himself with the Order –

1. Red Book, XII, Md. Arch.

2. The Maryland privateer schooner *Enterprize*, Captain James Campbell. The bond was executed in Pennsylvania on June 14, 1776, Mease & Caldwell of Philadelphia being the bonders for \$10,000, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, IV, 77, NA.

JOURNAL OF THE VIRGINIA CONVENTION ¹

[Williamsburg] Tuesday, June 11, 1776.

Mr. [Patrick] Henry, from the Committee of Privileges and Elections, reported that the Committee had, according to order, proceeded to the examination of John Goodrich, who was apprehended on suspicion of his being in[i]mical to the rights and liberties of America; and that it appeared, from the confession of the said John Goodrich, ² that he went on board the *Otter* sloop of war at Norfolk to pilot her up to Baltimore, in order to destroy some vessels which were building there.

It also appeared, from the deposition of James Buchanan, that the deponent being on board his vessel, the schooner *Polly*, then on ground on the Swatch, saw a vessel which he took to be a pilot boat, but was afterwards informed by one of the pilots that it was captain Goodrich's boat, and that they were prisoners, for she was a king's tender; that when captain Goodrich came up, he ordered the deponent to deliver up his papers, which he did to the said Goodrich, who told him his schooner was a lawful prize, and that his master, captain Wright, was below, and would be in that night, on board whom the said Buchanan must go; that on the same night the schooner was boarded by an armed boat belonging to the said captain Wright, who put a prize master and some hands on board the said schooner, and plundered her of all her live stock, and took a gun and couteau from the deponent; that a sloop, supposed to belong to one Lottstrange, ran up the sound that night, which sloop the said Goodrich saw, and the men on board were desirous of

taking, which the said Goodrich opposed, on account of her being an empty vessel, and harrassed by the committees, as the pilots told him the said sloop was not allowed to load, on account of violation the association; that capt. Wright, the next day, blamed him much for not making a prize of her, supposing there was cash on board; that when the schooner was on ground on the Swatch, Goodrich desired captain Wright to discharge the deponent and his schooner, as she was old, and could not be got off without much delay, and her cargo was of little value to them, which Wright positively refused, and swore he should proceed round to Norfolk; that the said Goodrich afterwards hailed a vessel belonging to Captain Adderly, and ordered him to bring his papers on board, which the said Adderly did, and delivered them to the said Goodrich, who told him he should deliver them to captain Wright, who would determine the matter in the morning; and that the said captain Wright carried the said Adderly over the bar with him the Tuesday following. That it farther appeared, from the deposition of James Anderson, that the deponent, with captain Harney, and three other boats, boarded captain Goodrich, who was in the *Lilly* tender; that as the said Harney was boarding the said Goodrich he the said Harney flashed his gun at him; and that he heard the said Harney tell the said Goodrich he should not have flashed his gun at him if he had not ordered his crew to fire on the boats; and that the said Goodrich did not deny his having given such orders; that, after he had been on board a small time, he heard the said Goodrich say he was a prisoner, and that he had been so harassed on both sides that he did not value his life; and that it farther appeared, from the confession of the said Goodrich, that he was sent by Lord Dunmore as a pilot to captain Wright to bring him into Ocracock to get provisions; and that the orders given by Lord Dunmore were to seize all vessels loaded with provisions; and carry them to his fleet; and that he, the said Goodrich, had three boats in the service of Lord Dunmore. And that they had come to the following resolution thereupon, which he read in his place, and afterwards delivered in at the clerk's table, where the same was again twice read, and agreed to.

Resolved, That the said John Goodrich is guilty of bearing arms against this colony, and is also guilty of aiding and assisting the enemy, by giving them intelligence, contrary to and in contempt of an Ordinance of the last Convention for establishing a mode of punishment for the enemies of America in this colony, whereby the said John Goodrich hath incurred the pains and penalties in and by the said Ordinance declared and inflicted.

Ordered, That the Committee of Safety do take such order respecting the estate of the said John Goodrich as is directed by the Ordinance prescribing a mode of punishment for the enemies of America in this colony; that the debt due from the said Goodrich to the country be in the first place discharged, and that they make a reasonable provision for the support and maintenance of the wife and young children of the said John Goodrich out of his estate; that he be conveyed, under a strong guard, to Charlottesville, in the county of Albermarle, there to be confined till the farther order of the Convention, or executive power; but that this resolution respecting his

removal be not carried into execution until the health of the said John Goodrich will permit it to be done without endangering his life; and that in the mean time he be permitted the use of a room in the dwelling-house of the keeper of the public jail under a guard.

1. *Virginia Convention*, 40.

2. John Goodrich's confession was printed in the *Virginia Magazine of History and Biography* (Richmond, 1909); XVII, 171, 172, and reads:

John Goodrich confessed that he was sent by Lord Dunmore as a pilot to Capt. Wright to bring him into Ocrecock to get provisions—provisions being scarce aboard—that he was with Ruth and Stevens as Pilots on Board the *Otter* man of War to carry her to Baltimore—that he signed the Test and association—that he has rum, sugar and Dry Goods on board and with Lord Dunmore's Fleet. Lord Dunmore Discharged him from an act which his Counsel deemed worthy of death and that he did not chuse to disoblige Lord Dunmore—that he hath three Boats in the Service of Lord Dunmore—that he hath one negroe on board when taken that the orders given by Lord Dunmore was to seize all vessels loaded with provisions and carry them to his Fleet—that there was on board Capt. Scott 152 bbls. of Gun Powder and 65 Stand of arms, that there was some Powder on board the Phila vessel sent by the Congress which vessels were taken by Capt. Wright that there is at present 132 Sail of vessel in Lord Dunmore's Fleet—that General Clinton is at Cape Fear . . .

Ed'm. Pendleton, Clk. to Com. on privileges.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY¹

[Williamsburg] Tuesday, 11th June, 1776.

Ordered, that a warrant issue to Captain James Cocke for two hundred and fifty pounds on account, to furnish necessaries for the outfit of his Cruiser,² and to pay the wages of the workmen.

Ordered, that Mr. Richard Taylor do deliver to Captain James Cocke out of provisions at Petersburg, such as he may want for the use of his Cruiser.

Resolved, that George Mason, Esquire, be authorized to draw on the Commissary of Provisions here for rations to such seamen as may come to this city engaged for the Potowmack River Department.

It appearing to the Board that Thomas Gibbons, Second Lieutenant of Marines under Captain [William] Mitchell, cannot recruit his quota of men, and, being willing to resign,

Resolved, That Gabriel Madison be appointed to that office in the room of the said Thomas Gibbons.

Ordered, that the Commissary of Stores do deliver to Captain Mitchell six potts, three quires of Cartridge Paper, twenty-five pounds of Powder, one hundred pounds of lead, fifty-six cartouch boxes, and a few pair of bullet moulds for the use of marines.

1. *Virginia State Papers*, VIII, 196-99.

2. The brig *Raleigh*.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA¹

[June] 11th The following 5 Transports received orders to take the remainder of the Troops on board and to proceed to Spences Inlet vizt The *Nancy*, *Pallissor*, *Myrtle*, *Earl of Derby*, &

Saville – but the wind coming round to the N E with rains and heavy squalls prevented them from sailing, and in the evening the Troops returned to their respective Transports.

1. Sir Henry Clinton Papers. CL.

12 June

DIARY OF SIMEON PERKINS ¹

[Liverpool] Wednesday, June 12th

Three men come to town from Port Hebere. They say that one of them is a midshipman, and that he was put on board as prize master of a schooner, one Pratt, from New London, bound to this place, taken by one of the King's ships. That they put into Port Hebere for the reason the schooner leaked very bad. That they all went on shore for wood and water, when Pratt, the late master, took the boat and went on board, and there stayed till a schooner came in and took out some of his loading, corn and rye, and put 2 hands on board, hove up and went away together to the westward. A brig is in the harbour. It is said she is anchored near Moose harbour.

1. Innis, ed., *Perkins' Diary*, 123.

JAMES WARREN TO ELBRIDGE GERRY ¹

[Extract]

Watertown, June 12, 1776

The prize you mention is indeed a great affair; ² the several prizes since are very important, but the loss of the *Yankee Hero* is a damper. What must be done with the West-India prizes? ³ They must be made legal; British property must not escape under the cover of West-India property, which if real will be converted into British as soon as it arrives. I fear the manning of your fleet will go heavily. Why may not the sailors we have taken be obliged to do duty there, as they make ours do on board their's?

1. James T. Austin, *The Life of Elbridge Gerry* (Boston, 1828), I, 183, 184.

2. The powder ship *Hope*.

3. The Jamaicamen *Lady Juliana* and *Reynolds*, carried into Marblehead and Dartmouth, respectively.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Wednesday June 12th 1776.

A Petition of Benja Smith of Edgartown – representing. That in Novr last, an Act was pass'd entitled “An Act for Encouraging the fixing out of Armed Vessels, &c. That from the encouragement therein given to the Captors of Vessels belonging to the Enemy, he with divers other persons belonging to a Sea Coast Company station'd on Martha's Vineyard, with some of the Militia, & Train Band of the same place on the 7th of March last – on board the Sloop *Liberty* – did pursue, engage Board, & take, & bring into the Harbour of Edgartown, the Ship *Harriot* Weymss Orrock Master laden wth Coal &c, for the use of the Fleet, & Army employed against the United

Colonies. That he (the Petitioner,) Libel'd said Ship, & Cargo &c, but before condemnation of said Ship & Cargo, a Resolve was pass'd by the General Court the 23d of April last – wherein it was Resolved, “that the Sea Coast Men station'd in any Part of this Colony shall be Intituled to one third part of the Nt proceeds after Charges of Condemnation, & other Expences are paid of all Vessels, & Cargoes that have been, or shall hereafter be taken by them, & legally condemn'd to be divided amongst them in proportion to the pay of the Officers and Soldiers employed in such part or Place, & the Remainder shall be to the use of the Colony.” That the first Law gave the Captors the Property of Vessel Cargo &c. & that the faith of Govern't was plighted to secure it to them – That he made a Capture of said Ship on the 7th of March & on the 23d of April foll[owin]g the aforesd Resolve was past whereby two thirds was taken to the Colony – That he conceives that should the Colony be disposed to take any part by Virtue of said Resolve, that the part pointed out in said Resolve is too much by far, as the Colony was not at any expence for Vessel, Cannon &c, and therefore prays that said Resolve may be repealed, & annull'd, or otherwise &c

Whereas it appears that certain Persons were concerned in taking, & bringing into this Colony the Ship mention'd in said Petition, a number of whom were of a Sea Coast Company in the Pay of the Colony, and it further appearing that the Vessel which attacked, & took the said Ship was procured by and was at the Risque of the Petitioner

It is Resolved, That after the Charges of Trial, & Condemnation are deducted from the gross Produce of the said Ship, her Cargo and Appurtunances, and the Share of the other Captors have been assigned them – the Colony shall receive One third part, and the said Sea Coast Men two third Parts of the Residue. –

Resolved, That the Commissary General be, and he hereby is directed to deliver to the Honble Richard Derby Junr Esqr One of the Committee for fixing out Armed Vessels fitted out by this Colony, Two pieces of Cannon six pounders made use of by Colo Crafts in Boston, And the said Richard Derby Esqr be also furnished by the said Commissary with eight more six or four pounders out of the Cannon now at Boston with One, or both Trunnions on for the use of the Sloop *Tyrannicide*

1. Mass. Arch., vol. 35, 40–41, 42.

“EXTRACT OF A LETTER FROM BOSTON, DATED JUNE 12.”¹

On Monday evening came in seven more of the transports with Highlanders. – There were 32 in all. – What we took left Liverpool the 28th of April; so that the Ministry had not received the news of Howe's having been drove away time enough to countermand the troops, and thought he was yet at Boston. – The Commodore, Capt. Banks, says no men could fight better than ours on board the *Yankey Hero*

1. *Constitutional Gazette*, June 22, 1776.

MASTER'S LOG OF H.M. SLOOP *Hope*¹

June 1776 Remark's &c off Boston Light house
 Wednesday 12th At 4 AM Weigh'd and Came to Sail, at 8 Man'd & armd
 the Longboat, Cut a Schooner out from under the
 Land Do Schooner Loaded with Oisters took hir in
 tow at 11 AM Set St[u]dding sails & Chaced three
 Sloops fired 4 four Pdrs Shoted at Do Vessels at Noon
 Boston Light house SSW 4 Leagues
 Light Airs and Fair Chaced by four Sail of Rebel Schoo-
 ners Pick't up a boat from Boston with three Men in hir
 that made there Escape from the Rebels, at 5 P M the
 Rebels Schooners left off Chace finding they Could Gain
 No Ground on us at 1/2 past 7 P M Anchored in Nantas-
 ket Road

1. PRO, Admiralty 52/1794.

CHARLES CHURCH TO NICHOLAS BROWN¹

Bedford in Dartmo[uth]

Sir

12 June 1776

On my arrival Mr Tallman the person who I was to have the Rice, was gone to Boston so that I was obligd to wait his coming home being no more in the place. he is Since got home, & tells me he has dispos'd of the whole he had, & cannot at present buy you any of that Article –

a Man you desir'd me to get you for your Brig is not to be had, a continental Brig fixing here picks them all up – am really sorry it does not lay in my power to Serve you. – I am [&c.]

Charles Church

I expect to be at providence in abt 7 days if you should have any Freight for this place shall thank you for it –

1. Nicholas Brown Papers, JCBL.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS¹

[June 1776] So End Nantuckett Shoal N 58 6W 33 Leagues
 Tuesday 11 at 7 A M out 2 reefs & sett Top Gallt Sl
 Light Breezes at 2 P M Unbent the M Topsl & bent
 another at 6 saw a Sail to the Westwd gave Chace at 8
 lost sight of the Chace at 10 saw two Lights in the
 NNE Clear'd Ship 1/2 past saw 3 Ships sett Top Gall
 sls wore ship
 Wednesday 12 at 3 A M in Top Gallt sls at 7 saw a Sl to S W gave
 Chace fired a 3 pdr at the Chace.
 Modr & fair the Chace in Sight fired 9 9 pdrs at the
 Chace at 7 P M Brot too and spoke the Chace the Ship
 Crawford from Glasgow with Troops taken by the

Rebells² in 1 reef Topsls took the Master & 5 Men out of the above.³

1. PRO, Admiralty 51/181.
2. Taken by the Continental brig *Andrew Doria*, May 29, 1776.
3. Lieutenant James Josiah, Midshipman Evan Bevan and four hands, "Supernumeraries Born for Victuals," Muster Table, *Cerberus*, PRO, Admiralty 36/7731. The seamen were Malitia Nye, Francis Gould, William Blake, Russell and Edward Kirk.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND¹

[Providence] Wednesday Evening June 12. 1776

Meeting in being according to adjournment

Voted. That Eighty Pounds LMy be paid Mr Manly out of the Treasury to pay for Cordage &c -

Voted. That six pounds be paid Mr Richd Marvin out of the Treasury for one Months Wages

1. Journal R. I. Frigates, RIHS.

CAPTAIN THEOPHILUS STANTON TO GOVERNOR JONATHAN TRUMBULL¹

Sir I, am of opinion that mr amos Stanton may Do as well for a Lt of marines as any Person which Can be had he being Expert & active with a fire Lock & Like wise a prime Sailor & as he is at Present on board & appears to give good Satisfaction on all hands I would beg Leave to Nominate him for that Service on board the *Shark* galley - & would also nominate mr wm wilbur for the Birth of a master as he Hath been on board & had the principle Care of the Rigging &c for Some time past. & has behaved So as to Recive the applause of people in General att Norwich &c I have at this time about Thirty five men including officers inlisted the greater part of which are on board am now Loaded with Capt [Ephraim] Bills Riging & Shall proceed to Seabrook as Soon as posible I am of opinion we Shall be full mand in one week after we Return from Saybrook beg your honors Directions with Respect to our Stores &c whether I must procure them myself or apply To Some other Person for them I am with the greatest Respect your honors [&c.]

New London 12th of June 1776

Theo. Stanton

1. Trumbull Papers, ConnSL.

LIBELS AGAINST THREE PRIZES TAKEN BY THE CONTINENTAL FLEET¹

Colony of Connecticut,

New-London County

Libels are filed before me, against the armed Brigantine *Bolton*, mounting 14 Guns with 40 Men, Edward Sneid, Commander; the armed Schooner *Hawk*, mounting 6 Guns with 20 Men, John Wallace, Commander; and a small Sloop, late a Tender to the Ship *Glasgow*, with three Men on Board. Which Vessels are said to have been armed and set forth to infest the Sea-Coast of the United Colonies of North-America, and taken by the Continental Fleet and brought into the County of New-London: - And

the Court erected to try and condemn all Vessels found infesting the Sea coast of America, and brought into this county, will be held at the Court-House in New-London aforesaid, on the 5th day of July next, at 9 o'Clock in the Forenoon, to try the Justice of said Captures, of which this notice is given pursuant to the Laws of this Colony, that the Owners of said Vessels, or any Person concerned therein, may appear and shew Cause, if any they have, why the said Vessels with their Guns, Stores, Tackle and Furniture, should not be condemned.

Richard Law, Judge of said Court.

New-London, June 12, 1776.

1. *Connecticut Gazette*, June 14, 1776.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

Albany June 12th 1776

4 O'Clock P: M:

Dear Sir

The Letter which I had the Honor to write You Yesterday, I delivered to General Wooster who sailed this Day. –

I have within this half Hour received a Letter from General Arnold of Which the inclosed is a Copy I fear the next will announce the Evacuation of Canada by our Troops, probably with Loss, as I fear that not a sufficient Attention has been paid to a Recommendation of Mine, to bring all the Batteaus that could possibly be spared from Sorel to St Johns.

I shall immediately dispatch an Express to Fort George to send Batteaus to St Johns but after all the Number will be very small for Want of Men to navigate them, I suppose one hundred and twenty [at] least are at Lake George. –

I am not under the least Apprehension That the Enemy will be able to cross Lake Champlain, provided that our Army is able to retreat into that Lake, that Ammunition is speedily sent up, And a further Supply of Pork forwarded Without Delay to this place. –

Your Excellency will perceive that Genl. Arnold informs me That the Enemy have the Frames &c for Gondolas on Board, We should therefore build a Number of these Vessels with all possible Dispatch, One is now on the Stocks but We want People that understand the Construction of them, I have some Time ago begged Congress to send one Express, let me intreat that some more capable Persons may be sent up & twenty Shipwrights with them. –

As I fear the Saw mills will Not be able to saw a sufficient Number of Plank, I wish to have a Dozen of Whip Saws & Files sent up with all possible Dispatch. –

I shall order all the Batteaus that do not go to St Johns out of Lake George to Tyconderoga that they may be ready at That Place to be sent to Skenesborough to convey the Militia should they be sent up. –

I am with every respectful Sentiment [&c.]

Ph: Schuyler

1. *Washington Papers*, LC.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

Dear Sir

Albany June 12th 1776

I had Just closed my Letter No 1. When I received the Inclosed from General Sullivan which was Left open for my perusal I am extreamly Happy that it contains such Favorable Accounts and do myself the pleasure to Congratulate your Excellency – I am still in Hopes if reinforcements are soon sent we shall hold Canada, Especially as the Canadians are so friendly – I am however humbly of Opinion That we still ought to Build the Gundalos, and Make every preparation to prevent the Enemys Crossing the Lake and penetrating into the Colonies Which I think will Certainly be our own Fault if they do

God Bless you my Dr Genl and Beli[e]ve me [&c.]

Ph: Schuyler

1. Washington Papers, LC.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Wednesday morning, June 12, 1776.

Mr. [William] Mercier attended, with a manifest of the cargoes of several vessels now landing in this Port. ²

1. *New York Provincial Congress*, I, 491.

2. These manifests were printed in Force, comp., *American Archives*, 4th, VI, 1397, from documents later destroyed in the New York State Library fire at Albany. They are as follows: Manifest of the cargo of Sloop *Resolution*, John Hathaway Master, for Providence, viz: 40 bbls.Oil; 10 bbls. of Beef; 57 bbls.Flour; 3 bbls.pickled Codfish; 9 kegs butter Biscuit; 39 bush. Wheat; 85 lbs.Butter.

City of New-York:

John Hathaway, Master of Sloop *Resolution*, being duly sworn deposeth and saith, that the above manifest is a just and true account of all the cargo he hath or will take on board said vessel from this city in this his intended voyage to Providence. And further saith not.

John Hathaway.

Sworn this 11th June, 1776, before me:

Andrew Gautier, Justice.

Manifest of cargo on board Ship *Betsy and Polly*, viz: 179 bbls. Beef; 219 bbls. Pork; 200 Shakes; 136 tierces, 49 bbls, and 12 hhds. Bread; 19 bbls. and tierces Hams; 405 bbls. Flour; 120 kegs of Bread; 28 boxes sperm Candles; 150 Boards.

John Hylton.

The above sworn to before me this 11th day of June, 1776:

Francis Filkin, Alderman.

Constitutional Gazette, WEDNESDAY, JUNE 12, 1776

New-York, June 12.

On Monday arrived here a Sloop from Port au Prince, loaded with sugar, molasses and coffee.

Mr. Adam Holms, who left New-Port last Saturday morning says, "That a ministerial pirate had taken a schooner near Block Island and carried her off; and likewise chased two sloops, who ran ashore, but have since got off."

One of the Philadelphia prize ships is arrived at Marthew's Vineyard. Her cargo consists of 302 hogsheads of sugar, some rum, &c.

247 the United American States D ^r		
1796 Sep. 13	To a Chest of Medicines for Gov. Francis Reg ^t —	263 25. 8. 2
	To a Chest of Medicines for Gov. Dike's Reg ^t —	25. 8. 2
		<u>288 16. 4</u>
Nov. 24	To Medicines for Gov. Francis Reg ^t from Sep. 18 to Nov. 24	214 5. 7
	To Medicines for Gov. Dike's Reg ^t from Sep. 30 to Nov. 4	13 16. 3
		<u>227 15. 10</u>
1797 Jan. 23	To a Chest of Medicines for the Continental Frigate Boston	278 19. 4
April 1	To a Chest of Medicines for the Continental Frigate Hancock	286 14. 11
May 13	To Sundry Medicines for the Continental Frigate Boston	4 11. —
		<u>288 7. 3</u>
28	To a Chest of Medicines for the Continental Frigate Providence	135 0. 8
	To Sundry Medicines for the Continental Frigate Columbus	79 12. 6
		<u>214 13. 2</u>

Account of medicines supplied to the Continental Frigates by the Greenleaf Apothecary Shop, Boston.

Captain Clapp, who is just come to town, gives an account, that a sloop belonging to New-Brunswick, from Curacoa, was drove on shore by one of the ministerial pirates a little to the southward of Shrewsbury. The crew got on shore, and by the assistance of the country people drove the pirates off. Her cargo consists of dry goods, and about 300 bushels of salt, which is since safely landed.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, June 12, 1776

Colonel Roberdeau, in behalf of the owners of the privateers which have taken some prizes, on board of which is a quantity of dollars to the amount of 22,000 having tendered to Congress the moiety belonging to them, in exchange for continental dollars [bills of credit.] ²

Resolved, That their offer be accepted, and that application be made to the agent for the men, for the moiety belonging to them, and that continental money be given them in lieu thereof.

Resolved, That the Secret Committee be directed to deliver to Colonel Magaw, for the use of his batallion, the 191 arms sent up by Captain Berry [John Barry].

1. Ford, ed., *JCC*, V, 432, 433.

2. Money found on board the Jamaicaen *Lady Juliana*, *Reynolds* and *Juno*, taken by the Philadelphia privateer sloops *Congress* and *Chance*.

JOHN HANCOCK TO THOMAS CUSHING ¹

Dear Sir, —

Philadelphia, June 12th, 1776

By the inclosed List, comprehending the Names of the Captains with their respective Vessels and the Number of Guns they mount, you will see we are taking every Step in our Power towards finishing the Business. I hope the Appointments will be agreeable. We have [done] every Thing we could to give Satisfaction.

<i>Colonies</i>	<i>Names of Ships</i>	<i>Captains</i>	<i>Guns</i>
New Hampshire	<i>Raleigh</i>	Thos. Thompson	32
Massachusetts	<i>Hancock</i>	Wm. [sic] Manley	32
Massachusetts	<i>Boston</i>	Isaac Cazneau	24
Rhode Island	<i>Warren</i>	John Hopkins	32
Rhode Island	<i>Providence</i>	Saml. Tomkins	28
Connecticut	<i>Trumbull</i>		28
New York	<i>Congress</i>	Chris. Miller	28
Do.	<i>Montgomery</i>		24
Pennsylvania	<i>Washington</i>	Thos. Read	32
Do.	<i>Randolph</i>	Nichs. Biddle	32
Do.	<i>Effingham</i>	John Barry	28
Do.	<i>Delaware</i>	Chas. Alexander	24
Maryland	<i>Virginia</i>	Jas. Nicholson	28

1. *Proceedings of the Massachusetts Historical Society* (Boston, 1827), LX, 110, 111.

JOHN ADAMS TO DAVID SEWALL ¹

Philadelphia June 12. 1776.

Dear Sir In the *Boston Gazette* of the 3d Instant, I have the Pleasure to see your Name among the Councillers, where I have wished to see it, for some Time. – That refined Ingenuity and pertencious Industry, which distinguished my Class mate at Colledge, and my Brother at the Bar, I am sure will be of good Service to the Province, at the Councill Board, especially at this Time, when the public stands So much in Need of the services of her best Men.

Your Mathematical and Philosophical Genius, will be agreably entertained with Speculation for the Defence of Plans, and the Fortifications of the Harbours and Seaport Towns.

Let me Suggest to your Consideration two objects of Inquiry, the one is Row Gallies and the other is Fire ships. – Row Gallies and Floating Batteries, are Engines very formidable to Men of War, because they are So low and Small that it is almost impossible for a Man of War to bring her Guns to bear upon them So as to do Execution, and the great Weight of Mettal, which is carried by the heavy Cannon, on boaf[r]d such Gallies and Batteries, tear the Ships to Pieces. – and the shot is very sure.

Fire Ships and Rafts, are the thing of Terrors to Men of War, when so protected by Row Gallies and floating Batteries, that they cannot grapple them and anchor them by Means of their Boats, and Barges. I have inclosed to your excellent Speaker, a little Treatise upon the Art of making the Compositions and constructing the Vessells ². – There seems to be something infernal in this Art. – But our quondam Friend Jonathan used to quote from Mat. Prior, “when it is to combat Evil, Tis lawfull to employ the Devil” – There is no greater Evil on Earth or under it than the War that is made upon Us. – And We have a Right, and it is our Duty to defend our selves by such Means as We have.

There are such Preparations of Vesseaux de Frie[es], Fire Ships, Fire Rafts, floating Batteries and Row Gallies in Delaware River, that they would Spread Destruction through any British Fleet, that should attempt to come up here. – I wish that Similar Preparations were made in every Seaport in the Mass. Bay.

After you have done every Thing that is necessary for the Defence of the Colony, and her Sisters, I presume you will turn your Thoughts to the Establishment of a permanent Constitution of civil Government. – The Board is So unwieldy a Body to conduct the Executive Part of Government, productive of So much Delay, and unnecessary Trouble, that you will no doubt, choose a Governor. Will you give him a Negative upon your Laws, or only make him *Primus inter Pares*, at the Board? – I Suppose the high, free Spirit of our People will demand the latter. – But, I must conclude, my Letter, by requesting the Favour of your Correspondence, and assuring you that I am with great Esteem [&c.]

1. Adams Papers, MassHS.

2. Enclosed in June 9 letter to James Warren.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In the Committee of Safety

[Philadelphia] 12th June, 1776.

By order of the Board, Robert Towers, Commissary, was directed to deliver Capt. James Craig, or his order 2 Cwt. of Grape & 2 Cwt. of Swivel Shot, which he is to repay in Shot or Cash.

It being inconvenient to Major [Samuel] Mifflin & Capt. [Nathaniel] Falconer & Capt. [James] Craig to attend the Building of two Gondolas, directed to be built the 3rd inst. therefore,

Resolved, That Mr. [Thomas] Wharton & Mr. [Samuel] Howell, & Mr. O[wen] Biddle attend the building of said Boats.

1. *Pennsylvania Colonial Records*, X, 599, 660.

Pennsylvania Gazette, WEDNESDAY, JUNE 12, 1776

Philadelphia, June 12.

To be Sold at public Vendue

On Monday, the 17th instant, at 12 o'clock, at Messieurs Willing and Morris's wharff, the Brigantine *Betsey*, with all her Tackle, Furniture, &c. taken by the Schooner *Wasp*, Charles Alexander, Esq; Commander, and condemned in a Court of Admiralty, at Philadelphia, the 11th of June.

Inventory to be seen at the Marshall's Office, and on board the said Brig.

Deserted from the *Chatham* armed Boat, James Montgomery, Esq; Commander, James Brown, about 5 Feet, 5 or 6 Inches high stout built, round shouldered, sandy Hair, about 21 Years of Age, has a Scar on his Face, can beat the Drum, and is supposed to be gone to Maryland. Whoever takes up the said Brown, and brings him to the Boat, or Commander, or secures him, so that he may be had again, shall have Four Dollars Reward, and reasonable Charges, paid by

James Montgomery

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Wednesday, 12th June, 1776.

Ordered, that a warrant issue to Mr. John Herbert for fifty pounds on account to defray his expenses in directing and managing the building two Row Gallies.

Ordered, that a warrant issue to Captain Christopher Calvert for two hundred pounds on account to expedite the building two Roe Gallies in North Carolina.

Ordered, that a warrant issue to Nathaniel Littleton Savage, Esquire, for two hundred and seventy-five pounds, to be paid to the committee for the county of Northampton on account for fitting out two Cruisers and for advanced pay to Seamen and marines.

Thoroughgood Smith, Esquire, appeared before this Board and contracted to furnish the Marine Department on the Eastern Shore with provisions at seven pence half penny per ration.

Resolved, that Thoroughgood Smith, Esquire, be appointed Paymaster to the Seamen and marines on the Eastern Shore, and that he be allowed after the rate of twenty-five pounds per annum for his trouble therein and all reasonable expenses in travelling to and returning from this Board on necessary business of his office.

Ordered, that a warrant issue to Captain [Isaac] Younghusband for one hundred and ninety-two pounds six shillings and ten pence half penny, the ballance of his account for sundry disbursements for the vessells fitting out under his direction.

Ordered, that a warrant issue to Captain Younghusband for the use of George Hope for four pounds five shillings for Junk, and ninety-one pounds two shillings and sixpence for sundry necessaries furnished the *Hero* Galley.

Ordered, that a warrant issue to John Young for the use of Captain [Edward] Travis for one hundred and sixty-nine pounds eighteen shillings and six pence for the pay of his Seamen. ²

1. *Virginia State Papers*, VIII, 200-02.

2. Commander of the galley *Manley*.

BRIGADIER GENERAL ANDREW LEWIS TO MAJOR GENERAL CHARLES LEE ¹

[Extract]

Dear General

Williamsburg June the 12th 1776

I received your Favour dated Wilmington the first of June, which was the first Notice I had of Clintons sailing from Cape Fare [Fear]. As he has not yet appeared on our Coast I have all the Reason imaginable to believe he has steered his Course for Charles Town or more Southernly – I had before the Receipt of your Letter wrote you twice (the first dated May the 27th, the last June the 3d.) informing you of the Enemys abandoning their Post at Portsmouth, and the whole Fleet sailing to Gwins Island &c. to which Information I can only add, that they are still in Possession of that Island. I have ordered several Peices of Cannon at Gloucester Town to be mounted, which the workmen are about, in Order to have them mounted opposite to the Enemy, and if possible to prevent some small armed Vessels geting out which lie between the main Land and the Island . . . We have all the Inclination you could wish to get on the Island if we can by any probable Means make the Attempt, this must altogether depend on Circumstances . . . A small Vessel having got up safe to Fredericksburg (an account of which you must have seen before this Time in the Papers) has landed five Tuns of Powder for Continental Use. Should I find that the Seat of War for this Season is to be rather in Carolina than here, I shall order what you think proper of the five Tuns to be hastened to you, at all Events shall order two Tuns immediately . . . None of the row-Gallies yet fited out but some of them soon will. Capt. [Thomas] Lilly's Preparations have been much more tedious than I expected, he says he will be able to make some Attempt next week. We have got some more Armorers, and hope to have soon an Addition to the Number – Our Men took a small Sloop endeavoring to get out of the Narrows between the Island and our breast Work. She having run a

Ground, a few Men in two small Canoes boarded her, five Men who were all her Crew endeavored to escape by swimming three of which were shot from the Shoar and sunk. Two Hogsheads of Brandy $\frac{1}{2}$ Ditto of Rum some Tools and Ropes with some Provisions were taken out for the Use of our Troops there, who were in Need of the Brandy and Rum as the Water is very bad – Deserters say that Lord Dunmore is in dayly expectation of two Regiments. A Great Mortality among the Enemy, some of both white and black are discovered floating every Day. . . .

1. Harry Ackerman Autograph Collection, Hollywood, Calif.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 12th a heavy gale of Wind occasioned apprehension for the safety of the Fleet; signals of distress were seen in the Afternoon from the *Lady William* Schooner with Lord William Campbell on board, and a Sloop with Rum & Stores for the Army was drove on shore near the Light house; towards evening the storm abated. The *Harcourt* Indiaman & *Friendship* armed Vessel sent to Sea during the Gale.

1. Sir Henry Clinton Papers, CL.

MEMORIAL OF JOHN ELLIS TO THE COMMISSIONERS OF THE BRITISH TREASURY ¹

To the Right Honorable the Lords Commissioners
of His Majesty's Treasury.

The Memorial of John Ellis Agent to His Excellency Peter Chester Esqr. Governor of His Majestys Province of West Florida.

Humbly Sheweth

That your Memorialist having received a power of Attorney from His Excellency Peter Chester Esqr. Governor of His Majestys Province of West Florida, to receive the sum of three hundred and fifteen pounds allowed by your Lordships yearly for the support and maintenance of a schooner for the use of the said Province; the said sum commencing this Year the 1st of January 1776 and Ending the 1st, of January 1777.

Your Memorialist humbly prays for your Lordships directions to issue the same to him.

John Ellis

[Pensacola] June the 12th. 1776

1. PRO, Treasury 1/522, UFL Photocopy.

JOURNAL OF H.M.S. *Pallas*, CAPTAIN WILLIAM CORNWALLIS ¹

June 1776

In Carlisle Bay (Barbadoes)

Wednesday 12th AM up Topgallt yards, Scrub'd between Wind and Water.

P M Reced Bread and Rum, $\frac{1}{2}$ past 4 Anchored here his Majesty's Sloop *Atalanta* with a Brig Prize; fired two Guns as Signals for the boat, past 5 in 1st reefs, weigh'd

and made sail, a Snow and Sloop from the Coast Guinea sailing at the same time, 1/2 past 6 Bridge Town East 5 or 6 miles.

1. PRO, Admiralty 51/667.

13 June

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL PHILIP SCHUYLER¹

[Extract]

St John's June 13th: 1776

Near one half of our Army are sick, mostly with the small pox If the Enemy have a Force of six or eight and some say ten thousand Men, we shall not be able to oppose them, sick divided, ragged undisciplined, & unofficered as we are – If we are not soon reinforced I tremble for the Event – a Loss of our heavy Cannon which is all ordered to Sorrel must ensue, if not our Army, as our Retreat is far from being secured – Not one Stroke has been struck to secure our encampment here – I have ordered Men out to Morrow Morning to inclose our Encampment and the two old Forts with an Abette [*sic abatis*] and Breastwork – Doctr [Samuel] Stringer is in a disagreeable Situation, three thousand Men are sick here and at Chamble and no Room or Conveniency for them – I should advise his going to the Isle aux Noix was there any Conveniency for the Sick or Boards to make any – I have wrote General Sullivan on the Occasion – I have ordered the Frames of the Vessels here taken in pieces and sent to Crown point – The Timbers are all numbered and easily put together again.

If any more Men are ordered for this Country, let me entreat you to hurry them on and all the Water Craft. I am Dr Genl [&c.]

B. Arnold

1. Washington Papers, LC.

JOURNAL OF H.M.S. *Blonde*, CAPTAIN PHILEMON POWNOLL¹

June 1776

At Single Anchor off the Town of Trois Rivieres

Thursday 13

AM made the Signal for all Masters of Transports, Anchored here His Majesty's Ship *Triton*, some armed Schooners & all the Transports Sailed up the river, sent a 5 1/2 Inch Hawser on board a Vessel going up the Lakes.

PM rec'd from on board the *St Helena* Transport, Mr [William] Thompson the rebel general & his Aid de Camp, General [Simon] Frazier marched with 2000 Troops for Montreal, the rest of the Troops with the Generals Burgoyne, Carleton, [William] Phillips going up the River in Transports.

1. PRO, Admiralty 51/118.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL PHILIP SCHUYLER¹

[Extract]

Chambly, June 13th 1776, 10 o'Clock P.M.

. . . I make no Doubt the Enemy will pass Sorrel and as soon as in pos-

session of Montreal march immediately for St. John's and endeavor to cut off our Retreat In which Case if we save our Army the Cannon and heavy Baggage must fall into the Hands of the Enemy

All the craft on your Side of the Lake in my opinion ought immediately be sent to St John's and a Number of Gundaloes built as soon as possible to guard the Lake – You may expect soon to hear of our evacuating Canada, or being prisoners – I go to Montreal in the Morning, where I shall remain until I have Orders to quit it or am attacked, when it will be too Late.

1. Washington Papers, LC.

LIEUTENANT COLONEL EDWARD ANTILL TO BRIGADIER GENERAL JOHN SULLIVAN ¹

[Extract]

Chamblie June 13th 1776

The Loss of Dechambault, I am clear has Lost us the Province, a prude[nt] Retreat, I presume, under our present Situation, is [our] only Plan if they should get possession of our Boats, I am apprehensive I think they may be at Crown Point before us – This, General, is a bold Observation excuse my Freedom; I have lived ten Years in the Country of the Operations, have seen their Maneuvres – depend upon it they [dont] retard their Operations for Nothing. they are meditating a Plan they will soon attempt to put in Execution. Secure our Water Carriage on Lake Champlain and we Turn the Tables upon them, and I Think, we Can meet them there upon Advantageous Terms – . . .

1. Papers CC (Letters addressed to Congress), 78, I, 5, NA.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN CHARLES DOUGLAS, R.N. ¹

[Copy]

Eagle off of Cape Race,
June the 13th 1776.

Sir, You will herewith receive the Orders it has been necessary for me to transmit to the different Commanders of the Ships of War stationed in the River St: Laurence, in consequence of my Appointment to the Command in chief of the Ships and Vessels of His Majesty's Fleet employed and to be employed in North America. And I am to desire You will cause the same to be delivered as You have Opportunity to the several Captains according to the List sent herewith.

You will observe that the Captains are directed to continue in the Execution of such Instructions as they have received from the Lords Commissioners of the Admiralty or the Senior Officer for the time being in the River St. Laurence.

Being unacquainted with the Nature and Progress of the Operations of the Army under General Carleton, and consequently unable to judge what number and Classes of Ships will be wanting to furnish the Assistance from the Squadron that the General may need for that Occasion; I have further to desire that You will prepare for being transmitted to me by the earliest Opportunity, a State of the Naval Force that will best correspond with the

General's Intentions (the first Consideration in this Respect) communicated to You in Consequence of these Directions: that I may be enabled to make a suitable Arrangement of those Ships that can be spared from the Operations carrying on in the River Saint Laurence, to provide according to the Tenor of my Instructions, for the various Services that will arise on the Western Coasts of this extensive Continent.

It may be expedient to reserve, in Addition to the Number of Ships and Vessels that the dependent Operations in the River St: Laurence may immediately engage, One (or more) to carry the General's Dispatches to Europe; and for the Conveyance of any Information he may have Occasion to send to General Howe.

For the first Object, when no particular Expedition is necessary, those Ships which have the most Occasion for large Repairs (if still in Condition for the Voyage) should be preferably chosen: sending them with no greater Proportion of Provisions and Stores than what may be sufficient for three Months. The *Lizard*, I apprehend is most likely to answer this Description. At the same time I am desirous in the Appointment of that Ship, to consult the Wishes of Captain [John] Hamilton, whose meritorious Services for the Defence of Quebec the last Autumn, intitle him to every Attention.

The Ships so destined are to be ordered to Plymouth, or the Port the Captains can first most conveniently gain in England. And having forwarded the General's Dispatches upon their Arrival, and acquainted the Secretary of the Admiralty therewith; They are to wait there until they receive their Lordships Orders for their further Proceedings.

In respect to the second Head of Information, it may be sufficiently taken Care of by the Appointment of some of the smaller Frigates or armed Vessels, to proceed occasionally with the General's American Dispatches to Halifax. From thence there will probably be many Opportunities to forward those Dispatches, by some of the Ships of War, that are likely to have frequent Communication with that Port.

The Services having reference to the General's Operations with the Army being suitably provided for, Attention is to be had to the Protection of the Seditary Fisheries established in those Parts of the Coasts of Quebec and Nova Scotia which lye on the Western Side of the Gulph of St Laurence: and particularly in the Bays of Chaleur and Gaspee and the Settlements on the Island of St Johns.

Directions have been uniformly given on those points, to the different Commanders in Chief upon the North American Coast. But as I doubt how far the Vice Admiral Shuldham may have been able to provide for those Services amidst the many others he has had in Charge, and that I may be sooner informed of the State of those Fisheries, and of the Settlements on the Island of St. Johns; As well as of the Nature & Duration of the Protection which has been recently applied for, and they may respectively need in the different Seasons of the Year: I must request that the Captains of some of the Ships which can be first spared from the Services carrying on in the River St Laurence (no more pressing Duties interfering to prevent it) may

be directed to visit those Stations in their Way to join me, as hereafter mentioned; And instructed to inquire of, and collect from, the Inhabitants or other intelligent Persons they may there meet with, the several Particulars that are necessary for enabling them to furnish me with the fullest and most correct Report in the Instances above stated, that Circumstances will admit.

The Captains of the Ships ordered for this Occasion, or which are at any other time dispatched in Quest of me, are first to call at Halifax; there to complete what they may be deficient in Stores or Provisions supplied for the Use of the Ships remaining at Quebec; And upon their Application to the Commissioner at that Port, they will receive the proper Instructions that will have been left in his Charge for their future Proceedings.

If your Continuance in the River St Laurence is not requisite for conducting the Naval Services upon the Plan settled with General Carleton's Approbation, it is my Intention that You should repair to join me with all convenient Dispatch; At Halifax, or where You may learn upon your Arrival, or on your Passage thither, that I have proceeded from that Port, You will then leave an attested Copy of so much of this Letter as regards the Conduct of the Ships continuing in the River St Laurence, with the Senior Officer remaining in the Command thereof, for his Guidance in the Matters referred to; And bring with You an Account of the State and Condition of those Ships, and the Qualifications of the Men in each correctly stated, so far as You have Opportunity to procure them immediately, according to the Forms sent herewith. And You are in that Case to direct some one of the other Ships of War, not necessary to remain in the River St. Laurence, to proceed to the Bays of Chaleur and Gaspée, and the Port Joie in the Island of St Johns for the purposes aforementioned.

But if General Carleton, or the Commander in chief of the Land Forces for the time being (by whose Recommendation You are to govern yourself regarding the Appointments of the Ships in the River St. Laurence) is desirous of your longer Stay there, for assisting in his intended Operations with the Army, or for the Security of the Town of Quebec; You will then please to dispatch the *Carysfort* in preference, or such other Frigate as can be first released from those Services, with the several Particulars You shall have prepared respecting the State & Disposition of the Ships as before recited, for my Information therein: And You will postpone the Inquiries with relation to the Fisheries and Settlements on the West Coast of the Gulph of St. Laurence and Island of St. Johns, to some more suitable Opportunity. I am Sir, [&c.]

Howe.

Captain Douglas of His Majesty's Ship the *Isis*,
or the Commanding Officer for the time being
of His Majesty's Ships stationed at Quebec and
in the River Saint Laurence. ²

1. PRO, Admiralty 1/487.

2. Ambrose Serle in his journal records:

Wednesday, 12th. . . . In the Afternoon we came up with the *Tarter*, Capt. Ommaney, [Cornthwaite Ommaney], with 4 Ships under his Convoy, bound to

Quebec. After the Salute, the Captain came on board, and informed us, that he had met with nothing but Fogs, Wind & Rain for 3 Weeks past. The Admiral [Howe] directed him to bring his Ship to till morning, intending to send Dispatches by him to Genl. Carleton, and to the Commanders of the Ships in the River St Laurence. Thursday, 13th. June. Lord H[owe]. dispatched his Letters this Morning, and the Ships proceeded. While we lay to, our People attempted to catch some Cod-fish, but without Success, though our Soundings were 60 Fathom. The Lat. 45°. 24'. The Weather still very cold and disagreeable.

Edward H. Tatum, Jr., ed., *The American Journal of Ambrose Serle* (San Marino, 1940), 14-15. Hereafter cited as Tatum, ed., *Serle's Journal*.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Thursday June 13th 1776

Petition of Elias Hasket Derby of Salem owner of the Schooner *Sturdy Beggar* Humbly Sheweth – That your Petitioner has at his own expence fitted out an armed Schooner Call'd the *Sturdy Beggar* burthen about Ninety Tons Mounted with Six Carriage Guns three Pounders, & Navigated by Twenty-five Men, with Provisions for four months designed for the purpose of Making reprisals on the Enemies of the United Colonies of North America Agreeable to the Laws & regulations of this Count[r]y – And which Vessel is now ready for Sailing. Your Petitioner therefore prays, that Peter Lander of Salem may be Commissionated Capt of the sd Schooner, & your Petitioner as in duty bound shall ever pray. –

Elias Haskett Derby
Peter Lander

Read & Ordered that the prayer of the Above Petition be granted & that a Commision be filled for the sd Peter Lander, on Bonds being given agreeable to the Resolves of Congress. – Bonds being given Agreeable to the above order, a Continental Commission was issued to Peter Lander, as Commander of the *Sturdy Beggar*, dated this day & delivered with the Instructions of Congress.

1. Mass. Arch., vol. 19, 22.

THE MASSACHUSETTS COUNCIL TO CAPTAIN JOHN FISK ¹

Watertown June 13. 1776

By the Major part of the Councill.

The sloop *Tyrannicide* under your Command, being in part Equipt in warlike manner, & also being so far Maned as to Enable you to go out on a Cruise, you therefore have Liberty to Cruise near the Coast of this Colony & from Harbour to Harbour in the same Colony & Newha[m]pshire, using all Necessary Precaution to Prevent your Vessell from falling into the hands of the Enemy, and w[h]ere as you have received a Comission, by force of arms to Attack subdue & take, all ships and other Vessells belonging to the Inhabitants of Great Brittain on the high seas under certain Restrictions you must Punctually follow the Instructions herewith Delivered you for your Conduct respecting this matter.

1. Mass. Arch., vol. 164, 392.

PELATIAH WEBSTER TO JOHN ADAMS¹

Mr. John Adams

Boston 13 June. 1776

Sir. I Take this oppo Just to advise You that if your Congress will Appoint Capt. Job Prince (the Father) to the Command of one of the Continental frigates, he will Accept his Great Abilities as A Seaman & Long Experience both in Mercantile & War Vessels Make no sort of Recomendation Necessary to you Who have Long known him as a foremost Man in the Character of an Able Seaman & his Great Influence & Authority Among the sailors will Make his Service peculiarly necessary At this Time, & he is Much Approved by Every Gentleman with whom I have Conversed — Last Night Dawson in Browsers Brig was Chased into this harbor by our Privateers² — 11 Enemies Vessels are at Nantasket Mostly Transports Lately Arrived — The Bostonians Will Occupy the heights of Allerton point, Long Island & Petticks Island this Night & design to Clear the harbor soon of Enemy Ships. Forts at Dorchester point, Noddles Island (Camp Hill) Point Shirley the Castle & Charlesto[w]n point are in Great Forwardness, I am Sir [&c.]

Pelatiah Webster

1. Adams Papers, MassHS.

2. The brig *Sea Nymph*, from Philadelphia, which had been taken in October, and commissioned by Admiral Graves on December 14, 1775 as the *Hope*, George Dawson, commanding. See Master's Log of H.M. Sloop *Hope*, June 12, 1776.

Continental Journal, THURSDAY, JUNE 13, 1776

Boston, June 13

Tuesday last arrived safe at Newbury-Port, a Sloop from Tortola and a Schooner from Barbadoes, as Prizes, taken by Captain [Jeremiah] O Brian, in one of this Colony Cruizers, who was left in chase of a Ship when the above Prizes parted with him.¹

Thursday last was sent into Cape-Ann, a large Jamaica Man, with 500-hogshead of Sugar, besides other valuable Goods, and a large sum of Specie. She was taken by one of the Continental Cruizers, who put the Captain, his Lady, and all the hands (which did not voluntarily enter on board the Cruizer) ashore at New-Providence. The Prize Master of the Ship on his Passage from the West Indies met with a Scotch Vessel of Force with 90 Soldiers, bound for Boston, on board of which he Breakfasted, and told the Scotch Captain he was destined from Jamaica for London, but as he thought Sugars would bear a better Price at Boston, he had thoughts of trying that Market first. The Scotchman being a stranger to this Coast desired the Prize Master to Pilot him in, which he agreed to and conducted him almost into Cape-Ann, when he observing two of our Privateers appearing in sight, discovered the trap, and being considerable to the Windward, made the best of his way off.²

Friday last the *Milford* Frigate of 28 guns, came up with the *Yankee Hero* Privateer, Capt. [James] Tracy, of Newbury-Port, off Cape-Ann, and an obstinate engagement ensu'd, which continu'd near two Hours, when the *Yankee Hero* was oblig'd to strike to the Frigate, being vastly superior in

Force. And on Thursday last Mr. Samuel White and Mr. Martin Brimmer obtained leave of General [Artemas] Ward for a Flag to go on board Capt. [Francis] Banks, and if possible to make an exchange of prisoners of the *Yankey Hero*. They were very politely received by Capt. Banks, and had his assurance that he would do all in his power to effect an exchange; that he would send to Halifax to his commanding officer immediately, and as soon as he had his answer would send up a Flag to Town. Capt. Tracy received a wound in his thigh, but no ways dangerous; Mr. Mains the Lieutenant was badly wounded, one Rowe of Cape-Ann, lost his arm, four kill'd in the engagement, one died of his wounds removing from the *Hero*, and 14 wounded. – Capt. Tracy informed them that Capt. Banks treated him and his crew with the greatest civility; that they were in want of no one thing; that the Surgeon had taken the greatest care of the wounded. Capt. Banks had heard of the character he had on shore for his ill-treatment to his prisoners, which he said was absolutely false, and appealed to all his officers and to his prisoners who assured them that they were well treated.

The same Day Capt. Daniel Waters, in company with a Marblehead privateer, took a large ship from Scotland, having on board 94 Highlanders and between 30 and 40 sailors for the Ministerial fleet, the ship had 4 6-pounders mounted, but made no resistance; her cargo consisted of provision & cloathing. Capt. Waters with the prize arrived safe at Marblehead last Saturday; and on Sunday they were bro't to Town under a strong guard from Col. [John] Glover's regiment, and lodged in the provost prison. We hear the officers are sent to Concord, and the soldi[ers] are to go to Worcester. ³

1. The schooner was the *Polly*; the sloop was the *Two Friends*.

2. This deception was carried out by the prize master of the ship *Lady Juliana*.

3. The transport *Anne* was taken by Washington's schooners *Lee*, *Warren* and *Lynch*. There was no privateer involved.

New-England Chronicle, THURSDAY, JUNE 13, 1776

Boston, Thursday, June 13.

To be Sold, by Joshua Ward, Agent for the Owners of the Privateer Schooner *Dolphin*, and her Company, at Public Auction, to be held at Salem, in the County of Essex, the 26th Instant, to be continued from Day to Day until the whole is Sold, to the highest Bidder, the following Vessels, as also a small Quantity of Iron, &c.

Sloop *Dispatch*, burthen about 45 Tons. Sloop *Success*, burthen about 70 Tons. Schooner *Friendship* burthen about 60 Tons. ¹

To be Sold by Auction, at the House of Mr. Benjamin Burdick, in Marblehead, on Thursday the 4th Day of July next, The Brigantine *Jane*, with her Boat and Appurtenances, now lying in Lynn; also her Cargo, consisting of Beef, Pork, Butter, Bread, Tongues, Bacon, Barley, Flour, Hard Soap and Candles. ²

1. The *Dolphin* schooner, Richard Masury, commander, was commissioned December 15, 1775. Of the three prizes listed, only one has been identified – the sloop *Success*, John Hitch, master, libeled against February 26, 1776.

2. The brig *Jane*, James Fulton, master, taken by Washington's schooner *Hancock*, Samuel Tucker, commander.

JOSIAH QUINCY TO JOHN ADAMS ¹

[Extract]

Braintree June 13th 1776

It is now almost three Months since, by the Smiles of Providence upon our Army, that General Howe, with the rest of our unnatural and perfidious Enemies, were forced, with Ignominy to abandon the Capital of this Colony; on which memorable Event I sincerely congratulate you: – But, to my Astonishment, Anger, and just Resentment, a single fifty-gun Ship has ever since kept Possession of Nantasket Road; and by her Tenders taken more Prizes, than at a moderate Computation, would have fortified and rendered impregnable every Island in this Harbor: Besides, had the remaining naval Force been excluded, after the Army sail'd, a Trap would have been found, in which Prizes wou'd probably been taken to the amount in Value to us of near or quite half a Million Sterg – For when a Ship with a leading Gale of Wind at East is off the Lighthouse, with a flood Tide, and Night coming on, she must enter the Harbor, or be beat to Pieces upon the Rocks on one Side or the other. Sentiments similar to these, were published almost two months ago, but to no Purpose.

To increase our Hazards, and add to our Mortification, the 10th Instant, 7 Transports filled with highland Troops arrived in Nantasket Road: –

This Event has “waked the Watchmen of the publick Weal” for, whilst I am writing I hear, there are Parties with Cannon, Mortars, and Entrenching Tools going this Night, to fortifie the Moon, great Hill at Hough's Neck, Petticks Isld Long Isld, and Nantasket:– The Commodore, about 11 o'clock, brought his Broad Side to bear upon Nantasket and fired about 20 of his lower Tier Guns at which Place I suppose they are now at work.

1. Adams Papers, MassHS. Letter continued June 14.

COMMODORE ESEK HOPKINS TO LIEUTENANT JOHN PAUL JONES ¹

Sir

You are with the *Providence* under your Command to go to Sea with the Sloop, and follow the above directions ²

You may send any Vessel in to Port for Tryal that you may think are Acting detrimental to the Interest of the American States – ³

You are first to Convoy the *Fly* as far Westward as Fishers Island, and any Vessels that may be at Stonington, back by Point Judah, or in Sight of this Harbour –

Newport June 13th 1776 –

Esek Hopkins C in Chief

To John Paul Jones Esqr

Commander of the *Providence* ³

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 155, NA.
2. To proceed to Newburyport, and convoy to Philadelphia a vessel or vessels with 120 chaldrons of coal. See Marine Committee to Hopkins, May 31, 1776, John Hancock Papers, LC.
3. Jones wrote to the President of Congress, Dec. 7, 1779:

The Commodore employed me afterwards for some time to escort vessels from Rhode Island into the Sound &c while the *Cerberus* and other Vessels Cruised round Block Island. – at last I received orders to Proceed to Boston, to take under Convoy some Vessels laden with Coal for Philadelphia – I performed that Service about the time when Lord Howe arrived at Sandy Hook.

John Paul Jones Papers, LC.

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL ¹

Sir –

New London, June 13, 1776

I have a Sloop that is outward Bound and have putt on Board Eight Carriage Guns and Men Sufficient to Fight them, ² the barer Stephen Tinker is to Command.

its Probable we may fall in with sum homeward Bound Ships, and that we might make the most of what Should come in our way, I should be Glad to have a Commission that we may be Intitled to have secure, what Prizes we may bring in – the Vessel is now Ready to Sail, and if any Bonds are Requir'd will Execute them, ³ I am Sir [&c.]

Nath^l Shaw Jun^r

1. Trumbull Papers, 70a, ConnSL.

2. The sloop *American Revenue*.

3. A bond for \$5,000 was executed on June 15. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, I, 58, NA.

NATHANIEL SHAW, JR. TO COMMODORE ESEK HOPKINS ¹

New London June 13 1776

To Admiral Hopkins. att Providence –

Sir I Received yours of the 5 Ins. and agreeable to your request I now Inclose you an Invoice of the Artillery & Stores left in N L also an Accot of what has been sent to N York You have also an Invoice of the Cargo & Ventures that was on board the Prize Schooner *John & Joseph* and as to the Value of the Goods will Submitt it to yourself or any other Person you may Choose for I am determin'd that you shall not have any blame for delivering the Vessell to me, I am Content to alow the highest price that Goods were Sold at in this Town at that time which I think no Reasonable man can object to, the Vessell I will have appriz'd –

I observe what you say relative to my being appointed agent for the Congress, am surpriz'd that they have not sent me any Instructions, as I have not heard any thing of that matter from them. I give you Joy on the Succes *Cabot* [has had] – hope you will have many more prizes before the Summer is out. The Gent from Phila ² set out Yesterday to see his Honor the Govr with the Resolve of Congress for fourteen of the Largest Cannon, I suppose they will have no objection in ordering them Delivered – Inclos'd is an Accot of what I have advanced to the People belonging to the fleet since I wrote you last Amo to £16.1.2 LMy which I suppose you will want that it may be Charged their Accot The prize Vessells that you bro't into this Port are Libel'd, the Peticulars Refer you to the bearer Capt Saltonstall. the Bermudian Sloop ³ I suppose yo'l give sum directions about, their is many Persons who want to Purchase her if they could have a price sett. I am Sir [&c.]

N.S.

P.S. Inclos'd is an Accot Relative to the powder you del[ivere]d me & a ballance due you of fifty four pounds & their is one barrel Damaged powder on hand.

1. Shaw Letter Book, YUL.

2. Levi Hollingsworth and Thomas Richardson.

3. The sloop *Endeavour*, property of Charles Walker of New Providence, which Hopkins had engaged at New Providence to carry some of the cannon taken from that island.

GEORGE WASHINGTON TO JOHN HANCOCK

[Extract]

Head Quarters [New York], June 13, 1776.

I have employed Persons in Building the Gondolas and Rafts, which the Congress thought necessary for the defence of this Place, and in conjunction with the [New York] Provincial Congress, have determined to sink Chevaux de Frizes one of which is already begun. I am, etc.

1. Fitzpatrick, ed., *Writings of Washington*, V, 127, 129.

New York Packet, THURSDAY, JUNE 13, 1776

New York, June 13.

Mr. Adam Holms, who left New-Port last Saturday morning says, "That a ministerial pirate had taken a schooner near Block Island and carried her off; and likewise chased two sloops, who ran ashore, but has since got off."

Last Saturday arrived at Long-Island, a sloop from Cape Francois, laden with sugar, coffee, wines, hollands, cambricks and duck – all safe landed.

We are informed, that the sloop *James*, Capt. Puller, was taken and carried into Halifax, by the Ministerial fleet from Antigua.

By a letter from Philadelphia dated the 11th inst. we are informed that a vessel from St. Eustatia is arrived there, also a French vessel from Martinico.

The *Mercury* man of war, and an armed sloop, sailed for Halifax, from Sandy-Hook, last Friday, having five vessels under convoy.

On Monday arrived here a sloop from Port au Prince, loaded with sugar, molasses and coffee.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, June 13, 1776

A letter from Mr. [Thomas] M'Kean [McKean] dated 2 o'Clock this morning, and a letter from the committee of Lewistown, of the 11th, was laid before Congress, and read:

Resolved, That the Secret Committee be directed to forward one ton of gun powder, and a proportionable quantity of lead, if to be got, to the committee of safety of the counties on Delaware, for the use of the militia in that government:

Resolved, That it be recommended to the assembly of Pennsylvania, immediately to order a batallion of the provincial rifflemen to march to the assistance of the militia in Delaware government:

Resolved, That it be recommended to the assembly, or committee of safety of Delaware government, to cause all the disaffected, in their colony, to be disarmed, and the arms to be disposed of agreeable to a former resolution of Congress:

Resolved, That the commanding officer of the ruffle batallion of associators in this city, be requested to order a company of said batallion to escort the powder sent to Delaware government, until they shall reach the provin-

cial batallion of rifflemen, ordered to march to the assistance of the militia of Delaware government.

Resolved, That the Secret Committee be directed to stop the exportation of any salted provisions, which they may have ordered to be made at New York.

Resolved, That the Secret Committee be directed to deliver 100 lb. of powder to the order of the committee appointed to contract for making cannon.

Congress then proceeded to the election of the committee to form a Board of war and ordnance, and the ballots being taken, the following members were chosen:

Mr. J[ohn] Adams, Mr. [Roger] Sherman, Mr. [Benjamin] Harrison, Mr. [James] Wilson, and Mr. E[dward] Rutledge:

Richard Peters, Esq. was elected secretary of said board.

The Marine Committee having reported, that complaints are made against Commodore Hopkins, Captain Saltonstal, and Captain Whipple, for breach of orders, and other mal-practices:

Resolved, That the Marine Committee be directed to inform Commodore Hopkins, Captain Saltonstal, and Captain Whipple, of the complaints lodged against them, and order them immediately to repair to Philadelphia, to answer for their conduct.

Resolved, That in case the enemy's men of war attempt to come up the river [Delaware,] that the Secret Committee be empowered and directed to deliver such a quantity of powder as to them shall seem necessary, to the committee of safety of Pennsylvania.

1. Ford, ed., *JCC*, V, 436-39.

JOHN HANCOCK TO MESSRS MOORE AND CRAIG ¹

Gentlemen,

Philada June 13th 1776.

I am directed by Congress to inform you, that the offer which the owners made of the hard Money taken on Board their Prizes is accepted – and that you will please to apply to the Men for the Moiety belonging to them. The public Service calls for the Money as soon as it can be had.

Should the Men consent to let Congress have their Share, I will immediately give Draughts on the Treasury for the Amount.

It is the Request of Col. Roberdeau that the money remain at Capt. Craig's until further Orders.

I beg Leave to thank you, and the Rest of the Owners for the Example of Public Spirit, which you have, in the most unsolicited Manner shewn upon this Occasion. I have the honour to be Gentlemen [&c.]

J H. Prest

1. John Hancock Papers, LC.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 13th June, 1776.

Robert Morris, Esq'r, Vice President of this Board, gave directions to

Robert Towers, Commissary, to deliver 26 Muskets & Bayonets to Capt. Robert Hardie, for the use of the Guard Boats sent down with Fire Rafts; also, an order to Capt. Granway [William Greenway] to deliver 4 of the Muskets in his Boat, to compleat the Compliment of six to each boat.

Resolved, That the said order of the Vice President be Confirmed by this Board.

1. *Pennsylvania Colonial Records*, X, 600, 601.

PENNSYLVANIA COMMITTEE OF SAFETY TO HENRY FISHER ¹

[In Committee of Safety, Philadelphia]

[June 13, 1776] ²

Sir, Your Letter of yesterday's date reached the Committee in about 21 hours, and is laid before Congress this morning for their consideration of the several matters you have recommended for the security of the Trade.

The Committee have conferred with Capts [William] Richards and [Nathaniel] Falconer about the Difficulty you have found in complying with the order not to employ Pilots in the Alarm Boat in the Bay, and as they know the Sentiments of the Committee upon that Subject, you are requested to regulate your conduct therein by the Directions they shall give you. ³

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 743.

2. While the letter is undated; its contents and the actions of Congress on June 13, provide the necessary date, although the letter from Henry Fisher was dated June 11, 1776.

3. These gentlemen, along with Captain Thomas Read, had been impowered by the Committee of Safety, on March 9, 1776, to fix signals for giving the alarm at Cape Henlopen, and establishing alarm posts along the Delaware.

THOMAS MCKEAN TO JOHN HANCOCK ¹

Sir, Newcastle June 13th half past 2 A M. 1776.

The Assembly here have information this moment by express that there are a thousand Tories under arms in Sussex county in this Government – that they assembled near Cedar creek about eighteen miles on this side Lewes, and that their intention was to proceed there and join the British forces from on board some men of war now in the Whore-kill Road, who were to land this night in order to cut off three Companies of the Continental troops at that place – that it is apprehended they have been supplied with arms & ammunition by the Men of War, and perhaps may entrench. The Militia from Kent marched yesterday, at least half a dozen Companies, and the rest were to follow as soon as they could be ready – The detachment of Colol. [John] Haslet's Battalion at Wilmington are ordered down; the like [orders] will be given to the Militia of this county. I should be glad if a tonn of powder & some lead could be sent down by land immediately, as it is uncertain to what a heighth this mad affair may be carried

The Militia & Regulars are very ill provided with arms, but we expect soon to give a good Account of these misguided people. – I am, Sir, [&c.]

Tho M'Kean

1. Papers CC (Letters addressed to Congress), 78, XV, 57, NA.

THOMAS MCKEAN TO JOHN HANCOCK ¹

Sir,

Newcastle June 13th: 7 a'clock P.M. 1776.

I have the pleasure to inform you that the Insurgents in Sussex county have dispersed after a conference had by some of their Leaders with some of the Council of Safety of this Government – They deny all intercourse with the Men of War or disaffection to the American Cause, but the real cause of their assembling in such large numbers & in so hostile a manner is as yet unknown to the Assembly, altho' they have had an Express mentioning what is above. The true Whigs of Sussex, & about a thousand of the Militia of Kent, together with two Companies of the Militia of Newcastle county had marched with great expedition, also the detachment of the Delaware Battalion at Wilmington reached this Town in their way down; they are all returned to their respective Quarters, and this strange affair is submitted to the civil jurisdiction. The House has appointed a Committee to proceed to Lewes, & to endeavor to quiet the imprudent people by reason, if practicable, and if not in that way then by force of arms.

It is conceived proper to communicate the above to you as speedily as possible, tho' I am sorry I can tell you no more particulars. I write in haste, and am with great regard, Sir [&c.]

Tho^s M'Kean

1. Papers CC (Letters addressed to Congress), 78, XV, 59, NA.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Thursday, 13th June, 1776.

Ordered, that a warrant issue to Richard Bland, Esquire, for six pounds for a Telescope sold to Captain James Cocke. ²

Ordered, that a warrant issue to John Holloway for the use of John Briggs for thirty-nine pounds seven shillings and seven pence farthing, for a main sail and jibb sold to Captain [Isaac] Younghusband.

1. *Virginia State Papers*, VIII, 203.2. Captain of the brig *Raleigh*.JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Neuse River, Dobbs County] Thursday June 13th 1776.

Resolved, That the Commissioners of the Armed Brig the *Pensylvania Farmer* at New Bern, deliver out of the public Stores in their Possession, to John Wright Stanley Twenty peices of Canvas, taking his Obligation with Security to deliver into their Hands at a reasonable price good Dutch Ozna-brigs sufficient to pay the value of the said Canvas.

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAAH.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

Sir,

Charlestown, June the 13th, 1776.

As I am extremely solicitous for the honor and safety of you and the troops under your command, and as I am myself persuaded that your danger

or safety depends entirely on the strength or weakness of the corps stationed on the other side of the creek; I must request that when the necessary works proposed are finished, you will detach, at least, another hundred men to strengthen this corps. I wish you would send me an exact state of your ammunition, that you may be supplied accordingly. His excellency the president, complains that several boats have been lost at your station: as so much depends on these boats, I must desire that you will put them under a sufficient guard: Oblige the officer commanding the guard, to give a receipt for their number, and be accountable for them. I am sir [&c.]

Charles Lee.

1. *Moultrie's Memoirs*, I, 155-56.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Commodore

On board the *Sovereign* Transport

Sir Peter Parker Knt

the 13 June 1776

As 'tis possible that bad weather may prevent our personal communication I beg leave to propose for your consideration that the following Signals may be settled between us on the occasion of the intended attack of Sullivan's Island.

I would first make it my request that on the morning you mean to make your attack (every circumstance of Wind Weather & tide favoring) – you will be so good to fix upon some very private Signal to us through the *Friendship* which shall be returned to you by that Vessel.

Unless I should meet with some unexpected circumstance upon the Spot to induce me to alter my present Plan, I think it most probable that the Troops under my Command may attempt to possess themselves of the North end of Sullivan's Island, and that they will proceed from thence to the attack of the Rebel Works – The first part (The taking possession of the North end of Sullivan's Island) may possibly happen before you weigh to move to your Station, the other (the attack of the Rebel Works) probably will not – Should circumstances however occur that may make this measure advisable, or perhaps necessary – Red Colors upon a long Staff will be waved from the Hummock on Sullivan's Island.

If the attack succeeds an Union flag will appear on the Battery, but if it should fail, or reasons should appear for declining the attack after the Signal of the Red Colors has been made, we shall withdraw those Colors & Shew yellow Colors in their Stead which if you approve may be considered as Signal for the Fleet to begin their operations – and the Troops will make every diversion possible by throwing Shells &ca – But as it must appear to you that the Troops will be very much exposed in this Situation to the fire of the Ships during your Attack – I submit to you the making such Arrangements as you shall see proper. I have the Honor to be &ca

H Clinton

1. Extracts from Major General Henry Clinton's Report of his Correspondence with Sir Peter Parker, Germain Papers, Secret Dispatch Books, CL. Another draft is in Sir Henry Clinton Papers, Miscellaneous Letter Books, CL.

BRITISH SIGNALS FOR THE ATTACK UPON THE FORT ON SULLIVAN'S ISLAND¹General Clintons Signals
to the Commodore

That the Army begins the attack upon Sullivans Island } Red Colors on a long Staff waved from the Hummocks on Sullivans Island

Should it fail, or should it be thought adviseable to decline the Attack after the first Signal is made } The Red Colors will be with drawn and Yellow Colors shewn, which will be considered by the Commodore as a signal for the Fleet to begin their operations

Signals to the *Friendship*

That the Commodore shall go upon the Attack. . . . } Yellow Colors hoisted on the wrecked Schooner on Long Island

That The Genl wishes it to be deferred till the morning following. } Yellow Colors on the Hummocks nearer to the South end of Long Island

The General will station Mr [Richard] Reeve on an eminence

If he discovers the ennemy retiring in numbers. } A Red Camp Color waved

If advancing or coming over the Causeway from Haddrel's Point in numbers } A Yellow Camp Color waved

Commodores Signals

The morning he intends to make the attack on the fortifications on Sullivan's Island which will be on the First of the Flood } √ Blue Flag at the Ma[i]n top gallant mast head

Which is to be signified to Genl Clinton from the *Friendship* by an Union Flag at the Fore top gallant mast head } ✓ *Friendship* Union foretop gallant mast head

Should it suit the General that the Commodore should go upon the attack } The *Friendship* shall loose her Main Top Gallant Sail

Should he wish to have it deferred till the morning following... } The *Friendship* will hoist her Ensign at the Main Top Gallant Mast head.

NB

In either case Guns are to be fired till the Commodore answers by hoisting the Standard at the Main Top gallant Mast head

1. Sir Henry Clinton Papers, CL.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

The morning I intend to make the attack on the Fortifications on Sullivan's Island, which will be on the first of the Flood, I will hoist a Blue Flag at the Main Top Gallant Mast Head, which is to be signified to General Clinton from the *Friendship*, by an Union Flag at the Foretop Gallant Mast Head – And should it suit the General that I should go upon the Attack, the *Friendship* shall loose her Main Top Gallant Sail; But should he wish to have it deferred 'till the morning following, then the *Friendship* shall hoist her Ensign at the Main Top Gallant mast Head – In either case Guns are to be fired 'till I answer by hoisting the Standard at the Main Top Gallant mast Head. –

Bristol five fathom Hole 13 June 1776.

P: Parker

1. Sir Henry Clinton Papers, CL.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 13th Boats sent to save the Cargo of the stranded Sloop – and the General landed through a heavy surf to reconnoitre from the Light house.

1. Sir Henry Clinton Papers, CL.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS ¹

Sir

Boreas Jamaica June 13th 1776

In my Letter of the 30th of last March I acquainted you of my having Seiz'd one William Platt as being concern'd in taking the Ammunition and Warlike Stores Belonging to Government out of the Ship *Philippa* at Georgia and that as I had apprehended him in the Body of the Island I imagined he came under the Jurisdiction of the Governor –

I beg leave to acquaint their Lordships that after I had got the Identity of his Person properly Sworn to by the Master of the Ship and Three or Four of the People I enclosed the Affidavits to the Governor and acquainted him that as he was taken within his Jurisdiction I desir'd to know how I was to dispose of him in order to his being Punish'd according to Law for the Crime he had Committed and that as the *Antelope* was going to the Wharf to Careen requested that he and the Evidences might be properly Secured until his Tryal came on

His Excellency acquainted me that as my Letter comprehended questions of Law; he had taken the advice of His Majesty's Attorney General, who was of Opinion; that as the fact was committed in a Colony in open Rebellion; the offence was only Triable in England and that he supposed the Man to be in greater Security onboard a Kings Ship than any where else; therefore his Excellency thought himself precluded from any Interference in the Affair and return'd the Depositions, which Letter with the Attorney Generals opinion I inclose for their Lordships information. – Immediately on the Receipt of the Governors Letter, I again wrote him that the *Antelope* was going to the Wharf, that I had no Ship to secure the Pirate in, & re-

General Clintons Signals

In the Commodore

That the Comd^r being, having the Attach^d Red Signal on a long Staff used from
upon Sullivans Island the Hummocks on Sullivans Island

Should it fail, or should it be thought advisable to decline his
attach^d after his dispatches made The said Signal will be with Drums
and Helms (less Steam, which will be considered by the Commodore as a
signal for the Fleet to begin their operations

Signals to the Friendship

That the Commodore shall, on seeing Yellow Signal hoisted on the wrecked
the Attach^d Yellow Signal on any Island

That the Fleet wishes it to be repaired Yellow Signal on the Hummocks
all the morning following nearer to the coast and adjacent Island

The General with Station 1111
Anchors on an eminence

Signal to receive the incoming relieving a Red Lamp (two) hoisted
in numbers

Signal to receive the incoming relieving a Yellow Lamp (two) hoisted
on some point of land in numbers

Commodore's Signals

The morning is intended to make the attack & the Signal at the main Signalant
 on the fortifications on Sullivan's Island must be as
 which will be on the front of the Fleet

which is to be repeated to the Fleet from the Signal ship & an answer
 Signal at the Fore top Gallant
 mast head

It is ordered that the General that the
 Commodore should go upon the Mast
 The Friendship shall have her
 main top Gallant Sail

should be with the same it required
 the following

The Friendship with the
 ensign at the main top Gallant
 mast head.

In either case there are to be fired like the Commodore
 answers by hoisting the Standard at the main Signalant
 mast head

Signals of the British Army and Navy commanders before Charleston, S.C.

quested that he and the Evidences might be Secured in Kingston Jail until she Haul'd off again when I would receive them into my Custody this request was likewise refused me! inclosed is his Letter with the Attorney Generals opinion on the Subject

On the 1st of May I was Served with a Writ of Habeas Corpus from the Chief Justice of the Island desiring his appearance before him which I comply'd with, and he was accordingly sent, however he was remanded back again – Attested Copies of the Writs with the proceedings thereon I inclose for their Lordships Information

I have had him in Irons: ever since March & propose sending him to England in the *Pallas* with Three of the Evidences (which I've detain'd for that purpose) in order for him to take his Tryal. She is not yet arriv'd, & if she does not, I think it will be most prudent to send him in one of the small Armed Vessels under my Command, which I hope their Lordships will approve and shall transmit them the several Affidavits.

In the former part of my Letter of the 30th March I communicated to their Lordships an Account of the Rebels having visited the Bahama Islands & carried away the Governor with several of His Majestys Warlike Stores, and that I should inform the Commanding Officer at Boston therewith as soon as possible.

I beg leave to acquaint them that on the 5th of April I received an Express from Captain Barkley of His Majestys Ship *Scarborough* Station'd at Georgia giving me an Account of this affair; and that His Majestys Schooner *St. John* & a small Sloop had escaped from [New] Providence to St Augustine with the Kings Powder which prevented it from falling into the Hands of the Rebels, and informing me that the Rebel Squadron had got into Charles Town South Carolina which Letter, with Captain Barkleys information I enclose. As Captain Barkley inform'd me he was preparing to Sail for Boston I thought the Intelligence of this Squadron must get there much sooner than any that I could send

Captain Barkley recommended the Man; whom he sent Express to me as deserving of every Encouragement, as in the first place he was Master of the Sloop that escaped from Providence to St Augustine with the Kings Powder; and that he was Instrumental in Seizing a Number of Ships; laden with Rice, belonging to the Rebels. I therefore order'd the Naval Storekeeper to Supply him with a few Stores, and to repair the Damage his Vessel had sustain'd, as an Encouragement to him for his Services to Government and by this opportunity have transmitted the Navy Board a Copy of my order for that purpose, all which I hope their Lordships will approve.

On the 23rd of April I received an Application from the Agent to the Royal Assiento Company at the Havannah requesting that a Sloop which had arriv'd with Bullion to purchase Slaves, might be supplied with a Mast out of His Majestys Stores; she having Sprung her own, in such a Manner that it was not repairable. And as their Lordships had been pleased to direct me to give every possible encouragement to the Importers of Bullion in foreign Bottoms I ordered the Naval Storekeeper to comply with his request

and take a Conditional Bill for such Value to be paid for the same as the Commissioners of the Navy should put thereon which I've made them acquainted With & hope it will meet with their Lordships approbation.

I further beg leave to inform their Lordships of the arrival of His Majestys Ship *Boreas*, Captain Thompson on 23rd of last Month with Three Transports under her Convoy to carry the 50th Regiment to North America. As the Companies were Detach'd in different parts of the Island they are not yet Embark'd, I have sent the *Squirrel* to the North Side of the Island for a Company that is Station'd there and expect her return every Day and as that is the only one remaining to bring in I presume it cannot be long before they will Embark.

I propose sending the *Boreas* to Convoy them to North America and after she has perform'd that Service shall order Captain Thompson to return & Join me with all possible dispatch

By the *Boreas*; I received your two Letters of the 15th February acknowledging the Receipt of mine up to the 24th of December last, and that their Lordships approve of my proceedings. I likewise received my two Commissions, & their Lordships orders for purchasing Four Vessels, one of them to draw about Six feet Water abaft and to be Employed in the Lakes on the Mississippi, and their directions for sending Convoys with Homeward bound Sugar Ships at the Periods mention'd in your Letter; all of which I shall pay due attention to.

I beg leave to acquaint their Lordships that I have already purchased two of those Vessels, and the *Lady Keith* Schooner (whose Name I have alter'd to the *Porcupine*, one of the Names sent by them) makes the Third so that I want only one more which I shall purchase as soon as I can meet with a proper Vessel.

One of the Vessels is a fine Sloop of about 90 Tons and capable of Mounting Ten Carriage guns; which I have call'd the *Racehorse*, and put my nephew, Mr Charles Everitt (who came out Second Lieutenant of the *Boreas*) into her, and appointed a Son of Sir Charles Knowles's in his Room.

The other Vessel which I have purchased is a Sloop of about 60 Tons and drawing Six feet Water abaft which I have call'd the *West Florida* (to make a Distinction between her & the *Florida* Surveying Sloop, which I hope their Lordships will approve) and shall fit her as fast as possible & send her to the Mississippi agreeable to their Lordships directions. I have given Mr George Burdon of His Majestys Ship *Antelope* a Commission for her, as I have likewise to my Nephew Mr Francis L'Montais for the *Porcupine* (for merly the *Lady Keith*) who has met with great Success; having taken Three Prizes one of them a Schooner bound to Philadelphia wth 20 Tons of Gun Powder, 1,000 Stand of Arms, with a quantity of Flints & Musquet Balls, which would have been a very great Acquisition to the Rebels had it got to any part of America.

I further beg leave to acquaint their Lordships that I have constantly kept one of the Sloops under my Command Station'd at Pensacola for the

Protection of West Florida; and that as I had no Vessel to relieve the *Diligence* I have sent down by the last Pacquet Stores for her to Careen to prevent that Province being left Defenceless which I hope their Lordships will approve.

As the Ships on the American Station have all their War Complements must beg; you'll let me know whether 'tis their Lordships pleasure I should compleat those under my Command to that Number and likewise in regard to the *Florida* Surveying Sloop whether I shall put her on the same Establishment as the other Arm'd Vessels as it much Weakens the few Ships I have her being Mann'd out of them The 4th instant I received Letters from the Principal Inhabitants of the Mosquito Shore & Bay of Hond[u]ras (which I inclose) representing that two Spanish Vessels had Seized a Vessel the property of two of the Inhabitants as soon as the *Atalanta* arrives from Affrica I shall send her to enquire into this Matter and propose after she has perform'd that Service to order her to Pensacola to relieve the *Diligence*

I further beg leave to acquaint their Lordships that the Wharf and Victualling Stores, and likewise the Mast Houses at Greenwich are greatly out of Repair; that I shall order an Estimate of the Expence to be made, and shall transmit them; and the different Boards, an Account thereof.

I have the pleasure to acquaint their Lordships that since my last the Ships under my Command have sent in the following Vessels, being American Property, viz The *Squirrel* a Ship Two Briggs, & a Schooner, the *Maidstone* Two Sloops loaden with Lumber & the *Porcupine* the Vessels mentioned in the former part of my Letter

With regard to the Disposition of His Majestys Ships & Vessels under my Command I beg leave to acquaint their Lordships that the *Antelope* has Careen'd being the Second time since she has been on this Station; and am sorry to inform them it has much Weaken'd her. the *Maidstone* is alongside the Careening Wharf But as she came in, in a very shatter'd Condition it will be some time before she is ready for Sea as She Sprung her Main Mast & Bowspreet & most of her Yards which have been obliged to have been new. But to facilitate the same and to fit the Arm'd Vessels for Service as soon as possible I have given the Naval Officers directions to Hire Artificers at Day Pay 'till the Works are in forwardness which I hope their Lordships will approve. I wish the *Pallas* may arrive in time to take the July Convoy as she will be able to see them quite home. Inclosed is a List of Officers made & the State & Condition of the Ships and Vessels under my Command for their Lordships Information. I am Sir with Respect [&c.]

Clark Gayton

1. PRO, Admiralty 1/240.

14 June

JOURNAL OF H.M.S. *Blonde*, CAPTAIN PHILEMON POWNOLL¹

June 1776

At Single Anchor off the Town of Trois Rivieres

Friday 14

AM 9 Transports with Stores, Provisions &ca arrived here from

Quebec, hove up the Anchor and got nigher in Shore, moored with the Stream Anchor just above the Town
 Fresh gales and Cloudy, Commodore [Charles] Douglas arrived here in an Armed Schooner from Quebec, got down Yards and Topmasts, got up the Spare Topmt people overhauling the rigging & Blocks. Lieutt [James Richard] Dacres ordered to Superintend the Boats, Vessels, &c going on the Lakes with the army.

1. PRO, Admiralty 51/118.

JOHN LANGDON TO JOSIAH BARTLETT ¹

[Extract]

Portsmouth June 14th 1776

Dear Sir – Your favour of the 3d Instant is now on the table, I am very much Oblig'd by your being so particular, as I've much pleasure in Communicating part of your Letter to my and your friends – I dont wonder all the attention of Congress, is taken up in such important matters as must be now before them; am very glad [Thomas] Thompson is nominated, for the Command of our Ship; but the Guns, what shall we do for them; my Spirits are little down upon that Head, as I find on going to Providence, that our Ship is the first by at least three Weeks or a Month of any on the Continent, tho' theres are what you may call built, so as to Launch, yet they neither have Rudder, Ports, Channells done, besides many other matters, nor the Masts sorry to say it, Masts only are not half Completed, our Ship all Painted Carvd, work Completed, Masts & Yards Completed all in, and all the standing Rigging over head and Rattles down, all our Boats done, our Sails soon Completed, except Light Sails, for which must have light Canvas, of which can get none, if the Guns had been on the Spot, and Orders to Enter Men, and Provide Provisions, the 1st day of June the Ship should have been ready to sail in all the Month, but when she'll go now, I know not, pray forward the Guns, and Orders for Hands, and to provide for provisions &c as soon as may be. – Am Exceeding glad that such ample provisions is making for our defence, by raising such bodies of Men for the different departments, am clearly of Opinion with you, that should we ride out the Storm of this Season, our Ship will go safe to Land (You know our Ship is a good one) and our worse then infernal Enemies be disappointed in their diabolical designs. – The arrival of Powder, and the French Vessells is good News; in short your kind favo'r is full of favourable and useful Intelligence . . .

. . . This moment news that our People have attacked the Ships at Boston, and drove them out of the Harbour twenty Sail, including Transports, push forward my good Friend we have nothing to fear, under the smiles of Providence. . . .

P S Put Brother Whipple in mind of Doctor Jno Jackson for Surgeon of the Ship, inclos'd is List of Officers who I have spoke too for the Ship agreeable to his Letter –

To The Honble Josiah Bartlett Esqr Member of Congress Philadelphia

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOSIAH QUINCY TO JOHN ADAMS¹

[Braintree] 14th [June]

About 5 o'Clock this Morning the revd Mr G—n who lodged with us last Night in Expectation that something of Importance was going forward rode with me to Squantum, where were about 300 Volunt[e]rs collected from Boston, Dorchester, Milton & Stoughton; but to the Shame of our Rulers without a Director or Directions!

However, with our Glass we could see, a large Number of Men collectd upon the east Head of Long Isd and about 6 O'Clock, an 18 pounder was discharged upon the Ships in the Road, when the Transports and Tenders immediately came to sail: After about half a Dozen Shot were discharged, from the first Cannon, a second, of the same Bore was got ready, and a warm cannonading of the Comdre ensued, when he clap'd a Spring upon his Cable, brought his broadSide to bear, and return'd the Fire, with seeming Resolution: But, very soon discovering a Shell from an 18 Inch Mortar, burst in the Air about 2/3ds of the Way to his Ship, he slip'd, or cut his Cables and came to sail:

It being almost calm, it was more than an hour before he got out of the Reach of our Guns; and its said, was hull'd more than once, as were several of the Transports and Cruisers. This confirmed the Truth of Govr Johnstone's observation, that "a single Gun in a retired Situation, or on an Eminence, or a single howitzer, will dislodge a first rate Man of War, and burn her to add to the Disgrace."

The preceeding Night was so calm, that the Vessels carrying Cannon to Pet-ticks Isld, & Nantasket, could not get to either of those Places till it was too late to do Execution: However, the Comdre was saluted with a few Shot from Nantasket, to let him know we should be better prepared for him if he should chuse to return.

after we got home, between 11 & 12 O'Clock, we perceived the light House was on fire, and after burning about an Hour, the Tower was blown up, and reduced to a Heap of Rubbish: — By this Time, the Weather being hazey, our Enemies were got out of Sight, and soon afterwards, 6 Sail of our Privati-ers triumphantly entered the Harbor, & went up to Town.

1. Adams Papers, MassHS. Continuation of June 13 letter.

JOURNAL OF H.M.S. *Renown*, CAPTAIN FRANCIS BANKS¹

June 1776

Point Alderton W $\frac{1}{2}$ S, Distce 4 Miles.

Friday 14

At Daybreak in the Morning, perceived the Rebels had thrown up two very strong Batteries, on Long Island; immediately sent my Boat, onboard the Transports to Order them under Weigh, at the same time sent the Gun Boat & Cutter to bring the Sick off from Georges Island; but in the hurry was obligd to leave behind 16 Ton of Water Cask & 416 Iron hoops. At 5 AM the Rebels began to Fire upon me from the Batteries on Long Island; and likewise hove several Shells — Fir'd 50 Shot at the

Rebels – At 7 Unmoor'd & hove Short on the Bt Bower, at 8 they still Firing at me & the *Hope*, the Transports being Safe out of the Road. At 1/2 past 8 Weighed & came to Sail with a light Air, for the Light House Channel. The *Hope* in the Road Covering the Sick, Embarking from Georges Island. In passing the Town of Nantasket fired Several Shot into it; At 9 Came too with the Bt Br in 5 fm Water off the Light House, sent my Boats & brought off the Lieutenant Stewart & his party of Marines, as also Lieut Curry with my own Party; having effectually destroy'd the Light House, by blowing it up; two Barrels of Powder being sent from the Ship for that purpose. At 10 the Rebels opened a Battery on Nantasket head & began to fire upon me & the Transports; perceiving some of them on the Hill, fired Twenty 24 Prs & Twenty 12 Prs at them. At 11 Weighed & Came to Sail in Compy with His Maj's Arm'd Brig *Hope*, 8 Sail of Transports, the *Yanky Hero* Prize, & 2 small Schooner Prizes; being little Wind sent all the Boats ahead to tow – The Rebels keeping an incessant Fire on me – At Noon being out of reach of their Shot, hove too & made the Signal for all Masters of Mercht Men. Alderton Point bearing W 1/2 S Distce about 4 Miles.

First & Middle parts light Airs & hazey, latter Calm & Foggy Wear. P M at 1 brought too & spoke His Maj's Ship *Milford* with 3 Transports, at 4 Pt Alderton Wb S 1/2 S 4 Leags at 5 brought too, hoisted the boats in & Stow'd the Anchor; fired 4 Guns & made the Signal for the Convoy to come under my Stern; Sent onboard the *Yanky Hero* Prize my 2nd Lieut, a Midn & 6 Men, Likewise Lieut Stewart & his Party of Marines, at 8 made Sail in Compy with the *Milford*, *Hope* & 14 Sail of Vessells. Thatchers Island NBE Dt 7 Leagues. Fired a Gun every Hour as Signal for the Convoy to Continue the same Sail.

1. PRO, Admiralty 51/776.

MASTER'S LOG OF H.M. SLOOP *Hope* ¹

June 1776	Remarks &c in Nantasket Road
Friday 14th	Modt and Fair at 4 AM Saw the Rebels Fortifying Long Island at 5 the Rebels fired a Number of Shot and Shells at us which Occasioned the Man of War and Transports to Weigh and Come to Sail at 10 AM Anchored off the Light house at 11 the Rebels opened a Battrey on Nantasket Head and Fired a Number of Shot at the Shipping our Capt went on Shore and Set the Light house on fire there being Powder in it Soon after Blo'd up, the Commodor made the Signl for Masters of Transports

Modt and Fair Weighd and Came to Sail as Did the Fleet,
Saw four Sail to the Offing at ½ Past 2 Joind the above
Ships Proved to be his Majesty's Ship *Milford* and three
Transports

1. PRO, Admiralty 52/1794.

MASTER'S LOG OF H.M.S. *Milford* ¹

- June 1776 Cape Ann N W B N 7 or 8 Leagues. Obs 42.29n
 Wednesday 12 at 9 saw two Sail to the Et ward bore away and gave Chace
 Fresh Breezs and Cloudy latter little wind and Hazey at 1
 Fir'd 2 Shot at the Chace ½ past Spoke the Chace Two
 Transports from Greenock in S[c]otl[an]d with Troops
 onbd at 2 in 2d Reef T. Sails
- Thursday 13 Cape Cod SSW½ W 5 Leagues Obs 42.26
 ½ past 10 heard the report of 17 or 18 Guns from the
 Wward Sailmr Empd repairing Foresail, Transports in
 Company.
 Light Airs at 3 saw a Sail to the No ward gave Chace, at
 5 Shorten'd Sail & brought too sent an Officer onboard the
 Chace proved to be a Transport from Greenock who had an
 Engagemnt with an American Privateer and got 3 or 4 of
 her Soldiers wounded Sent the Surgeon onbd ² at 7 the Sur-
 geon returned made Sail
- Friday 14 from 5 AM to 10 heard a report of a Number of Guns to W
 wd imagin'd the Rebels had open'd some Batterys against
 the *Renown*, Clear'd Ship for Action, ½ past 10 saw the
 Commodore & Transports at an Anchor at the Light House,
 saw 5 Sail of Privateers to the No ward, at 11 saw
 a great smoke and Explosion and the Lighthouse disappear-
 ing, the *Renown* & Transports got under sail.
 Fresh Breezs and Cloudy Middle and latter Little Wind
 and Foggy at 2 PM join'd the Commodore with all the
 Transports and Prizes under his Convoy

1. PRO, Admiralty 52/1865.

2. The transport was the *Mermaid*, bearing Peter Campbell's company of the 71st
 Highlanders. The master, a seaman and three soldiers were wounded. "Extract of a let-
 ter from Captain Yoward of the *Mermaid* Transport, June 24, 1776," Almon, ed., *Remem-
 brancer*, III, Part II, 230-31.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
 FRIGATES IN RHODE ISLAND ¹

[Providence] Fryday Evening June 14th 1776

Meeting in being according to adjournment

Voted That the Ship Joiners be allowed five shillings LMy pDay from
 this Date. —

Voted That Mr Paul Hathaway be appointed 3d Mate of One of the Ships provided he enlist 6 Seamen the men to be got in 10 days. –

Voted That John Grannis be Capt George Stillman first Lieut and Barnabus Lothrop second Lieut of Marines on board the Ship *Warren*.

1. Journal R.I. Frigates, RIHS.

COMMODORE ESEK HOPKINS TO LIEUTENANT HOYSTEED HACKER ¹

Sir

Newport June 14th 1776

You are to proceed to New York and there deliver the Cannon agreeable to Messrs Hollingworth & Richardson's Orders. – ² If you can get any Men you are to take as Many as you can Enlist – You are to apply to Mr Jacobus Vantzantz for Pig Iron for Ballast or any other Necessarys you want

You may call at New London as you come back and take two Guns with a Sufficient Quantity of Shot & Cartridges out of the Bomb Brig and give Mr [Nathaniel] Shaw [Jr.] a Receipt for what you take & return to me as soon as possible –

E.H.

To Hoysteed Hacker Esqr Commander of the *Fly*

1. Hopkins Letter Book, RIHS.

2. In the Hopkins Papers, is a tabulation entitled "Weight of Cannon &c Ship'd from Newport to Philada pr Sloop *Fly*—June 11th 1776." It gives the total weight of six cannon to be "292.1..23" and "24 Trucks—20 0.12," RIHS.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONTINENTAL MARINE COMMITTEE ¹

1776	The Merine Committee at Philadelphia	Dr.
June 14	To 6 Twenty four pound Cannon } Weight 308..0..6 @ 60/ }	924.. 3.. 2
	To 24 Carriage Wheels 19..3..9 20/	19..16..10

1. Shaw Papers, Ledger 39, YUL.

GENERAL ORDERS OF THE CONTINENTAL ARMY ¹

Head Quarters, New York, June 14, 1776.

All the Carpenters, Ship-Carpenters and Joiners, in the first, second and fourth Brigades, with a proportion of officers, to parade to morrow morning at Six oClock, before the Deputy Quarter-Master General's Office, near the Liberty-pole in the Common; and there take their orders from the Quarter-Master-General.

One Capt. and fifty good ax-men, with four days provision to parade at the same time and place; and to take their orders also from the Q.M. General.

1. Fitzpatrick, ed., *Writings of Washington*, V, 134, 135.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Friday, June 14, 1776

Whereas, it has been represented to this Congress, that great quantities of salted beef and pork have been purchased for exportation, which, if not restrained, may render the supplies of the army difficult and uncertain:

Resolved, therefore, That no salted beef or pork, except as much as may be necessary for the use of the crew, be exported from any of the United Colonies, in any vessel, under any pretence whatever, until the farther order of this Congress.

A memorial from the committee of safety of Pennsylvania was presented to Congress, and read; setting forth, that a committee of the assembly, accompanied by the general officers lately in town, and a skilful engineer, have viewed the river Delaware, and the fortifications and defences erected at the expence of the colony of Pennsylvania to oppose and prevent the passage of the enemy's ships; and that they have judged it necessary, for farther security, that a redoubt should be erected at Billingsport, on the New Jersey side, and that a boom should be there thrown across, or some other obstructions fixed in the channel; and praying, as the place for the redoubt is out of their government, and their colony has expended a very large sum for the defence of the river, that the Congress would direct these works to be done at the continental expence; Whereupon,

Resolved, That the committee of safety of Pennsylvania be empowered, at the continental expence, to erect the redoubt, and to fix the boom, or other obstructions, at the places aforesaid:

1. Ford, ed., *JCC*, V, 440, 441, 443.

JOHN HANCOCK TO COMMODORE ESEK HOPKINS ¹

Sir,

Philada June 14th 1776.

Notwithstanding the repeated Efforts and Solicitations of the Marine Board to put the Continental Ships upon a respectable Footing, and to have them employed in the Service for which they were originally designed, they are constrained to say, that their Efforts & Solicitations have been frustrated & neglected in a manner unaccountable to them; and in Support of their own Reputation they have been under the Necessity of representing the State of their Navy to Congress, and have informed them, that there has been a great Neglect in the Execution of their Orders; and that many and daily Complaints are exhibited to them agt some of the Officers of the Ships, and that great Numbers of Officers & Men have left the ships in Consequence of ill Usage, and have applied to the Marine Board for Redress. These, with many other Circumstances have induced the Congress to direct you to repair to this City. And in consequence of their Authority to me, I hereby direct you immediately on Receipt of this, to repair to the City

Engraved for Murray's History of the American War.



J. Gardner

COMMODORE HOPKINS.

Printed for T. Robson, Newcastle upon Tyne.

of Philadelphia, and on your Arrival here to give notice to me, as President of the Marine Board. The Command of the Ships will of course devolve, in your Absence upon the eldest Officer, to whom you will give the Command with this Direction however, that he take no steps with Respect to the Ships till further Orders. And I further inform you, that by this opportunity I write to Captains Saltonstal & Whipple immediately to repair to this City.

As your Conduct in many Instances requires Explanation, you will of course be questioned with respect to your whole proceedings since you left this City. I give you this Notice that you may come prepared to answer for your general Conduct.

You will bring with you all the Instructions you have hitherto received from the Naval or Marine Board, all Letters & Papers relative to the Fleet, and your Proceedings, Journals, State of all the Ships, those in and out of Port, State of the Stores of every Kind, Provisions, List of the effective and non-effective Men, and in Short, every thing relative to the Ships under your Command.

As your Presence is immediately necessary here, I again repeat that on Receipt of this, and as soon as you can prepare, you proceed by land to this City, there to wait the further Orders of Congress. I am Sir [&c.]

J H. Pre[siden]t

1. Papers CC (Letter Books of the President of Congress), 12a, IV, 175-77, NA.

JOHN HANCOCK TO CAPTAINS DUDLEY SALTONSTALL AND ABRAHAM WHIPPLE ¹

Sir,

Philada June 14th 1776.

The present inactive State of the Navy of the United Colonies, the many Complaints exhibited to the marine Board ag[ain]st some of the Officers of the Ships, and the daily Applications of both Officers & Men who have left the fleet in Consequence of very severe Usage, have constrained the Marine Board to make a Representation of our Naval Concerns, to the Congress, which require a speedy Reform. And in order that the true & just Reasons of this very great Uneasiness & Inactivity may be fully investigated, it is necessary that the Officers agt whom Complaints have been lodged should be fully heard.

I have it in Command therefore from Congress to direct you immediately upon receipt of this, to repair to the City of Philada by Land, and on your arrival here to give Notice to me as President of the Marine Board. The command of the Ship will naturally devolve upon the next Officer. And you are to bring with you an exact State of the Ship under your Command, the List of the Men remaining, what Numbers of effective and non-effective, the State of the Stores of every Kind belonging to the Ship, and every Thing relative to your Ship.

As you will be called upon in general to answer for your conduct since you left this City, I give you this Notice that you may come prepared for that Purpose. I am to repeat to you that Congress expect your immediate Compliance with this order, & am Sir [&c.]

J H. Pres[iden]t

To Captain Dudley Saltonstall of the Ship *Alfred*
To Cap. Abraham Whipple of the ship *Columbus*

1. Papers CC (Letter Books of the President of Congress), 12a, IV, 177-78, NA.

JOHN HANCOCK TO GEORGE WASHINGTON ¹

[Extract]

Philadelphia June 14th 1776

The establishing a War Office is a new and great Event in the History of America, and will doubtless be attended with essential Advantages when properly conducted & inspected. I hope the Committee will be ready, in a few Days to enter upon the Execution of their Duty. You will see the Outlines of this Office in the enclosed Resolves. Some further Regulations, it is more than probable, will be necessary in the Course of Time. The Congress have only laid a Foundation at present – It still remains, in a great Measure, to erect a System of Rule and Laws, that will enable us to carry on our military operations, with more Knowledge, Certainty and Dispatch. . . .

The shameful Inactivity of our Fleet for some Time past; the frequent Neglect or Disobedience of Orders in Commodore Hopkins, the numberless Complaints exhibited to the Marine Committee agt him, and also against Captains Saltonstal and Whipple, have induced the Congress, in Consequence of a Representation from the Marine Committee, to order them to repair immediately to this City to answer for their Conduct. I have accordingly wrote them to set out on the Receipt of my Letters, and to repair here by Land as fast as possible. I hope soon to have our Ships on a more respectable Footing. No Effort of mine shall be wanting to accomplish so desirable an Event.

I have sent the Resolves to the Convention of New York, which relate to them. The Prohibition on salted Beef and Pork, I have given Orders to be printed in all the Papers to the Eastward . . .

1. Washington Papers, LC.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]

Dear Sir,

Philadelphia June 14th, 1776

This accompanies the 10,000 dollars for the naval service mentioned in a former letter; I have put it in a box with some other money directed to Col [Meshech] Weare and wish it safe to hand – am sorry it was not in my power to send it sooner but hope the service will not suffer.

1. William Whipple Papers, Force Transcripts, LC.

PAYMASTER JAMES READ'S ACCOUNT CURRENT WITH THE NAVAL COMMITTEE OF THE CONTINENTAL CONGRESS¹

Dr The Honorable the Naval Committee -- in Accot. with James Read (Pay Masr)		Cr
1776		1776
To Ballance of an Accot delivered 24 Jany. Last	20.11.3	Feb 3 By Cash Reced from Silas Dean
To Cash pd Sundry Officers & Seamen belonging to		Esqr - 576 Dollars
Ship <i>Alfred</i> as P List	100.13.9	March 26 " ditto Reced from Joseph
" do pd do do belonging to		Hews Esqr. 200 - ditto
Ship <i>Columbus</i> P do	43.16.3	April 12 " ditto Reced from ditto
" do pd do do belonging to		360 - ditto
Brig <i>Cabot</i> P do	41.12.6	
" do pd do do belonging to		Copy 14th June 1776 original Delivere'd to Jos Hew[e]s
Brig <i>A Doria</i> P do	74.5.-	Esqr
" do pd do do belonging to		[Endorsed] Ballance £11.1.3 Reced 6th August 1776
Sloop <i>Providence</i>	56.2.5	

1. Sir Henry Clinton Papers, Miscellaneous Manuscripts, CL.

VOTES OF THE PENNSYLVANIA ASSEMBLY ¹

[Philadelphia] Friday June 14, 1776

The report of the Committee appointed to enquire into the conduct of the Committee of Safety, &c. being again read was approved of, and is as follows, viz.

Your Committee beg leave to report, that they have examined into the conduct of the Committee of Safety, respecting the whole of their Proceedings, and particularly the supplies of powder and ammunition sent on board the gallies, before and at the time of their engagements with the *Roebuck* and *Liverpool* men of war; and having heard their allegations and proofs, are of opinion, that it appears, from incontestable evidence, that, before the first engagement, the gallies were supplied with thirty-three rounds of powder each, at the proportion of one third weight of powder to the ball; that, during the said first engagement, they received in cartridges and two kegs of loose powder, the quantity of eight rounds more beyond their first stock, and there was then ready to be delivered, and as supposed delivered to them, immediately after the first engagement, while the *Roebuck* lay a ground, the quantity of eleven rounds each, besides three hundred weight sent from Wilmington, and what remained unexpended in the engagement. That on the day of the second engagement, each galley had sixty-seven rounds of powder, including the supplies sent th[e]m, in addition to what remained on hand, after the first day's engagement. Your Committee are farther of opinion, that, during both the engagements, the gallies were sufficiently supplied with all other kinds of necessary Ammunition; that their not having taken the *Roebuck*, was not owing to any deficiency in the above articles, and that the conduct of the Committee of Safety, on that occasion, evidenced the greatest Zeal and attention to the public service. ²

Thomas Potts,
Jonathan Roberts,
William Rodman,
Gerardus Wynkoop,
John Foulke,
Benjamin Chapman,
David Twining,
Thomas Jenks, Jun.
Isaac Pearson,
Charles Humphreys

Joseph Pennock,
Bartram Galbreath,
James Ewing,
Samuel Edie,
James Rankin,
Jonathan Hoge,
John Leshner,
James Allen
Jacob arndt,
James Potter.

1. *Pennsylvania Packet*, June 24, 1776.

2. The commander of the row galleys had appealed to the Assembly on June 5 for a hearing but had not received it. Hazard, *et al.*, eds., *Pennsylvania Archives*, 8th series, VIII, 7536. The commander made another request, this time backed by the Patriotic Society of the City of Philadelphia, to the Pennsylvania Conference of Committees on June 21. Their petition, and that of the Patriotic Society were ordered "to lie on the table for the perusal of the Members." *Ibid.*, 2nd series, III, 642.

JOURNAL OF H.M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME ¹

June 1776 Cape May W b S 4 a 5 Leagues
 Friday 14 2 A M Do set T G Sails 8 the *Orpheus* & *Liverpool* in
 sight 11 Came too with the B B in 5 fm veered to 1/3 got the
 Boats out and sent 'em in Shore after a Schooner Manned and
 Armed brought her out found on Board some flour & Indian
 Corn sent a Midsn and 3 hands on board at Noon up
 Anchor made Sail
 [P.M.] the *Orpheus* & *Liverpool* in sight took the Prize in
 Tow carried away the Driver Boom at 5 P M saw the 2 Ships
 in Chase of three Strange Vessels & saw the Above Vessels to the
 So wd

1. PRO, Admiralty 51/506.

MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH ¹

No 23.

Sir, We have received your letters with regard to the vessels sunk at Whetstone point, and altho' you declined acting in your first letter, we are pleased to find you have since accepted of the trust reposed in you by the Council of Safety, and we find by your last letter, that you have in part executed the same, by raising several of the vessels. — you are des[i]rous of having some further instructions about repairing and valuing the vessels after they are raised. — we must beg leave to refer you to the proceedings of the last Convention page (13) — where you will see what we are directed to do, and also we refer to our former instructions, by which you are requested, after raising the vessels to cause them to be rigged and put in same State they were in, before they were sunk as near as may be — and then you, or any two of you are to cause them severally to be reappraised on oath by persons you may appoint — to which we shall add nothing further at present, only request you to advise with Captain Nicholson in all your proceedings, and to take care your men appointed be free from any partiality or just objection; and that they make regular Returns of appraisement to us; we doubt not you will do, what is right, and then the owners cannot Complain, or if they do, their unjust allegations will be little attended to, we believe, by the Convention, who are shortly to meet. We are [&c.]
 [Annapolis] 14th June 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Friday, 14th June, 1776.

Ordered, that a warrant issue to James Hill for the use of William Glover for four pounds five shillings for a Gun sold to Lieutenant [James] Quarles of Captain John Catesby Cocke's Company of Marines.

Ordered, that the commissary of stores do deliver to the order of George Mason, Esquire, so many blankets or Ruggs as he may apply for, for the use of such seamen and marines as shall rendezvous at this place belonging to Potowmack River.

Ordered, that a warrant issue to John Philipson for seven pounds for two Draughts of a Roe Galley and for his expenses in attending this Board upon public business.

1. *Virginia State Papers*, VIII, 204, 205.

PURDIE'S *Virginia Gazette*, FRIDAY, JUNE 14, 1776

Williamsburg, June 14.

Two masters of vessels came to town this week, who were lately taken by the ministerial cruisers, and made their escape. They report, that lord Dunmore's whole army is now reduced to 40 regular soldiers, and 200 of the Black Fusileers, 175 of which last corps died on their passage from Norfolk to Gwyn's island; and that Andrew Sprowle, esq; of Gosport, three days after his landing, departed this life, great part of which he spent in Virginia, much to his emolument, having amassed, by trade, a very capital fortune.

A few days ago one of the enemy's vessels ran aground on the Gloucester shore, within musket shot of our people, upon which the crew, five in number, jumped overboard. Two got safe to Gwyn's island, one was shot, and the other two were drowned.

JOURNAL OF H. M. SLOOP *Otter*, CAPTAIN MATTHEW SQUIRE ¹

June [1776]	At an Anchor between Willoughby's Spit & the Horse Shoe
Tuesday 11	At 5 P M weighed & run into Hampton Road. In passing the Old Fort a Party of the Rebels fired on the <i>Augusta</i> Tender. Do fired 2, 6 pounders to disperse them At 6 Anchored in Hampton Road with the Best Bower
Wednesday 12	At 9 A M sent an Officer to Hampton with a Flag of Truce. At ½ past 11 he returned. Mode & cloudy. at 3 P M fired 2 Shot at a Boat passing to Sewells Point.
Thursday 13	At 7 A M weighed & came to sail. At 10 joined company our Tender the <i>Fincastle</i> , & anchored in 6½ fam with the B Bower Cape Henry bearing EbS½S. Sent an Officer onshore to Hampton with a Flag of Truce. Light airs & fair inclinable to Calm. At 3 P M Weighed & came to Sail. At 4 the Flagg of Truce returned. At 7 do being calm anchored in 9 fam back River point bearing N ½ E.

Friday 14 At 4 A M weighed & came to sail. At 10 do anchored with the B Bower off Egg Island; the Island bearing WbNo 2 Mile. At noon weighed & came to Sail with the *Augusta* Tender.

Little wind & fair. at 8 P M anchored in Pinkitank Road with the Best Bower in 4 fam the N W end of Gwins Island SW 3 miles. Found here H M S *Roebuck*. Received from her 153 lb fresh Beef. The *Fowey*, *Dunmore*, & Fleet laying up in the Harbour.

1. PRO, Admiralty 51/663.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Neuse River] Friday June 14th 1776

Resolved That Colo Joseph Leech, James Davis, Esquire, and Mr David Baron, be appointed to value the Cannon on Oath, imported into New Bern by Capt Elms, and send a return of said valuation to this Council that satisfaction may be made to the owner.

Resolved That the Commissioners of the Armed Brig *Pensylvania Farmer* at New Bern do take for the use of the said Brigg eight of the most suitable Cannon imported by Captain Elmes after the same shall have been appraised agreeable to a resolution of this Board

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774-1776), NCDAH.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 14th The General & Lord Cornwallis embarked in a Schooner for Spences Inlet, on a reconnoitring Party.

1. Sir Henry Clinton Papers, CL.

MASTER'S BOND OF THE GEORGIA SCHOONER *George* ¹

Province of Georgia	}	Know all Men by these Presents that We Eubanks Ratoon - Master & Commander of the Schooner <i>George</i> now lying in the Port of Sunbury outward bound: And Quintin Pooler & Samuel Miller both of the Province aforesaid Merchants are held & firmly bound & obliged unto his Excellency Archibald Bullock Esquire, President & Commander in Chief of the said Province, in the penal Sum of one thousand Pounds lawful Money of the said Province, to be paid to the said Archibald Bullock Esquire, or his Successor President & Commander in Chief of the said Province for the time being, for which Payment well & truly to be made We bind ourselves our Heirs Executors & Administrators, & every of them jointly & severally firmly by these presents; sealed with our Seals & dated the fourteenth day of June one thousand seven hundred & seventy six.
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Whereas the above bound Eubanks Ratoon – is now outward bound on a Voyage with his said Schooner agreeable to the Licence granted in and by the Resolves of the General Congress, Now therefore, the Condition of the above written Obligation is such, that if the said Eubanks Ratoon, or such other Person as shall succeed him in the command of the said Schooner do and shall in all things well truly & faithfully in his present Voyage observe fulfill and keep all and singular the Resolves & Regulations of the said General Congress and also of the several Congresses of this Province concerning Trade, and likewise all such parts of the Association as still remain of Force, And also do and shall within Eighteen Months after the Departure of the said Schooner from this Province produce to his Excellency Archibald Bullock Esqr, or to his Successor President for the time being, or to some other Officer Properly appointed for the purpose a Certificate under the Hand & Seals of three or more reputable Merchants residing at the Port or Place, where his present Cargo shall be delivered that the same was there unladed; then the above written obligation to be void, otherwise to be & remain in full force & Virtue.

Sealed & delivered }
in Presence of }

Jo[seph] Bryan Jno. Walton

Quintin Pooler
Samuel Miller

1. Charles Roberts Autograph Collection, 722, Box 11, HCL.

GOVERNOR GEORGE JAMES BRUERE TO LORD GEORGE GERMAIN ¹

[Extract]

Duplicate

No 3

Bermuda 14 of June 1776

the *Nautilus* Sloop of War Capt [John] Collins Commander, arrived at Bermuda the 9th of this month, which will be a great Support, and Countenance; to the few friends of Government here, and I hope will prevent, a Visit from any of the American privateers, or armed vessels, which it is said hath already been at the Bahama Islands and Carried off the Governor, and the Stores &c. I hope the *Nautilus* Sloop of War, will remain some time here, as I have not a single Soldier to protect the place, or to Support the Custom House Officers, in the execution of their Duty, to enforce the Acts, which hath several times been Reported, for these two or three Years past.

1. PRO, Colonial Office, 37/36.

GOVERNOR SIR BASIL KEITH TO LORD GEORGE GERMAIN ¹

[Extract]

(No 6.)

Jamaica 14th June 1776

My Lord I have the Honor to inclose to your Lordship, Copies of several Letters and Affidavits which I have received within these few days, from the Superintendant the Council and Magistrates upon the Mosquito Shore, and from Mr. [Alexander] Blair part owner with Doctor [Charles] Irving of the Sloop *Morning Star*, and her Cargo. ²

The Satisfaction the first of these Letters gave me, could only be [exceeded] by the Concern and Surprize I felt on the receipt of the last, which came but three days after them, informing me of these open Acts of Violence, and Piracy committed as is Supposed, by the Spaniards, in time of a profound Peace, on the Persons and properties of His Majesty's Subjects lying at Anchor in a British Settlement.

Whenever I can ascertain to what place these Spanish Vessels belong, that have been guilty of these depredations, I will make a proper Complaint to the Governor of that District and demand instant redress.

For my own part I have a strong suspicion, and I will submit to your Lordship, whether there is not some ground for it, that these were Rebel Vessels who boarded, and carried away the *Morning Star*: The Affidavits do by no means prove they were Spaniards, none of these Deponents were on board of them, and they hailed both in Spanish and English; and as to the Colours that can determine nothing for, or against a suspicion; strengthen'd by the improbability that the Spaniards would at once by so flagrant an Act of Hostility Violate the last Treaties of Peace.

On the receipt of these papers &c. I directly sent Copies of them to Admiral Gayton, and applied to him, to send such protection to the Shore, as he thought their Situation required, and His Majesty's other Services would permit him to spare. In Answer he informs me that the Annual Ship he sends to the Shore and Bay of Honduras agreeable to his Instructions would have been there before now, but that he had received orders from the Admiralty to send the only two Ships he had, except the *Antelope*, to cruize after the North Americans, but that so soon as the *Atalanta* Sloop of War arrives, which he expects daily from Africa, he will send her down to visit those places.

With regard to the Officers of the Settlement upon the Mosquito Shore, I must inform your Lordship that the Plan I adopted, with the Assistance of His Majesty's Council, for restoring order among the settlers there, Vested all the Powers, and Authorities in Mr. [John] Fergusson, to carry it into execution, being clearly of opinion, that Mr [Robert] Hodgson would be superseded by the King's Orders for his immediate return to England, at the Moment Mr. Fergusson should deliver them into His Hands.

Many of the most respectable Merchants in this Island having applied to me by their Letter of the 12th Instant, representing that the time appointed for the sailing of the *Thynne* Packet which was to be as the 16th Instant being so immediately after the sailing of the *Hillsborough* on the 8th and that of the *Waymouth* on the 15th Instant and so long before the sailing of the July Fleet it rendered as they conceived to every intent and purpose the sailing of the *Thynne* of no use to the public, and that as the next packet in rotation is not expected to arrive here, and sail before the July Convoy, they humbly submitted to me whether it would not be proper to detain the *Thynne* until the 15th of July which they considered as a proper time previous to the departure of the Fleet for advising thereof; and that therefore such her detention would be of Public Utility.

I laid this petition before his Majesty's Council together with the Copy of a Letter from the Post Master General to Lord Dartmouth on the 4th December 1772 and his Lordship's Letter in consequence thereof to Sir William Trelawny upon the subject of the detention of the packets, and they were unanimously of opinion with me to grant the Petition in part by ordering the *Thynne* to be detained till the first of July as we conceived the Merchants might by that time be nearly informed as to the Insurance and advice upon the Fleet that is to sail the latter end of that Month and as we also think the next packet in rotation will in all probability be in Jamaica within the first eight days of July – In consideration of all these circumstances I have ordered the said Packet to be detained till the first of July. I Have the Honour to be My Lord [&c.]

Basil Keith

1. PRO, Colonial Office, 137/71, Part III, LC Photocopy.
2. See Volume 4, 1400-02, 1411-12.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS¹

Sir

Boreas Jamaica June 14th 1776

I beg leave to acquaint their Lordships that His Majestys Ship *Antelope* Sail'd Yesterday with the First Convoy and that it was my Intentions to have Strengthen'd it with the *Squirrel* had it not been for the repeated Solicitations from the Governor to bring in by Sea the several Companies of that Regiment which were Detatch'd in different parts of the Island To His first Application I answer'd that I thought it would be the most eligible way for the Company at St Anns to March to Old Harbour, And for the Convoy & Transports: to take in the Troops at Port Royal, & in their way down to Leward to call in at Old Harbour for the Detatch'd Companies, which could be done in the least time and without taking off one of my Squadron from other Services

In answer to which his Excellency inform'd me that he had communicated my Letter to Captain Ogilvy (Commanding Officer of the 50th Regiment) who assur'd him, that having many Arrangements to make and orders to give before they Sail'd, the Service must suffer very much if they were not brought all together before they Embark'd.

His Excellency therefore repeated his Application to me to bring in the Detatch'd Companies (which Letters; with one from Captain Ogilvie to the Governor I inclose for their Lordships information).²

In consequence thereof I order'd one of the Transports to bring the two Companies from Old Harbour who is return'd, and the *Squirrel* to the North Side of the Island to fetch the other and expect her in every Day. I am with Respect Sir [&c.]

Clark Gayton

1. PRO, Admiralty 1/240.
2. *Ibid.*, Governor Keith's letters to Gayton, May 26 and May 28.

ABRAHAM VAN BEBBER AND RICHARD HARRISON TO THE VIRGINIA
COMMITTEE OF SAFETY¹

Gentlemen

St Eustatia June 14th 1776 –

We take the Liberty of addressing a few Lines to your honourable Body to inform you, that in order to render our Services more extensively useful to our Country & Friends, we have this day entered into a Copartnership, which we propose to carry on under the firm of Van Bibber & Harrison – The former will reside here, the latter at St Pierre, Martinique. – Should you find Occasion, therefore, for any Assistance at either of those places, we should esteem ourselves honoured by your Commands, and beg leave to assure you, that none will execute them with more pleasure, Zeal & Fidelity.

The Islands at this time, will, between them, afford all you want; and on tolerable good Terms. The more important Articles, we have reason to believe, will be yet in greater abundance.

Produce of all kind sell high. But Tobacco is the most profitable Article at present.

Goods are generally cheapest here, But Martinique (or it's Neighbour, St Lucia,) is by far the safest place to send your Vessells to.

Should this Information prove of any Advantage to you, it will produce no less Satisfaction to us, who have the Honour of being very respectfully,
Your Honor's & the Public's [&c.]

Abm. VanBibber
R^d Harrison

I. VSL.

MANIFEST OF GOODS SHIPPED FOR MARYLAND ON BOARD THE
BRIGANTINE *Friendship*¹

Shipp'd by the Grace of God, in good order, and well condition'd, by *Abraham Van Bebbber* in and upon the good Brigantine call'd the *Friendship* whereof is master, under God, for this present voyage *John Martin* and now riding at anchor in *St Eustatius Rhode* and by God's Grace bound for [blank] to say *Seven Chests & One Bale of Merchandize, the Property of Capt Robert Forsyth & his Owners of the Town of Baltimore, Maryland, and on their Risque* being marked and numbered as in the margin, and to be delivered in the like good order, and well conditioned, at the aforesaid Port of [blank] (the danger of the Seas only excepted) unto *the said Robt Forsyth & owners, or some trusty persons for them*, he or they paying freight for the said goods *Ten P Ct on the Value thereof*, with primage and average accustomed. In witness whereof the Master or Purser of the said *Bright* hath affirmed to *three* bills of lading, all of this tenor and date; the one of which *three* bills being accomplished, the other *two* to stand void. And so God send the good *Bright* to her desired Port in safety. Amen. Dated in *St Eustatius this 14th day of June 1776* –

John Martin

[In margin] R F. No 1 at 8

1. Executive Papers, Box 6, Md. Arch. Printed form with handwritten entries in italics.

15 June

ARTICLES OF AGREEMENT BY CREW OF THE SHIP *Peggy*¹

This Agreement Witnesseth and doth Certify, that we the underwritten doth hire and agree with James Kennedy (master of the Ship *Peggy* of Great Britain) and Owners, well and truly to serve as Seamen on board said Ship during the whole term of her now intended voyage from the port of Halifax to New York (or where the Royal Army may be) from thence to the West Indies, there to Load for London. –

And we do hereby agree to obey the lawful commands of our Officers on board said Ship, and not to absent ourselves from our Duty on any pretence whatsoever, Or take the Boat or Boats from said Ship without Liberty asked and obtained from the Superiour Officer then on board, and Not to embezzle break open or broach, any of said Ships Cargo or Stores. All this we agree to (under the penalty of forfeiting what may be due at the time) and like wise do agree to fulfill and stand to this and every perticular as in printed Articles; for and in consideration of the wages as specified opposite each name, to be paid in the aforesaid port of London and in thirty hours after mooring of said Ship *Peggy* in River Thames as witness our hands. –

Place & Time of Entry	Names	Quality	Witness to signing	Ad- vance	Wages pr Month
1776 Halifax June 11th 15th	Robert Coulter	Boatswain	Patrick Reid		3. 15. . . Stg.
	Daniel Alexander	Seaman	do		3–
	his				
	Solomon X Sanders	do	do		2. 15–
	mark				
	Edmund Eden	do	do		2. 15–
	his				
	Rodger X Carrol	do	do		3–
	mark				
	John Sullivan				3–
his					
John X Williams				3–	
mark					
John Jennings	do			3.–	
Willm Hynds	do			3.–	
John Whilles	Carpenter			1. 10 5. . 5–	

1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Watertown] Saturday June 15th 1776

A Letter from Michael Farley Vizt –

Es[s]ex ss Pursuant to an Order of the Major part of the Council to me directed to make return of all the Prisoners now Confined in the Several

Goals in said County, by whom they were Confined, for what and their present Circumstances have herewith Inclosed a return Accordingly

Ipswich June 12th 1776 – Michael Farley Sheriff –

A Return from Sheriff Farley of the Prisoners in the Goals in Essex Vizt –

Names –	By whom Commitd –	For What –
Thomas Livermore Sergt		
John Fowles	By Order of the Council	Soldiers taken at Dorchester
John Crawford		
George Clark		
John Ramsey		
James Chambers		
Jabez Elliot	pr Order of Council	Taken at Long Island
Matthew Cornish	By Colonel Foster	Sailors taken at Cape Ann –
Saml Bird		
John Doyle		
Andrew Burnett	By Order of Council	Taken by Privateer <i>Hannah</i> –
Robt Brown		
Joshua Blackett		
John Scott		
Jona Stickney – Safem Goal –	By Order of Council	For not being a friend to his Country
John Collass	By Order of Council	Taken at Machias
Peter Lar[drie]		
Joseph Temple		

Order to the Sheriff of the County of Essex or the Keeper of the Several Goals in Sd County – Greeting

You are hereby directed to release from Confinement such of the Seamen who are Prisoners of War, & Confined in the Several Goals in the County of Essex who are Willing & Actually do before their release enter to Serve on board any of the Armed Vessells now fitting out by this Colony – Given under our Hands at

the Council Chamber in Watertown the 15 day
of June 1776 Signed by 15 of the Council

1. Mass. Arch., vol. 19, 26–28.

MAJOR GENERAL ARTEMAS WARD TO THE MASSACHUSETTS COUNCIL ¹

Gentlemen

Boston 15 June 1776.

As the Enemy are driven out of this Harbour I would submit to your Consideration, whether it might not be proper to station a large Ship in Nantasket with a broad Pendant as a Decoy to the Enemy's Vessels who may fall in not knowing the Men of War are gone. The Transport Ship lately brought into this Port I think might answer for this purpose, if the General Assembly should think proper to adopt such a measure, giving security for the Ship to the Agent for the Continent. ²

Mr [Thomas] Cushing desired my opinion with respect to the Cannon which we have in and near this Town, whether any of them could be spared for the defence of other seaport Towns, in answer to which I informed him that I did not apprehend we could with safety to this Town and Harbor spare any of the Cannon now in our possession, as it is of vast importance to the whole Colony, and to all the United Colonies to have this place well secured, and a safe retreat for Ships. I am Gentlemen [&c.]

Artemus Ward.

1. Mass. Arch., vol. 195, 44-44a.

2. General Ward told Washington of his decoy plan in a letter of June 16. Washington Papers, LC.

COLONEL ASA WHITCOMB TO MAJOR GENERAL ARTEMAS WARD ¹

To General Ward –

Boston June 15th 1776

Sr I Recd your Orders with great pleasure to go to Long-Island with Five Hundred Men, & Two Days Provision, with proper implements to throw up Works to annoy the Enemies Ships near that Island. And it is with equal pleasure, That I am able in this my Return, to acquaint your Honour with our Success. Through the Divine Goodness, we have prosecuted your Plan in such a Manner, That our Enemies were obliged to leave the Harbour with their Men of War & Transports, with a large Number of Ministerial Troops, & tho' in a manner honorary to the Continental Troops, yet in a manner shameful to them, their Strength and Numbers being vastly Superior to ours, and as an Evidence of their Cowardice, & final remove, they destroyed the Light House, which was in their hands. And what is more extraordinary than any thing is, That the whole was effected with out a man Killed or wounded. So that the Port of Boston is now open which has been shut two Years to a Day.

Asa Whetcomb Coll ²

1. Charles Martyn, *The Life of Artemas Ward* (New York, 1921), 226.

2. Colonel 6th Continental Infantry.

MISS POLLY PALMER TO JOHN ADAMS ¹

Sir

Germantown June 15th 1776 Saturday

You will wonder at recieving a Letter from one who is very far from being Sufficiently qualified to write to a Member of the Grand Congress but I am under parental injunctions to do it, which every good Child ought to obey. – The Affair of fortifying the Harbour of Boston has long been in Agitation and tho' repeatedly urged by the Honourable Members of the Congress, and almost universally by the People of the Sea Coasts hereabouts, and by many others yet it has been delay'd by the Court from what Motives they best know who hinder'd its being done. Papa ² was one of those in its favour, and exerted himself as much as possible to get it done, the Council were for it but the House were afraid of Expences &c. There is now a New House of which he is a Member. – This House consented after some difficulties to let it be done immediatly. I think this was last Saturday, and as the

greatest Secrecy was necessary in Order to prevent our Enemies having knowledge of our proceedings, (as there [was] too much reason to think they daily reciev'd News of all our proceedings) the Time appointed for taking possession of the Heights was not known even to the House till the Day for its execution which was Thursday. 700 of the Continental Troops were Order'd to Long Island and Moon Island, 700 of Colony Troops and Militia to Nantasket, and 700 ditto to Pettucks Island and Spears Hill. – The Cannon, Military Stores, &c. were to be at their destinations at 9 OClock that Night, but as many of them, came by Water in Lighters which were becalmed, and some Missing their Way they did not bring the Cannon time enough to take possession of Pettucks or Nantasket that Night, which was a great Mortification to the Commanders at those places. – At this time there were about 10 or 12 of the Enemies Vessels lying near Georges Island some of considerable Force, and the Commodore a Sixty Gun Ship had moved nearer to Pettucks, and as they had within the Week reciev'd recruits of Soldiers to the Amount of at least 700, it was fear'd they wou'd take possession of that Hill or Nantasket that Night, which our People cou'd not prevent for want of Cannon, their feelings may be better immagin'd than express'd – they were dreadful. – The Night was dark and so still that our People cou'd hear the Sound of the Voices on Board the Ships in their common conversation. – Papa was to command at Pettucks and Spears Hill, and went over to the former with his Aid de Camps and 180 Men about 10 oClock and Staid till two waiting for Recruits and Cannon to no purpose. Had the Enemy known of their being there they say they cou'd have taken or kill'd them all but providence order'd it otherwise. At two they returnd to Spears Hill. – In the Mean Time the Fort at Long Island was carrying on briskly so that before Seven in the Morning, they began to fire upon the Ships. – Upon the first firing the little Vessels hoisted Sail, but the Commodore and larger Ones stood it for about an Hour or more, 'tho without returning the fire as it was to no purpose I suppose, the Advantage being so much greater on the high land than on the water. Before 9 oClock the Commodore tho't proper to set sail with all his Ships and Small Craft, after having stood a continued fire from Long Island all that time, [. . .] as it was calm they Sail'd but Slowly and bro't to by the Light house, which they dismantled and blew up, taking all their Soldiers from that place with the Cannon. This was about one oClock Yesterday. Soon after they continued their Course outwards, tho not without some disagreeable Salutes from Nantasket which was then furnish'd with Cannon, and fired about 30 Balls at them as they pass'd, some of which it is tho't struck the Commodore and other Vessels. – About 5 or 6 OClock they were all out of Sight. – Some of the Ships fir'd a few Guns as they past Nantaskett, but without doing any Damage. – There is little probability that any Lives were lost during the whole of this Affair. Our Harbour is now entirely clear of the Enemy, and it was entertaining to see the Privateers and little Lighters parading it in the very places so long Usurp'd by the British Navy. – The Day was clos'd by the discharging of Cannon and Small Arms, in Token of Joy for thir deliver-

ance, by our People in Boston, and the Forts. As this News will be agreeable to you tho' told in a very imperfect and faulty Manner, I the rather hope for your generous Allowances in the behalf of the writer, whose Abilities are far from being equal to the Subject. I shou'd not have presum'd so far, had Mrs. Adams been at Home, but she set out for Plimouth, Thursday Morning, and so cou'd not have the Opportunity of writing so particularly as if she had been in Town at the Time of this Evacuation. – Papa is so taken up in Planing and executing the Plans of the Forts, in the Harbour especially Nantasket where he is now in person that he can't get a Moments Time to write, or even to Answer a Question, so that I can't tell certainly who the commanders were at the several places, and am at a Loss for other particulars. – My letter is too long already and I will not add to it by a Multitude of excuses. Your pardon for inaccuracies, Blots &c. I depend on and I believe you to possess too much good Nature, to expose the faults of an illiterate Girl.

I am Sir, Your most humble Servant,

Polly Palmer

Since I wrote the above, Papa has given me some Minutes, which I shall copy off just as they are –

500 Colonial Troops at Nantasket Hill

200 Militia from Lovels Regt. at Point Alderton

All these commanded by Colo. Lovel.

500 Continental and Colonial Troops at Pettucks Island

200 Militia from Bass's Regt. to Hoffs Neck

All these commanded by Palmer.

500 Continental Troops at Long Island

200 Militia from Gills Regt. at the Moon

All these Commanded by Wadsworth as I think –³ with Cannon &c. to each place.

1. Butterfield, ed., *Adams Family Correspondence*, II, 9–11.

2. Joseph Palmer.

3. The commander was not Wadsworth, but Colonel Asa Whitcomb of the 6th Continental Infantry; see his letter of this date.

JOSIAH QUINCY TO JOHN ADAMS¹

[Braintree] 15th [June 1776]

Had Wisdom been at Helm, and some heavy Cannon placed upon Petticks Isd, and Nantasket, before the Entrenchments were opened upon the east Head of Long Isd, the Enemy would have remained undisturbed till this Morning, when a fresh easterly Wind and a flood Tide would not suffer them to go out; consequently, without running the least Hazard on our Side they must have took their Choice of a watery Grave, or becoming Prisoners at Discretion; for they had no means of escape, nor Power of defending themselves with any Chance of Success.

1. Adams Papers, MassHS. Continuation of June 13 letter.

LIBEL OF LIEUTENANT ELISHA HINMAN AGAINST THE BRITISH SHIP
*True Blue*¹

Colony of Rhode Island

Providence, ss.

At a Court erected to try and condemn all Vessels, that shall be found infesting the Sea Coasts of America, and all Vessels belonging to any of the Inhabitants of Great-Britain, [and] brought into said Colony, to be holden at Providence, in the County of Providence, in said Colony, on the 4th Day of July, A.D. 1776, at the Hour of Ten in the Forenoon, will be tried the Justice of the Capture of the Ship called the *True Blue*, of the Burthen of about 200 Tons, late commanded by James Stable, laden with Rum, Sugar, Coffee, Cotton, Pimenta, &c. taken upon the high Seas, and brought into the Port of Providence aforesaid, and said to belong to some of the Inhabitants of Great-Britain, and to have been employed for the Purpose of supplying the British Fleets and Armies now acting against the United American Colonies; and therefore the said Ship, her Appurtenances, Cargo and Guns, are libelled in the Court aforesaid, and will be tried at the Time and Place above appointed. This public Notice is given, pursuant to the Law of said Colony, that the Owner or Owners of the said Ship and her Cargo, or any Person or Persons concerned therein, may appear at said Court and shew Cause, if any they have, why the said Ship, her Appurtenances, Cargo, and Guns, should not be condemned.

John Foster, Judge of said Court

1. *Providence Gazette*, June 15, 1776. The newspaper also noted that the *True Blue*, captured by Hinman in the Continental brig *Cabot*, was "pierced for 14 guns, but mounted only 6 when taken."

JOURNAL OF H. M. S. *Cerberus*, CAPTAIN JOHN SYMONS¹.

[June 1776] High Land of Montock N W 3 or 4 Leagues
Saturday 15 At 4 A M saw 4 Sail gave Chace at 7 saw a Boat with the People put off from the Chace sent petty officer and 4 Men on board her a Sloop Laden with Lumber² Tkd & gave Chace at 11 spoke two Sloops taken by the *Phoenix* Tender at 4 P M took our people out of the Sloop & sett her on fire.

1. PRO, Admiralty 51/181.

2. Howe's Prize List, March 31, 1777, identifies the sloop as "*Catharine* The People took the Boat and left her," PRO, Admiralty 1/487.

MEMORIAL OF THE NORWICH COMMITTEE OF INSPECTION TO THE
CONNECTICUT GENERAL ASSEMBLY¹

To the Honorable General Assembly of the Colony of Connecticut now Convened at Hartford in Said Colony

The Memorial of the Committee of Inspection for the Town of Norwich Humbly Sheweth –

That Robert Niles Master of the Armed Sloop *Spy* fitted out and Now in the Service of this Colony on or about the tenth Day of July last past took;

and held in his Custody the Brigantine *Nancy* Thomas Davis Master from the West Indies Loaded with Molasses and other Valuable effects, which Vessel and Cargo was the property of the late Joshua Winslow an Adresser to Govr [Thomas] Hutchinson & greatly Inimical to America (lately Deceased) now the property of his Lady who is a Daughter of Commodore [Joshua] Loring who also is a Most Inveterate Enemy which Vessel and Cargo was Destin'd for the Ministerial Army then in Boston. Your Honors Memorialists at the Desire of His Honor the Governor took Sd Vessel under their Care and directions –

Your Memorialists would represent that Sd Vessel is greatly Impaired, and Sd Cargo is greatly Damaged & Wasted and must still Continue to Waste and Damage. Your Memorialists would Beg leave to represent that its not in the power of this Committee to dispose of Sd Vessel and Cargo without the permission & Advice of your Honors; nor would they Voluntarily Deliver Sd Vessel and Cargo to the above mentioned Owner, unless the Safety of your Memorialists Demands it –

Your Memorialists humbly Conceive that as Sd Vessel was taken by Capt Niles while in the Governments Service your Honors have the Exclusive right of Determining how and in what Manner Sd Vessel with her Cargo Ought to be disposed of, and not your Honors Memorialists who took Sd Vessel as aff[ore]s[ai]d –

Your Memorialists would pray your Honors to take the State of Sd Vessel and Cargo into your Consideration direct and Order that some One or more of your Memorialists should dispose of Sd Vessel and Cargo, and render an Account of the Avails of Sd Cargo &c: Or that your Honors would direct that Vessel & Cargo be tryed by a Court suitable to determine the Same; Or that your Honors would give permission that Sd Vessel and Cargo may again be returnd to the Master and Owner; Or In some way give needfull Relief to your Memorialists. And your Memorialists as in Duty Bound shall ever pray² Dated at Norwich the 15th June A D 1776 In behalf of the Committe

Dudley Woodbridge Clk

1. Conn. Arch., 1st Series, IV, 330a–30b, ConnSL.

2. *Ibid.*, 331a, the upper House resolved to give the memorialists authority to sell the *Nancy* and her cargo, and make return to the Assembly, but the lower House negated the resolution. The difference between the two Houses was resolved. See Committee Report to Connecticut Assembly [Hartford, June 18, 1776].

APPLICATION FOR PRIVATEERING COMMISSION FOR THE CONNECTICUT
SLOOP *American Revenue*¹

This may Certify whom it doth or may concern that having applied for a Commission or Letter of Marque & Reprisal for the Privateer Sloop called the *American Revenue* of the Burthen of Sixty five Tons or thereabouts mounted with Eight four pounders four swivels Six musketts Twelve Cutlasses and three pair of Pistolls fifteen hundred Weight of round and Chain Shott one hundred Weight of Swivel Shott twenty Weight of musket & pistoll Shott, with Twenty Rounds of Powder for all the fire Arms Ten Barrels

of Beef & Pork & ten Casks of Bread &c her Crew consists of Twenty Five Men under the Command of Stephen Tinker Captain James Lanifear Lieutenant William Powers Master the Said Privateer is fitted and set forth by the Subscriber at New London in the Colony of Connecticut who is Sole Owner thereof –

New London June 15th 1776
Nath^l Shaw Junr

1. Jonathan Trumbull Papers, ConnHS.

JOHN COTTON TO BARNABAS DEANE ¹

Mr Deane

Middletown June 15th 1776

Sir/ I acquaint you that I recd by John Wright 50 Bills Tarr Very Small and About Two thirds full, forty Bundles of Iron Hoops 17 Coils of Small Tarred Riging 11 D[o] White Rope 357 Codlines 20 Coils of Deap Sea Lines 35 Bundles of haulters [with] Wormline Marline and houseline, Since the above I have by Mr Wm Bull one Shrou[d] With Spun yarn and Sundrys Stores a Quantity, with a Suite of Collours all [which] I have putt into Store, as this is post Day I would have you Write Your friend [torn] Nott to Send any More Lines as there is Enough to Rigg the Ship ware they Sutable Sizes.² I wish you would hurry the Stays and the Other Shroud as I am Afraid The Sailors that Depends on Working att the Riging will be Impatient and Goe off as Sume of them are All Readey, I wish Callender Would Send for as Many Lines as he Wants and att the Same time Send Me Down Some of his Large twine for Whiping Nothing Material from the Ship I have Nott seen yr Brother Since Last Friday – yr Very [&c.]

John Cotton

1. Barnabas Deane Papers, ConnHS.
2. The Continental frigate *Trumbull*.

GEORGE WASHINGTON TO JOSHUA WENTWORTH ¹

New York, June 15, 1776.

Sir: I received yours of the 1st. Inst. and am to inform you, your Letters of the 15th. and 22nd. of April, advising of the Capture of the Brig *Elizabeth* by Commodore Manley, were put into the Hands of Mr. Moylan to answer; but by some Means or other were not; nor can they be found. It will be, therefore, necessary to acquaint me again with the Contents, if you esteem my Answer to them material.

I have, agreeable to your Request, transmitted you Copies of such Resolves of Congress respecting your Department as are in my Hands. They will point out the Line of Conduct to be observed in general Cases, which I apprehend must be pursued. But if there is any Thing particular in the Capture you mention, which is not provided for, it will be proper that it should be forwarded me, in Order to my referring it to Congress for their Opinion.

It is likely the Memorial you mention, if presented, has already occasioned them to determine upon the Matter. If they have not, and I find necessary, I shall transmit them such a Representation of the Circumstances of this Capture as you may send me, not intending myself to point out any Rule of Decision not authorized by Congress. I am, &c.

1. Fitzpatrick, ed., *Writings of Washington*, V, 139-40.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Sabatti, A.M.

June 15th, 1776.

A sailor (Philip Smith,) who made his escape from the *Phoenix*, being examined, says, that the troops were to set out from Halifax for New-York the 2nd of this month; that on board the ships at the Hook, it was much wondered where they stayed. This account they received by a store ship from Halifax.

1. *New York Provincial Congress*, I, 495.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, June 15, 1776

The Marine Committee having recommended
Mr. Hector M'Neal to command the frigate *Boston*, and
Mr. John Brown a lieutenant of the same.

Thomas Grennel to the command of the frigate *Montgomery*,

Resolved, That the gentlemen recommended be approved, and that commissions be granted to them accordingly.

1. Ford, ed., *JCC*, V, 444.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

[Philadelphia] June 15th, 1776.

Robert Towers, Commissary, was directed to deliver Capt. Hazelwood, six seven or eight inch Shells, for the use of the Fire Brig't.

Resolved, That Capt. Hazelwood be desired to send down the Fire Brig't, to be stationed near Fort Island, and that He apply to the Commanding Officer of the Fleet for a proper Guard, to be constantly kept on Board her.

Resolved, That the two Chevaux de Frize prepared for stopping the Channel, be immediately ballasted and moored in proper stations, that is one of them just above the lowest Buoy, and the other at the middle Buoy, and that Capt. Hazelwood and Capt. [John] Cobourne apply for necessary assistance to the Commanding Officer of the Fleet, so as to stop the passage effectually upon any emergency, and on orders for that purpose from this

Board & that Capt. Hazelwood proceed down to the Cheveaux de Frize and assist Capt. Cobourn in fixing them in their stations without any delay.

Resolved unanimously, That Samuel Davidson, Esq'r, the Commander of the Floating Battery, be appointed Commodore of the Naval Armaments of this Province, and that he be directed to attend this Board on Monday next, at 11 O'Clock.

Resolved, That a Number of Chevaux de Frize be sunk as soon as possible across the Channel of the River at Billingsport, to be placed sixty feet distance from Centre to Centre of each of them, and of such a height that there will be not more than six feet Water over them at low tide.

That Mr. Robert Smith be fully empowered to purchase Material and employ a sufficient number of Hands to carry the above Resolve into immediate execution.

Resolved, That Capt. [Robert] Whyte & Mr. Sam'l Morris be requested to give every assistance and advice in their power to forward the execution of the said Resolve.

Resolved, That the Commissary make up sixty rounds of Cartridges, with powder for each of the Gallies, The Floating Battery and the Ship *Montgomery*; those for the 32 pounder are to be filled with the following quantity of Powder, viz't: 40 Rounds with $11\frac{1}{4}$ pounds, 10 ditto with $11\frac{3}{4}$ pounds, and 10 ditto with $12\frac{1}{2}$ pounds. Those for the 24 pounders are to be filled as follows: 40 Rounds with $8\frac{1}{4}$ pounds, & 10 Rounds with $8\frac{3}{4}$ pounds, 10 Rounds with $9\frac{1}{2}$ pounds. Those for the 18 pounders are to be filled as follows: 40 Rounds with $6\frac{1}{4}$ pounds of Powder, 10 Rounds with $6\frac{3}{4}$ pounds, and 10 Rounds with $7\frac{1}{2}$ pounds ditto; and that the Comissary is hereby required to observe the same proportions as a rule in making up Cartridges in future, not to be deviated from on any account, without special orders from this Board.

Adjourned to 5O'Clock in the afternoon

A Letter was wrote to Gen'l Washington this evening, inclosing the Resolve of Congress respecting the fortifying Billingsport, requesting he would send an Engineer to view the Ground and furnish plans for carrying the same into execution.²

1. *Pennsylvania Colonial Records*, X, 602-04.

2. Committee to Washington, Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 775.

PENNSYLVANIA COMMITTEE OF SAFETY TO CAPTAIN SAMUEL DAVISON¹

In Committee of Safety,

Sir,

[Philadelphia] 15th June, 1776.

The Committee of Safety having directed Mr. Cobourne with the advice of Capt. Hazelwood to moor the floating Chevaux de Frize in their proper places and as they may want the assistance of some of the men belonging to your Fleet, we desire you, Should on application being made for that purpose, to furnish such a Number as the above Gentlemen may ask for. and as the Fire Brig is ordered down to her station, you will keep a

constant Guard on Board her. Please to have regard to the security of the Floating Chevaux de Frize, and take care that they are pump'd out when necessary.

By Order of the Committee,
Signed, Geo. Clymer.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 775.

CONTINENTAL BOND FOR THE PENNSYLVANIA PRIVATEER BRIG *Hancock* ¹

1776. *Hancock*, Brigantine. Tonnage: 115 Cannon: 4 6-Pounders,
June 15. 8 4-Pounders Firelocks: 30 Men: 80
Captain: Wingate Newman. 2d Master: Wm. Burton
1st. Mate: Eb. Hutting, 2d Mate: Benj. Wood
Captain Marines, 1st Lieut Wm. Shippen.
Security in dollars: [Continental bond] \$10,000
Owners: Jno. Bayard, Jas. Deane & Co., Philadelphia.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 502. An abstract from the bond. The bond also states that there were 90 barrels of provision, 1000 lbs. of powder and half a ton of ball on board. The *Hancock*, the same day, was granted a pass down the river and bay, guaranteeing that no pilot would be taken aboard.

JOURNAL OF H.M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME ¹

June 1776 At Anchor in Horekill road
Saturday 15 8 A M Fresh breezes & Cloudy came to in H[o]re Kill Road
in 8 fm veered to $\frac{1}{3}$ the Light house So 2 Miles hauled the
Schooner along side, hoisted in 21 Barls flour some Indian
Corn and Tobacco – broke her up for Fire wood Cast her off
& Burnt her 11 A M weighed & came to Sail. . . . 5 Sail in
Sight
4 P M Joined Co with the *Orpheus Liverpool* & 2 Transports
from Antigua foggy stood Off $\frac{1}{2}$ past Cleared up bore
away for Henloopen Light House 6 came too in H[o]rekill
Road with the B B in 6 Fm the Light house SSE 3 M[ile]s Do
in Co

1. PRO, Admiralty 51/506.

WOOLSEY & SALMON TO JOHN PRINGLE ¹

[Extract] [Baltimore] 15 June [1776]
we Request You will find us two tons more of Rod Iron, . . . & four
good swivells, for a Little Private Tear we are fitting out here,² would be a
Trifle Concerned if You wd we think we Could get You in, if Possible
send the Swivels Immediately as they are much wanted . . .

our G.W. has been at Annapolis about Unloading the Brig,³ but has
done Nothing, our Council offers (but we think You should have Your
freight at Least would You be satisfied with it, it will be £410 – []) You
must Consider if she is Unloaded by Yr Consent the Risque of the Vessell
falls on You, at Present she is as their Risque if she Proceeds we think she

will be ordered for Corroco – martinico or Statia, we think if she sails You had better Engage with Your Council for her Return, as our Council will not Venture any thing back in her, also send us Letters for each of those Places for Your friends, (it is Necessary) . . . be sure give us Your sentiments about the Brig our Council Will Order her out if Possible,⁴ therefore do not fail in sending matters fixed for her Return, also Your sentiments what You would have us do if Unloaded send us Back their Proposals, they are Rather Troublesome therefore must Keep Square with them,

1. Woolsey & Salmon Letter Book, LC.

2. The Maryland privateer schooner *Harlequin*, William Woolsey, master, commissioned July 6, 1776, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, VII, 14.

3. The brig *Rogers*.

4. In the Executive Papers, Box 2, Md. Arch., is an undated document which seems to relate to the negotiations regarding the brig. It reads: "The Council of Safety propose to allow Capt Woolsey (in case the Brig *Rogers* be unloaded) his Real expences according to Acct he shall hereafter render, and further to make an allowance for the Vessells lyeing; that must be left to ourselves or to Arbiters who may be indifferent – we are desirous also to know what state the Cargo is in, and if likely to spoil request we may know it, that the Vessel may be unloaded and the flour baked into bread. – We Wish also to know the Opinion of Capt [James] Campbell and Capt [James] Nicholson whether tis probable the Brig *Rogers* might hereafter be convoyed down the Bay so as to Escape the Men of War and tenders. – when Mr [William] Lux is at leisure we wish to see him or hear from him by Letter about the Brig *Fortune*. –"

GEORGE COOK TO COLONEL GEORGE PLATER ¹

DR SR

Smith's Creek June 15th 1776

I have Sent you by this Opportunity the Draught of Smith's Creek. I hope it will please, as I have Laid down as Correct as I posble Could, it took me much longer then I Expected, I was three days & a halfe in taken the Angles and Distance of places w[it]h the Soundings in the Chanell and on the Barr's and two day's in plating the three & halfe day's was Oblig'd to Hire two Hand's to Attend me, I am att this time much hurried by a report of part of Dunmores fleet intending up the Bay, Expected to land att point lookout, the News is brought by the tender of the Congress; they had it from disarters from the fleet of Dunmores Excuse Hast. I am [&c.]

George Cook

1. Red Book, XXV, Md. Arch.

BENJAMIN HARRISON, JR. TO WILLING, MORRIS & CO.¹

[Extract]

Williamsburg 15th June 1776

. . . Yesterday, Mr Smith & my self made three unsuccessfull Attempts to get the *Fanny* Maned out of the Colonial & Continental Services here, & to day he goes to try to get hands otherways, You will do well to procure an Order of Congress upon the Commanding officer here for me to be suffer'd to Man the Brig out of the lines wherever I can find men in them that are fit & Willing to go to sea. this will provid[e] against Mr Smiths being further disappointed. . .

1. Papers of Robert Morris, Accession 1805, LC.

JOURNAL OF THE VIRGINIA CONVENTION ¹

[Williamsburg] Saturday, June 15, 1776.

A memorial of Wilson Miles Cary was presented to the Convention, and read; setting forth, that he received a letter from Lord Dunmore, then Governor of this colony,² dated Ship *William*, off Norfolk, the 14th of October last, requiring him, as naval officer of the lower district of James River, to repair to Norfolk or Portsmouth, and promising him protection; that, on his stating an objection to the said requisition, on account of captain [Matthew] Squire's ungentle and rancorous behaviour, his lordship sent another letter, dated ten days after the former, renewing the requisition, and promising protection either to the memorialist or his deputy colonel Selden, if it should be more agreeable to send him; that, though his own opinion was rather against complying with his lordship's commands, yet on the advice of such of his friends as the time limited gave him an opportunity of consulting, and among them some of the officers of the army, and members of the county committee, he did send his deputy aforesaid, with the books of entry and clearance, and for that purpose hired a boat and two slaves of Mr. John Jones, who, suspicious of the event, insisted on an indemnification from him, which he readily agreed to, under faith in the assurances contained in the aforesaid letters; notwithstanding which, as soon as colonel Seldon had arrived at Norfolk, the said boat and hands were perfidiously seized and detained by his lordship, and have never since been returned; and praying that out of such effects of the said Lord Dunmore as are within this colony he may be allowed to receive an indemnity, in such manner as the Convention shall judge reasonable.

Ordered, That the said memorial, together with the exhibits, be referred to the Committee of Propositions and Grievances; that they inquire into the allegations thereof, and report the same, with their opinion thereupon, to the Convention.

Also a petition of Lucretia Pritchett, executrix, and William Churchill, executor of Joseph Pritchett deceased, setting forth, that in a late attack on a piratical tender in Rappahannock river, Minny, a negro man slave belonging to the estate of the said Joseph Pritchett, voluntarily entered himself on board a vessel commanded by Mr. Hugh Walker, and being used to the water, and a good pilot, bravely and successfully exerted himself against the enemy, until he was unfortunately killed, whereby the estate of the said Joseph Pritchett was deprived of a valuable slave; and praying that the Convention will take the matter into consideration, and, as the said slave was lost by means of a meritorious act, in defence of the country, that she may be allowed the value thereof.

Ordered, That the said several petitions be referred to the Committee of Public Claims; that they inquire into the matter thereof, and report the same, with their opinion thereupon, to the Convention.

1. *Virginia Convention*, 49.

2. See Volume 2, 457.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Saturday June 15th, 1776.

Permits granted Charles Bailey and Samuel Watts to Trade on board their pilot boat, the *Molly*, loaded with Tobacco and Flour, in any of the Foreign Islands.

Same [warrant] to Capt. Richard Taylor for £50 upon acct, for pay of seamen on board his cruiser in Rappahannock.²

Same to Capt. Alex'r Dick, for £198.1.1½ for one month's pay of his comp'y of marines to 16th Inst., Inclusive.

Col. James Barbour agreed to supply the marines employed on Rappahannock, while on shore, with prov[ision]s, at 7½d. p'r ration.

Pursuant to order of Convention, a duplicate of the former letter written to Mr. [Richard] Harrison, of Martinico, enclosing other copies of the Resolutions of Congress, &c., addressed to Mr. James Dalton, merchant in St. Pierre, Martinico, was sent by the *Molly*, pilot boat: Messrs. Bailey and Watts.

1. *Virginia State Papers*, VIII, 206-07.

2. Commander of the schooner *Liberty*.

DIXON AND HUNTER'S *Virginia Gazette*, SATURDAY, JUNE 15, 1776

Williamsburg, June 15.

We learn from Gloucester, that Lord Dunmore has erected hospitals upon Gwyn's island; that his old friend Andrew Sprowle is dead, and that they are inoculating the blacks for the smallpox. His Lordship, before the departure of the fleet from Norfolk harbour, had two of those wretches inoculated and sent ashore, in order to spread the infection, but it was happily prevented.

The men of war have made prize of a Spanish brig that was bound to Philadelphia, reported to have on board 12,800 dollars. Some deserters from the *Fowey*, it is said, give this account; likewise, that they are very weak upon the island as to number, fearful of being attacked, and chiefly depend upon the fleet for their protection.

Mr. Robinson, late of York town, who has been a prisoner on board the fleet for some time past, but escaped from Gwyn's island, confirms the above accounts with respect to Andrew Sprowle's death, and the capture of the Spanish brig, which was from the Havannah, taken off the capes of Delaware, and sent in by the *Liverpool*; but that Captain Bellew had retained the dollars. This Gentlemen further says, that there are not above 200 blacks now alive, 75 at least having died within six days after they left Norfolk, and that the number of whites on shore is very inconsiderable.

One day this week a small vessel belonging to the enemy, with five hands on board, ran aground on the Gloucester shore, within musket shot, and was taken. The crew jumped overboard, two swam to Gwyn's island, one was shot, and the other two drowned.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

June 15th The 5 Transports with the Troops sailed from 5 fathom hole and anchored off the Coast on the side of Long Island.

1. Sir Henry Clinton Papers, CL.

RICHARD HARRISON TO THE MARYLAND COUNCIL OF SAFETY ¹

[Extract]

Gentlemen

St Eustatia June 15. 1776. –

My last was of the 18 ulto by Capt Calender inclosing Duplicates of the papers sent by the *John* Capt Speake, who sailed the 14th with 6000 lb Powder & 22 bbls Sulphur on your accot which I hope is now safely landed with you.

By that Opportunity I informed you of my having 6000 more left, 4000 of which I took down with me to this place, expecting a readier Conveyance for it than from my own – On my Arrival I found none but the Brig *Friendship*, which Mr [Abraham] Van Bebber had partly engaged on Freight for Virginia – In her I determined to ship also, but finding that I should be obliged to advance Money for fitting her out, and every other extra Expence, besides insuring her, I concluded it would be more to your Interest to purchase her & receive 10 prCt on the Goods I could procure on Freight, especially as I could make the payment so convenient to you. – Accordingly I have agreed with Capt [John] Martin for her at £900. Maryland Curry, have taken his Bill of Sale & given him my two drafts of this date for £450. each on you at ten days Sight, which you'll please to honour & pass to my Debit, and at the same time Credit me with the Vessell –² This purchase I flatter myself cannot but be agreeable to you. She is a fine new Vessell, sails fast, and will be well fitted for another Voyage, a Cruize, or for sale as you may judge proper. The freight you'll have to receive will amount to half the Cost, & should you be so unfortunate as to lose her the damage will be no more than if I had chartered and insured her. –

I have shipped for you by this Vessell 14100 lbs Powder & 23 Bales Hollands Duck (which is as much & rather more than the remainder of my money would purchase) amounting to £2674.7.4 your Curry which you'll please to note in my Account, Invoice & Bill Lading therefor being inclosed:

With this a Letter will be delivered you signed by Mr V B & myself, by which you'll find we entered into a Copartnership – The Motives of it are therein sufficiently explained,³ also what we have done in Consequence – I shall not therefore dwell longer upon it in this place.

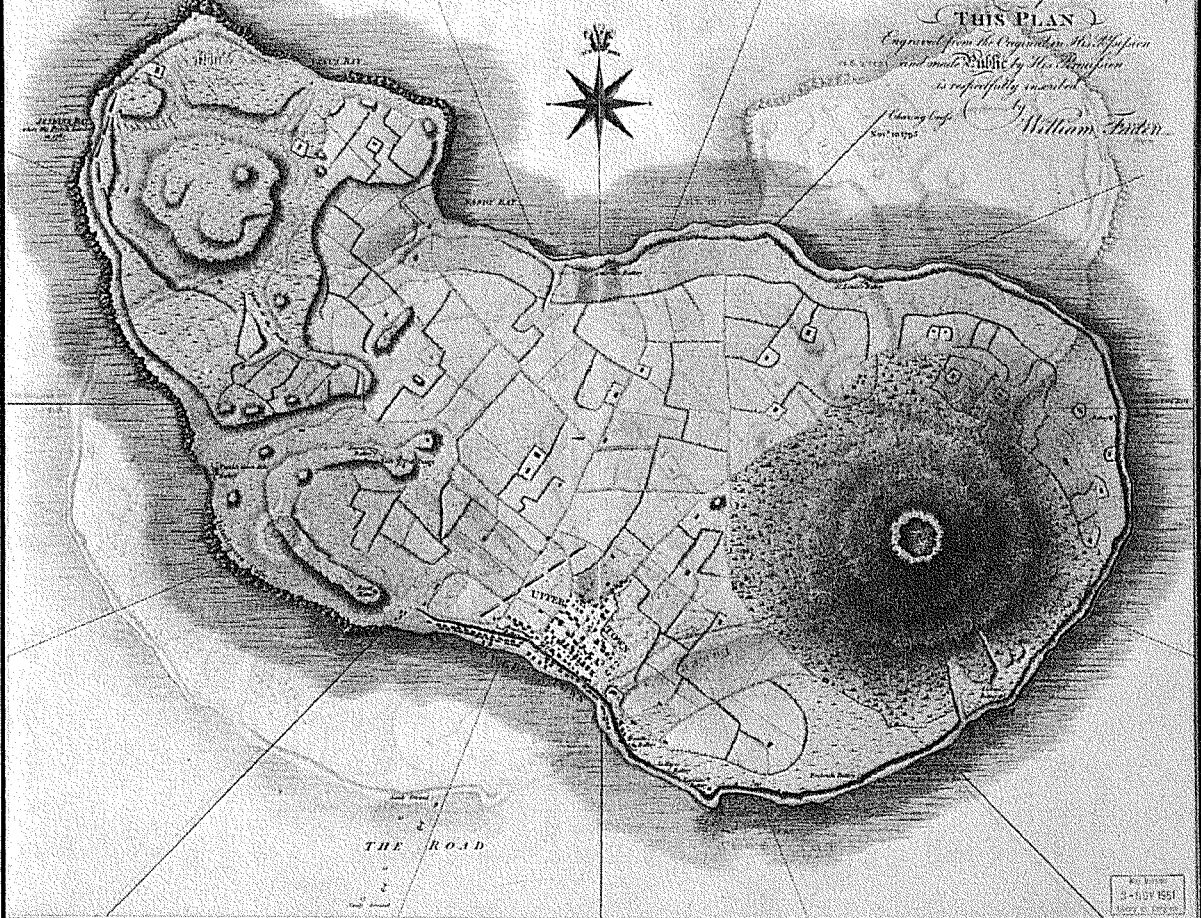
I intended by Capt Martin to have furnished my Accot Currt with you, but the unexpected and agreeable Intelligence of Capt [Thomas] Conways Arrival at St Pierre will not permit me to stay & collect an Acct of the Brigs Disbursements. – He got in the 10th I leave this to Night & hope to see him in three days. Everything is ready & I shall dispatch him immediately with a valuable Cargoe. I am &Ca

THE ISLAND OF S'EUSTATIUS commonly S'EUSTAZIA

French Toises
One English Mile



By Monsieur le Marquis de Bouille,
THIS PLAN
Engraved from the Original in the Office
of the Survey and made Public by His Majesty
is respectfully presented
By William Taiter



THE ROAD

Wm. Taiter
1795
London

N B. Should Messrs Jenefer & Hooe apply to you for any Money on my Ac-
cot I should be obliged by yr furnishing them with as far as 500 £ –

1. Red Book, XII, Md. Arch.

2. Bill of sale is in Red Book, IV, Md. Arch.

3. This letter has not been located, but probably is similar to that of Van Bebber and Harrison
of June 14, 1776 to the Virginia Committee of Safety.

16 June (Sunday)

BRIGADIER GENERAL BENEDICT ARNOLD TO BRIGADIER GENERAL JOHN
SULLIVAN, CHAMBLY ¹

Dear Sir: LaPrairie, June 16, 1776 – 11 o'clock A. M.

I received your letter from Sorel of the 14th instant, at three o'clock, previous to which I had destroyed all the knees, &c. In the morning, I sent Captain [James] Wilkinson express to you; at three o'clock he met the enemy at Varenne, and narrowly escaped being taken; at five he arrived at Montreal; at seven P. M. I embarked the whole garrison in eleven batteaus, and got safe over. The rain made it seven o'clock before carts could be procured at Longueil and La Prairie to carry the sick and baggage. The whole are safe here, with some rum, molasses, wine, &c., seized at Montreal. The salt could not be got over. We have destroyed all the batteaus, and will break down al[l] the bridges in our rear. I expect to be at St. Johns at five o'clock this evening. We have thirty carts, which I will send to Chambly as soon as they are discharged of their loading. Four or five of the enemy's vessels are as high as Vercheres or Varenne. Our people saw their troops at the latter place, and a Frenchman from Montreal says they mounted guard there last. The number of the enemy is very considerable. No particular account has been received of their movements. I am, very respectfully, dear sir, [&c.]

B. Arnold.

1. Force, comp., *American Archives*, 4th, VI, 930.

BRIGADIER GENERAL BENEDICT ARNOLD TO BRIGADIER GENERAL JOHN
SULLIVAN ¹

St. Johns, June 16, 1776.

Dear Sir: I have this minute received a letter from General Schuyler, advising me that the batteaus which I wrote for might be sent over the Lake and detained, for the purpose of bringing a number of the Militia who are ordered into this country. I suppose he has written you fully on the matter. We have about nine hundred barrels of pork and eighty barrels of flour here. The sloop and schooner are arrived at the Isle Motte, with a considerable quantity. The schooner is loaded with drygoods, shot, shells, &c. I believe it will be best to send her away directly. Nothing is done yet to fortify our camp. I think it requires immediate attention. I intended

going to Chambly in the morning, but expect to have the pleasure of seeing you here, where I think we are secure at present. I am, with great respect, dear sir, [&c.]

B. Arnold.

P.S. I have borrowed several sums of hard money. I should be glad of four or five hundred pounds, if you can spare it. Will it not be best to give our paper money a currency, by declaring those enemies who refuse it? Unless some such method is taken, the poor soldiers receive no benefit from their pay, and starve in the midst of plenty, with their pockets full of money. Yours, &c.,

B. Arnold.

1. Force, comp., *American Archives*, 4th, VI, 930-31.

CAPTAIN HENRY HARVEY, R.N., TO CAPTAIN CHARLES DOUGLAS, R.N.¹

Copy/

Marten off St Supplice June 16th at Noon

Sir I have great pleasure in acquainting you that the rebels left Montreal last Night in hast & confusion and are all gone towards Champly & St Johns - The Transports having all join'd us in the lake we anchored at Sorel the 14th in the evening, and found the rebels had deserted it a few hours before, the General landed part of the Grenadiers & light Infantry the same evening, & the next day having settled the different Regiments that were to be left with Genl [John] Burgoyne at Sorel. I sail'd yesterday Noon with the General & remaining part of the Army, upwards in four divisions in Order to pass the Narrow Channel's amongst the Islands with greater safety, and last Night I anchored off this place with the first division, the others are all at and about Valtre two leagues below us. The Wind being Westerly the General has Order'd the Troops of the first division to land immediately and March to Montreal, and the others are all order'd to land on the South Shore, and proceed upwards opposite the *Marten* at Vercher. On my arrival at Sorel, I sent the three Arm'd Vessels over to Bertier, to Intercept some Batteaus that were there with a rebel detachment, but they escaped in the Night and landed on the South Shore two leagues above Sorel leaving nine Batteaus behind them which are sent to Genl Burgoyne to assist his Army up the Sorel.

Captn [Thomas] Pringle is with the Second Division and the Lieuts Cummins & Haynes with the third & Fourth and I have left Mr Nunn in the *Magdalen*, and Lieut Edgar to Superintend the Business at Sorel A Transport with Ordnance Stores was Yesterday on shore in the Lake of St Francois and is the only one but what got safe to Sorel. I order'd Mr Nunn, to send her every assistance Necessary, and I hope by this time she is got off - I have the Honor to be &c

Hen^y Harvey

1. PRO, Colonial Office, 5/125, 15f.

JOHN LANGDON TO WILLIAM WHIPPLE ¹

Dear Sir –

Portsmouth 16th June 1776

This will be forwarded you by Captain Peter Faneuil Jones of Marblehead who has an inclination to be Employ'd in the Continental Service on board one of the Ships, I know him well has Sailed with me, is an Excellent Seaman, young and active, I think would make an exceeding good Officer; have no doubt of his Resolution, he has saild for some time past in the Employ of my Friend Elbridge Gerry Esqr, of whom you may know his Character; should it be in your way (as I think it will) shall take it kind if you, and Mr Gerry would serve him – I am with due Respect [&c.]

John Langdon

To William Whipple Esqr Member of Congress Philadelphia

1. John Langdon Letter Book, J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO NICHOLAS BROWN ¹

Sir –

Portsmouth 16th June 1776

Includ is dementions of Tops, for our Ship of 32 Guns, which I promis'd to send to Colo Russell you'll please deliver it [to] him, you'll please to inform me if any light Canvas, [is] to be had with you –

My kind Respects to Colo Bowen and all Friends, and accept the same from Your most [&c.]

John Langdon

P S. Please let me know when you'll have finished your Cannon as I Expect to have an Order to agree for some for this Ship –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO WILLIAM WHIPPLE ¹

Dear Sir –

Portsmo 16th June 1776

Your favour's of the 2d and 5th instant are now before me, was glad to see that the Wages, of all the Officers were to be absolutely settled, that is such a material matter that I cannot engage any Petty Officers, as it will not do to lower his Wages, after agreeing. – I am glad to hear that Congress will attend soon, to Naval matters, I am tired of doing Business at this rate, if I had not been Cramped, for the want of Guns and Orders, I should have given as great dispatch to the Ship, as any on the Continent, I see no prospect of her being equip't till fall if we are to wait for Guns from Providence, as it must be July before they'll have furnished their own, and then about Six Weeks to cast our's, which is middle of September at least, it will take [a] long time to hawl them by Land, the Carriages can not be put together till [we] get the Guns – I hope shall get some from you at Philadelphia, in some armed Vessel, all our Carpenters dischargd, except two or three to make Cleates &c – our Joiners work most Compleated, all Carved work on the Ship, compleatly painted round this day, the Lower Rigging Compleated, shall get her Compleatly Rigged soon, Sails making we shall

intirely wait soon for Guns, Hands, Provisions, for Gods sake let the Agent be appointed, and be Explicit in what is his department, for going on with these matters with[ou]t being Agent, is like Resolutions of Congress without Independance – Inclos'd you have the Names of the Officers for the Ship, all which I have spoke to, and they have Excepted, which I think is agreeable to your Letter

Captain Jno Wheelwright, has chose rather to be master then Lieut, I have therefore appointed him to that Office, and think he will make an Excellent Master, which is agreeable to your Letter. I am much Obliged for your Kind Condescention in giving up your Opinion (which I by no means desired[)] however I've spoke to Turner on the Matter, and he has declined therefore that is at an end. I've put [Josiah] Shackford in, a proper man [Thomas] Thompson has Sailed with him and likes him well, an Excellent Seaman, genteel Fellow and does not want Courage, Captain Thompson prefers him for the second Lieut as he knows him however that you will be the best Judge off, as you know Captain Follett, who I've not seen, as I have had no time (tho' I've said above that I had spoke to all) If you think Follett the properest Man youll make him the Second; and Shackford the third, as you please. –

Tho' I some time ago mention'd Hall Jackson as Surgeon, for the Battalion here, yet as he is Surgeon of [Nicholas] Gilman's Regiment, which is to be kept up, I shall depend on Brackett being appointed Surgeon for this Battallion under [James] Hackett station'd here. I shall write to Doctor [John] Morgan in his favour – Before this comes to hand, no doubt you'll have heard of our People at Boston having cleared the Harbour there of about 25 Sail Ships including transports, done in about 30 Minutes after the Fire began, one Ship obliged to be towed out, the Commodores Ship her Maintopmast shot away and sundry more damag'd, the Harbour intirely clear, and what must have afforded much Pleasantry, Five or Six of our Privateers put out of Marblehead after them, giving them chace and firing for Joy (I suppose they took Care to keep proper Distance, it said for of our Privateers went so Nigh as to Engage one of the Ships, and its supposed they carried the Ship, as I've seen a Man who saw the Action, who gives a very favourable account of it, poor Devils, they have gone to tell their Master [William] Howe (the treatment of the Yankees) who I suppose will tell his Master the Royal Brute and from him be Communicated to the Houses of Parliament of Blessed Memory: out comes an Act forbidding us to Eat and Drink – Pray send me the Name of the Ship, (I have called her the *New Hampshire*) all Friends are well and desir'd to be remembred – I've wrote Colo Bartlett the genteel treatment of Captain Dame, by our Officers, at the Batteries who it seems have Influence in the House, it is great pity that Dame could not be Employed as great a Soldier as General [Charles] Lee, in my Opinion I am sorry to say it, we do not look after Men of Abilities, but Men who can get the most Votes – Believe me to be [&c.]

John Langdon

P S. I must be inpowred to Contract for the Guns at Providence if they cannot be got Elsewhere, as the Congress, have not agreed with them for any. — Yours J L

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

MAJOR JOSEPH WARD TO JOHN ADAMS ¹

Sir

Boston 16 June 1776.

I have the pleasure to inform you that we have driven the Pirates out of the Harbour. The thirteenth instant at evening a detachment of five hundred men with several pieces of battering Cannon and a thirteen inch Mortar, under the command of Col [Asa] Whetcomb was ordered to take post on Long Island and throw up works, the next morning they began a fire upon the Enemy's Ships from the Cannon and Mortar, which soon drove them all out of the Harbour. They were thirteen in number, one Ship of 50 Guns and several smaller Ships of War, the rest were Transports with Soldiers and Stores on board, it was judged they had about 800 Troops on board the Transports. The Enemy blew up the Light House and put to Sea with their whole fleet; but I apprehend they will leave some Frigates to cruize in the Bay. The Colony troops the same night were to take posts on Petticks Island (which was very near to the Ships) and on Nantasket Head, but by some unforeseen obstructions they did not get up their Cannon in time, however they gave the Pirates a number of 18 pound shot from Nantasket as the Ships passed through the Channel. Our Shot cut away some of their yards and rigging, and several went into the Ships sides, but the Shells from the Mortar appeared to terrify them most; they returned a few shot from the *Renown*, the Commodore's Ship, without any effect, and got under sail with all expedition. We intend to place a decoy Ship in the place where the Men of war lay with a broad pendant flying, in order to draw in the Enemy's Ships which may come this way.² The success of our Privateers you will have an account of in the Newspapers. I am very solicitous to have the Continental Frigates fitted out with all possible expedition, they might be of vast service in clearing the Coast of the Enemy's armed Schooners, which not only take our Vessels but protect their Transports and merchant Ships which might otherways fall into our hands.

We hear disagreeable accounts from Canada, but hope for better things. We must be prepared for "sudden changes and evil tidings, our hearts being fixed trusting in the Lord," this year we must expect trying scenes and great events, and may it be our prayer to the God of Armies for Wisdom and Fortitude adequat[e] to our Day, To whose protection I commit you and your illustrious Brethren of Congress. And am with great Respect [&c.]

Joseph Ward

P.S. As a number of Seamen and Soldiers are in our service who deserted from the Enemy, will it not be necessary for Congress to pass some Resolve respecting them, for their security in case they should fall into the hands of

their former masters? – otherwise they will be exposed to be hanged or shot, which will be a great discouragement to future desertions, which I think ought to be encouraged by all means in our power. If there was some public encouragement given by Congress to stimulate men to leave the infamous and diabolical service of George Tyrant of Britain and join the free United Colonies (and independant States of America) I apprehend we might considerably weaken our Enemies in this way, and certainly no wheel should now be left unturned which we can move to advantage.

1. Adams Papers, MassHS. Letter continued June 17.

2. To this point in the letter, Major Ward, aide-de-camp to his uncle, copied the text practically verbatim from a letter General Artemas Ward had written the same date to Washington. Washington Papers, LC.

COMMITTEE APPOINTED TO FORTIFY BOSTON HARBOR TO THE
MASSACHUSETTS GENERAL COURT ¹

The Committee appointed to fortify the harbour of Boston beg leave to Report That the Enemy have been driven out of the Harbour aforesaid and that your Committee are fortifying with all possible despatch, (in which they ask the further aid of the Court, in such way as they may think best,) the heights of Nantasket & Long Island, especially those of the former, they hope by means thereof that the enemies most formidable Fleets will not dare to reenter.

Your Committee beg to suggest whether it is not probable that by having a large Ship with a broad pendant riding in Nantasket road & the Light House immediately rebuilt, the enemies single ships would not be decoyed into our hands –

They beg leave also further to suggest that when those height[s] are furnished with a sufficient Number of Cannon there will be a necessity of augmenting the Number of Companies in the [Artillery] Train And that it is probable there will be no sudden occasion for fortifying Moon Island Hoffs Neck or Pittecks Island as Nantasket & Long Island are in [the] opinion of your Committee the Keys of the Harbour of Boston – a list of Cannon Necessary for the heights aforesd your Committee will, as soon as possible, lay before your honours –

Heights of Point Alderton

Benjⁿ Lincoln

Eben^r [illegible]

June 16, 1776

J. Palmer

John Browne

Moses Gill

[Endorsed] In Council June 17th 1776 Read & Sent down

John Lowell Dpy Secy PT

[Second endorsement] June 17 Read & committed to

Coll Orne

Mr Story

Mr Cushing

Coll Bagley

Brigr Palmer

1. Mass. Arch., vol. 138, 340.

JOURNAL OF ARCHIBALD BOG, MASTER OF THE BRITISH TRANSPORT
SHIP *George* ¹

Remarks on Sunday Jun[e] 16 1776

at 4 A M 4 Priverteers Scooners with 8 Guns and 12 Subeels [swivels] Each atacked us and at half Past 4 we Begun to Ingage them Which Contened tell 4 in the afterNoon and then thay Left us and went in shower in this Ingagement 2 solders and one of our sailers was wounded we stell streched in for Boston at 6 saw a Brig and Another Scooner in Compney Comming after us at this the other 4 Hove up and folled them at 8 we Received 3 shot from Nantasket fort But No Dammeg Dun at 9 Came too in Nantasket Road and Bagan the 2d Ingagment with the Brig of 16 Guns and 18 Subeels this Ingagmen Contened 1 Houer and a Half in Which time the Mager ² and 6 solders was kelled out Right and 9 More Wounded our AmmerNectien Been Mostly Expended We struck at a Eleven a Clocke at Night

1. PRO, High Court of Admiralty 30/715, No. 20.

2. Major Menzies of the second battalion, 71st Highlanders.

JOSIAH QUINCY TO JOHN ADAMS ¹

[Braintree] 16th [June 1776]

About 2 OClock afternoon a Ship and Brigne hove in Sight with three small Privateers hovering round them; but durst not venture near the Ship which complimented them with her Guns: They turned into the lighthouse channel about Dusk, when 4 Schooners, and a Brigne of 14 Guns from Connecticut, with the Assistance of two Shot from our Works at Nantasket, attacked, and made Prizes of them, and Prisoners of about 200 Sailors & Highland Soldiers; the Major of the Regiment was kill'd; & about 20 Privates killed & wounded; none killed, & only one said to be mortally wounded on our Side.

1. Adams Papers, MassHS.

JOURNAL OF THE RHODE ISLAND ASSEMBLY ¹

June 16. 1776

To the House of Magsts

James Honyman Esqr Advocate General of the Court of Vice Admiralty in this Colony under the Crown of Great Britain having appeared before and informed this Assembly that if his holding the said Office be disagreeable to the Colony he will deliver up his Commission: It is therefore Voted and Resolved That his holding the same is disagreeable to the Colony and that the Sheriff of the County of Newport call upon the said James Honyman and receive the said Commission, and deliver the same to his Honor the Governor to be lodged in the Secretary's Office.

Voted & passed

p Ord J. Lyndon Clk

In the Upper House

Read the same Day and concurred

By Ord Henry Ward Secry

A True Copy Witness Henry Ward Secry.

[Endorsed] Agreeable to the within Act of Assembly I called upon within named James Honyman Esqr, received the within Commission and have delivered the sam[e] to his Honor the Governor –

Jabez Champlin Shff

1. Admiralty Papers, R. I. Arch.

CAPTAIN NICHOLAS BIDDLE TO CHARLES BIDDLE ¹

[*Andrew Doria*, Newport, June 16, 1776] ²

My Dear Brother

It is with the greatest Pleasure imaginable I Received letters from home as it convinces me that I am not intirely forgot: which I had some Reason to suspect, as I have not before Received any except the single line you were pleased to favoir me with, since I left Reedy Island, Altho every other Officer in the Fleet got letters by every post and I seldom let an opportunity pass without writing to one or other of the Family. Not a sylable has ever passd between the Admiral and Myself about either the Action or letter you speak of.³ For the Action he deserved the severest censure And the injustice and Partiality of the letter were so very glaring that it needed no comment, tis not from him that I can expect justice. It must depend on Fortunes throwing an opportunity in My way. At Present She seems to sport with me. I have just Returnd from a short Cruise two days after I went out I took a sloop⁴ a week after early in the Morning I see two Ships close together I took them with the Speaking trumpet.⁵ they were two transports with High landers on board who came out with thirty three sail on board of which were three thousand troops bound for Boston. It Blue fresh and there was a very heavy Sea so that it was night before I got every[thing] to Rights. I put all the Soldiers on Board one of the Ships. In the other two of the Officers had their Wives⁶ Them with two other Officers who were sick I left on Board with the Ladies Four of the land Officers the Captains Mates and all the Crews I took on Board the *doria* And Mannd the Ships with my own People. For thirteen days we kept together On the 14th in the Morning we see five sail of Vessels to windward (wind at North) and soon after they gave us chase. I orderd the Best sailer the one the Soldiers were on Board to steer South the other SSE and I went under an easy sail steering a little wide of them. This I did for two Reasons. that they might think we were Vessels of war that wanted to hem them in, or that we might stand a better Chance of escaping should they come up with us. about Eigh[t] oclock a squall came on and the Ship that steerd south hauld on a wind to the Westward. And when the Squall blew over She was nearly out of sight to windward. The Vessels who chased us then hauld on a wind to the East ward and when we had Run them out of sight we did the same About four Oclock we saw them again in the N W and at Six I saw a large Vessel bearing east steering to the West ward. I wore round and order'd the Ship to steer SW At Eight Oclock The Vessel to the Et was about 3

Leags off those to the NNW about the same distance when I haul'd up West The Prize then about a mile and half from me in half an hour we lost sight of her and about 9 oclock we heard several Guns to N E. But I was in no condition to know the Occasion. I had forty Prisoners who did duty on Board and when I cleard Ship for Action they were put below under guard and I had but fifty three Men and boys sick and well to fight. I see no Vessel from that time (Except a Sloop outward bound that I brought too one night.) till I arrived which was the night before last. I landed my Prisoners and Yesterday Morning some guns being heard in the offing I told the Admiral if he Pleas'd I would go out and see who it was, he Assented, and I went out and met two of our Sloops and a Brig from the west Indies with 13 tons of Powder and other Valuable Articles on Board the Brig had 12 Guns and being Chased in by a Frigate our Sloops thought her to be her tender and had fird the Guns we heard at her. The *Columbus* and Sloops followd me out and we chased the Frigate till four Oclock.⁷ I had got so near as to see the Men in her tops but being Obliged to Make several tacks to weather point Judith After She had passd it, She got considerably the [a line cut from the bottom of the page] of me. Had She behaved well She could have taken or drove us back into port again.

I have almost given over hopes of seeing my Prizes any more. I am Glad however that I have got all their Arms and amunition. I lost one of the Ships and one of my own Boats in carrying the People and things from one Vessel to the other but happily no lives were lost. It was in Latt: 42 and Long: 55 that I took them. If the Admiral does not send me to that out of the way Place, Providence I may be Ready for another Cruise in a few days as I have only to wood and water and get a New bowsprit. I had pitchd away my bowsprit and sprit sail Yard in a Calm and Reeft him near three foot the day before I was Chased – Give my Love to the Family tell them they Shall hear more from me When I am More at Leisure. give my compliments to [Hugh] Montgomery [John] Rice [Alexander] Henderson [Thomas] Houston [Nathaniel] Boyce &c And believe me to be most Affectionately

Yours N: Biddle

P S I fear Nothing but what I ought to fear. I am much more Afraid of doing a foolish Action than of loosing My Life, I aim for a Character of Conduct as well as courage And hope never to throw away the Vessel and Crew merely to Convince the world I have Courage No one has dard to impeach it yet. If any should I will not leave them a Moment to doubt

1. Captain Nicholas Biddle Papers, 1771–1778, on deposit at HSP.
2. The date of the letter is based upon Biddle's statement, "Night before last I arrived here," and a news item in the *Newport Mercury*, June 17, 1776, stating that Biddle had arrived "Last Friday the 14th."
3. Esek Hopkins's official report to Congress was dated April 8, 1776. A deleted version of it, dated April 9, was first published in the *Pennsylvania Gazette*, April 17, 1776. In neither the original nor the printed version did the Commander in Chief mention Biddle or the *Andrew Doria*.
4. The *Two Friends*.
5. The *Oxford* carrying a company of the 42d Royal Highland Regiment, and the *Crawford*, with a company of the 71st Regiment.

6. The officers on board the *Crawford* were Captain John Smith and Lieutenant Robert Franklin of the 42d Regiment, and Captain Norman McLeod, Lieutenant Roderick McLeod, and Ensign Colin Campbell of the 71st Regiment. The wives of Captain McLeod and Ensign Campbell were also on board. Washington Papers, LC.
7. While Biddle refers to the chase as a frigate, it was probably H.M. Sloop *Merlin*. Her journal reads:
 A M at 4 weigh'd & came to sail - Gave Chase - 6 sail in sight at 8 Rhode Island Light house NbE $\frac{1}{2}$ E 4 or 5 Leagues P.M. in T Gallt Sails at 5 in 1st Reef of the Topsails at 8 fir'd 9 Guns to bring too a Sloop lay'd the Maintopsail to the Mast at 11 In 2d Reef the Topsails down Jibb & Main T staysail.
 PRO, Admiralty 51/604.

COMMODORE ESEK HOPKINS TO CAPTAIN ABRAHAM WHIPPLE ¹

Sir

Newport June 16th 1776

You are to go to Sea with your Ship as soon as possible and Cruise till your Provisions are out or you have weaken'd your Ship by Manning Prizes so as to make it unsafe to Cruise in such places on our Coast as you may think will be most likely to intercept the Enemies to the United Colonies - And you are to take and send into Port for tryal all Vessels belonging to or bound to Great Britain and all other Vessels with any british property onboard, and all Vessels that you may Suspect have a design of Supplying any of the British Army or Navy, or the Enemies to the United Colonies -

You are to Send your Prizes into the first Port you can with most Safety within the United Colonies, and transmit to the Marine Committee or their Agents, or to me an account of your Circumstances as often as may be -

If you take any Transports you are to take the principal Officers onboard your Ship - If by distress you are obliged to put into any port where the Congress have no Agents, You are to draw on the Treasurers of the Congress, or on me, or on any of the Agents for what Sum is sufficient to Repair your Ship or for Necessarys.

E. H. Cr in Chief ²

1. Hopkins Letter Book, RIHS.

2. *Ibid.*, same order issued this date to Captain Nicholas Biddle, *Andrew Doria*.

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL ¹

Sir/

New London June 16 1776

as I Imagine Mr [Levi] Hollingsworth can Obtain your Consent to let the Cannon go, he will want Shott, also and now send you an Accot of the Number of Shott left hear by Commadr Hopkins - Vitz

1700 of 18 l wt

1100 of 12 wt

2297 of 9

1260 of 6

the Number and Size of Cannon I Sent you before - I am Sir [&c.]

Nath Shaw Jun^r

P S we have the Carriages made for all the Large Cannon - do you think it will be best to have the Nine Pounders Mounted -

N S

1. Conn. Arch., 1st Series, IX, 303, ConnSL.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, June 16, 1776.

As it is and may be of great Importance, to have a Communication with the Jerseys and Long Island, I have had several Flat Bottom Boats built for the purpose, and have thoughts of getting more for Passaic and Hackensack Rivers where they may be equally Necessary for the Transporting our Army, or part of it occasionally, or succours coming to or going from it. I am etc.

1. Fitzpatrick, ed., *Writings of Washington*, V, 142, 143.

GEORGE WASHINGTON TO MAJOR GENERAL ARTEMAS WARD ¹

[Extract]

New York, June 16, 1776.

Sir: I am now to acknowledge the Receipt of your Favors of the 27th. Ulto. and of the 3rd. and 6th. Inst., and in Answer to the First, think you was right in your Direction to Mr. [William] Bartlett, about the Brigantine *Hannah*, as Mr. [Robert] Morris had wrote for one.

The two Schooners, considering their Force and Number of Men, certainly behaved extremely well in repelling the Attack, made by such a Numbers of Boats, and it is only to be lamented that the Affair was attended with the Death of Captain [James] Mugford. He seemed to deserve a better Fate.

I have inclosed two Letters for Major Small and Charles Proctor Esqr. supposed to be at Hallifax; which being wrote with a Design to procure the Inlargement of Captn. [Francis] Proctor, a Prisoner on Board the *Mercury* Man of War, or induce them to intercede for a more humane Treatment to be shewn him, I request you to forward by the first Opportunity, by Way of Nova Scotia.

I am this Moment favoured with yours of the 9th. Inst., advising me of the Capture made by the armed Vessels, of one of the Transports with a Company of Highlanders on Board, and I flatter myself if our Vessels keep a good Lookout, as the whole Fleet are bound to Boston which sailed with her, that more of them will fall into our Hands. This is a further Proof, that Government expected General Howe was still in Boston.

1. Fitzpatrick, ed., *Writings of Washington*, V, 143-44, 145.

GEORGE WASHINGTON TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

New York, June 16, 1776.

I have ordered a Ton of Powder, half a Ton of Lead, five Thousand Flints, some Cannon, intrenching Tools, and a Dozen whip Saws and Files, to be immediately sent you; which you will receive in two or three Days, with a List of them and every other Article sent from hence at this Time. . .

In Regard to a Person to superintend the Building of Gondolas, and other Carpenters to carry on the Work, I refer you to my Letter of the 9th. and shall only add, that they cannot be now had, every one qualified for the Business, being employed here.

P.S. The Whip Saws, I fear, can't be got. The Qr. Master says he has tried without Success.

1. Fitzpatrick, ed., *Writings of Washington*, V, 146, 147, 148.

JOHN HANCOCK TO THOMAS CUSHING¹

[Extract]

Philadelphia, 16 June 1776 Sunday.

I shall write you fully by the next Post, and also to Capt. [John] Bradford. I shall send all the Warrants to your Sea officers, etc. I want the Recommendations for the Marine Officers, etc. Next Monday Evening the Marine Board will perfect the most of the matters relative to the Ships, when you shall have the necessary Directions I shall send you an order for what Provisions you may want to be taken from the Commissary's Store. . . .

In my last I Sent you a List of the Captains with the Names of the Ships as far as we had then proceeded, since which the following Appointments have been made, Vizt.

Israel Turner	1st Lieut't	}	For the Ship <i>Hancock</i>
Joseph Doble	2d do.		Commanded by Capt.
Mark Dennett	3d do.		Manly.
Hector McNeill	Captain	}	For the Ship
John Brown	1st. Lieut.		<i>Boston</i>

Thomas Grenell to the Command of the Frigate *Montgomery* at N. York. . . .

McNeil and Brown are both here and will proceed down to you in a day or two.

1. *Proceedings of the Massachusetts Historical Society*, LX, 111, 112.

JOHN ADAMS TO JAMES WARREN¹

[Extract]

Philadelphia, June 16, 1776

You have been since called upon for Six Thousand Militia for Canada and New York. How you will get the Men I know not. The Small Pox, I suppose will be a great Discouragement. But We must maintain our Ground in Canada. The Regulars, if they get full Possession of that Province and the Navigation of St. Lawrence River above Dechambeault at least above Mouth of the Sorrell, will have nothing to interrupt their Communication with Niagara, Detroit Michilimachinac; they will have the Navigation of the five great Lakes quite as far as the Mississippi River; they will have a free Communication with all the numerous Tribes of Indians, extending along the Frontiers of all the Colonies, and by their Trinketts and Bribes will induce them to take up the Hatchett, and spread Blood and Fire among the Inhabitants by which Means, all the Frontier Inhabitants will be driven in upon the middle Settlements, at a Time when the Inhabitants of the Seaports and Coasts, will be driven back by the British Navy. Is this Picture too highly coloured? Perhaps it is; but surely We must maintain our Power, in Canada. . . .

I believe it will not be long before all Property belonging to British

Subjects, Whether in Europe, the W. Indies, or elsewhere will be made liable to Capture. A few Weeks may possibly produce great Things. I am, &c.

1. *Warren-Adams Letters*, I, 257-58.

DAVID BEVERIDGE TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gent'n: Philad'a, June 16, 1776.
 Having lately sustain'd a very heavy loss, by a vessel of mine, from Hispaniola, being run by the pilot on the Chevaux De Frize, whereby most of the Cargo hath perished, & what remains render'd totally unfitt for use, which proves a great injury & Stoppage to my traffick, having made no Insurance whatever. I flatter myself, therefore, if this matter were laid before the Congress by your Board, that permission might be obtain'd for me to load a Vessel with this Country produce to the place from whence he came, whereby I might, in some measure, repair the damage I have so unfortunately sustained, & probably thereby have it in my power to procure such artickles as would be usefull to the present cause. I am, Gent'n [&c.]
Da. Beveridge.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 602.

CAPTAIN LAMBERT WICKES TO THE COMMITTEE OF SECRET CORRESPONDENCE
 OF THE CONTINENTAL CONGRESS ¹

Gentlemen, On Board the *Reprisal* 16th June 1776
 I received your orders and Instructions by Mr. [William] Bingham the 13th Inst but the Shallop with the Provisions did not Arrive till this day, We have now got all the Provision on board both from the *Wasp* & Shallop -
 You may depend on my best endeavours in your Service to prosecute this Voyage with the Most expedition and Advantage in my power my People, all to two are in good health, & the Officers are well Satisfied with this Cruize, hoping thereby to Render their Country an Assential Service, as well as themselves - There is now One two Decker, two Frigates, one Twenty Gun Ship & a sloop of War Lying in Old Kiln Road & we are waiting an Oppertunity to get out by them wth impatience so that you may depend on our Embracing the first favorable oppertunity of getting out & proceeding on our intended Cruize. from Gentlemen [&c.]
Lamb^t Wickes

1. Papers CC (Letters addressed to Congress), 78, XXIII, 289, NA.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN GEORGE MONTAGU,
 H.M.S. *Fowey* ¹

Whereas Robert Eden Esquire Governor of Maryland has acquainted me that he can no longer remain in his Government, now in open Rebellion against the King, with any degree of safety to himself, or advantage to His Majesty's Service; and that he has obtained permission from the Committee, assuming the Government of the province, to leave the Colony, upon condi-



William Moultrie.

tion that any of His Majesty's Ships which may be sent for him do not commit any Hostilities whilst upon that Service.

It is therefore my desire and direction to you, that you proceed forthwith in his Majesty's Ship under your command to Annapolis, and by a Flag of Truce acquaint the Governor that you are come to receive him and his Servants on board, as well as any other well affected subjects to His Majesty that may claim your protection.

You are also to comply with assurance the Governor has given, and not commit any Hostilities upon the Rebels whilst on that service, as long as they observe the same conduct with respect to His Majesty's Ship or her Boats:

But if any insult whatever should be offered to either, you are at liberty to act against them as you may think proper.

But if the Committee should have altered their mind with respect to the Governor, and refuse him permission to leave the province, you are in that case to use your utmost endeavours to destroy the Town and otherways distress the enemy by every means in your power.

As the *Fowey* is much wanted for the imediate protection of Gwins Island, It is expected and required of you to use the utmost expedition on this Service, & remain no longer at Annapolis than is absolutely necessary to receive the Governor and his people on board, when having so done you are to return hither and join me at this place.

Given under my hand on board his Majesty's Ship the *Roebuck*
at Gwins Island in Virginia the 16th June 1776
A S Hamond

1. Hamond, Orders issued, 1776-1777, UVL.

COLONEL WILLIAM MOULTRIE TO BRIGADIER GENERAL JOHN ARMSTRONG ¹

Sir, Sullivan's Island, 16th June, 1776.

Col. Thompson ² is now with me, and informs me that he has taken particular notice of the movement of the enemy, he observed about 10 o'clock, 200 grenadiers, and a small battalion, (which he imagines came from Dewee to cover the landing of the rest) where they posted themselves, about one mile from our advanced guard, and waited until about seventeen hundred men were landed. They then marched off to Dewees' Island, he observed every six men carried something like a tent; they are still landing as fast as the boats can bring them. Col. Thompson begs that he may have at least his own men which are over with you (one hundred) without whom he cannot undertake to prevent their landing on this island, should they attempt it. We are all in high spirits, and will keep a good look out to prevent a surprise. Col. Thompson requests as a favor, if you have time, that you would come over and take a ride on the island to observe what a length of ground we have to defend. I am yours, &c.

William Moultrie.
Col. 2d regiment.

1. *Moultrie's Memoirs*, I, 156-57.

2. William Thompson, Colonel of South Carolina Rangers.

BRIGADIER GENERAL JOHN ARMSTRONG TO COLONEL WILLIAM MOULTRIE ¹

Dear Colonel,

Haddrell's Point, 16th June, 1776.

I shall do my utmost to comply with yours and Col. [William] Thompson's request, respecting the residue of his regiment, no passage over, unless you can send some boats in the morning. I wish the situation of the bridge may not be fatal to us, as we must assist each other. Let Mr. [Ferdinand] De Brahm ² be early to work there, as it must be defensible. Does not the movement of the enemy towards Dewees' look like an intention to use one of the creeks towards Haddrell's, probably Bolton's landing? I expect Gen. Lee early here to-morrow. Dear Col. be vigilant, keep your troops alert; I see no reason why you may not also reinforce Col. Thompson; nay, if they appear indeed to land on Sullivan's it must be done, and the point at the island where they may best land, prudently and vigorously defended at all events. Let the Col. know this.

May Heaven attend you all

John Armstrong.

1. *Moultrie's Memoirs*, I, 157-58.

2. French engineer, later commissioned major in the Continental army.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Sir

I take this Opportunity by the return of a Boat from Mr. Knowles, which brought the Armourer belonging to the *Lady William* Schooner, to acquaint You that the Thirteen Inch Mortar on Board the *Thunder Bomb*, was Yesterday in a few Hours after the Accident, made fit for Service by the Armourer of this Ship; I have also the Pleasure to inform You, that this Morning, the Boats of the Squadron forced a Large Sloop on Shore, near Stono Creek, mounting Ten Four Pounders, Laden with Powder, Amunition, Rum and Sugar from St Eustatia; but as the Rebels had Scuttled Her, We set Her on Fire and She Blew up.

all the Ships are ready, and Hope to have the Honor of Hearing from You soon, and of being informed of your Plan of Operations. In my Signals I mentioned the first of the Flood as the proper Time for placing the Ships against the Batteries, but on consulting a Pilot who came to Me this Morning from Savannah, and who has been a Pilot Here for many Years, I am now of Opinion, in which all the Masters concur, that the pitch of high Water will be the best Time. Shou'd You find the Rebels determined to oppose Your Descent on the North End of Sulivans Island, and You cannot Land on any other Part, the Ships will not then be above an Hour or Two Engaged, before the Water will fall sufficiently where You are, for You to pass from Long-Island; I have made such a Disposition of the Ships, that I shall Hope, when they are driven from Their Batteries, to cut off[f] the Retreat of many of Them - I most heartily wish You Success, and have the Honor to be Sir [&c.]

P: Parker

Bristol 16 June 1776

1. Sir Henry Clinton Papers, CL.

NARRATIVE OF MAJOR GENERAL HENRY CLINTON ¹

[Off Charleston, June 7 to June 16, 1776]

But hard Gales and contrary Winds prevented our passing the Bar before the 7th of June, when the Frigates and great Part of the Transports got over into five fathom Hole, leaving the Commodores & a few other heavy Ships without. I had now an opportunity of reconnoitring the Islands to the Northward of Charles Town, & immediately embarked in a small Sloop for that purpose. It took me two days to make the necessary observations. The Result of which was, that a landing on Sullivan's Island without the Bar in face of the Enemy would be attended with considerable Hazard on account of a violent Surff which constantly beat on the Shore; but that we might easily get Possession of long Island, which was not held by the Rebels in any force, and communicating with the main by Creeks navigable by Boats of Draft was but a small distance to the northward of the other; to which it was confidently reported by the Pilots to be in a manner joined by a Ford passable on Foot at low Water. Therefore upon consultation with the Commodore Lord Cornwallis and the Generals this was looked upon as the properest Place to forward our Cooperations from with the Fleet; and our whole Force was accordingly assembled on Long Island on the 16th of June (except some Recruits who were left on board the Transports for a deception). Violent & contrary winds preventing the Transports & other Craft from getting up to the Island, this was the soonest it could be effected.

1. Manuscript history of the Revolution by Sir Henry Clinton, CL.

JOURNAL OF H.M.S. *Bristol*, CAPTAIN JOHN MORRIS ¹

[June 1776] Five fathom Hole Within Charles Town Bar
 Sunday 16th At 4 A M saw a strange Sloop to the Southward At 5 Do made a Signal for all Boats, Mann'd & Arm'd at 7 Do perceiv'd the Sloop to Tack & stand in for the Shore At 8 Do saw the Sloop run on shore 6 or 7 Miles to the Southward of the Bar Do saw all the Boats standg towards the Sloop 1/2 past 11 Do the Sloop blew up At noon the Boats ret'd from the Sloop which prov'd to be the *Polly* Privateer of Ten four Pounders, loaded with Arms, powder & Rum she was set on fire by our Boats, after being Scuttled & left, by the Crew.

1. PRO, Admiralty 51/137.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 16th The Sloops and small craft were sent out of Spences Inlet to bring in the Troops from on board the Transports, and part of the Forces land through a high surff on Long Island.

1. Sir Henry Clinton Papers, CL.

17 June

JOURNAL OF H.M. SCHOONER *Magdalen*, LIEUTENANT JOSEPH NUNN¹

June 1776 Off Three Rivers

Friday 14 A M at 3 Weighd and came to Sail at 8 came too off Trois Riveres found riding here his Majesty's Ships *Blonde* & *Triton*, with 20 Sail of Transports, Saluted Commodore Douglas with 13 Guns,

Saturday 15 at 9 A M Weighed and came to Sail
First part little Wind lattr fresh gales,
at 8 P M brought too in the Narrows beloe Sorel ½ Past Weighed & came to Sail P Signal in Company with the *Martin* & [2]0 Sail of Transports, & Armed Ships Brought too a Breast of Sorel in 6 fm Water

Sunday 16 Off Sorel

at 5 A M Weighed and run nearer in Shore, ½ past brought too a Brest of Sorel Moor'd the Vessel with the Ketch Anchor & Hawser

Little Wind & fair Wr P M Sail'd for Montreal His Majestys Ship *Martin* & Several Sail of Transports,

Monday 17 A M Fired one Gun & made the Signal for all boats to assist Landing Troops &c.

1. PRO, Admiralty 51/4252.

PETITION OF GILBERT HARRISON TO THE MASSACHUSETTS GENERAL COURT¹

Colony of Massachusetts Bay

To the Honble The Council & House of Representatives of sd Colony in
Genl Court Assembled at Watertown June 17th A. D. 1776

Gilbert Harrison of Georgia Mariner & late Master of the Sloop *St John*, burthen about 90 Tons and own'd by Messrs Coddington, Morris, and himself, was taken by the *Scarboro* Man of War, on her passage from Santa Croix to Georgia, the Sloop was Loaded with fifty Barrels & Sixteen half Barrels of Gunpowder, Ten Cask of Nails, One large Bail of the best Paper, Twelve bolts of Ozenbrigs, Six Do of Duck, Twenty four Do of Canvas from No 1 to No 4, One large box of striped Checks, Seventeen packages of Coarse blew cloth & One hundred & seventy pounds of Coffe, which goods excepting the Gunpowder, was taken out of the Sloop and put on board the Scooner *Volante*,² which was retaken at Cape Cod in the Month of April last past by Capt Smith & others with the goods aforesd On board her. The Sd Gilbert was carried to Halifax in Nova Scotia, & there he was put on Shoar, from whence about five Weeks ago he made his Escape, And hearing the *Volante* with her Cargo was retaken, by sd Smith, and Monday & others, he travaild as fast as he could to Plymouth to lay in his Claim to the goods aforesd but did not Arive there but one Day before the Judge of Admiralty decreed sd Schooner & Cargo forfeited to the Captors who refused to Admit the sd Gil-

berts claim to the goods aforesd the Same not being Made five days before the time of Tryal Agreeable to Law, but as that was a thing impossible to be made by the sd Gilbert His only relief in the premise can be had from your Honrs If he had time he could clearly prove his property in sd goods, but at present being about thirteen hundred Miles distant from his Wife & children at Georgia he would be contented, to have so much Money out of the proceeds of sd Cargo, (wch is not as yet sold, being condemned but last Wednesday) as would procure him a Horse, & pay his expences to Georgia, or be otherwise reliev'd in the premises as in your Wisdom & goodness seem best, and as in duty &c.

Benjn Kent for the Petr ³

1. Mass. Arch., vol. 209, 304.
2. The *Violenti* was taken February 1, 1776, at sea in ballast, and the *St. John* on February 4 off Tybee bar, Shuldham's Prize List, April 24, 1776, Volume 4, 1228.
3. On June 19 the General Court resolved:

that the Judge of the maratime Court held at Plymouth, & the Captors stay all further proceedings on said Condemnation; And that the said Gilbert Harrison be allow'd to file his claim of the goods aforesaid before said Judge within five days after passing this resolve, & that thereupon the said Judge notify the trial of said claim in like manner as original trials of Captures are by Law to be notified, and that the said Judge be served with a copy of this Resolve.

Mass. Arch. vol. 35, 62.

JOHN BRADFORD TO JOHN HANCOCK ¹

Dear sir

Boston 17th June 1776

I have not been Able to procure more than abot 50 Charldron Coal, I apply'd to Gen Ward for liberty to take part of the White Haven Coal in this town but he tells me its not in his power to Grant my request I have wrote to Commr Hopkins agreeable to your directions. and the day his vessell arrives I will dispatch her with the Coal vessell,² I have sent to Dartmouth in quest of some & have hopes I shall Succeed

I have wrote to the Several Agents to imediately prepare their Accots for Settlement., but have personally Apply'd to Mess Glover and Bartlet they reply its impossible for them to Settle till they know from Philada he amot of the ordnance Brig's Cargo with that of the English Goods taken out of a prize by order of the General, when it Shou'd be Convenient please to order them Accounts forward.³ I have directed the Capns of the small Navy to make this port their Rendezvous, a [prize] ship is now coming in wch we suppose to be one of the transports ⁴ [By] next post will give you the particulars in the Interim I am with Greatest Respect [&]

Jn Bradford

On the Service of the united Colonies –

1. Walter Fuller Don Collection, SI.
2. See Esek Hopkins to Bradford, June 18, 1776, advising that Captain John Paul Jones, in the Continental sloop *Providence*, has been ordered to Boston as an escort for the coal ship.
3. Washington's agents wanted to know the amount of the invoice of the ordnance brig *Nancy*, and the value of the goods taken from the ship *Concord*, both captured in late 1775 by Capain John Manley in Washington's schooner *Lee*.
4. See Bradford's second letter of this day.

JOHN BRADFORD TO JOHN HANCOCK ¹

Dear sir

Boston 17th June 1776 –

Since I clos'd my Ltr the Boat which I sent down to Nantasket is Return'd, And David Spear Reports, that the Ship & Brig have 200 Soldiers on board, our privateers (five in number) engaged them the greatest part of yesterday at sea, but could not Conquer them, they all left them, finding the transports Arm'd to get into Boston, precautions were taken below (as their happen'd to be a Comme at the Light house Island) not to suffer any boats to go out, the vessells Ran in the first of the Ev'g and was follow'd by our Cruisers, when another Smart engagement took place, they defended them selves till their Major was Shot Dead when they struck ²

their Colonel & the officers are now on their Passage up to town. We had only four men wounded, what number theyve lost I know not. I Congratulate you and my Country on this happy Event may our arms still prove victorious. I am [&c.]

J Bradford

1. Walter Fuller Don Collection, SI.

2. The transports *Annabella* and *George*, carrying Lieutenant Colonel Archibald Campbell and two companies of the 71st Highlanders.DAVID COBB TO ROBERT TREAT PAINE ¹

My Dear Sir

Boston June 17th 1776

Agreeable to promise in my last I now send you a Journal of the last week & hope to continue it in future.

Monday 10th In the course of the Afternoon sundry Transports arriv'd to the Ships below with the Highland Troops on board under the convoy of 2 Men of War; Likewise receiv'd Intelligence that two Sugar Ships were bro't into Providence & New London, & a Barbadoes Rum Vessel carried into Plymouth. – The Fortifications going on with alacrity, but great uneasiness that we can't remove the Ships from below; for which we are now preparing. –

Tuesday 11th Leave was obtain'd to go, with a Flagg, on board the Commedore's Ship to endeavour the exchange of the Prisoners of the *Yankee Hero*; the Commedore treated the Flagg with the greatest politeness & promis'd to use the utmost of his influence to obtain an Exchange. – The Capt 1st Lieutt & 14 privates of the Brig were wounded & 5 killed – a warm engagement. – The whole Crew consisted but of 36. –

Wednesday 12th Nothing material

Thursday 13th The Town was guard'd last night to prevent any communication to the Ships, & it is intended tonight to take possession of three heights that surround the Shiping, viz. The East head of Long Island, the East head of Pettick's Island & Nantaskett Hill; & parties of 500 Men each are drafted for the seperate post[s], exclusive of Volunteers & Militia. The Town in great confusion from the beating of Drums for Volunteers, rattling of Cannon &c, & my Chamber partakes of it in

proportion, where you can't have admission without asking Liberty from bundles of Raggs, Surgeon's Instruments &c. – My station Sir is on Pettick's Island, where, you must note I attend in the Rear. –

Fryday 14th We sett sail from the Long Warf last night half after Nine, but for want of Wind, loosing our Way &c never arriv'd to our Station 'till day. – The Nantaskett party were in the same scituation – The party on Long Island only succeeded where they erected a Battery & by six in the Morning began to play on the Ships, & altho' at a great distance yet the Cannon were so well serv'd that they took the Topmasts from two of the Transports & a Topgallant Mast from a third, upon which the Fleet immediately up Killeck & stood out to sea; The Commedore now & then, in the fullness of his Wrath, popping a Gun at the people on Nantaskett as he pass'd, whilst they from the open Hill were returning the Compliment. – The Enemy blow'd up Lighthouse in their retreat. – We are now, Thank God, intirely free from pyrates & in possession of the finest Harbour in the World, which we are endeavouring to secure by fortifying the Islands.

Saturday 15th Lodg'd last night at Brigadier [Joseph] Palmer's in German-town. – the Brigadier & Family desire their Compliments. – return'd in the afternoon to Nantaskett – soon after embark'd for Boston; but having a piece of Artillery to take in from one of the Islands, we were detain'd all Night upon the Water – bad fair – but Soldiers must never complain. –

Sunday 16th Return'd to Boston where we have the disagreeable report of General [John] Thomas's Death by the small pox, & the bad scituation of our Army in Canada. – May God soon grant a different aspect to our public affairs in the North. – firing in the Bay – a Ship two Briggs & two Schooners are seen off. – the Ship & one of the Briggs suppos'd to be prizes

Monday Morning. The above Vessells are at Nantaskett [but] have not receiv'd any Intelligence who they are – but still suppose some of 'em to be prizes –

Your Letter I receiv'd last Wednesday & shall endeavour the return of an Answer by Wednesday's post – Our Friends at Taunton are well – don't forgit sending papers or pamphletts that are usefull – if you have a proper conveyance, do be so good as to send me, Cullen's Materia Medica – We cou'd wish that a Commander in Chief for this department, might be without any connections in the Provence – I am Dear Sir [&c.]

David Cobb

1. Robert Treat Paine Papers, MassHS.

DR. SAMUEL COOPER TO JOHN ADAMS ¹

[Extract]

Boston 17. June. 1776. Monday

. . . I am now to congratulate you on the Accomplishment of your Wishes. Every inimical Flag is remov'd from us, and we have at last the compleat Possession of our Harbor.

I had urg'd, ever since the British Troops were driven away, an Attempt of this Sort. It was delay'd, from an Apprehension that it would be most prudent first to have our defensive Works near the Town compleated, till last Thursday. The Plan was well laid, and kept as secret, & executed with as much Success as Circumstances would allow – On that Morning the Town was all in Motion, a large Detachment from our Troops here, and a Number of young Gentlemen in from this & the neighboring Towns, Volunteers, marching in good Order, receiving Ammunition &c from the publick Stores & preparing to embarque with Cannon, a large Mortar & other Implements of War – In the Afternoon the Embarkation was made in high Spirits, but without the least Confusion. They were to act in Concert with a large Detachment from the Militia of Hingham Braintree, Weymouth &c. The Design was to take Possession of Long Island Head, Pettuck's Island, a Post near Point Alderton, & one or two more as Circumstances might require, and to cannonade the Ships lying in Nantasket by Day light on Friday Morning. All were in Hopes of a strong East Wind which had it happen'd would probably have given us the Possession instead of the Removal of the Ships. But no one could foretell how the Wind would blow, and there was no postponing an Enterprize of this Kind after it was begun, & must be known to the Enemy. This Night was calm & dark, the only Time we could employ in getting to our Stations without Discovery by the Enemy. The Men however arriv'd there; but some of the Cannon and other Artillery could not before Day. As good Breast Works were thrown up as the Time would allow.

There lay in Nantasket, Commodore Banck's in a fine fifty Gun Ship – the *Milford* Man of War – the *Yankee Hero* lately taken by the last, and Seven large Transports, lately arriv'd with High landers, Dawson's Arm'd Brig,² & two Schooners: The Highlanders were suppos'd to be Seven hundred at least. The Cannonade began at Day light from Long Island Head, accompanied with Shells – The Commodore immediately made a Signal for the whole Fleet to remove – They went off in the greatest Precipitation, leaving on Georges Island where there had been an Encampment a large Number of Water Casks, some Sheep & Goats, and some sick in the House. They blew up the Light House as they pass'd by it, and the Commodore lay to below it, to repair as was judg'd by their Movements the Damage He had receiv'd from our Shot at long Island, & near Point Alderton. We have now not a British Ship of War in any Harbor, nor a British Soldier uncaptivated in all N.England. It is remarkable that the Port of Boston was thus open'd on the very day it was shut up two Years ago; for you remember that from 1 June 14 Days of Grace as they were called, were allow'd.³ I hope we shall make the best Improvement of the Opportunity we now have to secure our lower Harbor – if this is done we shall have as commodious & safe an Harbour as any in America. — While I am writing a Gentleman comes in & informs me of the first Fruits of this Opening the Harbor. Two or three small Privateers engag'd Yesterday & last Evening in our Bay, a large Ship & Brig – they were not able to carry

them – The Ship & Brig stood for Nantasket thinking it in the Command of the British Fleet. They are taken by our Posts – & prove to be Transports from Scotland – 210 Highlanders on Board – Col [Archibald] Campbell who commands one of the Battalions is our Prisoner – A Major was kill'd in the Engagement with the Privateers. We have now 310 highlanders Prisoners – Adieu –

1. Adams Papers, MassHS.
2. Captain George Dawson, in H.M. Sloop *Hope*.
3. *Boston Gazette*, June 17, observed:

It is worthy of special note that the 14th of June, 1774, was the last day allowed for trading vessels to leave or enter the port of Boston, through the cruelty of a British act of Parliament; and that the 14th of June, 1776, through the blessing of God upon the operations of a much injured and oppressed people, was the last day allowed for British men of war, or Ministerial vessels, to remain or enter within the said port but as American prizes. Thus has Providence retaliated.

DIARY OF EZEKIEL PRICE ¹

Monday, June 17. – Last night, two transports, a ship and a brig, from Scotland, with about two hundred and twenty Highlanders on board, were chased by three or four of our privateers into Nantasket, where they were both obliged to strike to the American flag. The ship had about seventeen killed and wounded. Lieutenant-Colonel [Archibald] Campbell and a number of other officers are among the prisoners. Major Menzies was killed in the engagement. Was at Boston, and saw the officers landed on the Long Wharf: they pased up King Street, in their way to General Ward's. Great number of spectators were in the streets at the same time.

1. *Proceedings of the Massachusetts Historical Society*, 1st series, VII, 258.

JOSIAH QUINCY TO JOHN ADAMS ¹

[Extract]

[Braintree] 17 [June]

Went to Boston, and had the Pleasure of conversing a few minutes with Lieut Colo Campbel of the Highlanders, at General Wards: – He appeared to be well bred, spoke extreme good English, rendered disagreeable by those haughty Airs which are characteristick of his Country.

1. Butterfield, ed., *Adams Family Correspondence*, II, 9–11. Continuation of June 15 letter.

MISS POLLY PALMER TO JOHN ADAMS ¹

[Germantown] 17th [June 1776]. Monday

Yesterday several of our Privateers fell in with and engag'd a large Ship of Force and a Brig. The two latter Maintain'd a kind of runing fight from Seven in the Morning till late at Night, still standing in for the Harbour which they were permitted to enter followed by the Privateers. About 11 oClock at Night the Engagement was renew'd between the Vessels with great fury. I think I never saw such firing before. The flashes were almost without Intermission. At 12 they Yeilded to us having both run Aground during the fight. They had 200 Highlanders belonging to Fraziers Regt.

1. Butterfield, ed., *Adams Family Correspondence*, II, 9–11. Continuation of June 15 letter.

COTTON TUFTS TO JOHN ADAMS¹

[Extract]

Dear Sr.

Weymouth June 17. 1776

Our vast Extent of Territory requires a great Land Force to defend it. The Spirit of Commerce and Privateering already operates to render the Difficulty of raising Soldiers great. If I am right in what is advanc'd, and as the grand Struggle will soon ensue and it is incumbent on us to make the best Defence that we are capable off, Might it not be of general Utility to prohibit any Vessells from going foreign Voyages and all others from Province to Province except such as can pass safely within Shores. No more Privateers to be fitted out – except such as are contracted for by the Colonies or Continent – I mean for a limited Time. The great Numbers of Provision Vessells taken from us by our Enemies, strengthens them in a most essential Point, and the Men taken in them are lost to us (perhaps for ever). I have thought, that it would have been for the Interest of the Colonies to have borne the immense Expence of Land Carriage for Provisions rather than to have risked them by Sea. Connecticut might have supplied us and what Connecticut was drained off New York might have supplied and what New York, Pennsylvania and so on – the one handing the other Provisions to be transported where most wanted. The non Exportation of Provisions to the West Indies, would probably oblige them to come to our Ports for them – in this Case we should be sure of running no Risque.

To encourage Soldiers to enlist might not the offer of 100 Acres of Land to every Soldier that would enlist during the War be a good expedient? Such offer to be made upon the Condition of his Fidelity and our finally succeeding in the Contest

About 4th or 5th. Inst. a Jamaica Vessel taken by some of the Continental Cruisers arrived at Marblehead. About the same Time another of 700 Tons at Dartmouth richly laden with Jamaica Produce.² On the 7th. the *Yankey Hero* of Newbury Port (Capt. Tracy Commander) was taken by the *Lively Man* of War after an obstinate Engagement of 1 & $\frac{3}{4}$ of an Hour.³ The *Yankey* had 4 Men killd and 11 or 12 Wounded, she was fitted for a Cruize to the West Indies and was coming to Boston to take on her Compliment of Hands, at the Time of the Engagement she had not above 35 or 36 Men as I have been informd. . . .

On the 8th. the Continental Cruisers from Cape Ann took a Transport with upwards of 90 Highlanders and sent her into Marblehead.⁴ On the same Day a Vessel from Barbados arrived at Plimouth taken by a Privateer of Capt. Derby's – she was bound to Hallefax on the Kings Accountt loaded with Rum.⁵ The Vessel with Highlanders was from Scotland, being part of a Fleet of 30 Sail bound to Boston with which she parted some Days before, and was led into a Trapp by the Jamaica Prize who kept Company with her for some Time and undertook as she was a Stranger to pilot her into Boston; as the Scotchman was entering Marblehead he smelt a Rat and sheerd off – but too late to escape. . . .

The highland Soldiers brot their Wives and Children being promis'd 1 House and 100 Acres of Land on their Arrival and *no Doubt the Stock on our Farms* – the Women bro'tt their Milking Pails and plenty of Seeds to sow the Land. (Better late than never.)

It was determin'd to take Possession of the East End of Long Island, Petticks and Hull, all on the Evening of the 13th. The Artillery and Forces for Long Island reach'd there in Season. By Reason of a Calm, the Plan with respect to Petticks fail'd and the Cannon for Hull did not get down there untill 9 the next Morning. On L. Island 1500 or 2000 Soldiers and Voluntiers, as many on Hull. On the Former a Breast Work was erected and a Battery form'd by the next Morning mounting 2 or 3 Heavy Cannon and a Mortarr, on the Latter the Works were begun and an 18 Pounder carried over the Hill about 9 the 14th. at Day Break the Battery on L. Isld. opend on the 50 Gun Ship and other of the Enemy's Vessells then laying between Petticks and Georges Isld. They soon address'd themselves to Flight. This Battery was too far distant to do much Execution – had Works on Petticks and Nantasket been compleated according to a previous Plan, the 50 Gun Ship and a greater part of the Vessells must have fallen a Prey to us, for it was very calm. You could hardly Sea the Motion of the Ship. My Curiosity led me up Hunts Hill from whence I could see the Movements. It was 12 or 1, before she got to the middle of Hull. Here she was harrass'd with an 18 Pounder from Lorings Hill which oblig'd her to make all possible speed. The Boats were man'd to Tow her down and at length she made of with 16 other Topsail Vessells and 4 smaller. The Ships of War kept a perpetual Firing on Hull in their Way down, but no Life was lost on our Side nor One wounded. – Thus on the 14th of June 1776 the Harbour of Boston was cleared from every Ship of War and other Vessell belonging to Great Britain – it being just Two Years since it was blocked up (If I remember right). The Light House they blew up before they went off.

Last Night we were alarm'd about 9 with the firing of Cannon suppos'd to be at Nantasket and about 11 with a heavy cannonading and firing of Small Arms which lasted untill near 12. Yesterday a Ship and Brig were seen steering for the Harbour and 4 or 5 small Privateers in Chase of them maintaining a runing Fight. About Sun Set the ship and Brig were making their Way to the Light, about 9, they had got up to Nantasket and were saluted and orderd to come on Shore, the Brig catch'd on Chamberlains Rocks, the Captain and 4 sailors came on Shore, the Ship continuing her Course up, the Tide rising clear'd the Brig and she followed after the Ship notwithstanding she had struck to the Fort. The Privateers who had been galling them all day came up and a smart Engagement ensued between them [and] the Ship and Brig (the Ship is said to have mounted 14. Guns) but at last they were oblig'd to submit and they were found to be Two Transports from Scotland, part of the aforementioned Fleet having on Board each 70 or 80 Highlanders with some Women and Children. One Major and 8 Sailors or Soldiers were kill'd in the Transports and [. . .] Wou[nded] on our Side.

The Captain of the Brig and Hands who came on Shore at Nantasket could not believe that Boston was in our Possession – they had not the least Idea of it. The Soldiers say that they had from 10 to 12 Guineas to enlist besides the Promise of 100 Acres &c. I am not without Hopes of our entertaining some more of these Gentry. It appears from the Accounts of these and the former Vessell that the Fleet was parted in a Storm. – We have now a good Fort on Fort Hill, Noddles Island, Pulling Point, Castle Island, Dorchester Point, and new ones erecting on East End of Long Isld. and Nantasket, 2 Row Galleys building, and a Plan forming for immediately erecting a Foundery. . . .⁶

1. Butterfield, ed., *Adams Family Correspondence*, II, 17–19.

2. The *Lady Juliana* and the *Reynolds*, taken by the Pennsylvania privateer sloops *Congress* and *Chance*.

3. The *Yankee Hero* was taken by the *Milford*, not the *Lively*.

4. The transport *Anne*, with Highland troops, taken by Washington's schooners *Lee* and *Warren*.

5. Probably the brigantine *Fanny*, *New-England Chronicle*, June 20, 1776.

6. Adams replied to this letter on June 30: "The Intelligence you give me of your Success in ferretting away the Men of War, is some Consolation for the melancholy Account we have from Canada." *Adams Papers*, MassHS.

"EXTRACT OF A LETTER FROM AN OFFICER IN THE COLONY TRAIN AT NANTASKET, UNDER THE COMMAND OF COL. [THOMAS] CRAFTS, TO HIS FRIEND IN BOSTON, DATED JUNE 17, 1776."¹

My dear Friend,

I Promised to give you a short account of our transactions – We embarked with a part of Col. [Thomas] Marshall and [Josiah] Whitney's Regiment late on Thursday evening [June 13] for the lower harbour, under the command of Major [Paul] Revere. The whole expedition directed by General [Benjamin] Lincoln. Capt. [Joshua] Swan for Petticks Island, Major Revere and Capt. [Thomas] Melville for Nantasket: Capt. Balch for Hoff's Neck and Capt. [John Welsh] Edes for Moonhead, and Capt. [Edward] Burbeck of the Continental Train with 500 men for Long-Island head. – The night proved very unfavourable, by being a flat calm. The Continental troops from their nearness and the advantage of the tide reach'd their destination in season. From our distance and the tide against us half the way we did not arrive here till after sunrise. We expected to have found a breast-work erected; but to our surprise not a sod had been rais'd and not 100 men to support us. Tide of flood had been made and we could not get the vessel near enough to land the cannon. The Major reconnoitred and found the enemy's vessels all busy, we having no boats proper to unload, were obliged to attempt it in a flat-bottom'd one. We got a field piece on shore, but in getting one of the heavy cannon into the boat, which was entirely insufficient for so great a weight, fill'd and did not recover it till low water. The other piece with great difficulty we got on shore and mounted, which had like to have been too late. The continental train began firing, and the ships immediately got under way and anchored opposite the Light-House. – Capt. Swan arrived at Petticks Island about two in the morning, expecting, as we did, to find a work ready for his cannon. He went on

shore, but to his great mortification found not a soul there, nor any work thrown up: and having no small arms on board, but such as his officers had, he waited till day-light, and then sail'd for the Braintree shore to cover the ordnance he had on board. By order of the General he came down to us, and was much assisting in getting up our cannon on Quaker Hill, and giving them a grand salute. The Commodore lay foremost, and after firing the second shot he blew up the Light-House, and on our fourth round the whole fleet got under way a second time. Some of our shot we have no doubt struck him, as all the Boats in the fleet were sent to tow him off. He fir'd but one shot: but we pelted him till out of reach of our cannon. Thus we have got rid of a nest of scoundrels the very day two years they block'd the harbour up.

On Sunday afternoon [June 16] we saw a ship and a Brig. standing in for Light-House channel, chased and fir'd upon by 4 privateers, who frequently exchang'd broad sides. We suppos'd them to be part of the Scotch fleet, got every man to his quarters, and carried one 18 pounder to point Alderton, purpose to hinder their retreat, should they get into the road, opposite where we had 3 18 pounders. About 5 o'clock the privateers left them and stood for the southward, when the ship and brig crowded all their sail for the channel. Our orders were not to fire till the last got a breast of us. In tacking she got aground just under our cannon; when we hail'd her to strike to this Colony: They refus'd, and we fir'd one 18 pounder loaded with round and cannister shot, when she struck and cried out for quarters. We ordered the boat and Captain on shore, and then fir'd at the ship; but being quite dark, we suppos'd she had struck. By this time the privateers came up. A Capt. of the Highlanders in the Brig's boat came on shore. Some time after the ship got under way and stood for the narrows; when a fine privateer Brig. commanded by Capt. Harding of New-Haven, (Who we hear came in this bay on purpose to meet our old friend Darson [George Dawson]) and 5 schooners gave chase. The brig came along side, when a hot engagement ensu'd, which lasted three quarters of an hour, when the ship struck. The Brig. floating took advantage of the confusion and attempted to follow, both supposing the enemy in possession of Boston. We found them from Scotland, with Highlanders to join General Howe. The ship had on board 114, the Brig. 74. The former lost in the engagement Major Menzie[s], 8 privates and 13 wounded. The latter I killed by the privateers in the day—The privateer Brig. had 3 wounded, one suppos'd mortally.

1. *Connecticut Courant*, June 24, 1776.

“REPORT OF A COMTEE APPOINTED TO VIEW THE SEA COAST TO THE
SOUTHWD”¹

Plimouth, June 17th 1776

The Committee appointed to view the Sea Coast To the Southward of Boston have proceeded to a Place Called the Gurnet at the entrance of the Harbour of Plimouth, Kingston, Duxbury, and Marshfield – and Whereas

the State of our affairs are Such and the Harbour, with the height of Ground on Said Gurnet, (a plan of which we herewith inclose to your honours) beg leave to make the following report viz. we are of opinion that said harbour is of great importance to America in general and to said towns in particular that it is advantageously situated for the accomodation of such of our armd Vessels & others as hereafter may be obligd to take shelter therein. therefore Judge it necessary that said point be fortified. and that Eight piecis of Cannon four of twelves two of Eighteen pounders & two Six pounders with such a quantity of ammunition &c as this Court shall think necessary for that end. that a Company of one hundred men at least in addition to those now on duty at Plymouth be Stationed on said Gurnet for fortifying & protecting the same, which we humbly conceive will answer salutary purposes. all which is humbly submitted -

John Cuming Pr Order

1. Mass. Arch., vol. 137, 92.

ABIGAIL ADAMS TO JOHN ADAMS ¹

[Extract]

Plimouth June 17 [1776] a remarkable Day

Since I arrived here, I have really had a scene quite novel to me. The Brig *Defence* from Connecticut put in here for Balist. The officers who are all from thence and who were intimately acquainted at Dr. Lothropes, invited his Lady to come on board and bring with her as many of her Friends as she could collect. She sent an invitation to our Friend Mrs. W[arre]n and to us. The brig lay about a mile and a half from the Town, the officers sent their Barge and we went, every mark of Respect and attention which was in their power, they shewd us. She is a fine Brigg, Mounts 16 Guns, 12 Swivells and carries 100 & 20 men. 100 & seventeen were on board; and no private family ever appeard under better Regulation than the Crew. It was as still as tho there had been only half a dozen, not a prophane word among any of them. The Captain himself is an exemplary Man, Harden his name, has been in nine Sea engagements, says if he gets a Man who swears and finds he cannot reform him he turns him on shoar, Yet is free to confess that it was the sin of his youth. He has one lieutenant a very fine fellow, Smelden by name. We spent a very agreable afternoon and drank tea on board, they shew'd us their Arms which were sent by Queen Ann, and every thing on board was a curiosity to me. They gave us a mock engagement with an Enemy, and the manner of taking a ship. The young folks went upon Quarter deck and danced. Some of their Jacks played very well upon the voilene and German flute. The Brig bears the continental Colours and was fitted out by the Colony of Connecticut. As we set off[f] from the Brig they fired their Guns in honour to us, a ceremony I would have very readily dispenced with. . . .

I have just this moment heard that the Brig on which I was on board a Saturday and which saild yesterday morning from this place fell in with two Transports having each of them a 100 & 50 Men on board and took them

and has brought them into Nantasket road, under cover of the Guns which are mounted there. Will add further particulars as soon as I am informd.

I feel no great anxiety at the large armyment designd against us. The remarkable interpositions of Heaven in our favour cannot be too gratefully acknowledged. He who fed the Isralites in the wilderness, who cloaths the lilies of the Field and feeds the young Ravens when they cry, will not forsake a people engaged in so righteous cause if we remember his Loving kindness.

1. Butterfield, ed., *Adams Family Correspondence*, II, 13-16.

COMMODORE ESEK HOPKINS TO CAPTAIN NICHOLAS BIDDLE, CONTINENTAL
BRIG *Andrew Doria* ¹

Sir

Providence June 17th 1776

Mr [Elisha] Warner comes down and Mr [Philip] Brown. I think it will be best for you to Order Mr [Benjamin] Dunn to act as Lieutenant in the Room of Mr [James] Josiah ² and for Mr Browne to Act as Master – but think it will be prudent not to give a Commission or Warrant till we hear further from Mr Josiah – for if he returns he must have his old birth. I am your Friend

E H

1. Hopkins Letter Book, RIHS.

2. James Josiah, first lieutenant, and John McDougall, third lieutenant of the *Andrew Doria*, had gone prize masters, respectively in the Scotch transport ships *Crawford* and *Oxford*.

THEODORE FOSTER TO THE TOWN SERGEANT OF PROVIDENCE ¹

Colony of Rhode Island &c Providence ss –

To the Town Sergeant of the Town of Providence in the County of Providence. . . . Greeting

Whereas the General Assembly of said Colony have Erected a Court to try and condemn all Vessels that shall be found infesting the Sea Coasts of America and all Vessels belonging to any of the Inhabitants of Great Britain and brought into said Colony and have ordered that such Vessels shall be tried by a Jury to be drawn and empanelled in the Same Manner as Jurors are directed to be drawn and empanelld at the Inferior Courts of Common Pleas in said Colony: – And Whereas the ship called the *True Blue* with her Appurtenances and Cargo are brought into Providence in said County of Providence and is libelled in the Court aforesaid and said to belong to some of the Inhabitants of Great Britain and to have been employed for the purpose of Supplying the British Fleets and Armies now acting against the United American Colonies: And Whereas Thursday the Fourth Day of July next at the Hour of Ten in the Forenoon is the Time appointed for the Trial of said Ship her Appurtenances and Cargo at said Court then to be holden in said Providence

Therefore pursuant to the Act of said General Assembly You are hereby commanded forthwith to warn a Town Meeting of the Inhabitants of said Town of Providence on the 25th Day of June current to draw Petit Jurors out of the Box to serve in said Trial at said Court at the Time and

Place above appointed in such Manner as is Provided by the Laws of said Colony for Returning Jurors to Serve at the Inferior Courts of common Pleas: – And you are hereby further Commanded as soon as may be to give Notice in Writing to the Persons so drawn of the abovesaid Time and place set for their Appearance at said Court and to make Return of your doings hereon at or before the abovesaid Time of Trial with the Names of the Jurors so drawn and Notified upon the Penalty of Ten Pounds Lawful Money for Failure herein

Witness the Honble John Foster Esq Judge of said Court at said Providence this 17th Day of June A D 1776 – ²

Theodore Foster Clerk of said Court

1. Admiralty Papers, vol. 9, 1776, R. I. Arch.

2. *Ibid.*, similar orders, couched in the same words, were issued this day to the sergeants of the towns of Smithfield, Scituate, Cumberland, Johnston, Cranston and Gloucester; all in the county of Providence.

New-York Gazette, MONDAY, JUNE 24, 1776

Newport, June 17.

Last Friday arrived here from a cruise the brig *Andrew Doria*, Capt. [Nicholas] Biddle, who about 14 days before took two transports ships from Greenock in Scotland, having on board each 100 Scotch troops; Capt. Biddle took out the officers, navigators and sailors, to the number of 40, with all the small arms and baggage of value, manned the ships with his own men, and kept company with them 13 days; when, being a little without Nantasket shoals, they were chased by five vessels, one a pretty large man of war, upon which he ordered the prizes to steer different courses, and though the man of war chased him, night coming on he soon lost sight of them. We hope soon to hear of the prizes being arrived at some safe port. The prisoners brought in were landed here on Friday evening, who report that they were part of 33 sail of transports which left Greenock in company, having 3000 troops on board, bound for Boston.

New-York Journal, THURSDAY, JUNE 27, 1776

New-Port, June 17.

Last Saturday arrived here the brig *Charming Peggy*, Captain Joseph Jauncey, in 21 days from Curacoa, having 12 carriage and 12 swivel guns, and thirty-five men; she has brought in about 15 tons of powder, and a considerable quantity of dry-goods. – On Thursday Captain Jauncey spoke with Captain [James] Munro, in a sloop belonging to Providence,¹ from Hispaniola, who on his passage had retaken two sloops; which had been taken by the *Acteon* frigate, and ordered for Jamaica; these sloops were from Cape-Fear, bound to Hispaniola, to which place Capt. Munro sent them. On Friday Capt. Jauncey was chased by two sloops, with which he exchanged a few shots, and the next morning, just as it was light, with a fair wind, he passed within about three miles of a man of war, which lay at anchor under the east side of Block Island, who, as soon as they discovered the brig; made all the sail they could after her, and followed her within a few miles of our harbour. Those vessels being seen at some distance off, from the heights

about this town; the *Columbus*, Capt. Whipple, the *Andrew Doria*, Capt. Biddle, and the *Providence*, Capt. [John Paul] Jones, put out as fast as possible, but as soon as they got within about two leagues of the ship, supposed to be the *Cerberus*, she made all the sail she could from them, and stood up the western Sound; they chased her till towards night, when the weather coming up thick, they lost sight of her and returned.²

1. The sloop *Joseph*, owned by Clarke & Nightingale, which had sailed from Providence April 20, 1776. See Volume 4, 1481.

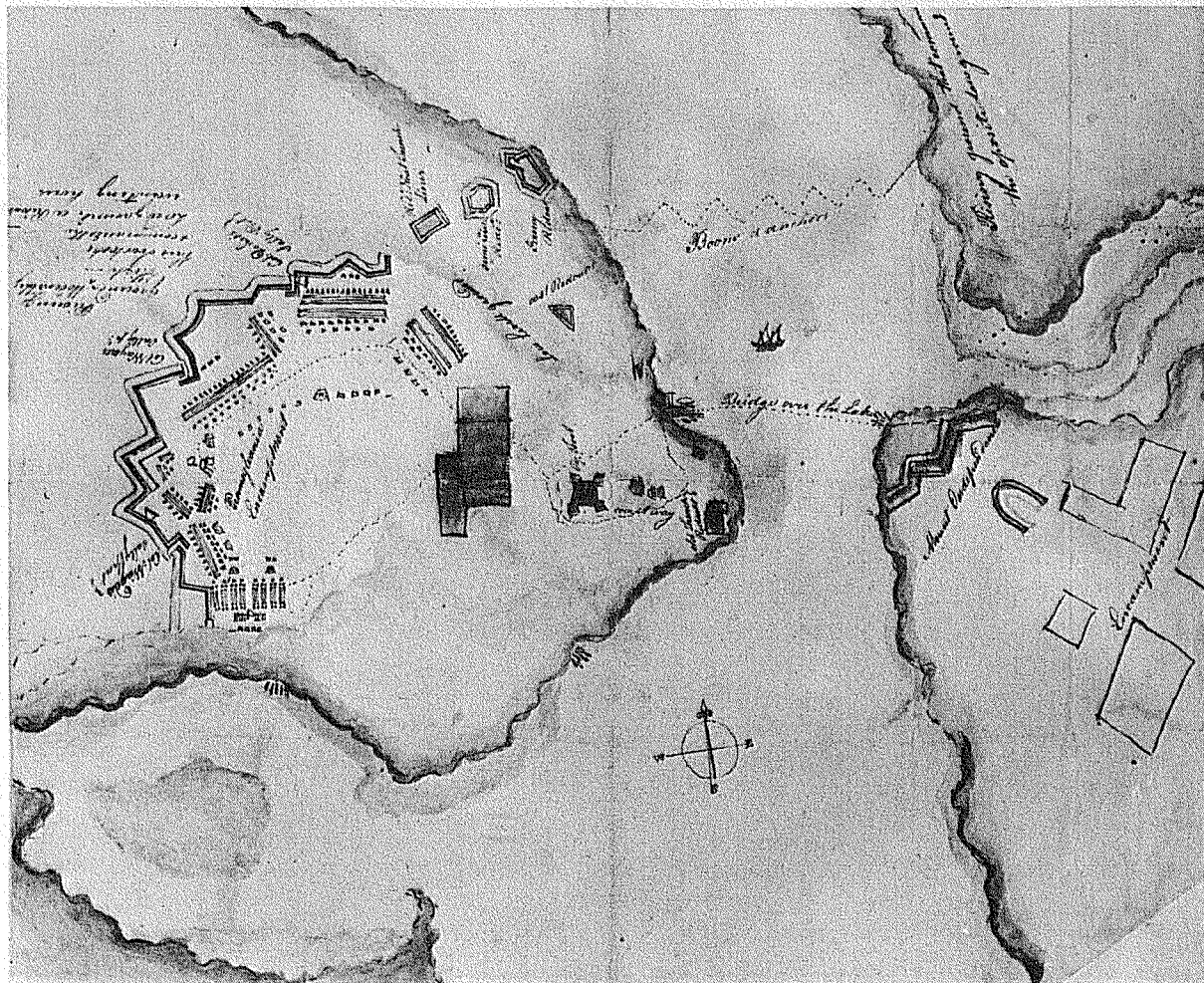
2. This was the *Merlin*, not the *Cerberus*.

GOVERNOR JONATHAN TRUMBULL TO JOHN HANCOCK ¹

[Extract]

Hartford June 17th. 1776

Hond Sirs We cannot but express our uneasiness, disappointment & surprise at the late Resolution of Congress for the removal of the Cannon from New London—When we had, relying upon the faith of that respectable Body, in consequence of their former Resolution² made upon mature deliberation, as we imagined, and upon a full hearing and knowledge of the circumstances, and Importance of that Port, not only to this Colony in particular, but to the Continent in general—proceeded to lay out a large and extensive plan of Fortification, got the works in considerable forwardness—Carriages provided—Cannon mounted, and all going on with the utmost dispatch for the purpose of making an effectual defence—Now to be thus at once, so suddenly, unexpectedly and without a hearing, stripped naked and left defenceless, without a possibility of present Relief, as must inevitably be the case, if that number of Cannon be taken from us, we think extremely hard and unwarrantable; and flatter ourselves, that, upon a reconsideration of the matter, some alteration will be made in your second resolution, and make it more consonant to your first—Especially when we consider, no Colony has exerted itself more in the Common Cause, & none received less assistance from the Continent—We have never had any Continental troops employed for our internal defence, neither has the Continent heretofore offered us any assistance towards fortifying our Sea-Ports, which has not been the case with respect to most, if not all, the other Colonies—We displa[y] the greatest confidence in, have the highest esteem for, and would pay the utmost deference to, all the Resolves of your respectable Body, But suffer us, as it becomes Freemen, ever jealous of their Rights, and jealous for their defence, to query, why we are to have our principal port thus stripped and left defenceless? a port which is properly the key of this Colony, and of the Sound, and the best asylum for the Navy: and which if taken possession of by our Enemies, will inevitably stop all communication by water with New York and elsewhere—Again we beg leave to query Why are such great aquisitions made, every quarter, for men, so far beyond our quotas and abilities? And what a situation shall we be in, thus exhausted of our Arms, Cannon and Men, in case our enemies should make inroads upon our Coast? And how is it possible for us, thus exhausted to afford those supplies of provisions necessary for the support of our Armies,



Fortifications at Ticonderoga.

whose dependence therefor, especially of the meat kind, has been almost wholly on this Colony – However, notwithstanding all these embarrassments under which we labour, and the dangers we are exposed to, willing to exert every nerve to the utmost of our power, we are raising troops with all possible expedition agreeable to the requisitions made; and upon the importunity and assiduity of those good Gentlemen sent from Philadelphia³ for that purpose, have ordered six of the heaviest Cannon to be delivered them, which wish safe to hand. The remainder found it absolutely necessary to retain, untill the further order of Congress can be obtained thereon; and doubt not, but upon a review of the necessity, importance and justice of the measure, it will meet with your approbation, and the first order of Congress, so far as it respects the remaining Cannon will be confirmed and they suffered to remain –

1. Trumbull Papers, XXIX, Letter Book IV, 53–55, ConnSL.

2. See Resolves of April 16 (Volume 4, 849), and of June 15, 1776, Ford, ed., *JCC*, V, 444.

3. Levi Hollingsworth and Thomas Richardson.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON¹

[Extract]

Albany June 17th 1776

The Spot w[h]ere Tyonderoga now stands was I conceive very Judiciously Occupied by the French because It Commanded both the Passes by Water into these Colonies, and afforded an Easy Access to any Reinforcements they might Chuse to send up, as well as a safe Retreat whenever they might be under the Necessity of Making One. – But altho' It equally Commands, now in our Possession, the Waters which lead to this Part of the Country, Yet it is so situated, that if invested by an Army the Intercourse with the Fort by Lake George is immediately cut off, Nor can any Attempt be Made to raise a Siege unless such a Number of Boats were always kept at the South End of Lake George as would be sufficient to convey a superior Force at one Embarkation across Lake George, And Even then many difficult Passes must be Carried before an Enemy need retire. – If a Fortress was Erected on the East side of Lake Champlain nearly opposite to Tyonderoga It would equally Command both Communication with this Advantage, That the Militia of the Northern Colonies are more at Hand for immediate succour may all march by Land to the Fort and attempt to raise a Seige, Whilst their Provisions may be conveyed by Wood Creek, the Waters of which are Navigable to within thirteen Miles of Fort Edward, But as I have already Observed in mine of the 15th we have No Men and I can add no Implements, Even to put Tyonderoga in a State of Defence.

1. Washington Papers, LC.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Monday, June 17, 1776

S.1.² That General Schuyler be directed to make a good waggon road from Fort Edward to Cheshire's; to clear Wood creek, and to construct a lock at Skenesborough, so as to have a continued navigation for batteaus from Cheshire's into Lake Champlain; to erect a grand magazine at Che-

shire's and to secure it by a stockaded fort; to erect a saw mill on Schoon creek; to order skilful persons to survey and take the level of the waters falling into Hudson's river near Fort Edward, and those which fall into Wood creek and interlock with the former, particularly Jones' run and Half way brook, the latter of which is said to discharge itself into Wood creek at Cheshire's; S.2. that he be directed to have a greater number of boats and hands kept on Hudson's river, at the different stations between Albany and Fort Edward, in order to save the expence of waggonage; S.3. that he be empowered to appoint proper officers to superintend the carriage by land, and transportation by water, of provisions, military stores, and other things into Canada, that neither waste or delay may arise therein; S.4. that he build, with all expedition, as many gallies and armed vessels as, in the opinion of himself and the general officer to be sent into Canada, shall be sufficient to make us indisputably masters of the lakes Champlain and George; and that, for this purpose, there be sent to him a master carpenter acquainted with the construction of the gallies used on the Delaware, who shall take with him other carpenters, and models also if requisite; S.5. and that it be submitted to General Schuyler, whether a temporary fortification or entrenched camp, either at Crown point or opposite Ticonderoga, may be necessary:

W.4. That General Washington be directed to send into Canada, such small brass or iron field pieces as he can spare;

. . . W.14. and, that it be further recommended to the convention of New York, to empower the said commander in chief to impress carriages and water craft, when necessary for the public service, and also to remove ships and other vessels in Hudson's and the East rivers, for the purpose of securing them from the enemy:

R.13. That all vessels which sailed from the port or harbour of Boston, whilst the town of Boston was in possession of the enemy, having on board effects belonging to the enemies of America, and which have been or may be seized, be liable, together with the said effects, to confiscation, in the same manner and proportions as have been heretofore resolved by Congress:

R.14. That the continental agents in the respective colonies, where no courts have been established for the trial of captures, have power, and be directed, to dispose, at public sale, of such articles of a perishable nature, as shall be taken from the enemies of America, and that the money arising from such sale, be liable to the decree of such court whenever established:

That the inventory of the ordnance stores,³ taken by Captain Manly, be sent to General Washington, and that he be requested to appoint a person on the part of the colonies, to join one on the part of Captain Manly and his crew, who, having first taken an oath for purpose, shall proceed to value the same, and if they cannot agree in the value, they shall call in a third person to determine the same; that the report of such persons be returned to Congress so soon as may be, and the value of the stores belonging to Captain Manly and his crew, be thereupon transmitted to them.

1. Ford, ed., *JCC*, V, 447, 450-51, 452, 453-54.

2. *Ibid.*, 448, for Ford's explanation of these letters and figures.

3. The ordnance stores taken on board the brig *Nancy*, November 28, 1775.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]

Philadelphia, June 17, 1776

. . . I am glad you intend for Providence and heartily wish you may succeed in getting the guns there, if not, I don't know when you will have them but fear it will be a long time, for though two furnaces in this Province are employed making guns for the ships there are no more than two 12 pounders yet brought to town and but very few of the other sizes and if they were here, I think there will be great difficulty in getting them to you.² I sometime ago mentioned to the Chairman of the Secret Committee, what you propose respecting powder and am in no doubt, but you'll be supplied in season with that article; in short I am not concerned about any thing but guns and men; the Committee decline giving orders for shipping men, while the prospect of getting guns is at such a distance. I find there is no possibility of getting you appointed Agent while you have a seat in Congress and if you are not appointed I am apprehensive the present Acting Agent will be confirmed.³ I have already told many of the members that you intend to resign your seat here . . . if you determine to resign shall have you appointed as soon as I know of your resignation . . . you mention in some of your letters the appointment of two Agents; that I think would be unnecessary and improper, as one man could certainly do all the business . . .

I wrote some time ago that blank warrants would be sent to you, but it seems the Committee have changed their minds and now say the names must be sent here.⁴

1. William Whipple Papers, Force Transcripts, LC.

2. Guns for the Continental frigate *Raleigh*, launched in May at Portsmouth.

3. The acting Continental agent was Joshua Wentworth who, in 1775, had been appointed by Washington.

4. The warrants were for the officers of the *Raleigh*.

PENNSYLVANIA COMMITTEE OF SAFETY TO JOHN HANCOCK ¹

Sir

Philadelphia, June 17, 1776

An application has been made to this Board by a number of persons, prisoners on board the *Liverpool*, to negotiate their exchange for the seamen belonging to the King's ships, and are now prisoners in this city. The persons who apply for this exchange are either such as have been taken on board merchant ships, or boats that ply in the river and bay. This Committee think that able seamen, taken on board the King's ships, are very improper to be exchanged for such persons as make this application; and as the enemy are at this time great distressed for seamen, an exchange would be prejudicial to the general service. This Committee would be glad to have the sentiments of Congress upon this matter as soon as possible.

By order of the Committee

John Nixon, Chairman

1. John Hancock Papers, LC.

LETTERS OF MARQUE AND REPRISAL COMMISSIONS GRANTED BY THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

1776	Vessels. Ton- nage.	Can- non.	Pound- ers	Men.	Prov's lbs.	Powder. bls.	Ball.	Captain.	Inferior Officers.	Qual'ty of Inferior Officers.	Owners.	Where belonging	Security in dollars	Fire- Locks
May 28. Schooner <i>Mars</i>	40	4	3	10	10	75	100	Norris Cooper.	Bowden Ham- mond	1 st Lieut	Jno. Wil- cocks John & Peter Cheva- lier,	} Philad'a,	5,000	0 10
June 15. Brig't <i>Hancock</i>	115	4 8	6 4	} 80	90	1,000	half a ton	Wingate Newman.	Wm. Burton	2d Master	Jno. Bayard				} Philad'a,	10,000	30
									Benj. Woods	1st Mate	Jas. Deane & Co.			
17. Sloop <i>Congress</i> ²	70	6	3	30	60	150	500	John Craig.	[blank] Jos. Hill	2d " Capt. Marines, 2d Lieut	ditto	ditto	5,000	24

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 502.

2. *Congress* had a change of commanders and owners. John Craig succeeded George McArroy as captain, and James Deane & Co. apparently had bought the interest of Philip Moore & Co., see Volume 4, 775.

JOURNAL OF THE VIRGINIA CONVENTION ¹

[Williamsburg] Monday, June 17, 1776.

Resolved, That a board of commissioners be appointed to superintend and direct all the naval affairs of this colony.

Resolved, That two row-gallies be immediately built, and employed for the defence of the counties of Northampton and Accomack, over and above the vessels already directed by the Committee of Safety.

Resolved, That proper small vessels, for the expeditious transportation of the troops over the several navigable rivers, ought to be immediately provided.

Resolved, That proper persons be appointed to examine the channels of the several navigable rivers in this colony, and report what places may be proper to erect batteries.

Ordered, That Mr. Archibald Cary, Mr. [Champion] Travis, Mr. Wilson Miles Cary, Mr. Edmund Randolph, Mr. [Wilson] Curle, Mr. [John] Blair, Mr. [Southey] Simpson, and Mr. [John] Banister, do prepare and bring in an Ordinance pursuant to the three first resolutions of the Committee; and that Mr. Travis, Mr. Banister, Mr. Curle, and Mr. [Henry] King, be appointed commissioners to examine accurately the channel of James River, the nature of the several shoals, the distance of the nearest parts of the channels to the shores, and also the nature of these shores, whether high or low, pursuant to the fourth resolution of the committee; that Mr. John Perrin, Mr. Stephen Bingham, Mr. Thomas Archer, and Mr. Robert Ruffin, be appointed commissioners for the like purposes for York river; Mr. Richard Mitchell, Mr. Hugh Walker, Mr. John Gordon, and Mr. Rhodham Lunsford, for Rappahanock river; Mr. John West, jun, Mr. William Ramsay, Mr. Richard Conway, Mr. John Augustine Washington, for Potomac river; and Mr. William Cowan, Mr. Anthony Holliday, and Mr. John King, for Nansemond river.

1. *Virginia Convention*, 55.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Monday, June 17th, 1776.

Ordered, that Capt. [Alexander] Dick's and L't [Charles] Thornton's proportion of the 1st comp'y of marines in Rappahannock be allotted to serve on board Capt. [Eleazer] Callender's Cruizer.²

Ordered, that the Keeper of the Magazine or Public Store, deliver Capt. Dick 50 cutlasses for his company of marines.

Same [warrant] to Lewis Cardwell for £5.15.6, for Express to Potomack to Capt. [John Thomas] Boucher.³

Stafford Lightbourne is app[ointe]d first mate to the Galley commanded by Capt. Celey Saunders, and Samuel Hadley 2nd mate (Rappa).⁴

Henry Lightbourne is app'd 2nd mate to Capt. [James] Markham's Galley.⁵

Richard Lightbourne is app'd mate to pilot boat cruizer, Capt. Wm. Saunders, Rappa.⁶

1. *Virginia State Papers*, VIII, 207, 208.

2. The sloop *Defiance*.

3. Boucher was commodore of the Virginia Potomac fleet, and flew his broad pennant on board the sloop *Congress*.

4. The galley *Lewis*.

5. The galley *Page*.

6. The schooner *Adventure*.

JOURNAL OF H.M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES¹

June 1776 att single anchor in Spencer's creek
 Sunday 16 at 6 A M came on Bd a pilot at 7 weigh'd and Run out over
 the barr turning to windward of the transports that was Lying
 without the barr Sent the pilot away
 at 5 P M came too by the *Palliser* transport took on Bd 4 Com-
 pny of soldiers weigh'd and fired 3 guns for the pilot but none
 came at 7 went over the barr in 11 feet water at 8 Came too
 in Spencers creek
 Monday 17 at 7 A M Landed the troops on Long Island Loos'd Sails to
 dry

1. PRO, Admiralty 51/4330.

DISPOSITION AND ORDER OF SAILING OF THE JUNE CONVOY FROM JAMAICA¹

Instructions.

The *Princess Royal* to Hoist a Pendant when the *Antelope* Hoists hers, and to lead, and at Night to carry a Stern light, and in case of seeing Sails a Head to Join the *Antelope*.

To Lead

	The <i>Princess Royal</i>	
Larboard Beam,	<i>Antelope</i>	Starboard Beam
The <i>Morant</i>	Convoy	<i>Augustus Caesar</i>

To bring up the Rear

The *John* -

N B - The four Ships Appointed to protect the Convoy to Hoist Pendants, and at Night to shew their Stern lights.

When I would speak the Masters of the above Ships, will put abroad the Signals as follows.

Princess Royal - A Red Flag at the Maintopmt Head

Augustus Caesar - A Red Flag at the Fore topmt Head

Morant - A Blue Flag with a Red Cross at the Main topmt Head

John - A Blue Flag with a Red Cross at the Fore topmast Head.

Kingston (Sloop) A Pendant at the Fore top Gallant Mast Head

Lovely Lass (Ship) A Blue Flag, with a Red Cross at the Mizzen topmast Head

Given under my Hand onboard His Majts
Ship *Antelope*, at Sea this 17th June 1776
Will^m Judd

(A Copy)

1. PRO, Admiralty 1/240.

“EXTRACT OF A LETTER FROM JAMAICA, JUNE 17.”¹

The 10th instant arrived in Port Royal harbour his Majesty's armed schooner the *Brunswick*, commanded by Lieutenant Cha[d]ds, with two American brigs which she had taken near Monte Christi. They were laden with powder, muskets, hand granadoes, &c. and were bound to Nantucket.

1. *London Chronicle*, August 1 to August 3, 1776.

18 June

CAPTAIN CHARLES DOUGLAS, R.N., TO LIEUTENANT JOHN STARKE¹

Copy

By Charles Douglas Esqr Captain of His
Majts Ship *Isis* & Senior Officer in the
River St Lawrence

You are hereby required & directed forthwith to proceed with His Majesty's Armed Schooner under your Command up the River Sorel, lightening her as may be found Necessary in order for her being conducted to the foot of the Rapids at Chambly. For which this shall be your order

Given under my Hand on board
the *Isis* off Quebec the 18th June
1776

(signd) Ch^s Douglas

To Mr John Starke²

Commanding as Lieutenant of

His Majts Armed Schooner the *Maria Sorel*

[Endorsed] The same to Mr Edward Longcroft Commanding as Lieut His Majts Armed Schooner the *Brunswick*.

1. PRO, Colonial Office, 5/125, 43c.

2. See next entry.

NARRATIVE OF LIEUTENANT JOHN STARKE, R.N.¹

[May 6 to June 18]

Upon the arrival of the Men of War and the Transports from England, under the command of Capt Charles Douglas, since created a Baronet, the Rebels abandoned the seige, the 6th of May 1776, and fled with great precipitancy. Measures were immediately taken to annoy them in their flight, both by land and Water –

The conduct and behaviour of Lieut Starke during the seige, having been approved by Sir Guy Carleton the Commander in Chief, and by his Colonel Sir John Hamilton, he was recommended by them to Sir Charles Douglas, who appointed him to command His Majesty's Armed Schooner

the *Maria* of 14 six pounders— This Vessel was fitted out by him with all possible expedition, for the purpose of annoying the Rebels— General Sir Guy Carleton embarked in her, and he commanded her under the General's orders in the River St Lawrence, untill they were driven out of the Province, and continued the pursuit of them, as far as the Rapids of Chambly, a fall in the River Sorell, which rendered it impossible to navigate the Vessel any farther

1. "The case of Lieutenant John Starke of His Majesty's Navy, together with a short sketch of the operations of the War in Canada, in which he was employed during the years 1775, 1776 and 1777." NMM, Ms. 49/129. Hereafter cited as Lieutenant Starke's Narrative, NMM.

American Gazette, TUESDAY, JUNE 18, 1776

Salem, June 18.

Last Week arrived at Rhode-Island, the *True-blue*, taken by the *Columbus* Frigate, laden with Rum, Sugar, Coffee, &c.¹

To Be Sold, By Joshua Ward, Agent for the Owners of the Privateer Schooner *Dolphin*, at Public Auction, to be held at Salem, in the County of Essex, the 26th Instant, to be continued from Day to Day until the whole is Sold, to the highest Bidder, the following Vessels; as also a small Quantity of Iron, &c.

Sloop *Dispatch*, burthen about Forty-five Tons. — Sloop *Success*, burthen about Seventy Tons. — Schooner *Friendship*, burthen about Sixty Tons.

1. Taken by the Continental sloop *Cabot*, not the *Columbus*.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Tuesday 18th of June 1776

At 9 in the Morning Capt [Richard] Derby gave me notice of a ship to the southward of Marblehead standing up towards boston went on board weighd Ankor stood To the Southward saw the ship to ward boston gave Chaise after her at 3 in the After noon. fired A gun for her to bare down saw the Continentall schooners Coming out of Boston at half past 3 fired A shot at the ship the schooners & A Briggt from Boston fired At the ship we fired the second shot at her Down came her Coulers Sent the first Lieutn and Six men on board she is the ship *Lord How* Robert Park Master from Glasco one hundred officers and Soilders on board belonging to the seventy first Regmt spake with Capt [Samuel] Tucker in one of the Continentall schooners got a pilott out of him to Carry us in to Boston he ran the sloop on shore twice but She received no Damadge thus Ends this day —

At 8 in the Eveing came to Ankor in Nantaskett the Prize came to Ankor a Long side of us at 10 gave the prize in Charge of the Continentall schooners to Carry up to Boston

1. John Fisk Journal, AAS.

JONATHAN GLOVER'S RECEIPT FOR PRIZE MONEY ¹

Received Marblehead June 18th 1776 of William Bartlett Fifteen Hundred & fifty pounds $2/5 \frac{3}{4}$ on A/c of the Peoples Prize money
Jonathan Glover ²

1. William Bartlett Papers, No. 5726, BHS.

2. Glover was agent for most of the officers and men of Washington's schooners operating in New England waters.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENRAL COURT ¹

[Watertown] Tuesday June 18th 1776. –

Whereas it is provided by a certain Act of the General Assembly of this Colony that every person who shall make Capture of any Vessel, shall within twenty Days from the 15th of April last, or within 20 Days after the Capture, and bringing in of said Vessel, either by himself, his Agent, or Attorney file a Bill before the Judge appointed to try the Justice of such Capture; giving a full, and ample account of the Time, Manner, and cause of the taking of such Vessel. – And whereas Captures of several Vessels have been made within the Eastern District of this Colony, or may have been made at Sea, and brought to any port within the Eastern district of this Colony, which could not be proceeded with agreeable to the Requisitions in said Act. –

Wherefore Resolved, That Bills of the Captures of all Vessels, their Appurtunances, and Cargoes (which Captures have been already made within the Eastern District of this Colony or made at Sea, and brought into any port within the Eastern district of this Colony) hitherto not filed before the Judge appointed to try the Justice of such Captures, may and shall be filed before said Judge on any Day preceding the first Day of August next, any thing in the aforesaid Act made for the Trial of the Justice of such Captures notwithstanding. –

On the Report of the Com[m]ittee for Fortifying the Harbour of Boston.

Resolved, That the said Committee be, and they hereby are Impowered to procure on the best terms two Ships, at the Expence of this Colony, Man, & fix them in such way, and place them at such Station, as may appear to the said Committee, best calculated to serve as a Decoy, to the Enemy's Ships & Vessels that may at any time, be Coming into the Harbor of Boston, and the aforesd Com[m]ittee, are further Impowered, and directed, to Erect such lights where the light house stood without erecting a Light House as may serve further to decoy, and bring into the Habour of Boston Ships, and Vessels of the Enemys aforesaid, and the Commissary General, of this Colony, is hereby directed to supply the said Committee with those Articles that may be necessary for the above purposes; and the Com[m]ittee on the report of the Com[m]ittee for fortifying the Harbor of Boston have leave to sit again. –

1. Mass. Arch., vol. 35, 57, 59.

DIARY OF EZEKIEL PRICE ¹

Tuesday, June 18. – Went to Boston. A report prevailed the whole day, that a ship off in the bay appeared as if she was a prize, having a schooner alongside of her, which was supposed to be one of our armed vessels; but, towards evening, it was said that the ship was one of the Continental men-of-war.

1. *Proceedings of the Massachusetts Historical Society*, 1st series, VII, 258.

MAJOR BARACHIAH BASSETT TO THE MASSACHUSETTS COUNCIL ¹

Tarpolan Cove June 18, 1776

Hon. Council of the Massachusetts Bay

In pursuant of your Orders I have sent Capt John Grannis and brought Dr. Saml. Gilson ² to the Elizabeth Island, where he is under the care of my Party.

As to the Schooner said Gilson came In; I have Taken Her and sent her to Dartmouth and put her under the care of Capt. Hilyard Mayhew until further Orders from your Honors.³ Have sent you the Expences by Capt. Grannis. Gentlemen [&c.]

Barachiah Bassett

1. Amelia Forbes Emerson, *Early History of Naushon Island* (Boston, 1935), 271.

2. Dr. Samuel Gilson, or Gelston, was a Tory who had fled to Rhode Island, and had been taken on his return in a small schooner.

3. See libel against schooner *Peggy*, *New-England Chronicle*, June 20, 1776.

“INTEROGATORIES ANSWERED BY JAMES STABLE LATE MASTER OF THE
SHIP CALLED THE *True Blue*.” ¹

Interog. 1. To whom did your Ship *true Blue* and her Cargo belong where was She laden and to what port was She bound when taken by the *Cabbot*? –

Answer the said Ship and Cargo, belonged to Messrs Salisbury’s Merchants in Lancaster in old England. She was laden at Kingston in Jamaica, and from thence bound to said Port of Lancaster, Except 15 puncheons of Rum, and One Hogshead and Ten Barrels of Sugar, on Freight. –

Interog. 2. Did you deliver all the said Ships Papers to Mr [David] Phips the Prize Master at the Time when you was taken?

Answer I delivered them to Capt [Elisha] Hinman of the *Cabbot*.

Interog. 3. Are the Papers which are now shewn to you the same papers which you delivered to Capt. Hinman?

Answer Yes. —

James Stable

Providence ss.

In Providence June 18th 1776 –

Capt James Stable in his own proper Person came and made solemn

Oath to the Truth of the several Answers to the above written Interrogatories by him subscribed before me

Jn^o Foster Judge of the }²
Court for Trial of Prize Vessels. - }

1. Admiralty Papers, vol. 9, R. I. Arch.

2. *Ibid.*, *True Blue* was declared a legal prize on July 4, 1776.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD ¹

Sir

I received your letter of the 17th Instant – I had before given Capn. [John Paul] Jones of the *Providence* Orders to Sail for Newberry Port. Shall send Express to Newport immediately if she is not sail'd to proceed directly to Boston.

There being no coal to be had in this Government think it will be best to get what you can with you.

Please send a line to Capn. Jones of the *Providence* to Newberry Port to come to Boston, or where you think best if he has sail'd before my Express arrives at Newport.

You will be good enough to supply any of the Continental Vessels under my Command with any Necessarys they may want. I am with Respect [&c.]

Esek Hopkins

Providence, June 18, 1776

To Mr. John Bradford agent for the Fleet at Boston

1. Beverly Robinson Collection, USNAM Typescript.

COMMODORE ESEK HOPKINS TO LIEUTENANT JOHN PAUL JONES ¹

Sir

I have received Orders that you proceed to Boston in the room of Newberry Port – You are to make all the dispatch there you can – the Ships of War are drove out of that Bay and I believe that Port is the safest to Send in Prizes of any on the Continent – I am Your Friend

Esek Hopkins Cr in Chief

Providence June 18th. 1776 –

To John P. Jones Esqr Commr of the *Providence*

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 157, NA.

COMMODORE ESEK HOPKINS TO CAPTAIN NICHOLAS BIDDLE, CONTINENTAL
BRIG *Andrew Doria* ¹

Sir

Providence June 18th 1776

I have receiv'd intelligence that the british Ships are drove out of Boston Bay, and that two Transports are taken with 210 Soldiers onboard – think it will be best if you should take any Prizes Eastward of the Shoals it Safest to send them to boston –

Should the *Providence* not get to Boston where she is Order'd you will

call on Mr John Bradford and take a Vessel Loaded with Coal & Convoy to the Cape of Philadelphia or into the River I am your Friend

E.H.

1. Hopkins Letter Book, RIHS. Hopkins sent similar information this date to Captain Abraham Whipple of the *Columbus*.

LIEUTENANT HOYSTEED HACKER TO COMMODORE ESEK HOPKINS¹

[Sloop *Fly* off Newport]

Tuesday morning [June 18] 10 clock

Sir I have this munit Got an account of the Guns Shot & Shells But with the Greatest Dificulty their Being No officer at Head Quarters to undertake the *columbus* is under way & I intend Going out directly with the *Providence* their is Nothing New that I Hear this morning I am with Respect [&c.]

H Hacker

Sir the Boat waits or I should Be more Particular To Eseck Hopkins Esq Commander in Chief of the American fleet In Providence

1. Hopkins Papers, RIHS.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS¹

[June 1776] At Anchor in Block Island Bay
 Tuesday 18 A M sailmkr repairing the Mizn Staysl
 Light Breezes and Clear at 3 P M weighed & made Sail to the Et ward, saw a Sail to the N E gave Chace at 6 Came up with the Chace which prov'd to be the Ship *Columbus* one of the American Privateers, fired 3 Broad sides into her at that time abreast of Rhode Island Light house the wind at S W with a strong flood tide setting into the Harbour obliged us to haul by the Wind to Clear Brentons reef at 8 In 1 reef Topsails.

1. PRO, Admiralty 51/181.

COMMITTEE REPORT TO CONNECTICUT ASSEMBLY UPON DISPOSITION OF BRIG *Nancy* AND CARGO¹

Your Honors Committee Appointed to Conferr on the Differing Votes of the Houses on the Affair of the Brigantine *Nancy* & her Cargo brought into Norwich in July last, said to be the Property of Hannah Winslow the Widow of Joshua Winslow late of Boston Decea[se]d Having Enquired into the Facts Attending the Same, Beg leave to Report that said Brig & Cargo was the Property of said Joshua at the Time of his Decease – That the said Joshua was at the Time of his Death a Person Reputed to be an Enemy to this Country – That the Property of Said Brig & Cargo on the Death of Said Joshua Vested in his Widow & Children as Heirs at Law – That the said Widow also has the Character of an Enemy to this Country – That said Brig

came into Stonington about the Beginning of July last when she was Se-
cured by Order of some Gentlemen in Norwich who sent Capt Robert Niles
who took some other Persons with him and Brought her to Norwich to Pre-
vent her falling into the Hands of the Enemy then in Boston – That Capt
Niles was not then in the Service of this Colony nor untill a Long Time
Afterwards – That the Brig was laid up in Norwich and her Cargo secured
there on the 18th of July last by the Committee of Correspondence & Inspec-
tion in Norwich where the Same are Still kept – That Messrs Israel Dodge &
Company of Salem having a Considerable Demand on the Estate of said De-
ceas'd Brought their Action for the Same in the County of New London
against the Administrators of Said Estate & Served their Writ by Leaving
Copies with the Persons who have said Molasses in Possession and said Suit
is yet Depending in the Law and the Administrators are Supposed to be
gone with the Enemy from Boston to Hallifax – That said Brig in Lying at
the Wharf Cannot avoid being in a [per]ishing Condition and the Molasses
is an Article now Greatly Wanted by the House holders in this Colony

Upon these Facts the Committee beg leave to offer their Opinion that
said Brig & Cargo ought to be Sold & Disposed of by a Committee at the Just
Value thereof or to the best Advantage said Molasses to be sold to Such Per-
sons as will Dispose thereof to House holders at a Reasonable Price, Said
Committee to Render an Account of Sales of Said Brig & Cargo to this As-
sembly and Deposite the Avails thereof in the Colony Treasury there to be
kept Ready to be Responded, so much thereof to said Dodge & Company as
they shall Recover for Debt & Cost on their Demand aforesd and the Re-
mainder to Such Persons as shall shew to this Assembly that they have a Just
Claim or Title to the Same

Signed pr order
Rich^d Law

[Hartford] June [18] 1776 ²

[Endorsed] In the upper House

The foregoing Report of the Committee is accepted and approved And A
Bill in form is ordered to be brot in accordingly –

Test George Wyllys Secrty

Concurred in the Lower House

Test Titus Hosmer Clerke

1. Conn. Arch., 1st Series, IV, 332a,–32b, ConnSL.

2. The estimated date is based upon the original Memorial of the Committee of Inspection
being dated June 15, 1776. The report is merely endorsed "(June 1776)."

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Hartford, 18 June, 1776.

Voted, That an order of £400 be drawn in favor of Job Winslow, to be
accounted for on his bill for building the row-galley *Crane* at E. Haddam
&c. Order given, delivered said Winslow.

1. Hoadly, ed., *Connecticut Records*, XV, 454.

THOMAS RICHARDSON TO COMMODORE ESEK HOPKINS¹

Sir

New London June 18. 1776

I came to this place on sunday evening and was much serpris'd to learn that Mr [Levi] Hollingsworth had not retur[ned] from Hartford, where he went on Thursday last to demand the Cannon of Govr Trumbull in Consequence of the Order of Congress, when he saw his Honr he could not obtain the Cannon untill the Assembly met which was appointed on Saturday, when they met they would not come to any determination untill the Western Post arriv'd by whom they expected an answer from Congress to the Remonstrance they sent forward in consequence of the first demand we made when we presented your Order. the Post came in without any answer, & on sunday evening they determind to Send 6 of the heaviest Cannon & detain the Remainder untill they should hear the Fate of their Remonstrance, we have shipd the Six Cannon on board of a Vessel of Mr [Nathaniel] Shaws which the Govr gave us an Order for & are now preparing to get part of our way towards [New] York this evening, I am much afraid the delays we have met with, & at last being obligd to return with little better than half our errand will be as disagreeable to those that sent us as to ourselves but as we are not Conscious of neglecting any par[t] of our duty we hope to meet the approbation of our employ[ers]

We learn by some Vessels that left this port on Sunday evening that there is a Sloop Tender Cruising off Montock point, which was the Occasion of their puting back again, - We make no doubt but you have or will forward the *Fly* as soon as you possibly can consistant with safety as we shall wait with the greatest impatience in [New] York for her Arrival. Congress have demanded of this Colony 7000 Troops to be raisd immediately in Consequence of information that an attempt is to be made on New York by the British Troops in a very few days, this ought in our opinion to hurry the Cannon, that in Case they cannot be got further they may be appropriated to the defence of that place in the present immirgency. I am [&c.]

Tho Richardson

Please to excuse haste not having time to Copy what I have wrote

1. Hopkins Papers, RIHS.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Tuesday Morning, June 18th, 1776

Mr. [Comfort] Sands informed the Congress that in consequence of an order of the late Provincial Congress, he had exported a cargo of flour, &c. to St. Eustatia, consigned to Mr. Samuel Curson; that the proceeds of the said cargo had been shipped in gunpowder and medicines, which said gunpowder and medicines were taken by the Ministerial navy; that there is a balance due to Mr. Curson, of 641 pieces of eight and 4 bits. Mr. Sands requested an order on the Treasurer for the payment of the same.

Ordered, That Mr. Sands' application be referred to the committee of pay table.

1. *New York Provincial Congress*, I, 498.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Tuesday, June 18, 1776

A letter from the committee of safety of Pennsylvania, requesting the opinion of Congress, whether persons taken on board merchants' ships and river craft, ought to be exchanged for seamen taken from the enemy's ships of war?²

Resolved, That the president inform the committee of safety that the Congress judge it improper that such an exchange should take place.

Resolved, That Mr. [John] Rodgers, be appointed a member of the marine committee.³

1. Ford, ed., *JCC*, V, 495, 460, 463.

2. Hancock so advised the Pennsylvania Committee of Safety in a letter of this date. John Hancock Papers, LC.

3. John Rodgers of Maryland replaced William Paca who was absent.

CHARLES WALKER TO THE CONTINENTAL CONGRESS¹

The Petition of Charles Walker of the Island of [New] Providence

Humbly Sheweth

That when Admiral Hopkins arrived at [New] Providence with the Continental Fleet under his Command, not having sufficient Room in his own Ships for the Ordinance Stores which he found at that place, Your Petitioner furnished him with a Convenient Vessel, for which the Admiral gave your Petitioner a Certificate entitling him to receive of the Congress, a full and ample Payment of all his Accounts against the Vessel – That your – Petitioner had his Accounts properly made out and Authenticated under the Seal of the Island; But, in his Voyage to this Place, had the Misfortune to be taken by an English Ship of War; and Carried into Norfolk to Lord Dunmore, where fearing ill Treatment from the Enemies of America, if his Papers should fall into their Hands, they being directed to the Congress, he thought it adviseable to throw them into the Sea, That your Petitioner having made his Escape and Arriving at this Place, laid his Case before your Honble Body, who has been pleased to send to Admiral Hopkins concerning him – But your Petitioner certain of the great Uneasiness his Family must be in on his Account, and considering that by the Time, Intelligence can be had from the Admiral, – he may make a Voyage to his Native Country and back again, Humbly prays that the Congress will be pleased to grant him such a Sum of Money in Part – Payment for the Vessel aforesaid, as by Sundry Copies of Accounts which he has got, may appear to be due,² to enable him, with the permission and Approbation of their Honble Body, to purchase a Vessel and Cargo of Provisions, and to go With it to [New] Providence, with every assurance that a Man of Integrity can give, to Return again, God willing with a Cargo of Salt, or such other Articles as may be useful here –

The Premises, your Petitioner humbly submits to your wise Consideration, and hopes that your Honble Body will give afavourable Answer

to his Petition, and he, as in Dutybound shall ever pray &c:
Philadelphia June 18th. 1776.

1. Papers CC (Petitions addressed to Congress), 42, VIII, 125, NA.

2. Itemized accounts to the amount of 6,036 Ps. 6 are appended to the petition.

PENNSYLVANIA GALLEY CAPTAINS TO THE COMMITTEE OF SAFETY ¹

To the Honourable the Committee of Safety of the province of Pennsylvania.

The Remonstrance of the Captains of the Row-Gallies belonging to this province,

Respectfully sheweth,

That your Remonstrants, understanding that this Board is about to appoint Capt. Samuel Davidson to the Commodoreship or chief command of the fleet for the defence of our river and province, conceive that said appointment would be contrary to every rule of war, and the custom of all nations, because he is one of the youngest Captains in the service, and cannot be put over the heads of senior commanders on any other principle than as an insult offered to them, and with a design to render the service disgusting and disagreeable, especially as he has borne little or no part in training up the service, and bringing it to a perfection, which has convinced the public of its great utility in defending [the] province against the attacks of the enemy, and as he had not the least share in the late engagements with the enemy's ships of war.

They do therefore warmly remonstrate against any such appointment, and declare to this Board that they will not submit to it; nor will they obey any commander so irregularly set over them. And lest the Board should imagine that you Remonstrants intend to resign their commissions, in case such an appointment should take place, they would inform this Board, that as the safety of their country appears to require it, the[y] mean to continue in the service, and to appeal to the ju[stice] of their country, and *they have not the least doubt of obtaining ample redress from that public which it has ever been their greatest glory to serve with fidelity.* They do further remonstrate against any appointment of marine officers to command the Row-Gallies now on the stocks, ² seeing they are built upon a larger and better construction, as this Board must know that it is equally contrary to custom and the laws of war, and tending to fix a s[tigma] upon the elder commanders without shewing reason therefor; and thereby holding up to the public suspicions of their want of abilities. Your Remonstrants conceive that the line of appointment is plain and easy, and can never be deviated from without manifest injury to the characters of those over whose heads the appointment is made. They do therefore object to all such appointments, and as they wish not to be troublesome to this Board, they conclude with requesting, that, whatever fate their Remonstrance may meet with, this Board would be kind enough forthwith to inform them of what they mean to do in the matter, that your Remonstrants may have it in their power to pursue

that line of conduct, which shall enable them to obtain from their country, that justice which may be denied them by this Board.

Philadelphia, June 18th, 1776 – Signed for and by order of the whole,
H. Dougherty, John Rice, John Hamilton.

1. *Pennsylvania Packet*, June 24, 1776.

2. The two galleys ordered by the Committee of Safety on May 14, 1776, to be built for the protection of the commerce in Delaware Bay. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, X, 570.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

Philad'a, 18th June, 1776.

By order of the Board, an order was drawn on Jno Nixon, Esq'r, & others, the Committee of Accounts, in favour of Robert Smith, for £200, which is directed to be charged to his account, for building Chevaux-de-Frise to be sunk opposite Billingsport.

Capt. William Brown, who went the 7th inst. to the *Liverpool* Ship-of-War, with Capt. [William] Budden & Midshipman [John] Draper, in order to their being exchanged one for the other, agreeable to Resolve of Congress, returned a few days past, And Report that he has effected that Business, and that Capt. [Henry] Bellew is willing to Exchange the Prisoners he has on Board his Ship for such others as may be Prisoners in this Province, belonging to the Ships-of-War.

H[enry] Dougherty, Jno. Rice, & Jno. Hamilton, in the names of themselves & of the other Captains of the Armed Boats, having sent to this Committee a Memorial setting forth their unwillingness and determination not to obey the Commands of Commodore [Samuel] Davidson, lately appointed, and other matters therein mention'd, It was thought necessary that some other Members should be desired to attend the Board;

Adjourned to 5 O'clock, afternoon, when the following Members Met:

Robert Morris, Vice Presid't.

Daniel Roberdeau,

Alex'r Wilcocks,

Geo. Clymer,

Sam'l Howell,

Jno. Cadwalader,

Jno. Nixon,

And'w Allen,

James Mease,

Joseph Parker,

Owen Biddle,

David Rittenhouse,

Robert Whyte,

Thomas Wharton, Jun'r,

By order of the Board, Robert Morris, Esq'r, Vice President, sign'd a Commission appointing Samuel Davidson, Esq'r, Commodore of the Naval Armaments of this Province. ²

1. *Pennsylvania Colonial Records*, X, 606-07.

2. In Committee of Safety, Navy Papers, Pa. Arch., appears the draft of a resolution, which, if passed, was not spread upon the minutes. It reads:

Whereas The Officers of the Boats by their Memorial presented this day have declared that the[y] will not obey the Orders of this Committee or any Officer the[y] have or shall appoint – By reason whereof the Ummost confusion must necessarily arise

in the Marine Department and the Force now so necessary for our defence be either obstructed or totally defeated

Resolved That this confused State of our Affairs be made known to the Committees from the Several Countys now met in this City And that they be requested to give their Aid and Assistance to this Committee in the present & Alarming situation of our Affairs—whilst the Direction of the Military Defence of this Colony shall be continued in this Body—

GEORGE WOOLSEY TO GEORGE SALMON ¹

Mr. George Salmon ²—

[Baltimore] 18 June

I wrote you the 18 Feby also 12th March, and on the 12 March drew a Bill in favr of [John] Prin[g]le for £100 Stg on You, which I hope you have paid without any Disadvantage to Yr Self I have now before me Your favr of 10 & 18th Novemr which are the Latest I have from you, its needless for me to say much in Answer thereto, as theres a Possibility of this not Reaching You, one Remark I must make that You seem to make Your Self Unhappy about things You Cannot help, and of Course will Rendure You Unfitt to mend them as much as possible,—I refer to the Schooner &c ³ therefore Request if You are yet in Dublin and Receive this, that You learn to more Patience Since I have began the Retailing Business, say Last November, I cannot Complain, I think I have done Verry well, and I am sure if You was here we Could still do Better, therefore would have You try to get out here Directly, and I see no way You are to get out but by the way of St. Eustatia in the West-Indies, Thomas Russell of this town has made a trip there Lately I was concerned £50 which made me £75 Clear he is now going out again ⁴ & I send £50 by him Again he Carrys this Letter and if he gets safe will forward this to You, he made Verry handsomely for him self say 4 to 600 £ Last time, & I make no doubt if You ware out here soon but that one or the other should be able to make as good a Trip, I therefore wish You would Endeavour to get out Could You not get the Consignment of a Cargo from Ireland to the west-Indies, if you Could, it would be Necessary to Procure some American Register, for the Vessel to Secure her from our Privateers as they are Verry Thick, and have all the Cargo in Your own name, this to Your Self, as I would not wish a Single man on Your side Should Escape them. Therefore Request that You will not say a word of it I have a great deal to Say, but Cannot Commit it to paper Therefore wish to see You, I hope that will not be Long till then, My family are well, You son will never Acknowledge You for a Father I think, I am Join'd in Good wishes by them all

G.W.

1. Woolsey & Salmon Letter Book, LC.

2. Woolsey's partner who was in Ireland when hostilities began.

3. The schooner *Industry*; see Woolsey to James Green, May 12, 1776, and to George Salmon, June 17, 1775, Volume 1, 709.

4. In the Maryland boat *Rebecca and Sally*, which was commissioned June 24, 1776, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XII, 97, NA.

WOOLSEY & SALMON TO JOHN PRINGLE ¹

[Extract]

[Baltimore] 18th June

we Wrote You Last when we thought the Brig was Ordered to [sail] but are not Positive. ² . . . [Thomas] Russell goes this day if You want to write by him You must send it to Indian River where perhaps You may be time Enough, ³ Could you get us a few Pistolls & two or three Bolts of Canvass Let us know & what the Price will be, ⁴

1. Woolsey & Salmon Letter Book, LC.
2. The brig *Rogers*.
3. Going to St. Eustatius; see Woolsey to Salmon, this date.
4. For the Maryland privateer schooner *Harlequin*, in which George Woolsey was concerned, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, VII, 14, NA.

MARYLAND COUNCIL OF SAFETY TO CUMBERLAND DUGAN ¹

No 26

Sir, You will be pleased to deliver to George Handy, or his order, as many Barrels of Flour as may be necessary for loading the schooner *Three Sisters*, a vessel we have chartered to perform a voyage to the foreign West Indies – should there not be enough in your hands, be pleased to apply to Messrs Lux and Bowley, who have 100 Bbls of Flour, of ours in their custody, we wish the vessell to be dispatched and are [&c.]

[Annapolis] June 18th 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Tuesday, June 18th, 1776.

[Warrant] to Dr. Carter & Co. for £7.11.10, for medicines furnished Dr. [John] Sharplet [*sic* Sharpless] for cruiser *Liberty*, Capt. [Richard] Taylor, Rappa.

Mr. Windsor Brown is app[ointe]d 1st Lieut. Capt [John] Lee's Comp'y of marines on the Potomac Department.

Mr. Laban Goffagan is app'd 1st mate to Capt. [Wright] Westcott's cruiser Potomack. ²

Mr. Peter Steinbergen having failed to recruit his quota of men as Capt. of a company of marines in Potomack, and not having assigned any reason or excuse for his failure in so doing, he is displaced, and Mr. Valentine Peers is app'd Capt. of the said Company in his room.

Mr. Robt. Connoway is appo'd master of the 1st Galley in Potomack in room of Capt. Geo. Goosley who has resigned.

1. *Virginia State Papers*, VIII, 208–10.
2. The sloop *Scorpion*.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 17th

&

18

} The rest of the Troops were landed on Long Island – The General attended by Lord Cornwallis, The Engineer, and

18th June other officers, having for several Nights successively visited & inspected every creek, Channel & access leading to Sullivans Island from Long Island (from whence it was thought an attack might be practicable), and observing that all the Coast on the right of Long Island, was bordered by an impassable swamp or morass, with an interior Channel running behind it; all seemed to agree in opinion that every attempt upon Sullivans Island from the side of Long Island would be rendered extremely hazardous from the great difficulties of access, occasioned by the nature of the Country, on which subject the following reflections occurred.

1st That the army would be obliged to march the distance of near two miles over the flats precisely at low water, within reach of the ennemys batteries.

2dly That They would have to pass in their way a number of Creeks or Channels (which are formed by the force of the Tide and surff in that Country and frequently Shift their course) the last of which had then seven feet water at the lowest tide, this Channel runs along the front of the ennemies works, where strong batterys were erected to oppose a landing –

3dly from the want of flat Boats, The General would not be able to land above 400 or 500 men at a time who must have attacked under the most disadvantageous circumstances with a certainty of not being able to retreat for 6 hours at least.

& 4thly It is to be observed that no Vessels of force could be brought to protect the landing of the Kings Troops.

These considerations induced the General to make a full representation to the Commodore of the particular circumstances attending his situation, intimating that little assistance was to be expected from him under those difficulties on the intended attack of the Fort on Sullivans Island by the Fleet; but that he should act as circumstances arose;

Brigadier General [John] Vaughan was charged with this Commission and instructed to propose that two battallions should be sent to the Fleet under the Command of a General officer if the Commodore should think a landing practicable at the Fort under the fire of the Kings Ships; a proposal was also directed to be made on the part of the General that some Frigates might pass the Fort on the day of Action, and take their Station off Heddrels point or mount pleasant, which cuts off the communication with Sullivans Island and the Town of Charles Town, that if the General should find it practicable in the course of the operations of that day he might convey the Troops through a Creek that leads nearly to Heddrels point, and begin his attack on that quater, making a feint and giving jealousy at the same time to Sullivans Island; and after these arrangments should be adjusted the Brigadr Genl was desired to propose an immediate attack of the Fleet.

MAJOR GENERAL HENRY CLINTON TO BRIGADIER GENERAL JOHN VAUGHAN ¹

Camp at Long Island

June 18th 1776

Honble Brigadier General Vaughan

As there is no ford, there is no possibility that the Troops should take the share which we flattered ourselves they would; in this opinion all the Generals concur with me, therefore as the Troops can only now land en detaille, it becomes absolutely necessary that the Fleet should begin their operations – If therefore the Commodore giving us the longest notice he can will open the Attack, we will co-operate to the utmost; it were however to be wished that his operations began with the Tide of Flood, as those of the Army will be better protected at that time than any other.

If any other Service in which the Troops may be usefully employed strikes the Commodore, The General begs he may mention it, recollecting at the same time that various disasters have reduced the Number of Flat bottomed Boats to fifteen, That not above four hundred men can be embarked in that Number, That the Army cannot be protected in any of its landings by the Navy, That it cannot take Cannon with it, and that the operations within its reach are reduced to little more than a Coup de Main; These my good Friend are the hints which I think necessary to give You; You will perceive that I have not been very circumstantial in the reasons I have given for altering my Plan of operations, leaving that to You, who were witness to many of them, Mr Hope to others; in short, I need only say, till I have the pleasure of seeing the Commodore, That an Attack according to the first plan is impracticable; time is precious, I wish for the Commodore's decision in four & Twenty hours to prepare for the Share that we are to take; I shall expect Your return with the greatest impatience and am &ca

H. C.

1. Extracts from Major General Henry Clinton's Report of his Correspondence with Sir Peter Parker, Germain Papers, Secret Dispatch Book, CL.

MAJOR GENERAL HENRY CLINTON TO BRIGADIER GENERAL JOHN VAUGHAN ¹

Camp at Long Island

June 18th 1776. –

Honble Brigr Genl Vaughan.

I am first to request that You will explain the Inclosed Plan to the Commodore; our first must drop for reasons obvious, and am now reduced to this only One; as a part of it I shall probably make some little Demonstrations towards Mount Pleasant by which I hope to favor both the Commodore & our own Attack. – time is precious, I heartily wish our business was done, and we on our Way to the North. – The state of the Surff on the North end of Sullivan's Island is, as I ever understood it to be, impracticable. – That on the South end when the Wind sets on Shore not much less formidable, but if the Commodore is satisfied the Troops may be landed in safety on it, and will Cover the landing, and the Officer who Commands the Detachment thinks the Troops may be employ'd to advantage on



SIR
HENRY
CLINTON

Shore I can have no great Objection, excepting the delay it will occasion, and that by it I may be prevented from making a diversion towards Mount Pleasant, – However if the Commodore seems much to Wish it I shall I believe acquiesce. – I beg You to obtain the Commodore's decision as soon as possible, for, as I said before, I am impatient to go to the Northward. –

If the Commodore approves of my Plan I could wish that as many Long boats belonging to the Transports as could be spared might be sent here immediately, bringing in them, & in the *Delegate*, as many Palisadoes as the Engineer may think necessary of which You will be a better Judge when You have consulted him. I wish You a pleasant Voyage and am—&c.

H: Clinton.

1. Extracts from Major General Henry Clinton's Report of his Correspondence with Sir Peter Parker, Germain Papers, Secret Dispatch Book, CL.

JOURNAL OF H. M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

- [June 1776] Anchor'd in St Maries River
 Tuesday 11 First & middle part Light Breezes & Clear Wear
 Latter fresh Gales & Squally with rain P.M at 7 Saw a Schooner standing in for the Barr at 8 sent the Boat with an officer over the Barr to speak with her, Came down the River the Pilot Boat with Letters, Sent her over the Barr to help to bring in the Schooner – Loosed sails to dry, Exercised the men & Small Arms.
- Wednesday 12. Fresh Breezes & Squally Weather with Rain –
 At 2 The Cutter & Pilot Boat returned and informed us that the Schooner was from Bermudas with Rum for St Marys and that she could not get in at that Tide – Carpr employ'd about the Swivel Stocks – Gunners cleaning the Arms. Read the Articles of War &ca to the Schooners Co. The People under Arms –
- Thursday 13. Fresh Breezes & Drisling rain – Carpenters employd. as before, fired to bring to a Boat with the People from the Township of St Mary's 1 half Podr – sent the Boats on board her – Appeared in sight a sail off the Barr sent the boats on shore to be cleaned, the People as before
- Friday 14 Fresh breezes and Cloudy Wr fired 1 three pounder to bring to a sloop sent the Boat on board her found her to be the Vessell that had been landing the Troops Sent the Pilot Boat Manned and Armed to Cumberland Island, being informed that the Rebels had landed there, fired 1 half pounder p Signall for the Boat to return, Arrived here the Schooner from Bermudas had her up to Collector's Landing, loosed sails to dry. at Noon handed them, Sent the Carpenter on Shore to Chaulk the Kings Pilot Boat,

- Gote the Cables up & Cleaned under them, the People as before
- Saturday 15 Ditto Weather & Squally with rain, fired 2 half Pounders to bring to a Schooner from Wright's Landing, Sailed hence for St Augustine the Pilot Boats with some Sick Troops, likewise some of the Inhabitants, Carpenter empd about the Swivel Stocks, recd a Tun of Water pr Cutter, Empd getting ready to Scrubb the Schooner's bottom, the people as before under Arms
- Sunday 16 AM empd mending Sails –
First pt Modt Middle & Latter fresh Gales and squally fired 1 Three Poundr to bring to a Canoe, Un-moor'd hove short, weighed and run up to the Rivers Mouth, sent the sloop to intercept all Boats &ca from coming in Converted and picked Ocham, all the Old Cordage that was replaced between the 1st Augt 1774 & the 30 June 1775 – Carpenters empd about Sundries
- Monday 17 Fresh Breezes and Clear Wr hove off our Anchor, empd getting ready to hall on shore, fired 1 Three Pounder pr Signall for the Sloop to send her boat up for Orders, hauled the Schooner on Shore, burnt her Bottom & paid her with Pitch Tar Turpentine & Brimstone found the Worms had eat her Bottom kept the people under Arms all Night
- Tuesday 18 finished one Side of the Schooner, Carpenters empd Chaulking her upper Works.
Do weather hove off to our Anchor, sent the Governor's Sloop up the River to Capt Graham and his party hauled on Shore to clear the other side, Carpenters empd as before.

1. PRO, Admiralty 51/4830.

JOURNAL OF H.M.S. *Seaford*, CAPTAIN JOHN COLPOYS ¹

- June 1776 at Sea
- Tuesday 18th at 5 A M Saw a Sail in the NE Gave Chase Fired 1 Shott & Swivells at the Chace ½ past 7 Do She Brot too & proved to be The *Fox* Schooner Capt Josiah Buck from New London for Curracoa The Boat Empd Exchanging the prisoners & Sending provisions on Board the prize, at 12 Do Bonair NEBN. 3 Leags prize in Compy.
at 1 P M Saw a Sail in the NE gave Chase & fired 1 Shott Sent a Boat on Board. proved a Dutch Sloop from P. Rico for Curracoa. Sent the Boat on Board the prize with Necessarys &ca and took her [in] Tow at 4 Do Bonair ENE 3 Leags at 7 Do Curracoa WSW½W 4 Leags

1. PRO, Admiralty 51/880.

19 June

GOVERNOR SIR GUY CARLETON TO CAPTAIN HENRY HARVEY, R.N. ¹

Longieul the 19th of June 1776. 5 o'Clock morning

Captain Harvey ²

Sir I have received yours of yesterday, I should be very glad if the vessel with arms could get up to Montreal, but thier will be no occation for delivering arms to the Indians and Canadians you mention down at Sorel. It will be proper that the Transports, having on board the Baggage of the 20th Regiment drop down to Sorel. I am Sir &c

G.C.

1. Guy Carleton Letter Book, BM.

2. Commander of H.M.S. *Martin*, in the St. Lawrence river.BRIGADIER GENERAL JOHN SULLIVAN TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

Isle au Noix June 19 1776

Dear General By a strange reverse of Fortune we are driven to the sad necessity of abandoning Canada – I had the most sanguine hopes of collecting our Army together & driving the Enemy below Dechambeau, in which I doubt not I should have succeeded, had not [John] Burgoyne with a strong party arrived in Canada & reached the three Rivers the night before our People made the unfortunate Attack upon that Place under General [William] Thompson . . . at the same time the British Fleet to Amount of thirty six Sail had advanced into the Lake near us, & sixty six lay at three Rivers – the Encampment of the Enemy was to appearance very large, and every account proved their number to be exceedingly superior to ours – The Canadians too, as far as the Enemy advanced, were obliged to take Arms or be destroyed – In this State of Affairs I was much embarrassed, yet was determined to hold my Ground at all hazards, but to my great mortification I found myself at the head of a dispirited Army, filled with horror at the thought of seeing their Enemy – Indeed I was much surpriz'd to see the scattered remains of this Army, when I had collected them together – the Small Pox, Famine & disorder, had rendered them almost lifeless – The Flight from before Quebeck, the Fate of those at the Cedars, & the total loss of Sherburnes Party had before my arrival with my Brigade, destroyed all Spirit among these Troops . . . In this State of Affairs I called a Council of all the Field Officers, with the Baron [Frederick Wilhelm] de Woedtke, and they were almost unanimously for quitting the Ground . . .

I then immediately decamped, taking with us every article, even to a spade – the Enemy having a fair Wind, was at our Works in an hour after we left them – Our Guard at Bertier not coming in at the time they were ordered were met by the Enemy, forced to leave nine Batteaus & take to Chambly by Land. This was all the Loss we sustained – We retreated as far as Chambly – this Post not being tenable, we removed our Batteaus over the Rapids with all the Baggage & Stores, except three Pieces of Cannon, which

were too heavy to bring over the Rapids, and indeed they were but bad pieces of Ordnance at best – I then proceeded to St John's, where every thing arrived in safety – We burned the Garrison at Chamblee, with the Gondolas & Vessels there, leaving nothing but ruin behind us in the Fort, We pulled up all the Bridges in our way to St John's, General Arnold did the same in the other Road from Montreal, from which place he made a very prudent & judicious Retreat, with an Enemy close at his Heels When we got to St John's another Council was held, where it was unanimously agreed that to attempt holding St John's would be to expose the whole Army to inevitable Ruin, as our Communication might easily be cut off & the whole Army fall a Sacrifice . . . they [the Field Officers] were fully of Opinion, that as the present unhealthy State of the Army, it would be best to remove to Crown Point, fortify that Post, and build armed Vessels, to secure the Navigation of the Lake. Upon this we immediately stripped the Garrison of every Article, took our Batteaus and retreated to this Island – farther than this, I could not go, without your or General Washington's Orders, or the Directions of Congress . . .

1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 214–17, NA.

American Gazette, WEDNESDAY, JUNE 19, 1776

Salem, June 19.

By Captain Joseph Cook, of the Schooner *Elizabeth*, who arrived at Portsmouth, New-Hampshire, Yesterday from Canso, in Nova-Scotia, we are favored with Two Halifax Papers, of the Fourteenth and Twenty-eighth of May: They contain many lengthy Articles of Importance to the Public from London, down to the Nineteenth of April; but the Multiplicity of other Business in the Office prevents giving our Customers more than the following Extracts; at the same Time would request their Indulgence until next Tuesday, when we shall publish all their Contents, Captain Cook having made a Present of both the above Papers to the Publisher. – Captain Cook informs us, That on the Seventeenth of April last, on his Passage from Sandwich, he being bound to St. Peter's, a French Island, to procure Arms and Ammunition for the Use of the Continent, was taken by one of the Ministerial Pirates, and carried into Canso, who, after robbing his Vessel of the greatest Part of the Cargo, Provisions, all his Hands, except himself and Mate, these kind Plunderers were so genteel and polite as to give him his Vessel again, and permitted him to proceed on his Voyage without Men or any Thing else necessary for the Prosecution thereof, which obliged him to sell his Vessel and the small Remains of the Cargo for less than half their Value: They also robbed him of about Forty Dollars in Cash. – Before the Vessel was boarded by the Enemy, the Captain threw all his Letters and Papers overboard . . . He also says, that at the River St. John's, the Indians are highly incensed against the Ministerial Party, and are determined at all Hazards to join the Americans.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] In Council June 19, 1776

This Board being informed that one of the Enemy's Frigates with a large sum of Money on board for the Payment of the British Troops may be expected in our Bay within a few days together with ten or twelve Transports under her Convoy, Ordered That James Bowdoin & Walter Spooner Esqrs with Such as the honble House shall join be a Comtee to Sit immediately and project some effectual means whereby the said Frigate & Transports may be taken and Secured. – And they or the Major part of them are here authorized to take the necessary measures for that purpose without delay – Sent down for Concurrence

John Lovell Dpy Secy P T

[Endorsed] In the House of Representatives June 19, 1776 –

Read & Concurred & Brig [Joseph] Palmer Capt Williams & Capt [Samuel] Carleton of Salem are joined.

Tim^o Danielson Spr P Tem:

1. Mass. Arch., vol. 209, 306.

REPORT OF THE COMMITTEE APPOINTED TO EXAMINE THE COAST
FROM BOSTON TO NEWBURYPORT ¹

[Watertown, June 19]

The Committee appointed to view the Sea Coasts from Boston to Newbury Port and examine their State of Defence &c – having attended that Buisness report as follows. –

There are two Forts erected on the Point of Land in Salem Harbour No 1 & No 2 or old Fort, No 1 contains 10 Amb[ra]zeurs has 2 twelve pounders 2 nine pounders with three small pieces, fit for Use, which with the Cannon in No 2 or old Fort we judge sufficient, as these Forts are overlooked by another Fort which is now erecting on an eminence not far distant from those already mentioned, which commands Beverly & Salem Harbours in a very advantageous Manner. in this Fort there is one 12 pounder only. This Fort we must own, does Credit to the Gentm of the Town of Salem, and with the Addition of some heavy pieces and Ordinance Stores would enable them to make no despicable Figure in the common Defence.

The Situation and Importance of the Harbour of Marblehead, with the Strength & Beauty of their Works, are equally conspicuous. they have 18 pps. of Artillery in their Fort and 4 in one of their Batteries viz 2 of 24. 2 of 18. 2 of 14. 4 of 12 the remainder nines sixes & fours. four of the four pounders are expected to go on Board the armed Schooner *Tyrannicide* and a part of the 14 & 12 pounders answer better for an Armament to the Fort than for Her. besides this they have a six gun Battery well situated & very advantageous for the Defence of their Sea Coast but destitute of guns. they are also erecting a five gun Battery at a Place called Hewitts Head, and propose erecting another on the Back Part of the Town. These Fortifications We judged sufficient if well manned & supplied with Artillery

& Ordinance Stores for the Defence of the Harbour, unless it should be Judged best to take Possession of a Height of Ground called Noggshead, which would be of advantage to Salem & Beverly equally with Marblehead. –

at Beverly they have erected a Sand Bank Battery, laid out for five Amb-[ra]zeurs, in which they have two borrowed field Pieces. This Battery appeared to the Committee of no great Importance. The Situation of a seven gun Battery, nearly opposite Salem Fort, on Woodbury Point, and a four gun Battery erecting on Thorndicks Point, together with a five gun Battery erected at Barnets Point and a three gun Battery at West Beach, are of such a Nature as to demand an immediate Attention for the Preservation & Security of the Sea Coast. They have a Part of Coll. [John] Glovers Regiment stationed here. have one 18 pounder & two 12 pounders borrowed of Genll [Artemas] Ward and four small borrowed field Pieces of little Consequence. they have 150 Wt of Powder belonging to the Town with 200 Wt sent there by a Committee. –

At Manchester, they have no Works except a small one near Glass Head. As their Men are out in the Service of the Continent and they naked & Defenceless they petition for two or three Cannon and a Sea Coast Company, being obliged to keep several Watches and lying more than six Mile on the Sea Coast. –

The Importance of the Harbour of Gloucester is so great as in the Judgment of your Committee to demand a very early and serious Consideration. They have a Fort erected called Fort Anne with ten Ambozeurs in which they have 1 24 Pder with three Nine pounders, honey comb[e]d and not fit for Use if possible to be avoided. – No 2 is a four gun Battery in which is one 9 pder that is not good and one 6 Pounder fit for Use – No 4 is a four gun Battery lying on a Neck of Land between No 1 & No 2 and not of so much Importance as No 1 which is a five gun Battery & has one 24 pounder & 1 nine pounder. Besides these there is a Battery erected which has no guns, but in which a Feild Piece or two might be of great Service. they have about 240 Men 100 Shot for the Large Cannon and one thousand Wt of Powder for the while. –

The Town of Newbury Port is fortified in such a Manner as to do Honour to the gentlemen concerned. The Noble Exertions that have been made by that Town for the Defence of such an important Port of the Colony demands the most grateful Returns from every Well Wisher to American Liberty. they have ten nine pounders 8 sixes and two fours belonging to the Town, but have no guns nor ordinance Stores belonging to the Colony and have been able to procure but very little of the latter at their own, and a very great Expence.

The above being a State of Facts, your Committee beg leave to report as their opinion. that Cape Ann, be immediately supplied with thirty two and Pounders with ammunition and Ordinance Stores suitable therefor and that some Measures be adopted for the speedy filling up the Sea Coast Companies station[e]d there in the Room of those who have enlisted

or shall enlist on Board any of the Continental or Colonial armed Vessells. We beg Leave also to observe it as our opinion, that some heavy Pieces be sent to Salem Marblehead & Newbury Port, that the State of Manchester be taken into Consideration, that a Sea Coast Company & a matross Company be raised at Newbury Port, and that they be supplied at Newbury Port with Ordinance Stores & Ammunition proper for the Cannon already there and such others as shall be sent there. that Beverly also be supplied with a proper Proportion of Cannon & ordinance Stores –

[Endorsed] Recd June 19th & committed to the Committee on the state of the Sea Coast –

1. Mass. Arch., vol. 137, 93–96.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Wednesday June 19th 1776.

Whereas many Inconveniencies and dangerous consequences may and in all probability will acruē to this Colony in the course of it's Defence against it's unnatural Enemies if a speedy, & effectual prohibition of the exportation of provisions from each, & every port, Harbour, & place within the same to any other harbour or place without the Limits of said Colony is not immediately Effected Wherefore it is Resolved that from, and after the 25th of this instant June no person, or persons whatever presume to lade on board any Ship or Vessel within this Colony any kind, or Articles of Provision, except Jamaica, & pickled fish, with intent to convey the same out of this Colony by Water untill the 10th of November next, unless the same be laden on board such Ship, or Vessel with intent to supply the Fleets and Armies of the united Colonies or the Inhabitants of some other part, or parts of this Colony –

Provided always that any Person, or Persons who have agreeably to, and in consequence of a Resolve of the American Congress, for encouraging the importation of warlike stores into the united Colonies, imported any such stores and have not already exported provisions or other merchandize to the amount thereof, or may hereafter import such Stores – such Person, or Persons may lade on board any Ship or Vessel, & convey, & send out of this Colony to any other place except the Dominions of Great Britain any kinds of Provisions to the amount or Value of such warlike Stores imported as aforesaid –

Provided also that nothing in this Resolve shall be construed to extend to the preventing so much provisions, as in the Judgment of the Com[m]ittee of Safety &c may be sufficient for the Persons on board for the intended Voyage, being put on board any Ship or other Vessel (not prohibited by any Resolve of Congress, or Law, or Resolve of this Colony) arriving at, trading with, or sailing from any port, harbour, or other place in this Colony such Voyage not being prohibited by any Resolve of Congress, or Law, or Resolve of this Colony. And the Committees of Safety &c. in the

several Towns, & other places within this Colony are hereby Ordered, and directed to see that this Resolve be effectually carried into execution. –

1. Mass. Arch., vol. 35, 59, 61.

DIARY OF EZEKIEL PRICE ¹

Wednesday, June 19. Went to Boston, and had the pleasure of hearing that the ship seen yesterday was a prize; being another Scotch transport, with a hundred and twelve Highlanders on board. She was taken last night, without resistance, a small distance from the lighthouse. Major Menzies was interred with the honors of war. ²

1. *Proceedings of the Massachusetts Historical Society*, 1st series, VII, 258.

2. "The troops on board of her [the ship *George*] were under the command of Captain Frazer [sic]. The dead were buried the next day on the island; and it was a heart-rending sight to see the women, who had accompanied these troops, weeping with loud lamentations, and to hear the funeral dirge on the bagpipes. They played an ancient air of the Highlanders;" and the narrator observed, "Commodore Tucker, who had a musical soul, would often whistle the plaintive notes, as he wound up this story of one of his earliest battles." John H. Sheppard, *The Life of Samuel Tucker* . . . (Boston, 1868), 59, Hereafter cited as Sheppard, *Life of Samuel Tucker*.

CAPTAIN SETH HARDING TO GOVERNOR JONATHAN TRUMBULL. ¹

Hond Sir

Boston June 19th 1776

I saild on Sunday last from Plymouth; soon after we came to sail, I heard a considerable firing to the Northward. In the Evening fell in with four arm'd Schooners, near the entrance of Boston Harbour, who informed me that [they] had been engaged with a Ship and Brigg and were obliged to quit them. Soon after I came up into Nantaskett Road, where I found the Ship & Brigg at an Anchor – I immediately fell in between the two and came to an Anchor about eleven O Clock at night. I haild the Ship who answered from great Britain. I ordered her to strike her Colours to America, They answered by asking What Brigg is that? I told them the *Defence*. I then haild him again and told him I did not want to kill their Men but have the Ship I would at all events. again desir'd them Strike upon which the Major (since dead) said Yes I'll strike and fired in a Broad side upon me. which I immediately return'd; upon which an Engagement began which continued three Glasses, when the Ship and Brigg both struck.² In this engagement I had nine wounded but none kill'd. The Enemy had eighteen kill'd, and a number wounded. My Officers and Men behaved with great bravery, no Men could have outdone them. We took out [of] the above Vessells two hundred & ten Prisoners, among whom is Coll Campbell of Genl Frazer's Regt of highlanders. The Major was killed. – Yesterday a Ship was seen in the Bay which came towards the entrance of the harbour, upon which I came to sail with four Schooners in Company, we came up with her & took her without any engagement There were on board about a hundred & twelve highlanders.³ As there are a number more of the same fleet expected every day – And the General here urges

[me to] stay I shall tarry a few days & then proceed for New London. My Brigg is much damaged in her sails & rigging.

If your honor has any Commands be so good as to communicate them by a line. – I hope your honor will excuse this request and excuse my copying this fair for want of time I am with great respect Your

Seth Harding

1. Trumbull Papers, V, 239, 240, ConnSL.
2. The ship *George* and brig *Annabella*.
3. The ship *Lord Howe*.

LIEUTENANT COLONEL ARCHIBALD CAMPBELL TO MAJOR GENERAL
WILLIAM HOWE ¹

Sir,

Boston, June 19, 1776.

I am sorry to inform you that it has been my unfortunate lot to have fallen into the hands of the Americans, in the middle of Boston harbour. But, when the circumstances, which have occasioned this disaster, are understood, I flatter myself no reflexion will arise to myself or my officers on account of it. On the 16th of June the *George* and *Annabella* transports, with two companies of the seventy-first regiment of Highlanders, made the land off Cape Ann, after a passage of seven weeks from Scotland, during the course of which we had not the opportunity of speaking to a single vessel that could give us the smallest information of the British troops having evacuated Boston. On the 17th, at day light, we found ourselves opposite to the harbour's mouth of Boston; but, from contrary winds, it was necessary to make several tacks to reach it. Four schooners, which we took to be pilots, or armed vessels in the service of his Majesty (but which were afterwards found to be four American privateers of eight carriage guns, twelve swivels, and forty men each) were bearing down upon us at four o'clock in the morning, at half an hour thereafter two of them engaged us, and about eleven o'clock the other two were close along side. The *George* transport, on board of which was Major Menzies and myself, with one hundred and eight of the second battalion, the Adjutant, the Quartermaster, two Lieutenants, and five volunteers were passengers, having only six pieces of cannon to oppose them. And the *Annabella*, on board of which was Capt. M'Kenzie, together with two subalterns, two volunteers, and eighty-two private men of the first battalion, had only two swivels for her defence. Under such circumstances I thought it expedient for the *Annabella* to keep a head of the *George*, that our artillery might be used with more effect and less obstruction. Two of the privateers having stationed themselves upon our larboard quarter, and two upon our starboard quarter, a tolerable cannonade ensued, which, with very few intermissions, lasted till four o'clock in the evening, when the enemy bore away and anchored in Plymouth harbour. Our loss upon this occasion was only three men mortally wounded on board the *George*; one killed and one man slightly wounded on board the *Annabella*. As my orders were for the port of Boston, I thought it my duty, at this happy crisis, to push forward into the harbour, not doubting I should

receive protection either from a fort or some ship of force stationed there for the security of our fleet.

Towards the close of the evening we perceived the four schooners that were engaged with us in the morning, joined by the brig *Defence*, of sixteen carriage guns, twenty swivels, and one hundred and seventeen men, and a schooner of eight carriage guns, twelve swivels and forty men, got under way and made towards us. As we stood up for Nantasket road, an American battery opened upon us, which was the first serious proof we had that there could scarcely be many friends of ours at Boston; and we were too far embayed to retreat, especially as the wind had died away, and the tide of flood not half expended. After each of the vessels having twice run aground, we anchored at George's island, and prepared for action, but the *Annabella*, by some misfortune, got aground so far astern of the *George*, we could expect but a feeble support from her musketry. About eleven o'clock four of the schooners anchored right upon our bow, and one right astern of us; the armed brig took her station on our starboard side, at the distance of two hundred yards, and hailed us to strike the British flag. Although the Mate of our ship, and every sailor on board (the Captain only excepted) refused positively to fight any longer, I have the pleasure to inform you that there was not an officer, non-commissioned officer, or private man of the seventy-first, but what stood to their quarters with a ready and cheerful obedience. On our refusing to strike the British flag, the action was renewed with a good deal of warmth on both sides, and it was our misfortune, after the sharp combat of an hour and an half, to have expended every shot that we had for our artillery. Under such circumstances, hemmed in as we were with six privateers, in the middle of an enemy's harbour, beset with a dead calm, without the power of escaping, or even the most distant hope of relief, I thought it became my duty not to sacrifice the lives of our gallant men wantonly in the arduous attempt of an evident impossibility. In this unfortunate affair Major Menzies and seven private soldiers were killed; the Quarter-Master and twelve private soldiers wounded. The Major was buried with the honors of war at Boston.

Since our captivity I have the honor to acquaint you that we have experienced the utmost civility and good treatment from the people of power at Boston, insomuch, Sir, that I should do injustice to the feelings of generosity, did I not make this particular information with pleasure and satisfaction. I have now to request of you, that so soon as the distracted state of this unfortunate controversy will admit, you will be pleased to take an early opportunity of settling a cartel for myself and officers. I have the honor to be, with great respect, Sir [&c.]

Archibald Campbell,

Lieut. Col. of the 2d bat. of the 71st regiment.

General Howe.

P.S. On my arrival at Boston I found that Capt. [Hamilton] Maxwell, with the light infantry of the first battalion of the seventy-first regiment, had the misfortune of fall into the hands of some privateers, and was carried into

Marble-head the tenth inst. Capt. [Lawrence] Campbell, with the grenadiers of the second battalion, who was ignorant as we were of the evacuation of Boston, stood into the mouth of this harbour, and was surrounded and taken by eight privateers this forenoon.

In case a cartel is established, the following return is, as near as I can effect, the number of officers, non-commissioned officers and private men of the seventy-first regiment, who are prisoners of war at and in the neighbourhood of Boston.

The *George* transport. Lieut. Col. Archibald Campbell; Lieut. and Adjutant Archibald Campbell; Lieut. Archibald Baldneaves; Lieut. Hugh Campbell; Quarter-Master William Ogilvie; Surgeon's-Mate David Burns; Patrick M'Dougal, volunteer and acting Serjeant Major; James Flint, volunteer; Dugald Campbell, ditto; Donald M'Bane; John Wilson, three Serjeants, four Corporals, two Drummers, ninety private men.

The *Annabella* transport. Captain George M'Kinzie; Lieut. Colin M'Kinzie; Ensign Peter Fraser; Mr. M'Kinzie and Alexander M'Tavish, volunteers; four Serjeants, four Corporals, two Drummers eighty-one private men.

Lord Howe transport. Captain Lawrence Campbell; Lieut. Robert Duncanson; Lieut. Archibald M'Lean; Lieut. Lewis Colhoun; Duncan Campbell, volunteer; four Serjeants, four Corporals, two drummers, ninety-six private men,

Ann transport. Captain Hamilton Maxwell; Lieut. Charles Campbell; Lieut. Fraser; Lieut. —; four Serjeants, four Corporals, two Drummers, ninety-six private men.

Archibald Campbell

1. *Pennsylvania Evening Post*, July 4, 1776. The copy of the letter reached Congress July 2, 1776, and its publication was ordered. Subsequently the letter appeared in practically all of the colonial newspapers. General Ward sent the letter to Washington on June 23. Washington Papers, LC.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK¹

Remks on Wedensday 19th of June 1776

at 6 in the morning weighd Ankor stood out to sea saw no sail at 5 in the After noon Bore away for salem at 7 Ankord in Salem harbour

1. John Fisk Journal, AAS.

WILLIAM WATSON TO GEORGE WASHINGTON¹

Sir

Plymouth 19 June 1776

I wrote your Excellency on the 20th April ultimo Desiring that the papers might be remitted to me, which were taken with the two prizes bro't into this port Last Winter by Capt [William] Coit.—² my Letter must have miscaried, as I have recd no answer to it — on this account the Tryal of these two Vessels has been postponed from time to time, as no evidence can be had against them but from those papers. — The former owners Lay Claim

to them & urge, that their going to Nova Scotia for provisions, was absolutely necessary for the support of their Familys & Connections, & that they did not intend to supply the garrison at Boston. these papers, can they be obtained, will elucidate this matter. —

Relying on your Excellencys giving a few moments attention to this Business. I must beg leave to subscribe myself Your Excellencys [&c.]

William Watson

1. Washington Papers, LC.

2. The sloop *Polly* and schooner *Industry* taken November 5, 1775 by Washington's schooner *Harrison*.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Providence June 19th 1776

Herewith you have the Muster Rolls as deliver'd to me of the *Alfred*, *Columbus*, *Andrew Doria*, *Providence* and *Fly* — the *Cabots* Captn. [John Burroughs] Hopkins tells me he Sent to Mr James Reed Pay master a day or two before the Brig Sail'd and it will not be in his power to send any further Account till the Brig comes in —

You also have a Copy of the Account Captn [Nicholas] Biddle give of his I believe unsuccessful Cruise — You likewise have Copies of all the Orders I have given the several Commanders since I came in here — also a list of the Warrants and Commissions given to Officers in the several Vessels — Lieutt [Elisha] Hinman, Lieutt [William] Grinnel & Lieutt [David] Phipps's Commissions and Joseph Shields & Saml Tiley's Warrants were given in Consequence of Captn [Dudley] Saltonstalls promise before he left Connecticut if they came and brought the Men which we receiv'd below Reedy Island — As also the Account of Commissions deliver'd up to me and those that are discharged and diserted.

The *Columbus* is gone out a Cruise — the *Providence* and *Fly* went out but were drove in by a Ship supposed to be the *Cerberus* — whether they are gone out since I can't tell, but I believe not without they went this day — The *Andrew Doria* will go out in a day or two — I shall go down with the *Alfred* in two or three days to Newport and there Mann her if possible, though am in doubt whether I shall be able without help from the Commanding Officer there for some of his Men. The General Assembly gave me twenty Men for the *Providence* & twenty for the *Columbus* to enable me to Send them out who are to be return'd when the Cruise is over — I think it will be impossible to Mann the New Ships without taking them out of the Army, or a General Embargo which will be in my Opinion much more for the publick Good — the Enemy taking so many Merchant Vessels will in time get almost all the Seamen in their hands besides supplying them with Provisions when if encouraged small Privateers would bring in more Goods, and if taken would be of no advantage to them save the Men they took in them — It is not possible to get Seamen while the Merchant Vessels give 12, 14 & some 16 dollars pr month —

I think you will soon find it necessary to order to be Condemn'd all Vessels bound to Great Britain, Newfoundland and Halifax, where ever Own'd as they soon will have all the Vessels and Goods Covered as West India Property when we know that they never send none without Insurance in England –

You likewise have a Copy of an Agreement Signed by the Ship *Alfred's* Officers & most of the Company, similar Articles were Sign'd by the *Columbus*, *Andrew Doria*, *Cabot*, *Providence* & *Fly's* Officers and Company some few People onboard each Vessel excepted – ² I am in some doubt whether it may not cause some disputes without the Congress will interfere and Resolve that the Article shall be Strictly adhered to by the whole of the several Ships Crews.

Lieutt Hacker has Commanded the *Fly* ever since we took her into Service, and has behaved so well that I think he deserves a Captains Comissn from you. Lieutenant Hinman is now out in the *Cabot* as Commander of her and I believe is a good Officer, and I can't tell where you can mend it if you should give him a Captains Commission – Mr [John Paul] Jones as the oldest Lieutenant now Commands the *Providence* who I hope will behave so well as to be continued –

Inclosed you have a Copy of what Money I have Advanc'd to particular People which should be lodg'd with the Pay Master – the Money Advanc'd by the several Commanders and some by Mr [Nathaniel] Shaw to the Seamen I have not been able to get from them Save the *Cabots* which Mr Reed has had some time.

You also have an Account of what Cannon & Stores were deliver'd at New London & Rhode Island together with a Copy of a Letter just Receiv'd from Captn [Abraham] Whipple of the *Columbus*.

I send these by Captn [Samuel] Nicholas who I have given leave to go to Philada partly on his own business and partly with design that he may give you any information which you may think necessary to be inform'd of which may have Slip'd my attention as I think him very Capable of giving you an impartial history of our whole proceedings – I am with great Respect [&c.]

E H

1. Hopkins Letter Book, RIHS.
2. An agreement to share all prize money with each ship in the squadron, of which John Paul Jones wrote: "the Seamen have been very ill used and the Navy hath been much hurted by the Cursed Association for the Joint Share of Prize Money thro' the Fleet whither present at the Capture or Absent," Jones to Robert Morris, January 12, 1777, Papers of John Paul Jones, LC.

COMMODORE ESEK HOPKINS' RECOMMENDATION FOR OFFICERS FOR THE
NEW FRIGATES ¹

[Providence, June 19] ²

The following Officers living in Philadelphia are recommended for Officers in the New Ships – vizt

Onboard the *Alfred*

John Earle
 Thomas Vaughan } for Lieutenants of the Ships at Philada
 George House }

Robert Sanders living in Maryland, for Lieutenant of a Ship there – Francis Varell, Boatswain for one of the Ships in Philada

Onboard the *Cabot*

Richard Fordham } for Carpenters for ditto
 Robert Fordham }

Jonathn Maltbie 1st } Lieutenants for the Connecticut Ship or Command-
 David Phipps 2nd } ers of small Vessels –

Recommended for Captains the first Vacancy –

Lieuts Elisha Hinman

Joseph Olney

James Josiah

Ezekiel Burroughs

for first Lieutenants

Elisha Warner

Benja Dunn

John M'Dougall

Wm Hopkins

for Second Lieutenants or Masters

Joshua Fanning

Daniel Beears

Walter Spooner

Peter Richards

John Rogers

1. Hopkins Papers, RIHS.

2. The date is approximated. Hopkins wrote the Marine Committee this day with a recommendation for Hinman, listed above. The letter included many enclosures, and it is likely the above list was one of them.

ADVERTISEMENT OF SALE OF THE PRIZE SLOOP *Two Friends*¹

Notice is hereby given, that on Thursday the 27th of June inst. at Nine o'Clock in the Forenoon, at Mr. Fenner's Wharff, in Providence, will be sold at public Vendue, to the highest Bidders, the Sloop called the *Two Friends*,² Burden about 40 Tons, with her Appurtenances and Cargo, consisting of Salt, Rum, Melasses, Sugar, &c. pursuant to a Decree of a Court of Justice held at Providence the 17th Inst. by the Hon. John Foster, Esq; Judge of said Court.

Paul Tew, Sheriff

N.B. The Salt will be sold in small Lots:

Providence, June 19, 1776

1. *Providence Gazette*, June 22, 1776.

2. The *Two Friends* had been taken May 21, 1776, by the Continental brig *Andrew Doria*, Captain Nicholas Biddle.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

Hartford, Wednesday, 19 June A.D.1776.

On motion &c., voted an order to be drawn on Pay-Table for Capt. Uriah Haydon the sum of £400, to be accounted for on his bill for building

the Colony ship, built by him &c., to be settled on his account for said service. *Order given, delivered Cap. [John] Shipman.*

Appointed Ebenezer Peck Second Lieutenant and as Lieutenant of Marines under Cap. [John Mc]Cleave for the *Whiting* galley. *Given under my fist, delivered the captain.*

Appointed Wm. Plymert Master of said galley. *Given, under my fist, delivered the captain.*

Appointed Amos Stanton Second Lieutenant and as Lieutenant of Marines on board the galley *Shark*, at Norwich.

Appointed Wm. Wilber Master of do.

Allowed and voted, That the marines on board the vessels and galleys finding themselves a gun and cartouch box shall be allowed 6s. for the same.

Ordered, That four of the Colony Cannon, now in the custody of Colo. Jona. Fitch at N.H. and taken from the *Minerva*, and a proportion of shot, and about 12 canister shot, be delivered Cap. McCleave for the use of the galley *Whiting*. *Order given, delivered said McCleave.*

And that Cap. McCleave receive also lb. 25 powder of Col. Fitch. *Order given, delivered said McCleave.*

I. Hoadly, ed., *Connecticut Records*, XV, 454, 455.

NATHANIEL SHAW, JR. TO FRANCIS LEWIS, PHILADELPHIA ¹

Sir

New London June 19th 1776

I Received yours 11th Inst this day and have to Inform you that Capt Serley has so farr Recoverd his Health that will Proceede in the Sloop as Soon as their is any Probability of Getting out att Presst I think their is no Chance of Escaping the Men of Warr Capt [Thomas] Kenedy also in the Ship is Still hear. they have made Several Attempts to git out, but have been drove back by the Men of Warr & am much of the mind they will not go out any more I have Recd 70 barrels flower from Kenedy Inclos'd is the Numbers, let me know the Price it Cost and I will desire my friends, Tho's & Isaac Wharton to pay you the money I have Recd a letter from Comadore [Esek] Hopkins wherein he says that I was appointed by the Congress as their Agent for this Port desiring I would have the Prize Vessells he brot into this port to be Libel'd for Condemnation wich I have done and the Court is to be the Sixth of Next Month – their is also a large Bermudian Sloop ² hear wich was taken by the Comadore to bring the Cannon in & Imagine is the Property of the Continent In Case the Congress have appointed me to act for them I Should be Glad to have directions how to Proceede – I am in advance att least One Thousand pounds for Supplys to the Fleet and Hospital in this Town, their was 120 Men Landed that were Sick and Wounded, twenty of which are Since Dead, the Remainder are all Since Join'd the Fleet att Providence, I Suppose the occasion of my not hearing from the Congress Relative to those Matters has been through the hurry of Bussiness – I should Esteem it as a fa-

your you would Mention it to that Department were those Matters Rest
wich will Oblige ³ [&c.]

Nath^l Shaw Jun^r

1. Shaw Letter Book, YUL.

2. The sloop *Endeavour*.

3. Shaw was appointed Continental agent, April 23, 1776.

CAPTAIN CHARLES POND TO GEORGE WASHINGTON ¹

Sloop *Schuyler* fire Island June 19th – 1776

I have the Pleasure of Informing His Excellency of our taking two
Prises one A Ship of 250 Tons Burthen the Sloop 35 Tons Bound to Sandy
hook the Ship from Glasgow with one Compy of the, 42d Regt Who was
taken by one of Admiral Hopkins's fleet who took the Soldiers on Board &
Sent the Ship for Rhode Island ² Soon after was Taken by the *Cerberus*
Frigate & Sent her under Convoy of the Above Sd Sloop for Sandy
hook. Remaining on Board the Ship 5 Commission'd officers with 2 Ladies
& 4 Privates, Prisoners Total 20.

Stores on Board the Ship *Crawford* 13 tierces of Béef 11 Do of Pork, 3000
Wt of Bread 4 Puncheons of Rum, 100 barrels of Coal, 10 firkins of But-
ter, 1 Cask of Cheese –

On Board the Sloop 15 Cask of Molasses 2 Chests of Dry Goods 1 Tierce & 1
Barrel of bags of Powder 1 Case of flints, Some Salt Petre, –

The Ship is part of the way In the Inlet but at Present is Aground Pray
Send Direction About the Prisoners as I am Short handed

Charles Pond Capt ³

1. Washington Papers, LC.

2. Taken by the Continental brig *Andrew Doria*.

3. Pond was a first lieutenant in the 19th Continental Infantry. He had been assigned to sea
duty.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

June 1776

Sandy Hook N 71 W 47 Leags

Wednesy 19th at 4 AM Let the Reefs out of the topsails saw a sail to the
NW. –

Light airs & Clear Wr fir'd 5 Guns at a schooner to bring
her too Lay'd the main topsail to the mast Hoist'd a boat
out & sent on board & found her to be a Schooner from St
Luzee [Lucial] Bound to Cape Ann: Left on board her a
Petty Officer & 6 men

1. PRO, Admiralty 51/420.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, June 19, 1776

Resolved, That the Marine Committee be directed to carry into execu-
tion the resolution of the 17th, for sending carpenters to General [Philip]
Schuyler.

The Marine Committee, to whom the petition of William Adams, surgeon, was referred, brought in their report, which was taken into consideration: Whereupon,

Resolved, That the resignation of William Adams be accepted.

1. Ford, ed., *JCC*, V, 466, 467.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

[Philadelphia] 19th June, 1776.

Mr. Abraham Kinsey, Tenant at Hog Island, was informed by the Committee of the necessity of laying that Island under Water on the near approach of the Enemy, and at the same time, was assured that whatever Injury he should sustain in Consequence, would be hereafter made good to him by the Publick.

1. *Pennsylvania Colonial Records*, X, 607.

COMMODORE SAMUEL DAVISON TO ROBERT MORRIS ¹

Honored Sr, [Fort Island] Wednesday Morning, June 19, 1776.

Permit me to acquaint you of the transactions of Yesterday in the fleet. Captn [John] Hamilton, on his coming down in the forenoon, immediately hoisd his Broad Pendant as Second in Command. Captn Dougherty Repared on Board the province Ship & Demanded the Broad Pendant to be hauled down. Mr Yourk [Edward Yorke], the commanding officer, told Dougherty his pendant Should not come down By his orders unless he produced his authority from the Committee Saftey, in consequence of which Dougherty hoisd his Broad Pendant as Commr in Chief, By order of the publick, as he said to Mr York. Permit me Sr, to Beg your Interest to Command the *Lexington*, when Captn Barrey Resigns, as I imagine it will be Impossible for me to Command the present Commanders of our Armament, unless there is such Imedate Steps taken as will Make them Comply with their duty. Sr, I remain [&c.]

Sam'l Davison.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, V, 378.

ADVERTISEMENT FOR SHIP TIMBER FOR THE CONTINENTAL FRIGATES BUILDING IN PHILADELPHIA ¹

[Philadelphia, June 19, 1776]

Ship Timber, A Parcel of Knees, from 4 to 6 Feet, Body and Arms, middle sized, Wanted immediately, Enquire of David Thomson, or Francis Grice.

1. *Pennsylvania Gazette*, June 19, 1776.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON ¹

June

Cape Henlopen NNW $\frac{1}{2}$ W – 16 Lgs

Wednesday 19 [A.M.] Chaced to the Ewd Brot too spoke the Chace a small Sloop from Philladelphia for St Eustatia with Flour & Bread sent a petty Officer & Men on board her & made sail Mod: & fair at 4 P M Brot too Main Topsail to the Mast Open'd a Cask of Pork Conts 320 short 6 Pieces sent the Boats on Board the Schooner, & Brot out of her 46 Barls of Flour & 14 of Bread ²

1. PRO, Admiralty 51/4279.

2. *Betsey*, Thomas Willy, master, from Philadelphia for the West Indies, laden with flour, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.JOURNAL OF H.M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME ¹

June 1776

do [Cape Henlopen] N17W. 41 Miles

Wednesday 19 4 A M light breezes and fair saw a small sail to the Et wd gave Chase out 1st Reef 10 Spoke a Schooner from Philadelphia loaden with Bread & flour seized her

1. PRO, Admiralty 51/506.

JOURNAL OF H.M.S. *Lively*, CAPTAIN THOMAS BISHOP ¹

June [1]776

Cape May N N W 2 Leags Light Ho[use] on Cape Henlopen W N W 3 or 4 Miles

Wendy 19 8 AM observed as we opend Cape May 1 Large Ship 3 Brigs 1 Large Topsl Schooner & one wth out Topsls 3 large Sloops with Topsl Yards & One without yards, & 3 Small Schooners after making the Sigl for a Pilot Tack'd & Stood out of the Bay ²

1. PRO, Admiralty 51/546.

2. *Ibid.*, the *Lively* was en route to Virginia, convoying the *Levant* transport.CUMBERLAND DUGAN TO THE MARYLAND COUNCIL OF SAFETY ¹

[Extract]

Baltimore 19th June 1776 –

Gentlem Your favr of yesterday is now before me, desiring me to deliver the Schooner *Three Sisters* a load of your flour in my hands, but am at a loss to know the quality you woud have Shiped in that Vessell, whither of the Superfine or the Common fine kind, and I further desire to advise you the State of the *Ninety Two's* Cargo, as its all now landed a great part of which we find musty & Sower, and in bakeing it up are oblig'd to pick out some good Casks and mix with the bad in order to make the bread good & its keeping so . . .

its geting Cool fast, and hope you wont loose any of it; it appears to us hear it woud answer you much the best to Ship the 100 Bls flour of yours in Messrs Lux & Bowllys hands that has not been yet heated in a Vessells hould, which with some of your Bread [in] Barrells & in kegs that was in the 92 and

is now in my hands will make a good Cargo for this Vessell *three Sisters* to the West Indias as you mention –

I bet you may not immagin, I presume to dictate your Honourable Board, as you must know much better than I can think, or mention – but these Circumstances you cannot be so immediately sensible off, and therefore think it my duty to advise you for your Government, & if you think proper to send this flour &c with me, you please let me immediately know what quantity of each & it shall be immediately done, if on the other hand you would Chuse Sending Messrs L & Bs 100 Bls & please inclose me an order for it, I shall see it Shiped and make up the remainder of this Cargo out of my Stores Captn [Joseph] Handy particularly desires I would write you on the above heads, and begs you may order a quantity of the kegs as he Says he can take a quantity of them where barrells will not go. . . .

1. Red Book, XII, Md. Arch.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Wednesday 19 June 1776.

Ordered That the said Treasurer [of the Western Shore] pay to James Hutchings of Queen Ann's County twenty nine Pounds for the Difference of Value of his Vessel occasioned by the sinking of the said Vessel in the Channel of the River Patapsco for the Preservation of Baltimore Town.

Ordered that the said Treasurer pay to Mr William Lux One Hundred Pounds Currency for the Freight of Powder from St Eustatia.

Ordered That the said Treasurer pay to Col George Plater eight Pounds four Shillings and six Pence for Expences incurred in erecting Beacons on the River Patowmack.

Instructions and sailing Orders were given to Schooner *Three Sisters*, Capt Joseph Handy Master, Vid No 30.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Wednesday the 19th of June, 1776.

Resolved, that Henry Brown be permitted to export in the schooner boat *General Washington*, whereof he is master, provisions and tobacco to any of the foreign islands.

Ordered, that a warrant issue to — Dunbar, for the use of John Likely, for nine pounds eight shillings, for ten blankets and provisions furnished Captain [John] Lee's Marine Company.

On the recommendation of the Committee for the County of Northampton – Resolved that Mr. Samuel Carr be appointed a captain of marines on board one of the cruizers to be fitted out on the Eastern Shore.

Ordered, that a warrant issue to Captain Carr, for sixty-two pounds ten shillings, on account, to recruit a company of marines on the Eastern Shore, and for one month's half pay in advance to himself.

1. *Virginia State Papers*, VIII, 210–12.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June 1776] General [John] Vaughan embarked at Spences Inlet in a Schooner for 5 fathm hole.

The Light infantry marched to the South end of Long Island

1. Sir Henry Clinton Papers, CL.

“COPY OF THE AFFIDAVIT OF JAMES MCGLASHAN RELATIVE TO AN ENGLISH SLOOP BEING SEIZD, BY A SPANISH GUARDA COSTA AT A PLACE CALL'D ALTA VELLA, ON THE ISLAND HISPANIOLA IN APRIL 1776” ¹

Jamaica ss/

James McGlashen of the Parish of Kingston in the said Island Gentn being duly Sworn maketh Oath & saith, that on the second day of March last, he this Deponent sail'd from the Harbor of Kingston in a Sloop or Vessel call'd the *Sampson*, whereof one Joseph Miller, was then Master & Commander, and that the said Sloop was laden with Dry Goods to the Amount of about three hundred Pounds Current Money of Jamaica, and this Deponent further saith, that the said Sloop was bound on a Voyage to the Island of Santa Cruz, and that on or about the twenty seventh day of the said Month of March last, they met with Distress of weather, whereby they lost their Mate one Jno Goodman the Sea then running so very high, that it washed the said Jno Goodman overboard, and at the same time the said Sloop lost her Boom; and by the Violence of the Storm, suffer'd such other Injuries as to render her unfit to proceed further, without first putting into some Port or Place to refit; and this Deponent further saith that the said Sloop being unfit to keep the Sea, for the Reasons aforesaid, and being in want of Water, the Master of the said Sloop on or about the Twenty Ninth day of March last, put into a place call'd Alta Vella, which is situate, the South side of Hispaniola, in the Spanish Dominions, in order to refit, and take in Water, And this Deponent further saith, that as they were Employ'd in refitting the said Sloop or Vessel call'd the *Sampson* and puting in Fresh Water, a Guarda Costa belonging to the Island of St Domingo, & Command'd by an Officer, who was called Don Pedro Verra, came alongside and board'd them, and after puting this Deponent & the Crew in Irons, the said Don Pedro Verra, order'd the Goods and other Effects which then were on-board the said Sloop *Sampson* to be taken out of her, and put onboard the said Guarda Costa; and this Deponent further saith, that he this Deponent & the Remainder of the Crew of the said Sloop *Sampson*, remain'd confin'd in Irons for the space of Eleven days, onboard the said Guarda Costa in the said Place call'd Alta Vella, and that when the said Guarda Costa was ready for Sailing from the said Place, the said Don Pedro Verra, Commander of the said Guarda Costa order'd him this Deponent with the rest of the Crew to be put onshore at the said Place call'd Alta Vella (which said Place is about Thirty or Thirty five Leagues distance from any House) without any Sort of Provisions or Sustenance whatsoever; but that they kep'd and de-

tain'd the said Master of the said Sloop call'd the *Sampson*, onboard the said Guarda Costa, and this Deponent further saith, that he this Deponent, together with the rest of the Crew, travel'd for about Four days, and four Nights before they reach'd any inhabit'd Place, and that they were oblig'd to support themselves, mostly upon raw Shell Fish, and drink Sea Water, and that at last arriv'd at a place in the said Island of Hispaniola, inhabit'd by the French, where he this Deponent obtain'd a Passage in a French Sloop call'd the *Betu*, to this Island, and this Deponent further saith that the said Joseph Miller, was kept onboard the said Guarda Costa confin'd in Irons, in order as this Deponent was inform'd & beleives to be carried Prisoner to St Domingo –

Sign'd Ja^s M^cGlashan

Sworn this 19th day of June 1776
before me Sign'd, Tho^s Hibbert

A Copy

1. PRO, Admiralty 1/240.

REPORT OF SURVEY UPON H.M.S. *Argo* ¹

Pursuant to Order from James Young Esqr Vice Admiral of the Red, and Commander in Chief of His Majesty's Ships and Vessels, Employed, and to be Employed, at Barbadoes, the Leeward Islands and in the Seas Adjacent, Dated the 18th June 1776.

We Andrew Anderson Master Shipwright of His Majesty's Yard at Antigua, Charles Vewers Foreman to the Master Shipwright of the said Yard, and James Christopher Carpenter of His Majesty's Ship *Argo*: have been on board of His Majesty's Ship *Argo*, and haveing narrowly Searched and Examined into the Condition of the said Ship *Argo*: We find that the Upper Works in General are in a Decayed State, that several of the Upper Deck Beams are Rotten, also some of the Lower Deck Beams are in the same Condition, that several of the Standards require oversetting and Repairing, and Two New Standards are Wanted in Room of others Broke and Decayed, Several of the Lodging and Hanging Knees require Shifting, so that the Expence and time requisite to put the said Ship in a proper repair would be very great, and we are furthermore of Opinion that by not Careening the said Ship but Shutting in what has already been opened, she may be got ready to Sail to Europe in the Beginning of August next.

Given under our Hands, on board His Majesty's Ship *Argo*, In English Harbour, Antigua, this 19th June 1776.

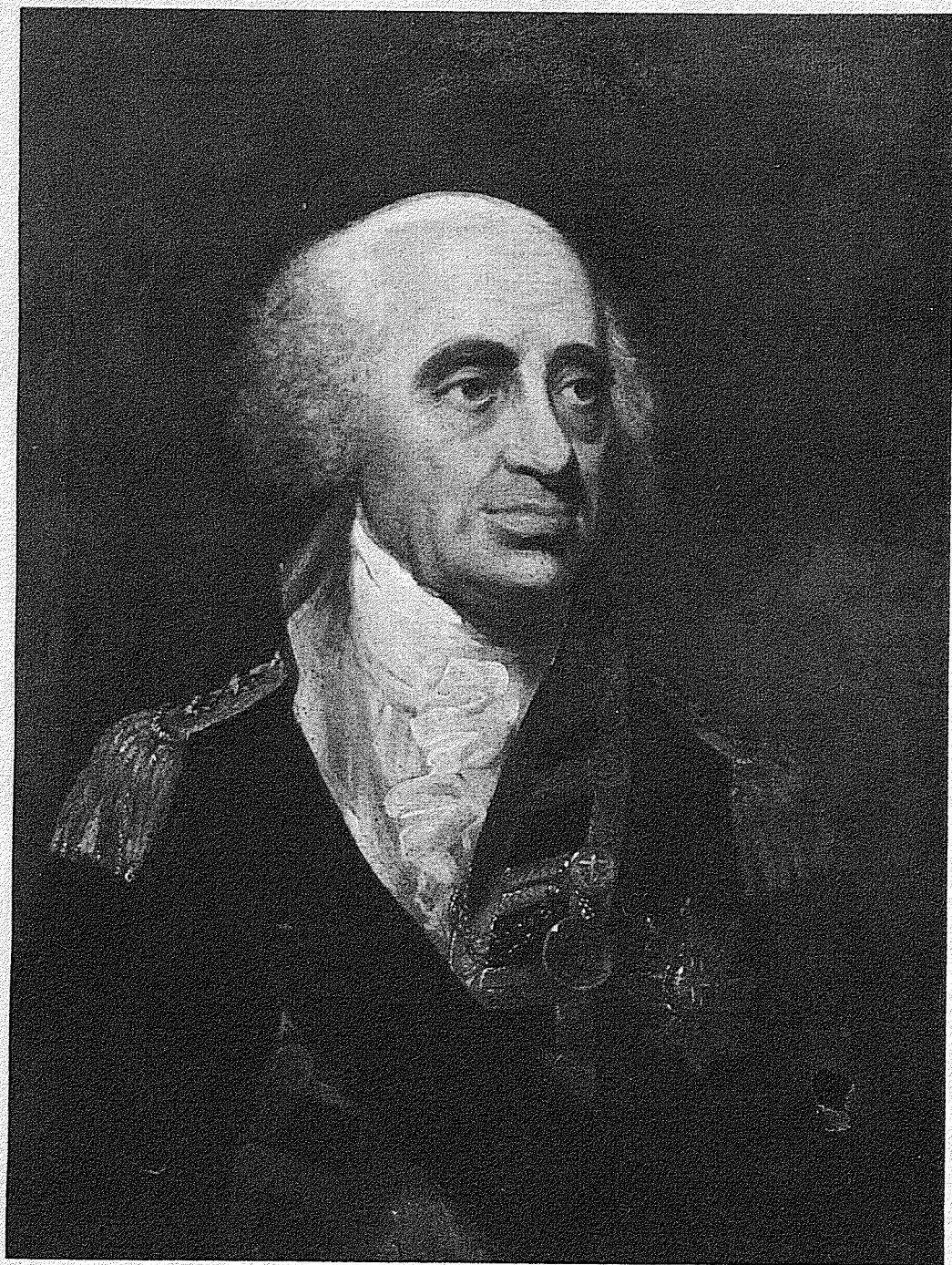
And: Anderson ²

Ch Vewers

James Christopher

1. PRO, Admiralty 1/309.

2. *Ibid.*, Anderson, Master Shipwright, had requested Admiral Young to order the survey.



Richard Lord Howe.

New York Journal, THURSDAY, AUGUST 8, 1776

English Harbour (in Antigua) June 19.

This morning arrived the *Bellahu* tender, Lieutenant Nicholas, belonging to his Majesty's ship *Hind*. The regret and concern shewn by every person here, for some time past, at the supposed fate of so worthy a man and so good an officer, could only be equalled by the universal joy at his safe arrival. He had undergone a great many hardships, and was chased by some of Hopkins's squardon, but the weather blowing fresh, the enemy were not able to come up with him.¹ Their foremast and sail were carried away, which they repaired at Aquidilla, a town on the west end of Hispaniola. While they lay there, seven sail of men of war, one of 80 guns, with an Admiral and Commodore and 3000 land force arrived there. The death of the King of Portugal is confirmed, and it is supposed the Spaniards intend renewing their old claim on that empire.

There are in this harbour, at present, four prizes, viz. one ship and three Brigantines, all laden with spermaceti oil. The ship was taken by his Majesty's ship the *Hind*, and the brigantines by the *Hawke*.

1. The tender was not chased by Hopkins. The Commodore and his fleet were not in the West Indies.

20 June

VICE ADMIRAL JOHN MONTAGU TO THE COMMISSIONERS OF THE
BRITISH NAVY¹

2d of Exa £700 – No 1
Gentlemen

Saint Johns Newfoundland
20th June 1776 –

At thirty days sight of this My Second of Exchange and third of this Tenor and date not paid, please to pay Edward H[illegible] or order, Seven Hundred pounds, for Value received on a Sloop (called the *Pinquin*) bought for the use of His Majesty, and pla[ce] the Same to Account accordingly as pr Advice from Gentlemen [&c.]

To
The Principal
officers and Commissioners }
of His Majestys Navy – London

J: Montagu

1. Book of Bonds, Deeds and Grants, No. 14, 388, Bda. Arch. The presence of this order is not explained. The third bill, in which the vessel is called the *Penguin*, is in the same source.

VICE ADMIRAL RICHARD LORD HOWE TO GOVERNOR JOHN WENTWORTH¹

Eagle, off the Coast of the Province of
Massachusetts Bay,²
June, the 20th, 1776.

Sir –

Being appointed Commander in Chief of the Ships and Vessels of his Majesty's Fleet, employed in North America, and having the honor to be by

his Majesty constituted one of his Commissioners for restoring Peace to his Colonies, and for granting Pardons to such of his subjects therein as shall be duely solicitous to benefit by that effect of his gracious indulgence; I embrace this Opportunity to inform you of my arrival on the American Coast, where my first object will be an early meeting with General [William] Howe, whom his Majesty hath been pleased to join with me in the said Commission.

In the mean time, I have judged it expedient to issue the inclosed Declaration in order that all Persons may have immediate Information of his Majesty's most gracious Intention: And I desire you will be pleased forthwith to cause the said Declaration to be promulgated, in such manner, and at such Places within the Province of New Hampshire, as will render the same of the most public Notoriety.

Assured of being favored with your Assistance in every measure for the speedy and effectual Restoration of the public Tranquillity, I am to request you will communicate from time to time, such Information as you may think will facilitate the attainment of that important object in the Province over which you preside. I have the honor to be [&c.]

Howe.

Governor Wentworth, &c.&c. New Hampshire,
or other Chief Magistrate of the Province.

1. Nathaniel Bouton, *ea al.*, eds., *Provincial Papers: Documents and Records Relating to the Province of New Hampshire . . .* (Concord, etc., 1867-), VIII, 160. Hereafter cited as Bouton, ed., *Documents and Records of New Hampshire*. Similar letters to other colonies may be found in Washington Papers and in Personal Papers, Misc., LC.
2. Dated off the coast of Massachusetts, but the *Eagle*, on June 20, 1776, was approaching the Nova Scotia coast. The letters, with the declaration, however, were not distributed until July 13, when they were sent ashore at Amboy "addressed to the several Governors in North America, notifying of his Arrival and the Objects of his Commission, and inclosing a Declaration to be published by them in their respective Colonies." Tatum, ed., *Serle's Journal*, 32.

DECLARATION OF VICE ADMIRAL RICHARD LORD HOWE ¹

By Richard Viscount Howe of the Kingdom of Ireland, one of the King's Commissioners for restoring Peace to his Majesty's Colonies and Plantations in North America, &c.&c.

Declaration:

Whereas by an Act passed in the last Session of Parliament to prohibit all Trade and Intercourse with the Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, the three Lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina and Georgia, and for other purposes therein mentioned that: It is Enacted

It shall and may be lawful to and for any Person or Persons, appointed and authorized by His Majesty to grant a Pardon or Pardons to any Number or Description of Persons, by Proclamation, in his Majesty's Name, to declare any Colony or Province, Colonies or Provinces, or any County, Town, Port, District, or Place, in any

Colony or Province, to be at the Peace of His Majesty; and that from and after the issuing of any such Proclamation, any of the aforesaid Colonies or Provinces; or if his Majesty shall be graciously pleased to signify the same by his Royal Proclamation, then from and after the issuing of such Proclamation, the said Act, with respect to such Colony or Province, Colonies and Provinces, County, Town, Port, District or Place, shall cease determine, and be utterly void; –

And Whereas, the King, desirous to deliver all his subjects from the Calamities of War and other oppressions which they now undergo, and to restore the said Colonies to His Protection and Peace as soon as the Constitutional Authority of Government therein may be replaced; Hath been graciously pleased, by Letters Patent under the Great Seal, dated the sixth day of May in the sixteenth year of his Majesty's Reign, to nominate and appoint me, Richard Viscount Howe of the Kingdom of Ireland, and William Howe Esquire, General of his Forces in North America, and each of us, jointly and severally, to be his Majesty's Commissioner and Commissioners for granting his free and general Pardons to all those, who in the Tumult and Disorder of the Times may have deviated from their just Allegiance, and who are willing, by a speedy Return to their Duty, to reap the Benefits of the Royal Favor, and also for declaring, in his Majesty's Name, any Colony, Province, County, Town, Port, District or Place, to be at the Peace of his Majesty: I do therefore hereby Declare – That due consideration shall be had to the meritorious services of all Persons who shall aid and assist in restoring the public Tranquillity in the said Colonies, or in any Part or Parts thereof That Pardons shall be granted, dutiful Representations received, and every suitable Encouragement given, for promoting such Measures as shall be conducive to the Establishment of legal government, and Peace, in pursuance of his Majesty's most gracious Purposes aforesaid.

Given on board his Majesty's Ship the *Eagle*,
off the Coasts of the Province of Massachusetts
Bay, the Twentieth Day of June, 1776.

Howe.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII 159.

JOHN BRADFORD TO JOHN HANCOCK ¹

Dear Sir

Boston 20th June 1776

I had the pleasure to acquaint you in my last that our Little Navy had taken a Brig and a ship, since wch they, in Conjunction with the Connecticut Brig, and our Colony Sloop from Salem have taken another Ship, the two Ships are Returnd to their Native Country, and now are an ornament to the finest wharfe in America. they are 250 & 270 tuns, one Built by Walker in this town, the other built at Casco Bay, Neither of them four years old, The brig I fear we shall loose they had run her on the Black Rocks before we took her. I am Employing vessells to get out her Ballast &c ²

Neither of the three vessells brot in here or the ship carried to Marblehead,³ had any Cargo. But only provision and Baggage for 434 officers & privates which are now in this town, save about 16 wch with their major were kill'd in the engagement.

I can find no papers worthy your Notice Sir, if any such they had, no doubt they were distroyd As the ship was all day ingaged at times with our Schooners & she beat them off[f]. when in the Evening she ran in to Nantasket and Anchor'd, and was follow'd by the Connecticut Brig who Anchor'd along side her. and continued so till the ship struck which was emediately after the major fell.

We are inform'd by those ships that they parted from Six of their fleet five days before they arrived here, our Cruisers are now in port Except one, but will all be out in four hours, we have the powder prise ship⁴ at Nantasket with a Broad pendant and next tide one of the other prizes goes down to hoist a pendant.

The Convoy for the Coal is not yet arrived but I Recd a verbal message from Comodore [Esek] Hopkins that a vessels for that purpose Last sunday

We have information by some of the Sailors that a ship with 18 6 pounders came out with them having on Board £ 20,000 Sterg to pay the Troops. I hope my next will inform you Sir she is safe in this port.

Our Little Navy want great Regulations I cou'd wish to see my Commiss. I am Sir with all due Respects [&c.]

Jn^o Bradford

pray Excuse inaccuracy for 24 hours I have had no Sleep

1. William Wilson Corcoran Autograph Album, VHS.

2. The transport ships *George* and *Lord Howe*, and the brig *Annabella*.

3. The transport ship *Anne*.

4. The ship *Hope*.

JOHN BRADFORD TO GOVERNOR JONATHAN TRUMBULL¹

Gentlemen

Boston. 20th June 1776

I thought it my duty to acquaint you that your Colony Brig *Defiance* [*Defence*] is now in this port after being concernd in taking two ships & a Brig with 330 privates and officers, your worthy Commander is now sick at my house, where the best care shall be taken of him; his disorder was a violent Seizure of a Cold. he has had two physicians. They've given him an Emetic & taken some blood from him; this mornng he is so much reliev'd, that I make no doubt he will be abroad tomorrow, if, in the Interim any thing should appear wch calls our cruisers out, I shall endeavor to get the brig amoung them to share in the Emolument,

If at any time I can Render your Colony any Services it will give me the highest pleasure being with great truth Gentlemen [&c.]

Jn Bradford Navy agent for the
Collony mass

To the Honble Jona Trumbull Esqr
& the Comm of Safety.

1. Trumbull Papers, IV, 121a-d, ConnSL.

"EXTRACT OF A LETTER FROM BOSTON, JUNE 20." ¹

On Tuesday another transport was taken with better than one hundred Highlanders.² The Major was buried on Tuesday with military honours; the Lieutenant Colonel Campbell, and other officers, followed as mourners.³ The Lieut. Colonel is Member of Parliament for the Royal Boroughs in Stirling Shire. I wish all the House were in as good keeping.

1. *Constitutional Gazette*, June 29, 1776.

2. The ship *Lord Howe*, taken June 18, 1776.

3. Major Menzies, of the 71st Highlanders, killed June 16, 1776.

New-England Chronicle, THURSDAY, JUNE 20, 1776

Colony of the Massachusetts-Bay, Plimouth, ss.

Libels are filed before me against the Brigantine called the *Fanny*, burthen about 75 Tons, commanded by Richard Blythe. And against the Schooner *Peggy*, burthen about 90 Tons, commanded by Samuel Gilstone; said Vessels are to be improved in carrying Supplies to the Fleet and Army employed against the United Colonies, and taken and brought into the Counties of Plimouth and Bristol. And the Court erected to try and condemn all Vessels that shall be found infesting the Sea Coast of America, and brought into either of the Counties of Plimouth, Barnstable, Bristol, Nantucket, or Dukes Counties, will be held at Plimouth, on Friday, the 5th Day of July, 1776, at the Hour of Ten in the Forenoon, to try the Justice of said Captures; of which this Notice is given pursuant to the Laws of the Colony aforesaid, to all Persons claiming Property in said Vessels or Cargoes, or any Ways concerned therein, that they may appear and shew Cause (if any they have) why said Vessels with their Cargoes and Appurtenances should not be condemned.

N. Cushing, Judge of said Court.

To be Sold at Private Sale, at Plimouth, the following Articles, viz. About 6000 Cannon Shot, 2 Mortars, 12 Pounders, 3 Cannon, with Carriages, 2 and 3 Pounders, 1 Anchor, wt. 2000, 1 ditto 1800, 1 new 15 Inch Cable, 90 Fathoms, 1 Part worn ditto, 15 Inch ditto, 90 do; also a Parcel of Rigging and Sails.

The above Articles were taken from on board a Ship lately taken at Cape-Cod,¹ and may be seen at any Time by applying to William Weston, or Thomas Davis, of Plimouth.

1. The transport ship *Friendship*, cast away on Cape Cod February 29.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND ¹

[Providence] June 20th 1776

Voted. That a Captain of Marines shall Inlist forty good men a Lieutenant thirty three, a second Lieutenant Twenty seven before they be intitled to their Commis[sions]

That Silas Devol (of Tivertown) be Appointed Captain of Marines to the Ship *Providence*

That Mr William Barron be appointed first Lieutenant of the Ship *Providence*

That James Sellers be second Lieutenant of the Ship *Warren*.

That Benjamun Page be third Lieutenant of the Ship *Providence*.

That Niles Christian be second Mate of the Ship *Warren*.

1. Journal R. I. Frigates, RIHS.

COMMODORE ESEK HOPKINS TO BRIGADIER GENERAL NATHANAEL GREENE,
NEW YORK ¹

Sir

Providence June 20th 1776

I receiv'd yours of the 24th May and through a Continual hurry found no Opportunity to answer it before – I am greatly Oblig'd to you for the Intelligence you give me in it – I have nothing New to acquaint you with save that the Brig *Andrew Doria* has taken two Transports with two hundred Men onboard, and I believe they are both retaken by the Men of War in coming in here – We have lost twenty four Seamen by the bargain, and have in their room four Scotch Officers and twenty six of the Ships Crews, with about One hundred broad Swords, and One hundred & sixty Small Arms which Captn [Nicholas] Biddle took out.

Captn Whipple had a small Engagement the day before Yesterday in which he lost one Man, with the *Cerberus* of 28 Guns & 6 small ditto on the Quarter Deck, and Forecastle – there is three Frigates round Block Island which makes it difficult to get in or out as our Force is not Sufficient to Engage them – shall endeavour to make some other Rendezvous as soon as I can get the Vessels all out, at present think Boston the best I can find on this Coast –

I must request the favour of you to indulge three of your Soldiers with not Rating them as deserters vizt James Dement, Andrew Ingersol and Edmund Parsons belonging (to Captn [Nathaniel] Warners Company in Coll [Moses] Little's Regiment) who went out in the *Cabot*, and two of them came back again in a Prize Ship sent in by the *Cabot* a few days ago and they tell me as soon as the Ship is discharg'd they will return to the Regiment – they have behaved so well, Should be Sorry they should loose any Wages that may be due to them – Should be glad of your directions in that Matter whether I must send them back directly or Continue them on Service here. I am with Regard Sir [&c.]

E H

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO CAPTAIN ABRAHAM WHIPPLE, *Columbus*,
NEWPORT ¹

Sir

Providence June 20th. 1776 –

Herewith I send a Letter directed to you from the Congress, should it reach you hope you will immediately take such Steps as you may be able to Satisfy the Congress with your Conduct – Captn [Dudley] Saltonstall and

myself are both ordered there to Account for our Conduct – Shall take pleasure in your Company.

Must beg you to be exact in your State of the Ship and People onboard her, and as the Ship can't go on a Cruise you will Land the Men you had of Colonel [William] Richmond – I am [&c.]

E.H.

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO CAPTAIN NICHOLAS BIDDLE ¹

Sir

I have just Received Orders from Congress to Repair to Philadelphia immediately; and as I believe Captain Saltonstall & Capt Whipple are likewise Order'd to Philadelphia the Command of the Fleet devolves on you as oldest Officer – Should be glad you take the most prudent Steps to Conduct the same in such Manner as will be most for the Publick good – be carefree that you take no Steps with the Ships till further Orders from Congress –

You are likewise to Transmit to me Immediately an Account of the State of your Brigs Stores, of every kind of Provisions, a List of the Effective and Non Effective Men, and in Short everything relative to the Vessel under your Command – And likewise you will Order the other Commanders Capt. [John Paul] Jones & Capt [Hoysteed] Hacker to do the same, and you will Transmit the same with your own as soon as in your power

I am Your Friend
Esek Hopkins

Providence June 20th 1776 –

1. Nicholas Biddle Papers, HSP. A copy is in Hopkins Letter Book, RIHS.

CAPTAIN JOHN PAUL JONES TO DANIEL TILLINGHAST ¹

Sir

Sloop *Providence* [Newport] 20th June 1776 –

I have made so many unsuccessful attempts to Convoy the *Fly* past Fishers Island that I have determind to give it up – and pursue my Orders for Boston – When I arrive there I will transmit you my letter of Attorney – in the mean time you will singularly oblige me by Applying to the Admiral for an Order to receive for me a Copy of the *Alfred's* Log Book which I had made out for my Private Use before I left that Ship and which was Unjustly with-held from me when I took Command of the Sloop, by the ill natured & narrow Minded Captain Saltonstall. – When the old Gentn was down here he promised to order that my Copy should be delivered – but when my Lieutenant applied for it – the Master of the *Alfred* told the Admiral a Cursed Lye, and said there was no Copy made out. – On enquiry You will find that Mr [Thomas] Vaughan the Mate of the *Alfred* made out the Copy in Question for me before I went to N. York. – I should not be so particular did I not stand in absolute need of it before I can make out a fair Copy of my Journal to lay before the Congress – for I was so stinted in point of time in the *Alfred* that I did not Copy a single remark – besides 'tis a little hard

that I who Planed and Superintended the Log Book should not be thought worthy of a Copy when a Midshipman if he pleases may claim one. – I take it for granted that you will receive the Book I must therefore beg you to Send it if Possible to me at Mr Jno Head's or Capt J. Bradfords' Boston – regarde not the Expence I will Cheerfully pay it. I am with Esteem Sir [&c.]

Sloop *Providence* 20th June 1776

Sir I forgot to mention to You that Your accot against the *Providence* will be necessary to me at Boston as I mean to transmit the State and Condition of the Sloop from thence to the Congress – I will also be glad of Admiral [Esek] Hopkins's Acct against me or the Sloop – and you will please to Include in Your Accot the Articles furnished the Vessel by the Commissary at Newport – there is a Bolt of Canvis belonging to the Sloop in the Upper part of the store I wish it could be sent to Boston together with a Quantity of Knives 4 or 5 Dozn, a Pair of Small Pistols – Some twine, Needles, Palms, Fishhooks, lines; &ca which Mr [Samuel] Brownell took away from the Sloop and hath in his Possession. – it seems he lodges at a Thos. Venner's on the Hill opposite the Burying ground on the West Side. –

You will herewith receive a Pair of Pistols, a Musquit and a Cutlass belonging to the *Alfred* which please to Deliver I am Sir [&c.]

J.P.J.

I. Harbeck Collection, HM 21666, HUL.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Hartford June 20, 1776.

Ordered, That Cap. [Jehiel] Tinker of the *Crane* galley proceed directly to New London.

An account of Colo. Jona. Fitch, for sundry purchases for stores &c. for the brig *Defence*, had been paid and referred to a sub-committee and examined, amounting to

	£640 5 11
He having before received of the Treasurer,	500 0 0
The balance is now allowed and ordered to be drawn for, viz.	141 5 11

Order drawn and is delivered said Fitch at Hartford.

1. Hoadly, ed., *Connecticut Records*, XV, 456.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

[Extract]

[Albany] June 20th 8 o'clock A.M.

I could not proceed with my Letter of last Night as my Fever after an Absence of two Hours returned and has Continued until half an Hour ago, Since which I have received a Letter from Colo: [Cornelius] Wynkoop inclosing Copy of One from Colo: [Enoch] Poor to him, Dated the 15th at St Johns, and advises that "Our Army are now on their Retreat out of Canada and as there is not Batteaus enough here to transport our Men & Baggage over the Lake, You will immediately send all the Boats that can be procured

to St Johns, Pray Sir don't fail, as a safe Retreat may depend upon It. You will likewise order the Shipping down and let them stop Nigh the Middle of Isle of Motte It being best for them to stop there, as the Navigation this Way of It is very Difficult."

I have ordered all the Batteaus in Lake George to be Carryed to Tyonderoga that they might be ready to go to Skenesborough to take in the Militia of the Massachusetts Bay & Connecticut, whom I have desired to march to that Place, those of New Hampshire to Crown Point or Onion River, as should be deemed most Convenient for them. Those from this Colony I propose sending by Lake George – I find Myself under a Great Dilemma, If I send on the Batteaus the Militia Cannot move, but I do not conceive the Necessity of Moving the Militia farther than Tyonderoga. If our Army is obliged to retreat, I shall therefore order the Batteaus to be forwarded unless General [John] Sullivan advises otherwise . . .

Your Excellency will see by the inclosed Return that the Men at Fort George are inadequate in Point of Numbers to keep the Garrison in Case of an Attack, & Man the Batteaus of which there are some times twenty & upwards with five Men in Each at once on the Lake Either going to or Coming from Tyonderoga, I shall therefore at all Events detain a Body of Militia there and at Tyonderoga, Altho' the Order of Congress is, that they are to go into Canada, But as on the Preservation of these Posts the Safety of the Army in Canada does absolutely and immediately depend, I think I shall be justified in the Measure both with Your Excellency & the Congress. –

I thank Your Excellency for the Account of the Prize taken to the Eastward, and for the Account that It is possible some more are taken, I am ever happy to receive Such Accounts, as I make the most of them to keep up the Spirits of the People here which are really lowered much by the repeated Misfortunes in Canada. –

Altho' our Affairs are in such a disagreeable Situation, I do not by any Means despond and do believe that if our Army can retreat into Lake Champlain, that It will be impossible for the Enemy to reach as far South as Crown Point at least Not this Campaign, and that they will never be able to penetrate into the Country. But if our Army is lost they will go where they please, in Spite of our Naval Force on the Lake which is by No Means an Object of Much Importance, nor will be unless greatly encreased, which I shall do with all the Dispatch I am Capable of in My Low State of Health. . . .

1. Washington Papers, LC. Continuation of June 19 letter.

MAJOR GENERAL PHILIP SCHUYLER TO BRIGADIER GENERAL
JOHN SULLIVAN¹

Dear General

Albany June 20 1776. 10 Clock P.M.

Your dispatches arrived at a Quarter past eleven this morning.

I very sincerely deplore the disagreeable situation of you & our Army in Canada, and altho I applaud your Magnanimous spirit yet I cannot by any

means approve that you should "think only of a glorious death or a victory obtained against superior Numbers" These sentiments should take place when every other resource is cut off, and when a defeat may not be attended with decisive consequences against us – the Evacuation of Canada will certainly be attended with many disagreeable ends, but will not the total destruction of our Army and a consequent loss of the Country be all attended with those infinitely more fatal, surely It will – I only mention that the Enemy will in that case be able to penetrate into the Colonies by the way of the Lakes; not so if our Army retreats in safety – every effort of theirs to accomplish It at least for this Campaign will prove ineffectual – but should they even be able to advance to the most Southern extreme of the Lakes, our Army with reinforcements from Militia will there stop their progress. I am therefore of Opinion, if it should be still in your power, when you receive this, that you ought not to remain any longer at Sorel, than you have a prospect of retreating with safety. and that the better to secure your retreat every Batteau as I have formerly observed which you can possibly spare, ought to be sent without the least delay to St Johns, I think I am fully authorized to give this opinion from what you say of the strength of the Enemy in your Letter to his Excellency Genl Washington & me and I have informed his Excellency that I would give you the above advice.

Colo [Elias] Dayton is in Tryon County, we shall I believe have our hands full in that Quarter. I am preparing every thing to take post at Fort Stanwi[x] & to repel the threatened Invasion of the Mohawk river

No part of Colo [Anthony] Waynes is as yet arrived here nor any of the Militia ordered by the Resolutions of Congress, which I transmitted you on the 12 Inst.

I have ordered Colo [Cornelius] Wynkoop to send all the Batteaus he can to St. Johns agreeable to Genl Arnolds & Colo [Enoch] Poors request signified in their Letters of the 13th Inst – this will deprive me from forwarding the Militia, But if you should not want the Batteaus, I entreat you to order them back to Ticonderoga under the command of an Active Officer & as many others as you can spare, that the Militia may be sent without delay.

Please to make my Compliments to Majr [Alexander] Scammell, the few blank Commissions I have are at Fort George & I will order one to be forwarded to you to be filled up for him – The Ague which now attacks me every day with the utmost violence has considerably reduced me & a few fits more unless they become more moderate will render me equally unfit to think or Act – God bless you & may Heaven smile propitious on your Endeavours I am Dr Sir [&c.]

Phil Schuyler

1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 226–28, NA.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, June 20, 1776

I this Evening received Intelligence of the 19th. instt. from Captn. [Charles] Pond of the Armed Sloop *Schuyler*, of his having taken, about 50

miles from this on the South side of Long Island, a Ship and a Sloop bound to Sandy Hook. The Ship from Glasgow with a Company of the 22d Regiment, had been taken before by one of Commodore Hopkins Fleet, who took the Soldiers out and ordered her to Rhode Island, after which she was retaken by the *Cerberus* and put under the Convoy of the Sloop.² As Captain Pond informs, there were five Commissioned Officers, Two Ladies and four Privates on board; they are not yet arrived at Head Quarters; inclosed is an Invoice of what they have on Board.

1. Fitzpatrick, ed., *Writings of Washington*, V, 160-61.
2. The transport ship *Crawford*.

DIARY OF ENSIGN CALEB CLAP¹

[New York] June 20th. Several French Vessels has arrived here Loaded with Sugar Rum has gone to Albany to Load for France

A Gentleman Frenchman Arrived here from Paris, what his business is I cannot inform, but it Seemes the Gene[r]al wait on him with the Greatest Pleasure and why may we be displased with his Arrival, Rejoice o, ye and be Glad - &c &c &c

1. *The Historical Magazine*, 3rd series, III, 135.

DIARY OF DR. THOMAS MOFFAT¹

[On board His Majesty's Sloop *Swan*]

[June] 11th. 132 Sail were numbered.² Two transports with part of the 42d Regt from Glasgow and two Victuallers from Whithaven Joind the fleet.

12th in the morning foggy saw one ship only heard the Admirals and other leading ships Signal Guns very distinctly fird: Cleard away and saw the fleet collected in perfect order.

June 13th Latitude 41 & 40 Longitude 62 & 31. Wind N W Evening N E.

June 14th Wind N E light breeze; the Fleet in perfect order Thermometer at noon 57. Latitude 41 - 11 [Lo]ngitude 63 - 58

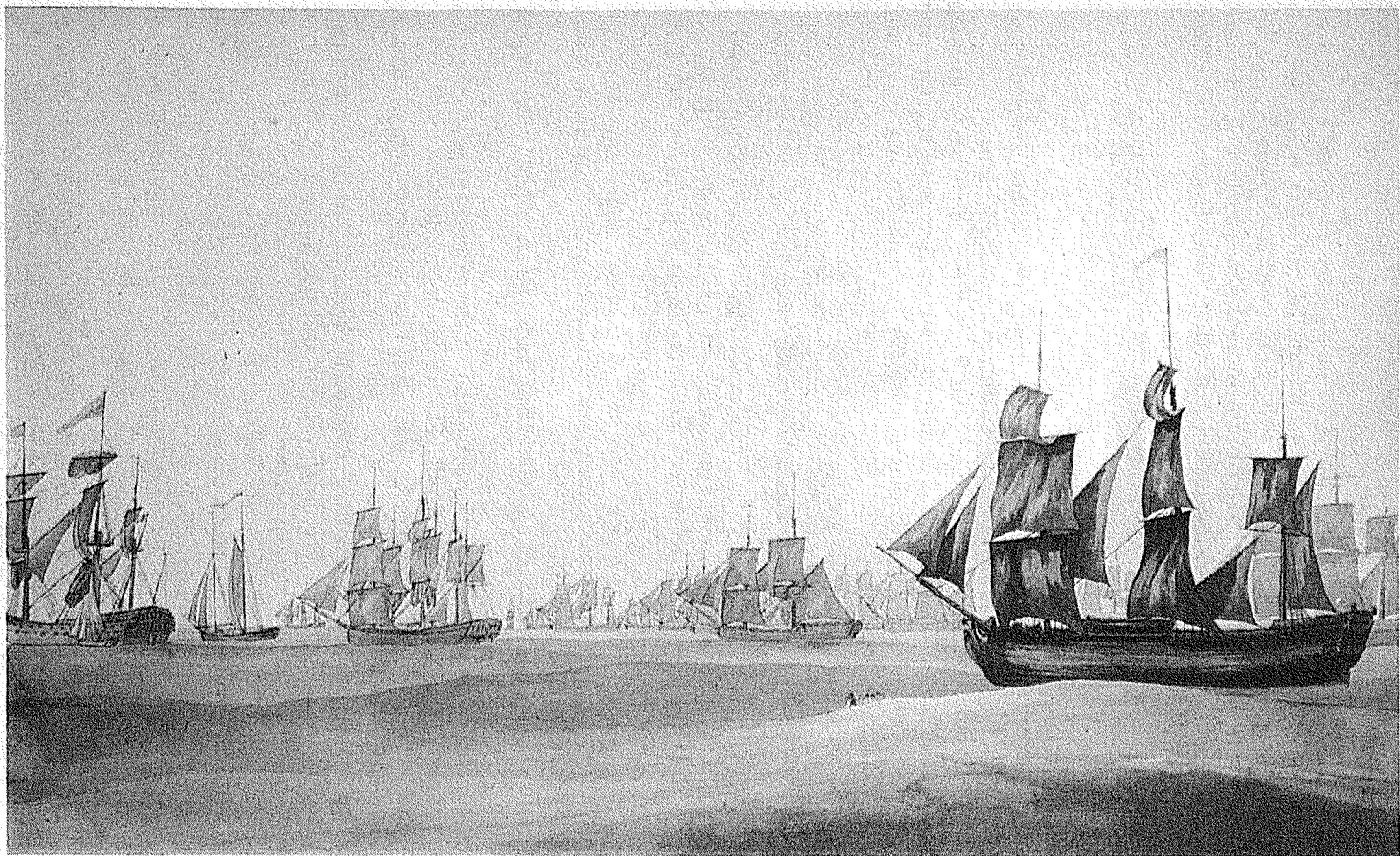
June 15th Wind WSW Course S Thermometer 66 Latitude 41. Longitude 64.

The Squadron consisted of the *Chatham* Admiral Shuldham Leading the Fleet with the *Rose* Frigate on the Right and the *Swan* and *Senegal* on the Left and the *Centurion* in the Rear

June 16th wind S Course WbS at noon blew fresh a large sea Latitude 40 Longitude 64. Thermometer 67 Fleet in perfect order.

June 17 blowing fresh SSW with Lightning Thunder and much rain Course WNW Latitude 41 Longitude 65. Thermometer 66 P M made more sail. Haizy Saw few of the fleet but heard the Admirals Signal guns very distinctly. In the evening tackd.

June 18th very pleasant Wind the fleet much dispersd, towards noon collected again in good order. Course S. Latitude 41 Longitude 65 Thermometer 65. at Sunsett wind NNE course SW by S



British ships in convoy for New York, June 18, 1776.

June 19th Fleet somewhat scattered Wind NNE numberd 115
Sail at noon Latitude 40.27 Longitude 66 Thermom 67

June 20 at 8 in the morning the Admiral made signal for the fleet to bring to that the Loitering Vessels might Join them. At noon the *Centurion* stood Eastward. at Six in the Evening the Admiral made Sail having been Joind by two Ships with Soldiers that belonged to his fleet.

1. Thomas Moffat's Diary, LC.

2. In the fleet which had sailed the day before from Halifax bound for New York.

CAPTAIN THOMAS CREGIER TO THOMAS RANDALL ¹

On board the Schooner *General Putnam*

Sir: Egg-Harbour, June 20, 1776.

After my due respects to yourself and honourable House, I am to inform you that on my passage here from Barnegat, I saw three sail of vessels plying to the northeast—they appeared to be three ships. I immediately hauled my wind to speak to them, the wind about north by west. After standing for them some time, I found one of them to be a very large ship, and was soon convinced she was a ship of war of about fifty guns. I then bore away for this harbour, where I arrived this morning. I cruised in and out of Barnegat five days, in hopes of meeting some vessels bound into that inlet, as I was informed two vessels were to put into that place. This information I received by a person who was on board of a sloop that was driven on shore by the *Lively* frigate, on the 11th of June.² She came from the West-Indies, having on board about three hundred bushels of salt, with other goods. The owners were one Schenck & Vanvechten. The ship's boats, after she struck the beach, immediately boarded her, but the inhabitants coming to them, quitted her without plundering. They endeavoured to set fire to her, but to no effect, as timely assistance prevented their scheme. I shall keep a good look-out, and hope to render a better account in my next; and am, with profoundest respect [&c.]

Thomas Cregier.

1. Force, comp., *American Archives*, 4th, VI, 992-93. Randall was Chairman of the New York Marine Committee.

2. The British vessel was the *Orpheus*, not the *Lively*; see the former's journal of June 8, 1776.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, June 20, 1776

Resolved, That a committee of five be appointed to consider what provision ought to be made for such as are wounded or disabled in the land or sea service, and report a plan for that purpose:

The members chosen, Mr. [Robert Treat] Paine, Mr. F[rancis Lightfoot] Lee, Mr. [Lyman] Hall, Mr. [William] Ellery, and Mr. [Francis] Lewis.

1. Ford, ed., *JCC*, V, 468, 469.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety,

[Philadelphia] 20th June, 1776.

Instructions to Commodore Samuel Davidson, was drawn up and agreed to Yesterday, and delivered him this day, and are as follows:

In Committee of Safety, 19th June, 1776.

Sir:

The Committee having thought proper to appoint you Commodore-in-Chief of all the Provincial Naval Armaments in the River Delaware, which you are to notify to the Officers of the Fleet by publishing to them your Commission, It becomes necessary to give you some Instructions to Regulate your Conduct in some Points of this Important Trust.

And first, you are by all possible Means to establish such a proper sense of Subordination in the Fleet, that all the Orders you think necessary to Issue, be punctually and-implicitly obeyed, a loose and Relaxed Discipline utterly enfeebling every Military Establishment, however respectable it may otherwise be in the Circumstance of Number or Force.

Secondly, As it is the Duty and Inclination of this Committee to maintain the Fleet in a constant state of preparation to receive the Enemy, you must immediately take an exact survey of its present Condition, and whatever may be wanting in its Equipment to make Report of to Capt. William Richards, who is appointed and directed by this Board to supply all its Defficiencies.

Thirdly, an attack from the Enemy being highly probable, tho' the time uncertain, it is necessary that every part of the Fleet should have its proper station assign'd, in such way as to afford Mutual support, and that the whole may act to the best effect.

Fourthly, you must particularly attend not only to the situation of the Fleet, but take great care that the Officers and Men are not absent from their respective Vessels any length of time & at any great distance, but as it is probable that some of the Officers of the Boats may be desirous of coming up to this City, you may give leave of absence to them, but only to six Officers at one time, and that no more than three of that number shall be Captains, who shall not be absent more than Forty-Eight Hours at one time from their Respective Vessels.

Lastly, Should any accident or Circumstance happen in the Fleet that has the least Tendency to effect the service, you are to give the earliest information of it to the Committee of Safety, that, they, if they have the means of Remedy, may apply such as the nature of the Case may Require.

These being the Principal matters that have occur'd to the Committee, they confide in your prudence and Discretion, which

have directed their Choice, to supply their Omission in those Numberless Circumstances and situations in which you may be placed, earnestly Recommending to you, however, that you endeavour to promote the Utmost Harmony between you and the Officers of the Fleet, and between one another, on which depends so much the success of every undertaking, where Men are to act in Concert, and Mutual Assistance is required.

By order of the Committee,
Sign'd, Jno. Nixon, Chair'n.

Resolved, That Edward Bingley be appointed Captain to the Fire Brig't in the service of this Province, and that he engage four Men for to navigate the said Brig't.

The Commodore had directions this day to distribute 50 Rounds of Gun Powder to each of the armed Boats, taking receipts for the Delivery from their Commanding Officers, and at the same time to take from them all the Powder they have now on Board.

A letter was this day wrote to George Bryan, Esq'r, Naval Officer, desiring he would grant permits to the Captains of Vessels that may apply for Chevaux de Frize Pilots to the town of Chester, taking a qualification that they will take no Pilot further down the River than Chester, unless it be such Vessels as go down the Bay under Convoy of Continental Ships of War, who are to be allowed pilots on their producing a Certificate from the Marine Committee that they are to be taken under Convoy, and that Privateers will always receive the necessary Papers from this Board.

1. *Pennsylvania Colonial Records*, X, 608-10.

DELAWARE RIVER AND BAY PASSES GRANTED BY THE PENNSYLVANIA
COMMITTEE OF SAFETY ¹

[April 18 – June 20, 1776]

The following applications for vessels to pass down the River & Bay of Delaware was granted on the owner & others giving their words that no Pilot should be taken on Board going down the river & Bay from Chester.

Owners and Others:

- April 18. Schooner *Dolphin*, Capt. Swift, Jno. Pringle.
 " 19 Schooner —, Capt. —, Sam'l Miffln.
 Schooner *Fly*, Capt. Allen, Jas. Wharton.
 Schooner *Dolphin*, Capt. Tyrie, Jno. Wilcocks.
 Tartan, *Marc Anthony*, Josiah Herves [Hewes]
 Sloop *Flying Fish*, Capt. Thouron, Josiah Herves [Hewes]
 " 20. Schooner *Success*, John Burrows, Mr. Keaton & W.
By request of Congress was permitted to go down with pilots.
 April 24. Brig. *Polly*, Capt. M'Fadden.
 Brig. *Patty*, Capt. McKevers.
 Sloop *Sally*, Capt. Buckingham, Jno. Wilcocks.
 Schooner *Betsy*, Capt. Williams, Jos. Donaldson.

- " 26. Schooner *Julia*, Corban Barnes, on oath.
Sloop —, Mr. Meredith.
Qualified to take no pilot.
Schooner *Grampus*, Job Springer.
Sloop *Tryal*, Ed'd Springer.
- " 29. Schooner *Marian*, Nevea, David Beveridge.
With Pilots at the request of Congress
- " 30. Ship, *Union*, Capt. Harvey.
Ship *Hope*, Capt. Curwin.
Ship *Sally*, Capt. Otman.
Brigt. *Rachell*, Capt. Pitt.
Brigt. *Jamaica Packet*, Capt. Wickes.²
Sloop *Fanny*, Capt Briton
- May 5. Schooner *Endeavour*, Robt. Harley, Capt., on Oath.
- " 13. Sloop *Fanny*, Wm. Button, with a Pilot.
- " 14. Schooner *Lovely Lass*, John Taylor, Mr. Donaldson.
- " 16. Brigt. *Nancy*, Geo. Curwin, the Capt. qualified.
- " 18. Sloop *Defiance*, Enoch Taylor,
Snow *Champion*, Richard James.
Schooner *Patrick*, Fred'k Lime.
- " 27. Sloop *Sally*, John Ball, and qualified to take no pilot.
- " 31. Brigt. *Adrian*, George Kelly, qualified.
Schooner *Mars*, Norris Cooper, qualified.
- June 1. Sloop *Peggy*, Capt. Patton, with a pilot, Congress acct.
- " 3. Schooner *Polly*, Thos. Wyley, qualified to take no pilot except
Chevaux de Frize.
- " 8. Sloop *Sally & Molly*, Capt. Shile, qualified to take no pilot
except Chevaux de Frize.
Sloop *Betsey*, Jno. Harr, qualified to take no pilot except
Chevaux de Frize.
- " 12. Schooner *Farmer*, Robert Tyrie, qualified to take no pilot
except Chevaux de Frize.
- " 15. Brigt. *Hancock*, Wingate Newman.
Brigt. *Ann*, Capt. Garrigues, qualified.
Schooner *Caroline*, Jno. Douglass, qualified.
- " 17. Schooner *Killbuck*, Thos. Shile, qualified.
- " 18. Sloop *Sally*, Wm. Seon, qualified.
- " 20. Schooner *Nancy*, Jno. Brown, Bevan qualified.
Brigt. *Ann*, Chr. Bradley

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 501-02.

2. Benjamin Wickes, brother of Captain Lambert Wickes of the Continental Navy.

COMMODORE SAMUEL DAVISON TO THE PENNSYLVANIA GALLEY CAPTAINS ¹

Sir: Ship *Montgomery*, 20th May [sic June] 1776.

Have to advise you I have Received from the Honourable the Committee of Safety, my Commission and Instructions to act as Commander in Chief of the Naval Armament of this Province, In consequence of which you'll Immediately Unmoore from your Stations and Moore on the East side of Fort Island, in the most convenient place; In consequence, Request your Immediate answer in writing.

Your most Obdt
Saml. Davison ²

To	[Endorsements]
Henry Dougharty, Esqr,	Will Recive no orders from Comdr Davison.
John Rice, Esqr,	In Town.
John Hamilton, Esqr,	Will Recive no Orders from Comdr Davison.
Richard Eyers, Esqr,	Will Recive no Orders from Comdr Davison.
James Blair, Esqr,	in town.
James Montgomery, Esqr,	Will Recive no Orders from Comdr Davison.
Alexander Henderson, Esqr,	Will Recive no Orders from Ditto.
Thomas Moore, Esqr,	Will Recive no Orders from Ditto.
Hugh Montgomery, Esqr,	Will Receive no Orders from Ditto.
Thomas Houston, Esqr,	In town.
Lieutenant [Robert] Hume,	Will Reciv no Orders from Comdr Davison
Lieutenant [Benjamin] Thompson,	Comply with Orders.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 759. Davison forwarded the foregoing to the Committee of Safety on the same day, heading it "A true Copy of Orders sent to the Commander of each of the Twelve Gallies stationed between Fort Island and the Main," and with the following appended: "The Commr of the Amonttion Sloop sd he would oBey Orders. Mr. Edward York 2d Lieut of Ship *Montgomery*, heard the Captns of the Galleys say the Amonition Sloop should not move from her Station. I sent Mr. Edward York, of Ship *Montgomery*, with the Orders, as the other side Returned with the answers as entered Down."

2. A fragment of a further letter from Davison to the Committee, reads:
When Mr York returned on Board with the Answers of the C[apt]s of the Gallys I went down into the Cabin with the Clark to Copy their said answers whilst below the Capts Came alongside with all their Yolls man'd and Entered the Ship in a very Hostil manner Coursing Swaring to hawl Down the Pendant th[o] neither Knew Davison nor the Committee of Saff[ety] nor the Ships Officer said the[y] Should not have the Pendant the Bat[tery] Boat Coming on Board Arm'd I haild her & Ordered her back to the Battery Capt [William] Gamble swore the[y] would fetch fire sloop & the Gallys & Blow the Ship to the Divel it [was] the Particular Desire of the Board to me when sent Down to Esue out my Orders if Insulted or treated with Contempt to be Calm & temperate in my Proceedings & to enter into no Contest Whatsoever my Orders from the Board was to Return at five OClock & being seven before I left the Ship [remainder torn.]

Committee of Safety, Navy Papers, Pa. Arch.

PENNSYLVANIA COMMITTEE OF SAFETY TO GEORGE BRYAN,
PORT NAVAL OFFICER ¹

[Philadelphia] 20th June, 1776,
In Committee of Safety.

Sir, In order to prevent the Pilots belonging to our Bay, and (particularly such as are acquainted with the Passage through the Chevaux D'Frize) from falling into the Hands of the Enemy; This Board has restricted all Masters of Vessels going down the River from taking a Chevaux D'Frize Pilot lower than Chester, and from thence they are obliged to proceed down the Bay without any Pilot whatever, and in order to exact a strickt obedience to those Regulations, the Masters of Vessels have been required to take an oath to comply with them. As it will be more convenient to the Public if this Branch of Business should pass through your Hands, this Committee requests that you will oblige all Masters of Vessels to take an Oath to the above Purpose, which being complied with, you are hereby authorized to grant Permits to such Vessels to pass the Chevaux D'Frize. You will please to observe that these Regulations are not extended to Vessels which go down the River under the Convoy of Continental Ships of war, and therefore where any Masters of Vessels produce to you a Certificate from the Marine Committee, that their Vessels are to be taken under Convoy, the above Oath is to be dispensed with. Privateers will always receive the necessary Papers from this Board.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 777-78.

CAPTAIN DAVID HALL TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen

The passage up Delaware Bay being much impeded by they men of War that lay at the Capes, hath induced a number of small Vessels with very Valuable Cargoes on board to put into Indian River; several of which have been Chaced in by the men of War's Tenders. –

We do therefore think it absolutely Necessary that One, or two Armed Barges should be station[e]d there: as it will be totally out of the power of the guard (we have on the Beach) to protect or give the least Assistance to any Vessel out of gun shot from the shore. – Capt [Charles] Lawrence hath done great service at Indian River in preventing the Tenders from being supplyd with live stock &c by the disaffected there and likewise in saving the Cargo of the snow that Came on shore here – We are Gentlemen [&c.]

David Hall [illegible]

Lewes June 20th 1776.

1. C. E. French Papers, MassHS.

MINUTES OF THE CALVERT COUNTY, MARYLAND, COMMITTEE OF
OBSERVATION ¹

Calvert County 20th June 1776

Committee met according to adjournment. Present Eight Members – Mr B Mackall in the Chair – The following Depositions were taken – David

Hunter of Calvert County being sworn on the Holy Evangels of Almighty God, Deposeth that some time about last Christmas a certain William Waller (now residing in the City of Annapolis) came to the Deponents House and said he had been sitting up the Night before at Coln Fitzhugh's in Company with Governor Eden – and asked said Hunter why his Boat lay idle when he could procure Money for her, this Deponent asked him from whom, the said Waller answered that he would give him Money if the said Hunter would carry a Letter to Lord Dunmore, and then offered him this Deponent 3 or 4 half Joes, and told him that if he the said Hunter was taken, he would be supplied with Books and Provisions and handsomely rewarded when released. Sworn to before me the Subscriber the day and year above

Rich^d Parran

David Hunter Junior of Calvert County being sworn on the Holy Evangels of Almighty God, Deposeth that he was present when the said Waller offered his Father a Sum of Money to convey a Letter to Lord Dunmore, that the said Waller asked this Deponents Father whether this Deponent was a Whig or Tory, and being answered by this Deponent that he was neither, the said Waller asked this Deponent what it would be for him to be confined in a Goal when he would be supplied with History – and in Case he this Deponent met with any Tenders, that he might throw the letter over board. Sworn before me the Day and Year in this mentioned

Rich^d Parran

Resolved that the above Depositions be immediately sent to the Committee of Observation for Ann Arundal County.

a True Copy from the Minutes

Benj: Mackall 4th Clerk pro Tem

1. Red Book, XII, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO ABRAHAM VAN BEBBER, ST. EUSTATIUS ¹

No 29.

Sir/ You have inclosed an Invoice and Bill of Lading for 240 Bbls Flour, 60 Bbls Bread & 250 Keggs ditto, in the schooner *Three sisters* Captain Joseph Handy Master, which we hope will reach you safe –; you will dispose of the Cargo to the best advantage, for the benefit of the Province according to your general instructions, and the letters heretofore sent you; and be pleased to make our returns by the same vessels in small arms, to which you may add a few field Pieces, if to be had cheap, if these cannot be got, you are to send us Powder and Blankets. – we designed to send you also two other vessels the Brigs *Fortune* and *Rogers*, but these vessels have been long detained by the men of war and Tenders, the Brig *Fortune* had sailed, but was obliged to put back again, we apprehend that we shall be obliged to unload these vessels, and send their cargoes to you in smaller vessels. –

We have recd your Letters off the 9th & 22d March, and have also paid your Bill dated 24th March to Captn John Stout for 800 dollars, and also your draft to Captn Cooper on W:Lux for £90–Cy & have got in safe the goods you sent us by the *wicked Dick* [*Wild Duck*] Captn [James] Tibbett,

also by the Pilot Boat *Chatam* and some powder we hear is arrived in No Carolina not yet got to hand, we would caution you against sending any more that way as yet – the coast there is too dangerous at present full of Men of War and Tenders. – we shall be glad to hear from you by every good opportunity, and are [&c.]

P. S. The brig *Nancy* Captn Wise addressed to you, has been unfortunately taken by a Tender in Annapesseeck-road in a Fog, which prevented the Captn from seeing her approach until she was so near, that he could not avoid the misfortune.

[Annapolis] June 20th 1776

I. Council of Safety Letter Book, No. 1, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO JOHN LEYPOLD ¹

No 34.

Sir. The Council of Safety request you would go to Baltimore Town, and examine the flour now in the Warehouse of Mr Cumberland Dugan, also examine some of the flour now on board the Brigs *Fortune* and *Rogers*, and let us know on your return, what state the same is in. We are [&c.]

[Annapolis] 20th June 1776.

I. Council of Safety Letter Book, No. 1, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO CUMBERLAND DUGAN ¹

No 31.

Sir Inclosed you have an order for one hundred Barrels of Flour now in Possession of Messrs Lux and Bowley, which we have already paid them for, and was to have gone by the Pilot Boat *Chatam* ² – you will be pleased to fill up the vessell with some of the superfine flour, most likely to keep and answer the market, and where flour cannot be stowed away, then kegs of bread – and if there be not flour sufficient, that is good and likely to keep, then put on board bread to make up the cargoe – no time is to be lost, that this vessel may be g[ot] away with all imaginable speed – ³ We are [&c.]

[Annapolis] 20th June 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. *Ibid.*, order dated June 20, No. 32.

3. The Council enclosed an additional note to Dugan: “. . . we have some expectation of loading another vessel of about 650 Barrels and should be glad to know when the bread will be baked, we shall probably want it next week, as also all the flour the *Three Sisters* can take.” *Ibid.*, No. 33.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JOSEPH HANDY ¹

No 30.

Sir, You are to proceed from hence with all possible dispatch to the Island of St Eustatia, with the letter directed to Mr Abraham Vanbebber, who will give you directions, what you are to do with your Cargoe.²– this advice you are to follow in every particular; should you have any goods put on board by captn Vanbebber to bring back, as soon as you have done your business, make the best of your way home, and avoid speaking with vessells on the

coast, or elsewhere; when you come into the latitude of our Cape, if you have a strong fair wind in, and no danger of men of war or tenders, push up the bay, as far as possible – if you find a better chance of getting safe into any of the inlets between Cape Henlopen and Cape Charles than into our Bay, you may push into one of them, and send an express to the Council of Safety, letting them know, where you are and what you have got, take care to land your goods, as soon as you can, under the direction of a Committee, for fear of being followed by Tenders, or other armed vessels. – in going out you are to take a brisk gale of wind, or get out in the night; hope you will conduct yourself with care and industry in the voyage. – if you are chased & find you must be taken, throw all your papers over board with weights to sink them. – should Mr Vanbebber not be at St Eustatia, or in that neighbourhood, you are to apply to Mr Richd Harrison at Martinique, and deliver your letter for Vanbebber to him & follow his Directions. We are [&c.] [Annapolis] June 20th 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.
2. The cargo for Handy's schooner, the *Three Sisters*, consisted of one hundred barrels of flour, supplied by Lux & Bowly, and the captain's receipt, dated June 21, along with a detailed statement of the price of each barrel, are in Red Book, XII, Md. Arch.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Bristol in Five Fathom Hole

Sir

20th [June] ²

By your Letter of the 18th instt to Brigadier General [John] Vaughan which He has communicated to me, I find, that as There is no Ford from Long-Island to Sulivans-Island all the Generals concur with You in Opinion that the Troops cannot take the Share You expected in the intended Attack.

I shall be ready to begin, when I know your Determination; You have fifteen Flat Bottomed Boats remaining on Board of which Six Hundred Men may be embarked, and during the Course of Our Firing perhaps an Opportunity may be found to make a Descent near the Fortification, this Attempt will be unexpected and may probably succeed; however, You are the best judge of this Matter, and I know You have taken such uncommon Pains in Reconnoitring and Endeavouring to gain Intelligence that I am sure We shall have the best Support that can be given.

If You can be prepared I will begin my Attack about 12 O'Clock to Morrow, or put it off 'til between 12 and One the Day following, and shall therefore be Happy to Hear from You, by the Return of the officer who has the Honor to Deliver This, and may if Weather permits, bring me your Answer this Evening – I beg leave [illegible] refer You to General Vaughan for what has passed between Us on this Occasion; He knows my Sentiments, and how far my Opinion goes towards the Practicability of Landing &c. I have the Honor to be Sir [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.
2. Parker's original letter is dated "Janry," a mistake which was corrected in the copy sent by Clinton to Germain, Secret Dispatch Book, Germain Papers, *ibid*.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON,
SOUTH CAROLINA ¹

[June] 20th [The Light infantry] are followed by the Grenadiers and first Brigade under the Command of Earl [Charles] Cornwallis. The Baggage of the Army was conveyed by the Creek on the North side of Long Island & The *Lady Wm* Schooner lightened so as to enable her to come by the same Channel.

1. Sir Henry Clinton Papers, CL.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

[June] Anchor'd in St Maries River
 Wednesday 19 Fresh Breezes and Squally with rain, burnt & paid the other side, fired 2 half Pds to bring to 2 Canoes coming down the river, Sent a boat on board them, fired 1 Three Pdr to bring to a schooner from sea, found her to be a Vessell from St Augustine wt Troops to reinforce Capt Graham Sent our People on board to mend their Sails and Rigging, that tore in bad weather
 Thursday 20. Ditto Wr Sent a boat and Officer to bring down the Governor's Sloop and up the Troops, hove off from the Shore and Anchor'd in the Stream Empd getting on board the Guns, Stores &ca fell over board by accident Thos. Evers who was drowned, The People under Arms all Night, Lost overboard 1 hand Lead in heaving it to observe if the Schooner drove –

1. PRO, Admiralty 51/4330.

PETITION OF REFUGEES FROM SOUTH CAROLINA AND GEORGIA TO GOVERNOR
PATRICK TONYN ¹

East Florida. (Copy) [June 20] ²

To His Excellency Patrick Tonyn Esqr Captain General Governor and Commander in Chief in and over the Province of East Florida Chancellor, Vice Admiral and Ordinary of the Same.

The Memorial and humble Petition of the several Persons whose Names are hereunto subscrib'd late Inhabitants of the Provinces of South Carolina and Georgia, but now residing in the said province of East Florida.

Sheweth.

That your Memorialists being good and faithfull Subjects of his sacred Majesty George the third, inclin'd to continue in peace and their Allegiance and resolv'd to oppose by every means in their power the Unnatural Rebellion now actually prevailing in the said provinces, were for such their Loyalty and Attachment oppress'd and harrass'd in various manners by the Rebellious Inhabitants of such provinces and oblig'd to fly from and abandon their Homes.

That having seen His Majesty's and your Excellency's Proclamation and Confiding in them they were induc'd to repair to this your Excellency's Government for Safety and protection, and many of them having left large properties behind them in the said provinces Consisting of Slaves, Goods, Merchandize and other Effects they flatter'd themselves that by your Excellency's Countenance and Assistance, they might have been able soon to have recovered some part thereof, and were resolv'd to attempt it tho' attended with a very considerable Degree of Danger and expence.

Your Memorialists are sorry to see such their Hopes intirely frustrated, for that those of His Majesty's Subjects who attempt to embrace the benefit of his royal Word, pledg'd in such Proclamations and have escaped at the risque of their lives with part of their Effects from the Hands of the Rebels, with the express Intent of furnishing His Majesty's Army and Fleet with Provisions meet with as little Clemency at the hands of the Officers of His Majesty's Navy as if found trading with or assisting the Rebels or were actually themselves in open Rebellion. By having their Property seiz'd and taken even in the Port of St Augustine under the Guns of His Majesty's Fort, and in sight of that very Standard to which they fled for Protection and shelter, such Officers pretending for their Justification that under the late general Act for restraining the Trade of the several Colonies therein particularly mention'd your Petitioners having once been Inhabitants of either of the said Colonies is without any other Circumstance a sufficient reason to Confiscate any property with which they may arrive in this Province together with the Vessel in which such property is imported tho' they well know that as all Communication by land is prevented by the arms of the Rebels, a Conveyance by Sea is the only one that can be made use of. And tho' they are well aware that such Construction militates against every end for which the Act was made, and are Assured the Spirit of the whole was never meant by the Legislature when they enacted it for shou'd such Construction prevail His Majesty's and your Excellency's Proclamations woud only serve as Decoys to lure your Memorialists to their certain Ruin Contrary to every principle of Honour and good Faith which never cou'd have been the Intent of their being issued: -

Your Memorialists pray your Excellency's attention for a moment to the reasons which they think must evince that the before mention'd Construction Contended for by the Officers of His Majesty's Navy is entirely erroneous and such as was never meant shoud prevail. - Your Excellency must conclude that at the time His Majesty's Ministers plann'd the General Restraining Act to remedy the particular Evil against which it is pointed they were fully possess'd of the whole matter were aware of the Effects it wou'd produce and wou'd not have suffered any Law Proclamation or Instruction to remain unnoticed that wou'd have obstructed or Clash'd with the full operation of the said Act. But that if any such actually existed they wou'd have repeal'd them by some Clause or Clauses in the said Law, such we see was their Conduct with respect to the Boston Port Bill, because it Militated in some Degree with the Restraining Bill; on what principle then Cou'd they

suffer the King's proclamation to continue unmention'd and Transmitt Instructions Consonant thereto to your Excellency and other His Majesty's Governors, unless they consider'd the Act and Proclamation as perfectly Corresponding. – Your Memorialists therefore humbly conceive and hope your Excellency will be with them in such their Conclusion, that the spirit of the Act and Proclamation perfectly agree, and that both were intended to punish Rebellious and not loyal Subjects, to protect and not ruin such as relying on the Royal Word, resort to your Excellency's Province.

We assure your Excellency there are many of His Majesty's Liege Subjects who are ready and only wait an Opportunity of withdrawing themselves and their Effects from the said Provinces respectively, that will be totally deterr'd from so doing should the present Practice and Construction prevail and who will be compell'd rather to submit to the certain Rigour of their Situation than venture to Incur total Ruin by endeavouring to embrace the promised Safety. Your Memorialists are fully sensible of the great Integrity of the Honourable Gentleman before whom any Seizure under the restraining Act must of Course Come, and rest assur'd his Decisions will be strictly just and equitable and given with that Liberality in favour of the Subject, that has ever been the practice of His Majesty's Justices in all Cases whatsoever on Penal Statutes. But should the Judge of the Admiralty Conceive himself tied up by any part of the restraining Act to consider as lawfull Prize the Ships and Cargoes of your Memorialists Circumstanced as aforesaid, your Memorialists are Assured you will see the necessity for and readily Use your Influence with His Majesty's Ministers to obtain a Repeal or Alteration of such Act so far as to Ensure Security to such of His Liege Subjects as may in future resort for Safety to this Province.

We Entertain an high Sense of your Excellency's Wisdom and Justice, and most gratefully acknowledge your Readiness upon every Occasion to give Us all the Assistance in your Power. –

May it Therefore please your Excellency to take our Case fully into Consideration and grant your Memorialists such Relief as from Weighing the premises your Wisdom may Suggest, and their Case merit.

And as in Duty bound your Memorialists will ever pray &ca

Sign'd

James Leckie –

Robert Park.

Henry Yonge Jr –

Henry Finlayson.

Thomas Taleemach.–

David Macredie.

Samuel Hunt Jenkins –

William Macredie.

Alex^r Wyly –

John Mackie.

Arch^d Lundie –

Cha^s Maculloch.

William Moss –

John Moodie.

William Milne –

George Philips.

W^m Lessley.–

George Much

John Wood.

John Hodgson

Thomas Johnson.

[Endorsed] In Govr Tonyn's (No 16) of 20th June 1776

1. PRO, Colonial Office, 5/557, 153–57.

2. Date is approximated. Tonyn forwarded the petition to Lord Germain on this date, *ibid.*

21 June

GOVERNOR SIR GUY CARLETON TO CAPTAIN CHARLES DOUGLAS, R.N.¹

Commodore Douglas Montreal the 21st of June 1777 [1776]
 Sir I am finishing my dispatches for England with all the expedition possible, and they shall be sent off from here tomorrow or next day at farthest, so that if you have prepared a vessel to be sent home I must beg you will detain her till the Officer whom I send arrives at Quebec, or if you have not yet ordered any ship for this service, I hope you will think it necessary to be done now, in order to carry intelligence to His Majesty of the present situation of affairs, after the expulsion of the Rebels.

I must beg that you will give orders for every means to be employed in the forwarding to me all the materials which can be collected for the building of armed Vessels for the Lakes, and all the artificers, that can be found to work upon them. I am Sir &c &c

Guy Carleton

1. Guy Carleton Letter Book, BM.

CONDEMNATION IN NOVA SCOTIA VICE ADMIRALTY COURT OF SUNDRY
 GOODS SEIZED ON BOARD THE AMERICAN SCHOONER *Esther*¹

Nova Scotia Court of Vice Admiralty	}	Cause Andrew Barkly Esqr Commander of his Majestys Ship of War the <i>Scarborough</i> VS sundry goods seiz'd on board the Schooner <i>Esther</i> -
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4th June 1776.	}	Libel filed and entred Order made thereon as on file
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8th June 1776.	}	Richard Willis of the <i>Raven</i> Sloop of War being duly sworn deposeseth as follows that the Schooner <i>Esther</i> was taken in Georgia River about the latter end of February last by Captn. Barkley that there was no papers on board that they took the goods out of her and she was afterwards burnt that the said Goods were put on board the Ship <i>Ritten House</i> and brought into this Harbour
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Rich^d Willis -

21st June 1776	}	Court open'd by makeing Proclamation as usual Decree Pronounc'd as on file whereby the Cargo of the Schooner <i>Esther</i> was Condemnd as lawfull prize to the Captors thereof -
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Court adjourn'd without Day in this Cause

1. Vice Admiralty Register, vol. 5, 1769-1777, N.S. Arch.

JOURNAL OF H.M.S. *Renown*, CAPTAIN FRANCIS BANKS¹

June 1776 Friday 21st	Cape Sambro:S:81:42 Et Distce 11 Leagues AM Fir'd a Gun every Hour, Sigl for continuing the same Sail. at 6 Fir'd 6 Guns, a Sigl for the Convoy to bring too;
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Do brought too, at 9 Sounded 30 fm Rocky Ground; at 11 Fird 8 Guns, a Signl for the Convoy to make Sail, Do made Sail. At Noon Sounded 28 fm Rocky Ground Saw Pt Prospect bearing N E about 5 Miles.

Light Breezes & thick Foggy Wear – PM at 2 the Extreems of the Land from No to ENE – ½ past 3 hove too, & Saluted Vice Adml [Richard] Howe, (with 13 Guns) in his Majs Ship *Eagle*² at 5 made the Signal for the Convoy to make Sail. fird a Gun every Hour; at 8 Fird 4 Guns a Signl for the Convoy to Tack Do Tack'd & Soundd, 46 fm fine Sand; at 12 Tack'd fird 4 Guns for the Convoy to Tk:

1. PRO, Admiralty 51/776.

2. Ambrose Serle's journal reads:

Friday, 21st . . . About 3 P.M. fell in with the *Renown*, Capt. Banks, with 10 Sail of her Convoy, consisting of Highlanders from Scotland. They parted with the *Flora* Frigate, their proper Convoy, off Scilly, and came into Boston Harbor, ignorant of the Evacuation of Boston by the King's Troops. From which Port Capt. Banks, when we fell in with them, about 5 or 6 Leagues from Cape Samborough, was convoying them to Halifax to the Army under Genl. Howe. A foggy Afternoon prevented the Pleasure, which we should have received from the Company of so many Ships together. At Sea, every thing, the least Bird or living Creature, is an object of Notice & Attention. The Eye, being wearied with the Sameness of the Scene, is glad to be refreshed with any object that throws Life into the Landscape, and proportionally more so, as the Figures in View are the means of conveying any Intelligence or Information to the mind. Capt. Banks came on board, and acquainted us with Variety of Sea News, of the Captures made in the West Indies, and of the Privateers fitted out by the Rebels. He had some Rebel Prisoners on board.

Tatum, ed., *Serle's Journal*, 18–19.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK¹

Remks on Thursday 20th of June 1776 [Salem harbor]

Employd in gitting on board water Proviton and ships stores At 4 in the After noon came to sail Strechd on in Bay moderate breaze pleasant weather

Remks on Friday 21st of June 1776

At 6 in the Morning caught sum cod fish Calm at 12 wind breazd up to the southward bore away for Cape Ann Harbour at 6 came to Ankor in the Harbour Let the Cape people go on shore to git their Clothing fair pleasant weather

1. John Fisk Journal, AAS.

"EXTRACT OF A LETTER FROM NEWPORT, JUNE 21."¹

About a month ago, Capt. [Nicholas] Biddle, of the *Andrew Doria*, sailed from this port, and the next day he took a sloop from the West-Indies, which was yesterday condemned as a lawful prize.² Ten days after, near the banks of Newfoundland, at daylight, he saw two ships, and in an hour was in possession of them, without firing even a musket. They had each about one hundred soldiers on board, and were part of a fleet of thirty-three sail that left Scotland the third of April, with three thousand troops on board,

bound for Boston. Capt. Biddle took out of them four land officers, the masters, mates, and crews, all their arms, ammunition, &c. and removed all the soldiers out of one ship into the other, so that in one ship³ were all the soldiers, and in the other⁴ the officers and their ladies. He was obliged to keep them with him for thirteen days, on account of contrary winds.

On the fourteenth day, at four in the morning, five sail of vessels gave him chase, upon which he ordered the ships to steer different courses, himself keeping near to the heaviest sailor, but in about an hour a squall of rain soon arose and hid them from him; the ship with the soldiers on board altered her course, and by eleven o'clock was out of sight, the weather then clear. Soon after the vessels altered their course, as he did his, in order to avoid them. At six o'clock he saw another vessel, right before, and steering towards him, when he again altered his course, and at eight o'clock (dark cloudy weather) he was about three leagues from the nearest of the vessels.

Yesterday Captain Whipple sailed on a cruize.⁵ And upon the *Cerberus* appearing in sight, Capt. Biddle immediately went on board and sailed, as also did the *Providence* sloop and two gallies, to the assistance of Capt. Whipple but wind and tide being against them, before they got within a league of Whipple (who lay to in order to find the force of the enemy) the man of war gave him a broadside and then stood off. Captain Whipple came in, the ship being of much superior force to him.

1. *Pennsylvania Ledger*, June 29, 1776.

2. The sloop *Two Friends*.

3. The transport *Oxford*.

4. The transport *Crawford*.

5. The Continental ship *Columbus*.

JOHN WATSON TO GOVERNOR JONATHAN TRUMBULL¹

Sir I have bin Requested by the Com[mit]tee for takeing Care of the Prisoners to take the Charge and over-sight of those stationd at Canaan [f]rom whome one John Birchley has shewn me a Certificate (signd by the Comander of the *Briliant* one of the Royal Navy his Name I have forgot.) Shewing that said Birchley was Impressed at Quebeck for his Majestys Service from on board the *Carolina* a Merchant Ship from Philadelphia owned by Jeremiah Warder of that place – that he was brought up to St Johns to Man out the Vesels built their which ware Resigned to us with sd Garison and their mad Prisoners sd Birchley Apear to be a Steady Sensable young Man has behaved himself well since with us. Informes me he saild from Philadelphia on board sd Ship &c that atho he is an Englishman by Birth he has bin in this Country from his Childhood has saild in the Imploy of Several Merchants from that Place in Particular Mr William Morris [Willing, Morris & Co.] in the *Richard Pen* who he thinks is the same man who Signd the Continental Bills Mr. Warder and others who he think would give full satisfaction of his frindly Disposition to the American Cause and of the Maner of his Comeing into his Majestys Service if he might be Permitted to go to Philadelphia – Also one John Barber has shewn me a lik Certificate from the Same Officer he Apears to be well acquainted with

the Principal Towns in this Colony (viz) Hartford Weathersfield Middletown New London Simsbury &c is Certainly Acquainted with Many Persons of Note in those Places Was Impresd from a Fishing Vesel at Quebeck Professes a Desier to live in the Country as he undoubtedly has Since the last War – I have heard of one or two more in like Circumstances but have not Seen their Certificates those above Mentined are Dated at Albany when they ware Brought from the Northward they ware taken from Quebeck last Sumer the Officer who gave the Certificate is not in this Colony – I Trouble Your Honour with this at their Ernest Request and desier for Your Advice and Direction. – Am Your Honours [&c.]

John Watson

Hartford 21 June 1776

1. Trumbull Papers, V, 94, ConnSL.

Connecticut Gazette, FRIDAY, JUNE 21, 1776

New-London, June 21.

By Capt. [Robert] Niles, in the *Spy* Schooner, who arrived yesterday morning from a cruise, we are favored with the following journal of Capt. Davis, who commands a company of observation at Montauk Point.

Montauk Station, Saturday, June 15, 1776

At 5 P. M. Capt. Samuel Tibble, of Milford, came here in his boat, who informs that he lost his sloop 10 leagues at sea this morning, being chased by two men of war, and saw several others: and further says, that one of the ships was within half a mile of his sloop when he left her.

Sunday, 16. Saw 5 ships to the southward from Montauk Point.

Monday, 17. Saw 6 ships and 2 sloops, the sloops hovering round Montauk Point; just at night stood out towards the ships.

Tuesday, 19 [*sic* 18] Very thick air in the fore part of the day. In the latter part saw 2 ships, one under Block Island, and the other to the southward.

John Davis, Captain.

Capt. Niles informs, that he saw 3 ships on Wednesday off Block-Island, and that this coast is so infested with them, that it is almost impossible for any vessel to get in or out without falling into their hands.

The same afternoon, near Block-Island, Capt. Niles came up with, and spoke a sloop from this port outward bound, Bulkley, master, whom Capt. Niles warned of his danger, and advised to return into port; but as she is not yet arrived, it is feared she is fallen a prey to those ministerial piratical plunderers.

An attempt was made last Tuesday by Capt. [Abraham] Whipple, in the ship *Columbus*, to decoy the *Cerberus* Frigate into Newport harbour, when a number of shot passed between them. But after following the *Columbus* near the Mouth of the harbour, the *Cerberus* left her, and stood out to sea. There were several gallies, and other armed vessels in the harbour, who in case the *Cerberus* had come in, would have assisted in taking her.

CAPTAIN WILLIAM ROGERS TO JACOBUS VAN ZANDT AND THOMAS RANDALL ¹

Gentlemen

Fire Island, June 21, 1776.

I expect you have heard of the two prizes brought in here, and may think strange that we were not in the way; we seem to be damned unlucky, for that day we were heaving down, the vessels came from the eastward close along shore, they only had to go about two miles over the bar and bring them both in; fortune favoured them in every respect, for they went out with the wind to northward, and as soon as they got on board the ship, the wind came round to the seaward so that they come right on before the wind, for there was not a man on board that could put the ship on stays. That it is damned hard to think that we have cruised so long and got nothing, to see a thing that has not been a league from the land, but been a thumming along shore, go out and bring in two prizes before our eyes, and could not have any hand in it.² On the 14th instant at daylight we saw a sail in the offing, we gave her chase, at 8 came so nigh that we discovered her to be a ship of war; we were then about 6 or 7 leagues from the land, with the wind off shore. When we saw what she was, we hauled our wind and stood from her, she then gave chase; at meridian we got into this inlet, when we crossed the bar, the ship was in about a mile of us; we saved ourselves and that was all. On the 17th I received the things that you sent by Lieut. Thew; then on the 18th, hauled into the creek; 19th, hove down, which was the day the prizes were brought in. We have now got all on board, and out of the creek; have a little wood and water to get, which I shall do as soon as possible. On the 19th at night, we had six men deserted from Fire island; our own boat was secured so that I was under no apprehension of their getting off the island; but there was a party of soldiers on the other end of the island with a whale boat; they went there and took the boat from along side the tent, and went off with her; their names are, Thomas Butler, Richard Gildersleve, Ebenezer Conkling, Solomon Kitcham, Jonathan Armstrong and Elisha Reeves. Butler is a short mulatto looking fellow, married to one Michael Shrums' or Thrums' daughter at the sign of the Black Horse in Bowre Lain. Conkling, Kitcham and Gildersleeve, all belong to Huntington, and have gone home I hear. Reeves and Armstrong belong to Southold. Butler, I expect, may be found in New-York; and if the Congress or Committee of Safety writes to the committees of Huntington and Southold, they may all be taken, for if they are permitted to desert, and take no notice of, we shall not be able to keep a man; for every affront they will go off. If they have any thing to complain of about their treatment, I am ready to answer for it. I am, gentlemen [&c.]

W. Rogers. ³

1. *New York Provincial Congress*, II 467.

2. The prizes were the ship *Crawford*, a recapture, and a sloop of 35 tons, both taken by Captain Charles Pond, in the sloop *Schuyler*, June 19, 1776. See Pond's letter of that date to Washington.

3. Rogers commanded the New York provincial sloop *Montgomery*.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

June 1776 Sandy Hook N 71 W 29 Leags
 Fryday 21st at 5 AM Hoisted out all the boats & sent them a head of the ship to Town Gave chase to the Sloop, found her to be the *George* from Halifax wt troops made a Sigl to bear down at 11 Do sprung up a small Breeze set Studding sails in Company the *George* sloop & Prize
 at 2 P M fir'd 4 Swivells to bring the Chace too, sent the Long boat on board the Chace found her to be the *Speedwell* brigg from the Brazils Bound to Nantucket left on board her a Petty Officer & 6 men at 7 Hoist'd the boat in 3 Sail in Company

1. PRO, Admiralty 51/420.

DIARY OF ENSIGN CALEB CLAP ¹

[New York]

June 21st, at Evening the Mayor of the City of New York was taken up and a number of the Citizens with three of General Washington Life Guard, and some others belonging to Different Regiments, it is Reported to the amount of 40 are now taken, some are now in Irons, other Confined in the State House, the Mayor is confined in A Publick House by the state House. this arising from a Chest of Arms being sent from here to Long Island in order to be conveyed to the *Asia*, in the Chest was A List of A number of the Tories that [had] givin there Name to Stand by the British Forces, and when We aware attack they was te Destroy the Magazine and these two of the Life Guard was to Kill General Washington (one of the Life Guard had Several Half Johanaees in his pockett when he wa taken) others ware te fall on our Artilemen and Kill them and Play with the cannon on our Men beside other Plan they had contrived - ²

I have taken considerable pains to find the Circumstances but cannot Satisfy myself Yet -

It is Reported that there is two Hundred, that have now Signed this paper, but as te the truth of it I cannot asert

It is Reported the Mayor of the City is at the [bottom] of this Plot

A few Days Since the Riffle took two Negroes which going to the *Asia* and got infermation by them that we had enemies amongst us -

General [John] Thomas Deceased May 28th, at Canadg, with the Small Pox
 Major General [Horatio] Gates is going to Canada to take the Command, he is now preparing for the March June 22nd,

1. *The Historical Magazine*, 3rd series, III, 135-36.

2. This was the plot which resulted in the hanging of one of the life guards, Thomas Hickey, and the deporting of the mayor, David Matthews, to Litchfield as a dangerous Tory. See T. J. Wertenbaker, *Father Knickerbocker Rebels* (New York, 1948), 82.

LIEUTENANT COLONEL BENJAMIN TUPPER TO GEORGE WASHINGTON¹

10 oClock A.M.

Sir

Sandy Hook June the 21st A D 1776

I landed here the Evening before last and by reason of Several Inconven[i]enices Could not make an attack untill this morning at 4 o'clock when I advanced within a 150 yds of the Light house in So Secret a manner that my party were not Discoverd, I advanced with an Officer & desired to Speak with the Commanding Officer and after a few words he fired Several Shot at me but as God would have it he mist me I returnd to my party and ordered the Artillery to play which Continued an hour, but found the walls so firm I could make no Impression I retired toward the Shipping not thinking but as there was two men of War Arivd yesterday but they would have been so Complisant as to have sent a party on Shore to have Attackd me but Could not provoke them, I Occupied the Ground about two hours & a half between two Smart fires vis from two men of war on one Side & the Light house on the other, but what is remarkable I had not one man killd nor one wounded So much as to apply to a Surgeon, I then Repeard leasurly to the South end of the Cedars to my Camp and having refreshed my Men sent off[f] 50 to go & shew them selves & mean to Occupy the Ground in like manner today by releiveing, to let the poor mortals know we are ready to meet them in the field or boats, this Menovere cant be attend with Danger as the land between us and them is a broken Thicket of woods, I mean to return by Night with my party that they may not know from whence I came or where I went – it is a little Straing I received no Asistance from the Jerseys tho earnestly requested – my party are all well & in very high Spirits, it is thought & it looks probable that one of the 3 Ship which arivd yesterday was a prize, I kno nothing further Extrey and remain your Excellenci[e]s [&c.]

Benj Tupper Lt Colo
of the 21st Regt

N B it is very Certain they got Intelligence of our Intent by these Reinforcement.

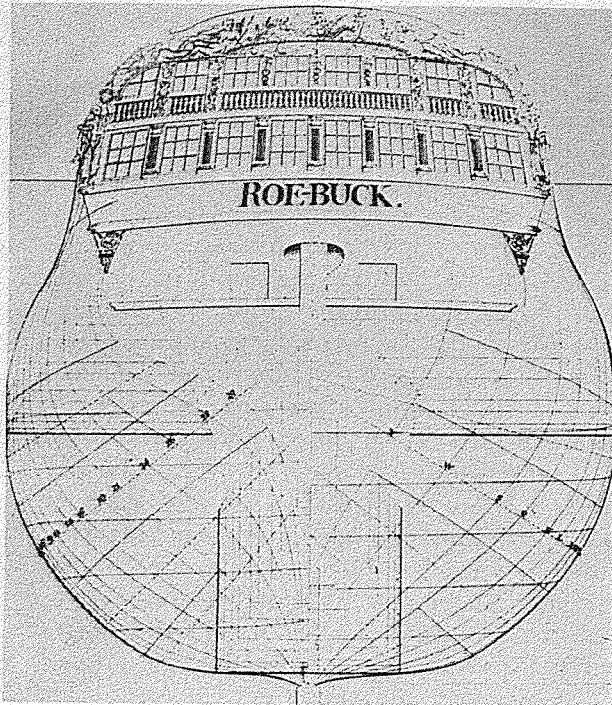
[Memorandum by Washington on verso:] 22d Wrote him to desist from the enterprize, as It seemed dangerous and No[t] to promise Success.

1. Washington Papers, LC.

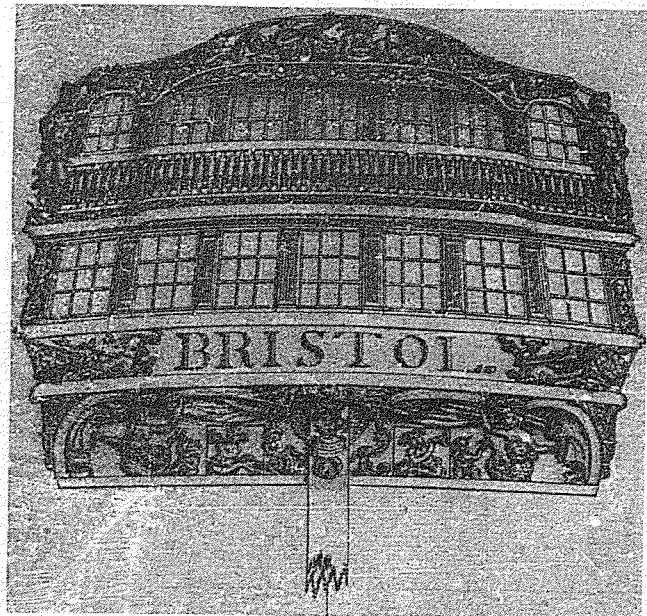
2. In a letter from Sandy Hook, of June 21, 1776, Tupper seems to have expanded the account he sent Washington. While the printed letter is not signed, the phraseology indicates it was written by Tupper. It reads:

This Morning about 4 o'Clock we attacked the Light House with about 300 Men; they were strongly reinforced being (as I saw a Boat go on board from Long-Island) previously informed of our Design. I continued the Attack for two Hours with Field Pieces and small Arms, being all that Time between two smart Fires from the Shipping and the Light House, but could make no Impression on the Walls. I then returned to my Camp at the South End of the Cedars, which I have occupied two Days and, Nights, and after refreshing my Men, sent out 50 to see for Game; they have this Minute attacked them with Small Arms, and seven Boats are making from the Land to the Ships. My Men are all well, and in high Spirits, not one of them being either killed or wounded.

New-York Gazette, June 24, 1776.



Stern design for HMS Roebuck, 44 guns.



Stern design for HMS Bristol, 50 guns.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

June 1776 Moor'd off Sandy Hook The Light Hse EBN Distance 1 Mile
 Friday 21st A M at 3 the Rebels came down & Attacked the Light House, Do kept up Constant Fire, for an Hour and a Half to Disperse them.

1. PRO, Admiralty 51/693.

WILLIAM ELLERY TO GOVERNOR NICHOLAS COOKE ¹

[Extract]

Philadelphia June 21st 1776

John [Burroughs] Hopkins is appointed to the Command of the largest Ship, called *Warren* after Dr.[Joseph] Warren of glorious Memory, and Samuel Tompkins to the Command of the smallest called *Providence*. — ²

1. "Revolutionary Correspondence of Governor Nicholas Cooke," *Proceedings of the American Antiquarian Society, New Series*, XXXVI, 326, 327. Hereafter cited as "Nicholas Cooke Correspondence," *AAS Proceedings*.
2. Command of *Providence* actually went to Abraham Whipple.

DEPOSITION OF JOHN EMMES, A DELAWARE PILOT ¹

Philadelphia,ss.

On the twenty-first day of June, Anno Domini 1776, before George Bryan one of the Justices, &c., cometh voluntarily John Emmes, aged about twenty-six years, pilot, duly licensed for the bay and river of Delaware, dwelling in the city of Philadelphia, and, being sworn on the holy gospel, doth depose, testify and say, in manner following, viz.

That on the ninth day of September last this deponent departed from said city in the brigantine *Sea-Nymph*, of which Joseph Bradford was master, bound for Jamaica, and that on the seventeenth day of September last, the said brigantine being then off the capes of Virginia and beyond soundings, the said vessel was taken by a ship of war called the *Mercury*, of twenty guns, and sent for Boston in New-England; that this deponent was on the day of said capture removed from the *Sea-Nymph* to the *Mercury*; that the *Mercury*, in which was this deponent, arrived in Boston harbour within two weeks after; that this deponent was found out to be a Delaware pilot, by means of some of the crew of the *Sea-Nymph* telling the same to the officers of the *Mercury*, as he understood, and believes; that from the *Mercury* in Boston harbour, this deponent was removed to the *Preston* ship of war, of fifty guns, on board of which Admiral Graves had his flag hoisted; that this deponent continued in the *Preston* from the first of October last until the twenty-sixth of January following, when this deponent went aboard the *Chatham* of fifty guns, on which Admiral Shulldham had his flag hoisted, and continued in the *Chatham* till the last day of March, when the *Chatham* arriving at Halifax in Nova-Scotia, this deponent was turned over to the *Fowey*, of twenty guns; that on the seventh day of April this deponent left Halifax in the *Fowey*, and arrived on the last of April off Cape Henlopen, and on the third day of May last was put on board the *Roebuck* of forty-four guns, commanded by Captain Hammond; that about two days after, the

Roebuck proceeded up Delaware-bay to the road of Bombay Hook, and anchored there, sending a barge with ten men in it towards the shore of New-Jersey, in pursuit of two shallops or small country sloops which had come down the river; that the barge aforesaid and a boat from the *Liverpool* frigate, then in company with the *Roebuck*, forced one of said shallops ashore, and burned the same, seizing the other, and bringing off from the shore twenty-five or thirty cattle in the shallop last mentioned and boats, as he understood; that the Captains of the two ships of war sent assistance in other boats to help their people in the boats first mentioned to bring off the cattle, on perceiving resistance was made by the country people; that the carcasses were delivered and divided to the two frigates, and a brigantine, a sloop, and two pilot boats which were in company with the frigates. That the shallop last mentioned was soon after dismasted and scuttled. That said frigates proceeded up the Delaware to Morris Listen's land, and there anchored during the following night. That the next day, the wind being at north east, the said frigates and the other vessels in company turned up with the flood tide, and approaching to Reedy-island, the armed sloop *Wasp* was seen within said island, also beating up. That on this Capt. Hammond ordered Capt. [Henry] Bellew, of the *Liverpool*, to stay at the lower end of Reedy-island till the *Wasp* was above Reedy-Point, and then to follow him upwards. That the *Roebuck* arriving in the bite of Newcastle, this deponent saw a brigantine, somewhat higher, at anchor, but on the approach of the *Roebuck* the anchor of said brigantine was lifted, and said brigantine turned upwards; the *Roebuck* gaining on said brigantine, and firing several guns, charged with eighteen pounds shot, to oblige said brigantine to bring to. That the brigantine, nevertheless, escaped into Christine creek, where the *Wasp* had also retired. That a small schooner, laden, outward bound, was seen on shore just below the entrance of said creek, by the crew, and that Capt. Hammond sent his boat on board the schooner, and dropped his anchor opposite to said creek. That immediately after the *Roebuck* was thus anchored, being afternoon, the crew were employed in hoisting up the ship's water casks, and cleaning them in order to fill. That next day a flag of truce was sent ashore, and Capt. [William] Budden, a prisoner, was sent away with the flag. That before the flag of truce returned, the gallies appeared upwards, coming towards the *Roebuck* and *Liverpool* which lay at anchor near the *Roebuck*. That thereupon Capt. Hammond ordered the ship to be cleared and made ready for fighting; that the water casks, which had encumbered the deck and guns, were partly stove, partly carried to the brigantine which had accompanied said frigates up the Delaware, and partly placed in the ship's hold, and elsewhere; that about one in the afternoon, the gallies had begun to fire on the frigates, at first without the reach of their shot, and continued to fire on them near a dozen shot before the frigates returned any; that at length the *Liverpool*, which had anchored below the *Roebuck*, coming up, some stern chase guns were fired from the *Roebuck*; that then the *Roebuck's* anchor being apeak, both ships got under sail, the *Roebuck's* head being to the eastward, and the *Liverpool's* to the westward;

that the ships in this position, and dropping up with a light breeze from the north north-east, brought their broadsides to bear on some of the gallies, and fired oftentimes and without intermission for several hours; that about three quarters of an hour before the firing from the ships ceased, the *Roebuck* ran aground about half a mile from the Jersey shore; nearly opposite to Burd's on the Pennsylvania shore; that the gallies retiring upwards beyond the reach of shot, the fight ended; that the Commander of the *Liverpool*, at the time the *Roebuck* took the ground, was ordered to come astern of the *Roebuck*, and cover her. That the *Liverpool* was, at the time of this accident, to the westward, and nearer the Pennsylvania shore. That the *Liverpool* was placed near the *Roebuck* accordingly, to protect her when she might heel. That the *Roebuck* ran aground about the time of full tide, and lay aground till about half an hour after three before day of the following morning. That during the rise of the tide great endeavours were used by Capt. Hammond to heave his ship afloat; that, at low water, the *Roebuck* lay over so much that the lower deck ports were necessarily shut, on the reclined side, to keep out the water; and that her cannon were rendered useless by her situation. That the *Roebuck*, at the time aforesaid, by means of a rope fastened to the *Liverpool*, was hauled afloat, and the other cables and ropes, which had been used for that end, were abandoned and let slip. That whilst the ship lay aground as aforesaid, the Capt. his officers and crew, were all constantly upon watch; and that no one retired to sleep during the night; and that boats were all the night employed to watch the motions of the gallies, and guard the *Roebuck*. That the officers of the *Roebuck* had expected that there would be an attempt in the night to burn the *Roebuck*, but afterwards concluded that it was not done for want of ammunition. That during the fight of the *Roebuck* and *Liverpool* with the gallies, only one ball fired from the gallies, as far as this deponent knows, struck the hull of the *Roebuck*, but some small damage was done to the sails and rigging; great part of the shot of the gallies aimed at the *Roebuck* not reaching her. That after the *Roebuck* was hauled off the ground, and brought to anchor, the Capt. employed his crew at filling water very diligently, two pumps being used for that purpose. That about high water in the afternoon of the day following the day of said fight, the fight was renewed, by the gallies coming down the river, the ships immediately, on the approach of the gallies being got under sail. That the wind being pretty fresh at southwest, the ships turned downwards, working to windward, and firing upon the gallies till the ships had proceeded three miles below the town of Newcastle, when, it being near ten in the evening, the gallies ceased to fire, and retired from the ships. That in the second fight the gallies drew nearer to the ships than in the first, though seldom nearer than three quarters of a mile, or thereabouts. That on the second day's action, one shot of eighteen pound was lodged in the *Roebuck's* side, about three streaks above the water's edge, and another like it on the opposite side nearly as low. That one eighteen pound shot entered an upper port, ruined the carriage, dismounted a nine pound cannon, killed one man, and wounded two

others; that five others were wounded, two of them considerably, by a cartridge taking fire; that another eighteen pound shot also entered the stern and lodged on board the ship, and that two other shot also struck the ship, seven in all as far as this dep[one]nt knows. That the rigging, sails, and spars of the *Roebuck* were often struck, damaged, and cut; particularly one mizzen shroud, one of the foretopmast shrouds, and two of the back stays were cut off, the main stay cut as far as a strand and an half, and much running rigging broken; the mizzen yard twice wounded, so that the lower end was obliged to be cut off; the main yard wounded, so that it cannot be depended on; the sails pierced several times, not easy to be numbered. The long boat had been damaged in the first fight. That the ships lay at anchor, about three miles below Newcastle, all the following night, filling and stowing water; and that the crew continued in the morning to fill and stow water, and began to repair the rigging. That after about two hours ebb tide the *Roebuck's* anchor was weighed, and the ships stood down and anchored, at low water, just above Reedy-island, where the seamen were employed in refitting the ship for three days. That this deponent never heard anything said on board the *Roebuck* which intimated any design of destroying houses on the shore. That after the stay of three days aforesaid; the frigates returned to Cape Henlopen, without any unnecessary delay. That this deponent doth not know, and doth not believe, that any persons privately came on board the *Roebuck* from the shore about said cape, during his residence in said ship, but has heard on board that such an incident passed previous to his going aboard her. That the day following the return of the *Roebuck* to said cape, Capt. Hammond put to sea, with the *Liverpool* in company. That the frigate, being about seven leagues from the land, the *Liverpool* was sent to the north eastward, but the destination not known. Capt. Hammond, in the *Roebuck*, on the contrary, steering southwards till the next day in the morning, when the ship was brought to, the tenders summoned in, particularly a schooner in which Capt. [William] Knox had been taken, and which was used as a tender, and had joined the *Roebuck* the day before from Virginia. This schooner and the rest, three in all, were sent for Chincoteague, to procure stock, and the ship proceeded to Hampton road, in Chesapeak. That the same day he arrived there, the Capt. went to Norfolk, and the day after the ship *Dunmore*, the *Fowey*, and a great number of prize and other vessels came out of Elizabeth river, and the tenders arrived from Chincoteague with eight lean bullocks, and no other stock. That the ships of war and vessels aforesaid, afterwards lay in Hampton road for a week, and then stood up the bay to Gwyn's island, and anchored in Milford-haven, at the entrance of Piankitank river. That he was on the island, and understood that about five hundred hogs, sheep, and cattle were found on it by Lord Dunmore, but no good water; that most of the wells there yielded very bad water. That about five hundred, or five hundred and fifty men, soldiers, white and black, were landed on said island by Lord Dunmore, as this deponent heard. That many of these, particularly Negroes, died, and many Negroes came in and joined him. That the

Roebuck was in some measure cleaned, and that Capt. Hammond continued at his last mentioned place till the sixth of June instant, when, about ten of the clock in the evening, this deponent, with John Drury and Alexander Davis, swam to the shore of the main land, about two miles, and escaped. That about six days before this deponent left the *Roebuck*, a gentleman of the name of Smith, Secretary of Governor Eden, arrived at Gwyn's island, from Annapolis, as this deponent understands; and that on the fifth instant, a gentleman in black from Somerset county, as he heard, came down and went to Lord Dunmore.

Sworn before George Bryan

John Emmes.

1. *Pennsylvania Evening Post*, June 29, 1776.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 21st June, 1776.

Resolved, That John Hazelwood, Esq'r, be appointed Captain and superintendant of the Fire Vessels & Fire Rafts, and to the Guard Boats, and that he be allowed for his services 36 Dollars p month & 4 Rations, to commence the day of his first appointment, being the 28th December last.

1. *Pennsylvania Colonial Records*, X, 610-612.

PENNSYLVANIA COMMITTEE OF SAFETY TO COMMODORE SAMUEL DAVISON ¹

[Philadelphia, June 21, 1776] ²

It has been represented to the board that some Officers of the Ship undertake to chastise the marines whenever they think them culpable, and as this is irregular and may be attended with ill consequence, you are required to give notice to all the Officers of your Ship, that the marines being under their own Officers complaint should be made to them of any misbehaviour, and that they are not to be insulted or abused, and if any Officer presumes to strike one of them he must answer for it upon complaint before a Court Martial.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 770.

2. The date is an estimated one. The Marines were put under their own officers by the Committee of Safety on June 7, 1776; Davison was appointed commodore June 15, and his instructions issued June 20.

"EXTRACT OF A LETTER FROM PHILADELPHIA, JUNE 21." ¹

Mr. James Caldwell is returned, [Henry] Bellew treated him well, and sent him off to return a man in his place as soon as possible. He informs, that the men of war are well supplied with stock by the Tories at Indian River, the *Liverpool* having all her coops and sheep pens full; that four or five of those Tories were on board at the time he was there; that the *Liverpool*, *Orpheus* and *Kingfisher* had been on a cruize for some days, and brought in with them two ships; one of which is the *Staffolk* Indiaman; they are last from Antigua, and go to New York under convoy of the *Liverpool*,

and may possibly be arrived, as they intended sailing on Sunday last. Col. Mill's [Samuel Miles] battalion arrived at Dover last Monday, and next day intended to visit the Sussex Tories; so we hourly expect some account of them. John James, pilot,² who was taken on board Mr. Mifflin's vessel, made his escape from the *Roebuck* by swimming two miles; he was on board the time of the action with the gondolas, and says, that the *Roebuck* had one man killed, and several wounded; one of her guns dismantled, and hulled in seven places. He says Lord Dunmore loses nine or ten of his black regiment every day by the small pox, &c.

1. *Constitutional Gazette*, June 22, 1776.

2. John Emmes, not James; see his deposition this date.

GEORGE WOOLSEY TO THE MARYLAND COUNCIL OF SAFETY¹

[Baltimore] June 21 [17]76

To the Honourable Council of Safety for the Province
of Maryland

Gentn I have Communicated Your Proposals to the owner of the Vessel, and he writes me he would much Rather the Brig *Rogers* would Proceed than be Discharged as it would on all sides give more Satisfaction, besides he is Under some Engagement to Bring Salt into Phila but if You would Rather wish to have her Discharged, he will agree to it, on Your Paying the freight only, and that he thinks is not out of the way Considering the time she has been in the hands of the Publick full Long Enough to have made her Voyage, to the west-Indies and Back, besides She will Then be at his Risque if the Enemy Should Destroy her after Discharged, I therefore Request hearing from You on this Subject and am,

G.W.

1. Woolsey & Salmon Letter Book, LC.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY¹

[Williamsburg] Friday, June 21st, 1776.

Ordered, that a warrant issue to Augustine Moore for the use of Thomas Nelson, Esquire, and Company for forty-eight pounds, fifteen shillings and three pence half-penny, for anchors furnished the Row Gallies fitting by Captain [Robert] Tompkins and Captain [Edward] Travis.²

Ordered, that Mr. James Hubbard be appointed to assist Captain James Barron in taking an Inventory of the effects on board the ship *Oxford*, lately made prize by the said Captain Barron, and that all the Papers on board the ship be secured and sent with the Inventory to this Board.³

The Committee took into consideration the case of John Goodrich, junior, referred to them by Convention, and agreed to the following report:

The Committee of Safety, to whom the case of John Goodrich, junior, taken up and charged with conduct inimical to the rights of America, was referred, have appointed several different days for his examination, and

have inquired for witnesses of the officers in the neighborhood of Norfolk, desiring them to have summoned such as they should be informed were acquainted with the conduct of the said Goodrich, but none have appeared. Whereupon the Committee think it unnecessary and unreasonable to keep him longer in suspense, and that he ought to be discharged from that accusation; but, as he is under a general suspicion of being unfriendly to the interests of the Colony, the Committee are of the opinion that he ought previous to his discharge to enter into bond with sufficient security in the penalty of one thousand pounds, with condition not to give intelligence to or in any manner aid or assist the enemies of America.

Resolved, that the foregoing report be fairly transcribed, signed by the President, and laid before the Convention by a member of this Board.⁴

1. *Virginia State Papers*, VIII, 214-15.

2. The galleys *Henry* and *Manley*.

3. Retaken in the mouth of Chesapeake bay on June 21, by Captains James and Richard Barron. The *Oxford*, a prize of the Continental brig *Andrew Doria*, had been recaptured by her crew and the Highlanders on board, and was on her way to join Lord Dunmore.

4. This date, the Virginia Convention resolved:

That the Committee of Safety do tender to the said John Goodrich, jun. the oath prescribed by this Convention to be taken by suspected persons, by their Resolution of the 27th of May last; And in case of his refusal to take the same, that they cause him to be disarmed, agreeable to the said resolution.

Virginia Convention, 59.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Camp at Long Island

Friday Evening 21st June 1776

Commodore

Sir Peter Parker Knt

I am honored with Your Letter of the 20th by Lieut. [Charles] Hope, expressing Your readiness to begin the attack on Sullivan's Island on the 21st at 12 o'Clock or put it off, if I should not be prepared, till the day following. —

I am told by the Officers of the Navy that the Wind is not now fair, nor any great probability of its being so suddenly — This circumstance and my receiving your Letter so late induces me to wish it to be deferred till Sunday.

I confess I could have wished it had been equally convenient for you to have begun your attack on the first of the Flood for reasons I have already mentioned, but as you have determined otherwise, I can only say that the Troops under my Command will Co-operate as far as my very particular Situation (which I need not describe to you) will admit.

I am now Sir. to understand, that you mean to make your attack on Sullivan's Island on Sunday if the Wind should be favorable on that day; I shall beg of you to make the Signal we have already settled as early in the morning as possible — I heartily wish you Success & have the Honor to be &c.

H C.

1. Sir Henry Clinton Papers, CL.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 21st Brigadr Genl [John] Vaughan returned with Capt Hope of the Navy Charged with a Letter from the Commodore signifying that he comprehended the Generals situation perfectly well and expressing his readiness to begin the attack, and Sunday the 23d is fixed upon in case the Wind should be favourable.

1. Sir Henry Clinton Papers, CL.

MINUTES OF THE GOVERNOR'S COUNCIL OF WEST FLORIDA ¹

At a Council held at His Excellency's House [Pensacola]

the 21st June 1776.

His Excellency ² laid before the Board a Petition of the Merchant Traders and other inhabitants of the Town of Pensacola setting forth That they have of late been very sensible of the inattention and Conduct of the present Pilot of Vessels into the Harbour of Pensacola and that they have been informed (and believe it to be true) that the accident which happened to the Ship that was a few days ago run on shore and now remains a Wreck on Pelican Island was chiefly owing to his Negligence and carelessness

That your Petitioners view with concern the great Injury which must arise to the Trade and Commerce of this place unless some fit and careful person be Speedily Appointed as a Pilot for this Harbour in the Room and Stead of the now Pilot Samuel Carr

They therefore beg leave with all deference and respect to recommend to your Excellency Mr James Mant of this Town as a very fit and proper person for that purpose –

Your Petitioners further beg leave to represent unto Your Excellency that all the Commissioners named by an Act of this Province for the Appointment of Pilots are absent but one, to wit, Mr Alexander Moore, and that the said Act requires three or more of them to Constitute a Quorum for the purposes of Appointing a Pilot. That unless your Excellency will interfere the Port of Pensacola must Remain without any proper Person to take Charge of and Conduct Vessels into it the Consequences of which We are fearful will prove fatal to the Trade of the place.

Your Petitioners therefore humbly pray that you would be pleased to take the premisses into Your Consideration and if You think proper be pleased to Appoint the said James Mant a Pilot for this Harbour.

And your Petitioners shall ever pray &c – On which His Excellency desired the Advice and opinion of the Board.

It was therefore the advice of the Board that Mr Mant should be appointed a Branch Pilot for the Harbour of Pensacola – and that he be acquainted thereof by the Clerk of the Council. –

1. PRO, Colonial Office, 5/634, LC Photocopy.

2. Governor Peter Chester.

JOURNAL OF H.M.S. *Pallas*, CAPTAIN WILLIAM CORNWALLIS ¹

June 1776 Cowbay Point [Haiti] NBW 3 or 4 miles
 Friday 21st at 5 AM wore and made sail, out reefs, set Steering sails, loosed the Mainsail, at 6 saw the East end of Jamaica bearing WSW 3 or 4 leags, at 8 Yallah's Bill W $\frac{1}{2}$ N 5 or 6 leags, unbent the Mainsail, at 10 White Horse Cliffs NW $\frac{1}{2}$ W 5 or 6 miles.
 [Fresh breezes and cloudy] at 1 PM down Steering sails, at 2 Saluted Vice Admiral Gayton with 15 Guns, $\frac{1}{2}$ past 2 Came too with the Best Bower in 7 $\frac{1}{2}$ fathoms in Portroyal harbor, found here His Majesty's Ships *Boreas* (Vice Admiral Gayton of the White) *Maidstone*; and the *Racehorse*, *Porcupine* and *West Florida* arm'd Vessels; at 3 Carried out the Stream, weigh'd the Best Bower and warp'd farther in, $\frac{1}{2}$ past 5 let go the Best Bower in 6 $\frac{1}{2}$ fathoms, veered away and moored a Cable ea[ch] way,

1. PRO, Admiralty 51/667. The *Pallas* had come in from the Guinea coast, per orders from the Admiralty. See George Jackson to Peter Mitchell, January 21, 1776, Volume 3, 519-21.

MASTER'S LOG OF H.M. SLOOP *Hawke* ¹

June 1776 Barbados NE $\frac{1}{2}$ N Distance 13 Leagues
 Friday 21st at 5 AM saw 2 sail to the SE bore away to speak them $\frac{1}{2}$ past fird a Shoat Brot too & spoke a Whaling Brigg belonging to New York took Possession of her as a Prize $\frac{1}{2}$ past 6 Hauld our wind to speak the Ship at 7 Brot too a Whaling Ship belonging to Rhode Island Sent a Lieutenant & 8 Men on board the Ship *Cleopatra* & a Mate & 6 Men on board the Brigg *William* to Carry them to Antigua $\frac{1}{2}$ past Noon parted Co with the Prizes & Stood to the So ward

1. PRO, Admiralty 52/1780.

22 June

NARRATIVE OF COLONEL ETHAN ALLEN ¹

[May 21 to June 22, 1776]

I now found myself under a worse capt than [Thomas] Symonds; for Montague ² was loaded with prejudices against every body, and every thing that was not stamped with royalty; and, being by nature underwitted, his wrath was heavier than the others, or at least his mind was in no instance liable to be diverted by good sense, humor or bravery, of which Symonds was by turns susceptible. A capt. Francis Proctor was added to our number of prisoners when we were first put on board this ship.³ This gentleman had formerly belonged to the English service. The capt. and, in fine, all the gentlemen of the ship, were very much incensed against him, and put him in irons without the least provocation, and he was continued in this miserable situation about three months. In this passage the prisoners were in-

fectured with the scurvy, some more and some less, but most of them severely. The ship's crew was to a great degree troubled with it, and I concluded that it was catching. Several of the crew died with it on their passage. I was weak and feeble in consequence of so long and cruel a captivity, yet had but little of the scurvy.

The purser was again expressly forbid by the capt. to let me have any thing out of his store; upon which I went on deck, and, in the handsomest manner requested the favor of purchasing a few necessaries of the purser, which was denied me; he further told me, that I should be hanged as soon as I arrived at Halifax. I tried to reason the matter with him, but found him proof against reason: I also held up his honor to view, and his behavior to me and the prisoners in general, as being derogatory to it, but found his honor impenetrable. I then endeavored to touch his humanity, but found he had none; for his prepossession of bigotry to his own party, had confirmed him in an opinion, that no humanity was due to unroyalists, but seemed to think that heaven and earth were made merely to gratify the king and his creatures; he uttered considerable unintelligible and grovelling ideas, a little tintured with Monarchy, but stood well to his text of hanging me. He afterwards forbade his surgeon to administer any help to the sick prisoners. I was every night shut down in the cable tier, with the rest of the prisoners, and we all lived miserably while under his power: But I received some generosity from several of the midshipmen, who in a degree alleviated my misery; One of their names was Putrass, the names of the others I do not recollect: but they were obliged to be private in the bestowment of their favor, which was sometimes good wine bitters, and at others a generous drink of grog.

Some time in the first week of June, we came to anchor at the Hook off New-York, where we remained but three days; ⁴ in which time gov. Tryon, Mr. [John Tabor] Kemp, the old attorney gen. of New-York, and several other perfidious and over-grown Tories and land-jobbers, came on board. Tryon viewed me with a stern countenance, as I was walking on the leeward side of the deck, with the midshipmen; and he and his companions were walking with the capt. and lieut. on the windward side of the same, but never spoke to me, though it is altogether probable that he thought of the old quarrel between him, the old government of New-York and the Green Mountain Boys: Then they went with the capt. into the cabin, and the same afternoon returned on board a vessel which lay near the Hóok, where at that time they took sanctuary from the resentment of their injured country. What passed between the officers of the ship and these visitors I know not; but this I know, that my treatment from the principal officers was more severe afterwards.

We arrived at Halifax not far from the middle of June, where the ship's crew, which was infested with the scurvy, were taken on shore, and shallow trenches dug, into which they were put, and partly covered with earth. Indeed every proper measure was taken for their relief: ⁵ The prisoners were not permitted any sort of medicine, but were put on board a

sloop which lay in the harbor, near the town of Halifax, surrounded with several men of war and their tenders, and a guard constantly set over them, night and day. The sloop we had wholly to ourselves, except the guard, who occupied the forecastle; here we were cruelly pinched with hunger; it seemed to me that we had not more than one third of the common allowance: We were all seized with violent hunger and faintness; we divided our scanty allowance as exact as possible. I shared the same fate with th[e] rest, and, though they offered me more than an even share, I refused to accept it, as it was a time of substantial distress, which in my opinion I ought to partake equally with the rest, and set an example of virtue and fortitude to our little commonwealth.

1. *Ethan Allen*, 61–65.

2. Symonds was captain of the *Solebay*, and James Montagu of the *Mercury*.

3. Proctor had been taken March 15, by the *Syren*. He was captain of an artillery company bound from Philadelphia to Charleston. See Volume 4, 358.

4. She arrived at Sandy Hook June 1, and sailed from there June 6, 1776, journal of the *Mercury*, PRO, Admiralty 51/600.

5. *Ibid.*, June 21, 1776 reads: "PM sent the Sick on Shore to the Hospital." The *Mercury* had arrived at Halifax the day before.

The Freeman's Journal, SATURDAY, JUNE 22, 1776

Portsmouth, June 22, 1776

Last Tuesday passed through this town, on his way from Nova Scotia, to Boston, Capt. Joseph Cook, who was taken by the ministerial pirates, the 17th of April last, on his passage from Sandwich to St. Peter's Island, and carried into Canso, where they robbed him of great part of his cargo, provisions, cash, hands, &c. which obliged him to sell his vessel at half price, and he came here on foot.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Satterday 22th of June 1776 [Cape Ann harbor]

At 6 in the Morning sent the first Leiut on shore to git the people on board at noon the people all on board in boat came to sail at 3 came in thick of fogg came to Ankor at 4 came to sail fair weather Stood to the eastward at 5 saw Eleven sail of top Sail Vesels bearing ENE 3 Leagues distance standg SW for Boston tackt ship stood for salem Ankor in salem Harbour at 11 at night sent an Exspres to Generall Ward

1. John Fisk Journal, AAS.

CAPTAIN JOHN SKIMMER TO MAJOR GENERAL ARTEMAS WARD ¹

on board the Schooner *Franklin*

Hond Sr

Saterdag Evening 6 Clock June 22d/1776

I have the pleasure to acquaint your Honnour that I gave Chase to three Sail of Topsail Vessels When after a very Short time Seven Sail more appeard Nine of them I take to be Transports the other a Frigatt ² as She has but her Topsails & Stay sails out, the others all the Sail they Can Carry am Now about 5 miles ESE from Cape Ann thought it my Duty to

Send an Oxspres to the agent to forward this to your honnour – I Remain your honnours [&c.]

John Skimmer

P S/ I Shall Keep as Near to them as possible I Can –

The Frigatt Bearing from me NE Distance Two or three miles

1. Ward Papers, MassHS.

2. H.M.S. *Flora*, with a convoy of transports carrying Highlanders of the 42d and 71st regiments.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Saturday June 22d 1776.

Whereas the four Cannon mentioned in said Return made to this Court by Major Basset, are proper for Sea Service, and the Armed Brig belonging to this Colony at Dartmouth is in want of the same, and with them can proceed on a cruize – therefore –

Resolved, That Thomas Durfee Esqr one of the Committee for fitting out the said Brig, be, and he hereby is empowered, & directed to cause the said Cannon forthwith to be Removed, and put on board said Brig, and the said Committee are also directed to get the said Brig in readiness for a Cruize as soon as may be. Also

Resolved that in lieu of the said four Cannon, there be placed at Tarpaulin Cove Harbor, two pieces of Cannon – nine pounders, and the Commissary General is hereby directed to deliver the same to Mr Durfee, on his order, to be conveyed to Major Basset, and also to deliver 100 nine pound shot together with ladels, and the necessary apparatus for the said two Cannon, And that the said Basset cause the same to be fitted, & mounted as soon as may be for the Defence of said Harbor: – and it is also

Resolved, that the hon: Walter Spooner Esqr be, and hereby is directed, & empowered to provide ten old Whale Boats that are fit to be used for the protection of the neighbouring Islands, and the Shipping coming in, and going out, and also purchase twelve Shovels, six Spades, and four pick axes – the same to be for the use of said Basset, and Men under his Command in the Service aforesaid and the said Walter Spooner is directed to lay his Accompt before this Court for payment thereof

Resolved That the Commissary General be, and he is hereby directed to deliver to Thomas Durfee Esqr out of the Colony Stores now at Dartmouth in the care of Mr Lemuel Williams, four Cannon, four pounders, fourteen Swivel Guns, twelve blunderbusses, Eighty Cutlasses two thousand pound weight of Gunpowder, One Tun, & a half of four pound Shot, Six hundred swivel Gun Shott, Seventy Hand grenadoes, Sixty Small Arms, seven hundred pound of Sheet Lead for the use of the Brigg called the *Rising Empire*.

1. Mass. Arch., vol. 35, 71–72.

COMMODORE ESEK HOPKINS TO JOHN FOSTER ¹

To the Honble John Foster Esq Judge of the Court Erected for the Trial of Prize Causes within and for the Colony of Rhode Island &c

Whereas it is absolutely necessary for the Safety of our Country at this important Period that every possible Encouragement should be given for Counteracting the Designs of our Cruel Enemies who are daily expected on our Coasts and as fitting out Privateering Vessels to act against them has a most certain Tendency to defeat the plans of our Enemies by preventing Supplies and taking their Men – And as a privateering Vessel is now fitting out in the Town of Providence and Guns for Supplying the same are very much wanted without which she cannot be equipped for Sea: Therefore

We the Subscribers pray that your Honor would order the Sheriff of the County of Providence or his Deputy to Sell at public Vendue Four of the Guns taken on board the prize Ship called the *True Blue* now in his Custody to the Highest Bidder in order that there may be an Opportunity as soon as possible for purchasing Guns for Supplying said Privateering Vessel with the Same And that he may be directed to sell the same as soon as may be after giving due notice of the Time and place of sale –

The public Safety in our Opinion requiring that this Measure Should be taken –

Esek Hopkins Comr Cheif

Danl Tillinghast Cont Agent for this Colony

[Endorsed] Received June 22:1776 and Granted

Jn^o Foster Judge of said Court

Warrant to the Sheriff was issued and delivered to him the same Day to sell the 4 Guns at public Vendue to the highest Bidder

I. Admiralty Papers, vol. 9, R. I. Arch.

“LIST OF MEN ON BOARD THE SHIP *Colombus*. June. 22th 1776”¹

Abraham Whipple	Captain	Perce Dunovan	Carpenter's
Joseph Olney	Lieutenant		Mate
Ezekiel Burroughs	Ditto	Christopher Travers	Do
Joshua Fanning	Master	John Hadley	Armorer &
Daniel Bears	Gunner		Master at
John Rogers	Ch. Mate		Armes
John Earnest Keslar	Doct	James Cambel	Sail Maker—
John Taylor	Carpenter	Thomas Preston	Cooper.—
Thomas Burns	Doct Mate	Thomas Darby	Stewart
Barden Silvester	2d Master	John Goold	Cook
	Mate	John Hotty	Cockson
Guy Rogers	3d Do Do	Peeter Cane	Boatswain
John Baker	Boatswain		Human
Robert Ralph	1st Mate		[Yoeman]
John Lowder	2d Do	John Thomas	Qt Master
Michael Knies	Midshipman	Robert Cooke	Ditto
Partrick Fletcher	Ditto	Huge Allen	Ditto—
Thomas Bowen	Ditto	Steven Johnston	Seamon
Joseph Hardy	Capt. Clark	Robert Parker	Landsman

John Burton	Ditto	Daniel Brown	Do [waiter]
Anthony Diver	Seamon	Charles McCaftrey	Lands - Sick
William Briant	Ditto	John McGowen	Ditto
Henry Northrop	Ditto	John Jackson	Boy
Abraham Herinton	Boy-	John Stevenson	Seamn
John Hagley	Prisoner	Gerald FitzGerrald	Do - - -
Robert Merchey	Seamon	James Pierce	Do
Richard Septon	Barber	Richard Smith	Boy
James Crosswell	Seamon	William Skinner	Boy
Daniel Miller	Landsman	John Lymbrick	Baker
William Houshold	Seamon	Joseph Lytehorn	Seamon
William Wallace	Lands - Sick	George Bennet	Ditto
Jacob Rutter	Ditto	Samuel West	Ditto
William Linn	Seamn	Richard Guy	Ditto
Charles Watson	Lands	Edward Taylor	Boy-
Barney Cunigham	Lands	Anthony Dowd	Seamn
Barney McDurmat	Do	John Dubury	Ditto
Nicholas Smith	Do	John Bell	Ditto
Joseph Row	Boy	Avaer Russel	Ditto
John Spencer	Lands	Peeter Bordas	Ditto
Lawrence Doyle	Seamn	Prince Bears	Boy
Thomas Bradshaw	Water	Denis Gordeno	Seamn
	[Waiter]	Charles Lamot	Lands
John Patten.	His 6 Months that he Inlisted for on Board the <i>A. Deria.</i> } Entered Again With us as Midshipman Ship <i>Columbus</i> }		
	Ship <i>Alfred.</i> People. Turnd Over		
John Scott	first Doct	Isack Fox	Gunners
	Mate		Human
Isac Hart	Seamon.	Richards Shields	Seamon Sick
James Lyn	Carpenters	Charles McDonell	Ditto
	Mate	Jacob Collet	Ditto
Joshua Mitchel	Stewarts	William Carpenter	Ditto
	Mate		Prisoner
Huge Donoly	Prisoner	John Moore	Ditto - -
Thomas Young	Seamon	Joshua Cuttawan	Seamn
Thomas Caton	Qt Master	Samuel Ermam	Do Prisoner
	From. Brig <i>Cabot</i>	From the Sloop <i>Providence</i>	
William Moore.	Boatswains	Paul Bury	Seamon
	Mate. Sick	Samuel Allen	Landsman
James Maddin	Lands	Daniel Pinegar	Ditto
David Evins	Ditto	John Robinson	Ditto
Paul Magee	Seamon	Samuel Champlain	Ditto
		From the Sloop <i>Fly</i> - -	
		John Downey	Boatswain.

From. the Army at Newport

Nathaniel Thompson	Midshipman	Russel Darrow	Do. Boy
Edward Palmer	Ditto —	Richard Ned	Do—
Joseph Read	Gunners Mate	Soloman Wanton	Do Ditto
Richard Durfey	Seamon	Jonathan Peeters	Do
Joseph Babcock	Privat	Toby Brownell	Do
Mamaduke Allen	Do — — —	Alderman Crank	Do
James Grindrot	Do	George Tompkins	Do
Cesar Cole	Do	Edward Baley	Do
Charles Gray	Do Seamon	William Robins	Do
James Clark	Do Do	James Sparks	Do Seamon

1. Captain Abraham Whipple Papers, CL.

Providence Gazette, SATURDAY, JUNE 22, 1776

Providence, June 22.

Wednesday last Capt. James Munro, of this Port, in a Letter of Marque Sloop, arrived here from Hispaniola. On the 7th Instant he retook two Sloops, loaded with Lumber, from Edentown, in North-Carolina, which had been taken by the *Act[a]eon* Frigate, and ordered to Antigua. Capt. Munro sent the Prizes to Hispaniola, and has brought home with him a Person taken on board one of them, who calls himself a Brother to the present Lord Cranston.

Wednesday last the Officers taken by Capt. Biddle out of two Transport Ships from Scotland, as mentioned under the Newport Head, arrived here, and have since been conducted to a Place of Safety in the Country, as were also a Number of Officers belonging to the British Navy, who had been confined here for some Time past.

We learn that a Frigate from Halifax has joined the *Cerberus* at Block-Island. — They have taken a French Sloop, and a Ship, supposed to be one of the Transports ¹ lately taken by the *Andrew Doria*, Captain Biddle.

Tuesday last one of the above mentioned Frigates ran in with a small Breeze, and fired two Broadides into the *Columbus*, Capt. Whipple, as she lay becalmed near Newport, which killed one Man, and cut some of her Rigging — As soon as the Wind struck the *Columbus*, Capt. Whipple returned the Compliment with a Broadside, when the Frigate sheared off.

Wednesday last Capt. [Charles] Church arrived here from Hispaniola, with some Powder ² and Arms. In Lat. 39, Long. 69:20, he spoke a Sloop from New York, William Turner, Master, two Days out, all well.

A Beacon is erected on Tomany-Hill, at the Northerly Part of the Town of Newport for the Purpose of alarming the Country in case of an Attack from the Enemy, or the Appearance of any considerable Fleet on this Cosit [Coast]. On Thursday Evening it was sat on Fire, that the Country might be enabled to determine its Bearings, when it was plainly observed here.

1. The transport *Crawford*, taken by the *Cerberus*.
2. Captain Church, in the sloop *Unity*, the property of Nicholas Brown, had sailed from Providence for Hispaniola with a rich cargo on April 12, 1776. See Volume 4, 1480.

MAJOR GENERAL PHILIP SCHUYLER TO HERMANUS SCHUYLER ¹

Albany June 22d 1776. 9 oClock in the Morning

Dear Sir An Hour ago I received Your Letter of the 20th Inst. Containing the first Syllable of Intelligence I have recd from Skenesborough since I left It. –

As soon as the first Gondola is finished, write to Colo. Wynkoop to send for her & so of the next, & let me know by the Return of the Bearer, the exact Dimensions of Each, Length, Breadth & Depth. they must be fixed to receive the Guns in the same Manner those of last Year were. –

When there is Timber Enough Cut for five Gundolas more then the Wood Cutters may go to Cutting White Pine Logs. the Mill must Constantly be kept going & If You have not strength of Team enough, Employ more, –Remember that Altho Every thing is to be done with the Greatest Oeconomy. – Yet the Work must be done. –

Early rising, a Close Attention to the Orders I have Given, which direct a strict & sharp look out, upon Every Body Employed under You, will forward the Work with Expedition & Oeconomy & redound to Your Credit. –

Let me hear at least twice a Week & be very particular You may send Your Letters to Mr Smith at Fort Edward. –

I have Ordered two Barrels of Rum & two of Bear by the Way of Tyonderoga – See that Nothing is wasted. – I am [&c.]

Ph: Schuyler. –

[P.S.] Mr Landon informs me that a Certain Colo: Williams from White Creek, has Given an Order that no Person should work on Sunday, this ought not to Effect any Persons so indispensably necessarily employed as those in the Public Service. You are therefore to keep the People at Work. –

If any Militia or Troops should arrive, You are immediately to desire the Commanding Officer to send as Many Men as he can in What Batteaus You may have, to Tionderoga to bring as Many Batteaus as they can. –

You will also inform the Commanding Officers, That It is my positive Orders that No Depredations be Committed on the Property of any of the Inhabitants, on any Account whatsoever as such Commanding Officer will answer for the same.

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL. Hermanus Schuyler was Assistant Deputy Commissary General of the Northern Department.

JOURNAL OF H. M. S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

June 1776

Sandy Hook N 70°W 23 Leags

Satury 22nd at 6 AM Sound'd 75 fathm, small brown sand with black specks at 8 Do saw two Strange sail Eastwd & one to the N W. –

Light Breezes & Clear Wr Gave chase to a Brigg in the N W
 Qr 2 PM Hoist'd out the Pinnis & sent her onboard the
 Chace found her to be a Brigg from Barbadoes Bound to
 Nantuckett wt Oil sent on board a Petty Officer & 6 Men

1. PRO, Admiralty 51/420.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Saturday Morning, June 22nd, 1776.

Whereas there is reason to apprehend a speedy invasion of this Colony by a powerful fleet and army under the authority of the King of Great Britain: and Whereas this Congress are informed that the Commissary-General of the Continental army has orders, in the purchasing of live cattle for the use of the troops, to give the preference to such cattle as are fit for use at or near the sea coasts of the United Colonies:

Resolved, therefore, That it be recommended to the inhabitants of this Colony, at or near the sea coasts, to sell at a reasonable price to the said Commissary-General or his deputy, all such cattle as he shall judge are fit for the purpose aforesaid.

Christopher Duyckinck, one of the owners of the privateer barge *Washington*, attending, was admitted. He requested that a commission be granted to John Warner, as commander of the said barge.

A commission was accordingly issued to the said John Warner, as commander of the said barge; and the said John Warner and James Riker, Esqr. attorney at law, entered into bonds, as directed by the Honble. the Continental Congress.

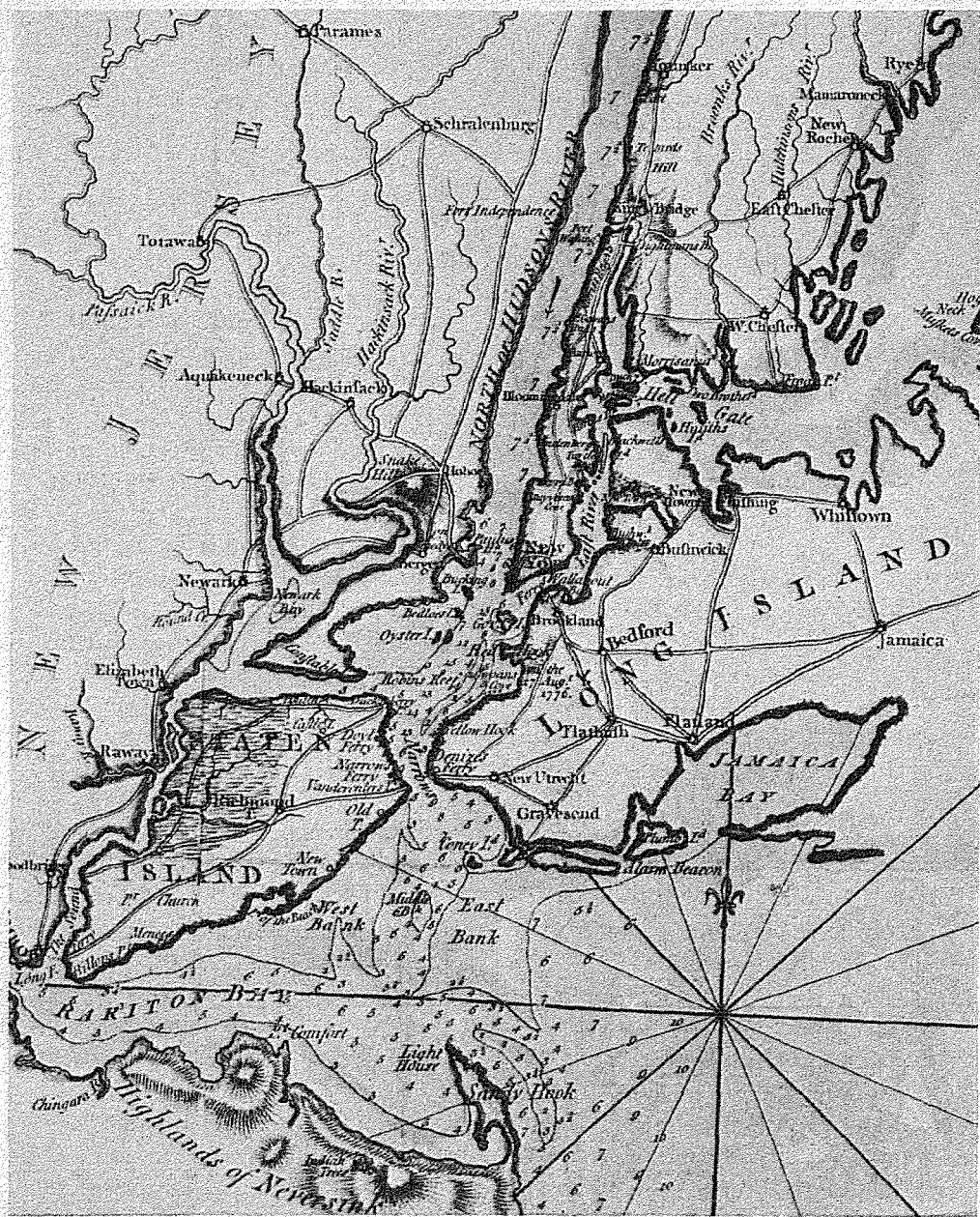
The resolutions reported by the committee for taking into consideration the letter from the Honble John Hancock, and the resolve of Congress therein enclosed, which was read yesterday and postponed till this morning, was again read and unanimously agreed to, and is in the words following, to wit:

Resolved unanimously, That the Congress will, upon application from the Commander-in-Chief of the army of the United Colonies, call to his assistance, when necessity shall require it, such part of the militia of this Colony as the said Commander-in-Chief shall think necessary, in case of an invasion of this or a neighbouring Colony, and afford him such other assistance as the situation of affairs may require.

Resolved unanimously, That the said Comander-in-Chief be and he is hereby authorized and empowered to impress carriages and water craft within this Colony, when necessary for the public service; and also to remove ships and other vessels in Hudson's and the East rivers, for the purpose of securing them from the enemy.

Ordered, That a certified copy of the foregoing resolutions be immediately transmitted to His Excellency Genl George Washington.

1. *New York Provincial Congress*, I, 503.



New York harbor.

JOHN GRIFFITHS TO ROBERT TREAT PAINE ¹

Hond Sir

New York June 22d 1776

On receiving yours of the 13th went immediately for Mr [Samuel] Patricks Furnace in Orange County, found by the Trial he made that the Mettle tho exceeding Grey was no ways suited for casting Gunns, as what he tried burst in the proving tho more than commonly fortified. am just this Minute returned & enclose his Letter the Price of Pig Iron for some time past in New York is as follows

	York Money
Andover – sold by Mr Stewart	£ 9 . 10 Pr Ton
Stirling – sold by Mr Hawkhurst	£ 11 Pr Ton
Anevam – Mr Livingstone’s	£ 10 Pr Ton
Hibernia Messrs Murray’s & Co	£ 9 Pr Ton
Mount Hope Mr Faust	£ 9 Pr Ton
Ringwood Charlotteburgh & Longpond, Mr Erskine	£ 9 Pr Ton

And as none of course will convey to Poughkeepsie & deliver it there under Nine Pounds, Mr Patrick will expect that Price & the Quantity of one Hundred Tons will be conveyed there from time to time as Oppertunity serves. with Sincere Sorrow for the Dissapointment in the Article of Gunn making at Orange Furnace

I beg leave to Subscribe myself [&c.]
John Griffiths

1. Robert Treat Paine Papers, MassHS.

Constitutional Gazette, SATURDAY, JUNE 22, 1776 ¹

New York, June 22.

A great number of entrenching tools and manglelets arrived here from Boston last Thursday. They are part of the cargo ¹ that was taken by the brave Captain [James] Mugford.

1. In the powder ship *Hope*, captured May 17, 1776.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

Dr Sr:

Philada [22] June [1776] ²

agreeable to Your request in Your favor of the fir[s]t inst I have applyed to the Cha[i]rman of the secret Committee to know if you sho[ul]d have Liberty to pay for the Brig: that was taken, in answer to Which he says the Charter Party & accots must be before the Committee e’re they can give orders for the payment by continual application & importunities I have at last prevailed on the Merin Committee to consent to your shipg men the warrents will be fill’d up as soon as you send the names I expected to send you the Blank warrent but the Commite have changed their minds about that matter aludging it will be necessary to have the names entererd in the office therefore the sooner you send them the sooner they will be returnd I am endeavoring to persua[de] the Committee to order those Guns at Provi-

dence for your ship as she is so much more forward then any but am not certain of success if I do not succeed in this plan shall endeavor to get the first that is made here but how to get them from this place to you is a difficulty that I don't know at present how to surmount however shall continue to do every thing in my power that you may be furnish'd with guns the want of which I am fully sensible will be the sole cause of the detention of the ship You say you find the Commt at Providence has Liberty to appoint Leiuts I must confess I don't know from whence they got that power but am sure it was not from the Marine Committee or from any man or body [of] men deriving their authority from Congress nor is there any one officer appointed for either of the ships at Providence except the Captains -

1. Captain J. G. M. Stone Private Collection, Annapolis.
2. The date is taken from a copy of the letter, somewhat edited, in the William Whipple Papers, Force Transcripts, LC.

DEPOSITION OF MARTIN WERT ¹

Martin Wert Captain of the Ammunition Vessel in the Service of this Province being duly sworn makes Oath that on Sunday the Sixteenth Instant he went down with the said Vessel from this City with a Quantity of Powder and Cannon Ball to Fort Island having orders to deliver fifty rounds of Powder in Cartridges to each of the Gallies and to bring up to the Commissary the Powder that was on board them - that upon arriving there he applied to the several Captains and Commanders of the Gallies and told them his Orders that they all refused to deliver up their Powder alledging that it was in good Order and also refused to recieve the Powder which had for them; that on Wednesday Captn Daugherty came down And the Deponent applied to him and acquainted him with this business, and was order'd by him to take his Vessel inside of the Island which he complied with and remain'd in that Station that Yesterday in the Evening he recieved Orders from Commodore Davidson to remove his Vessel to the Eastside of the Fort Island; that at the time of recieving this Order he was ashore at Fort Island and several Captains of the Gallies namely Daugherty [John] Hamilton Jas Montgomery [Thomas] Moore [Richard] Eyres & Hugh Montgomery forbid him from complying with the said Order and said they would take care of her and be answerable for it; that the Deponent being thus prevented from executing his Orders left the said Vessel in the Care of his Mate and came up this Morning to inform the Board of Safety of thie said Proceedings; that he took down in the said Vessel and left on board when he came away Six hundred and fifty Cartridges of Powder for eighteen, twenty four & thirty two pounders and one thousand & fort[y] Cannon Ball and above One hundred weight of Match

his
Martin X Wert
mark

Sworn [Philadelphia] the 22. June 1776
Before James Biddle

1. Committee of Safety, Navy Papers, Pa. Arch.

E. JOHNSON TO LIEUTENANT COLONEL ALEXANDER SOMERVILLE ¹

[Extract]

Calvert County [Maryland] June 22d 1776

An Acct from the following men which deserted from the *Ranger* tender, belonging to the *Roebuck*, the 20th June, their permits dated the 21st signed by Captn Dengerford, Vizt John Walton of Boston, Saml McKenzie of Phila, Robt McMichael & Danl McMichael of Phila & say that there are about 40 men of the 14 Regiment & about 500 Negroes on Gwin's Island, The *Roebuck* of 44 Guns, 20, 18 Poundsers & 22, 9 Poundsers & 2, 6 Poundsers – the *Otter* Sloop of 14, 6 Poundsers & have about 40 men, the *Roebuck* has about 270 men. The *Fowey* 22 guns, 20,9 poundsers & 2 – 18 poundsers, 100 Men – The *Fincastle* sloop tender 10, 4 Poundsers 35 Men Lieutt Wright, *Lady Susanna*, Bridger Goodrich, 4,3 Poundsers, 2,2 poundsers, 20 men, The *John*, Witworth 4, 3 Poundsers, 4 Swivels 12 Men – The *Lady Gower*, Captn not known, 4 Brass 3 Poundsers 14 men – *Lady Augusta* 2, 2 Poundsers & 6 Swivels 15 Men – N.B. 26 of the *Roebuck's* Marines & says that Dunmore's ship has 6,3 poundsers 4 wall pieces about 6 white men & 25 negroes, men & women, about 20 Sail of Ships, Brigs & about 80 Sail of small Vessels . . .

1. Red Book, XII, Md. Arch.

CUMBERLAND DUGAN TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlem

inclosed you have, Captn Joseph Handys receipt for the Cargo Shipped by me in the Schooner *Three Sisters* pr your orders ² the flour in my Store, belonging to you we have again examind with Mr. [John] Laypole which we Seem to find much better than I expected, as the hundred barrells we have baked has taken nearly all of that which was damaged as while the 92 was discharging I kept constantly on the wharf & try'd all that I cou'd [to] get the plugs out of the heads, and what I found any way much damaged put into the Bakehouse I have likewise examind every Barrell of this 140, on board the *Three Sisters*, and I am sure its all good, that Vessell shoud been all filled with flour but the Captn beg'd I woud Spare him the 40 Bls Bread in order to put in his fore hould, for he said if he was to fill all up with flour his Vessell would have been too much by the head & Considerably out of trim for Sailing, I believe Mr Luxs, 100 Bls is very good & yet fresh, as to the bakeing am going on and picking out all the flour I find any way going, Suppose I have now abot, twenty thousand wt already baked, but Shall be with you next Monday & advise you any other perticulars you may want to know; mean while I advise you to Mr Laypole who has taken all possible Care in examining the flour brtd bake house Warehouse & c for your further information – and am in great haste as the bearer waits, [&c.]

Cumberl^d Dugan

Baltimore 22d June 1776

1. Red Book, XII, Md. Arch.

2. Captain Handy's receipt:

Received on board the Schooner *Three Sisters* myself Masr in Mr Cumberland Du-

gans Scow, One hundred Barrells flour of Messrs Lux & Bowley, and One hundred & forty Barrells flour Mostly Superfine, forty Barrells of Bread & two hundred & fifty kegs Bread, of the sd C. Dugan, which is now in Said Vessell on acct of the Publick
Baltimore 22d June 1776
Joseph Handy

Ibid.

JOURNAL OF H. M. S. *Fowey*, CAPTAIN GEORGE MONTAGU ¹

June 1776 Opening of Potuxen River SWbW dist 4 or 5 Miles
Saturday 22. at ½ past 3 AM Anchored with the best bower in 9 fm water
at ½ past 5 weighed and made sail, at ½ past 7 Anchored
with the best Bower, at 8 Weighed & made sail and set the
Driver and steering sails.

Moderate & fair at ½ past 8 P M came to in Annapolis road
with the best bower in 3½ fm & veered to 1/3 of a Cable.

1. PRO, Admiralty 51/375.

RICHARD HENRY LEE TO LANDON CARTER ¹

[Extract]

Wmsburgh June 22d – 1776

Dr Cr I recd yrs by Mr Page I stand correctd for my inaccuracy. last
Night 217 highland Soldiers bound to Ld D – e were taken by Baron [James
Barron] in Hampton road & brought up to James Town arrived at this
place [Nicholas] Biddle off the banks of Newfound Land made prize of this
Ship and another with these Men on board & put them all on board Barons
prize & 8 Seamen, havg parted with Biddle the Soldiers retook the Ship,
100 Tents 200 Mattresses 3 hhds of Rum & several other articles are on
board ² & the Ship sent up James River. 30 Sail of Trans ports with 3000
Men on board Sailed with her for Boston in April last

1. Philip Lee Folder, VHS.

2. William Fleming, writing to Thomas Jefferson on the same day, noted that "There were
found on board the transport brought up by the two Barons [Barrons], 200 mattresses, 100
tents, 3 hhds. rum, and 2 barrels of Gun Powder." Boyd, ed., *Jefferson Papers*, I, 406.
She was the ship *Oxford*.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Saturday, June 22nd, 1776.

Ord[ered]., that the 24 pounders and one 18 pounder at James Town,
be immediately conveyed up James River to Richmond, and from thence to
Potowmack River for the use of the Gallies there.

1. *Virginia State Papers*, VIII, 215.

JOURNAL OF THE VIRGINIA CONVENTION ¹

[Williamsburg] Saturday, June 22, 1776.

Mr. [Dudley] Digges, from the Committee of Safety, informed the Con-
vention, that the Committee had taken into their consideration how the
prisoners lately taken by the captains James and Richard Barron, being 217
Scotch Highland regulars,² might be best disposed of, were of opinion that
the non-commissioned officers and cadets should be sent to some secure place

in the frontiers, and there kept as prisoners of war; that the seamen be engaged to serve one in a cruiser, or galley, if they shall be willing; if not, that they be disposed of with the privates; and that it will be most prudent to disperse the privates over the middle counties, where, one in a family, they being well used, and employ on such wages as they may be willing to take, may be secured, and probably reconciled to the country, at the same time considering them as prisoners of war; and had therefore ordered them to be sent, in equal numbers, to the following counties, to wit: Amelia, Amherst, Albemarle, Cumberland, Buckingham, Berkeley, Frederick, Sussex, Goochland, Louisa, Orange, Culpeper, Fauquier, and Loudoun; and that it be recommended to the committees of the several counties to distribute their number amongst the inhabitants respectively who may be willing to take them, and to be careful that the above purpose of the committee respecting the said men may be complied with, and that the women, if they have husbands, may be sent with them, together with their respective children. That the officers and men in the American service, who were put on board the said ship when she was taken to the northward by captain Biddle, ought to be engaged in the naval service, or permitted to return to their places of residence, as they shall choose.³

Resolved, That this Convention doth approve of the disposition of the prisoners aforesaid, as made by the Committee of Safety.

1. *Virginia Convention*, 61, 62.

2. Taken on board the recaptured transport *Oxford*.

3. "At the same time there was a Convention sitting there; Lieutenant [John] MacDougal and myself applied to the Speaker of the House for money to pay the expenses of ourselves and seamen 11 in number, we were supplied with what cash we wanted with pleasure. and were treated very politely by one and all Delegates & Citizens at Williamsburg, and I drew a bill on the Hon. John Hancock, then President for the cash we received from the State of Virginia," Trevett's Journal, NHS.

"EXTRACT OF A LETTER FROM WILLIAMSBURG, DATED JUNE 22." ¹

This morning Captain James Barron came to town from Jamestown with the agreeable news that he and his brother, in two small armed vessels, were safe arrived there, with the *Oxford* transport from Glasgow, having on board two hundred and seventeen Scotch Highlanders, with a number of women and children, which they took last Wednesday evening, on her way up to Gwyn's-Island, to join Lord Dunmore. The people on board inform, that they are part of a body of three thousand troops which sailed from Glasgow for Boston, but upon hearing that place was in our possession, they steered their course for Halifax; that they had been taken by the *Andreas Doria* one of the Continental fleet, who, after disarming them, and taking out all the principal officers, with such of the transport's crew as were acquainted with navigation, put eight of their own hands on board to bring her into port, but that the carpenter of the transport formed a party and rescued the vessel from them, and was conducting her into Hampton road, when the two Captain Barrons very fortunately came across them, and

moored them safe at Jamestown, where they are now disembarking, and are expected in town this day.

1. *Pennsylvania Evening Post*, July 2, 1776.

DIXON AND HUNTER'S *Virginia Gazette*, SATURDAY, JUNE 22, 1776

Williamsburg, June 22.

Last Thursday Capt. Barron took, and brought up to Jamestown, a transport ship with 220 Highlanders on board, being part of Frazer's battalion, mostly recruits, and part of the 42d. Regiment, or Royal Highland Watch. They were landed yesterday morning, and arrived here under a guard the same day. The transport had 16 wooden guns mounted; she was made prize of some little time before by the Congress privateer [*sic*] (as was also another transport that was in company with her) who took the officers from them, their arms and ammunition, and put on board ten hands to carry her into port; but being separated from the Congress in a gale of wind, the men overpowered those who had charge of the vessel, and were steering in search of Lord Dunmore. Upon sight of Captain Barron's vessel, they dispatched a boat to him, with a sergeant, one private, and one of the men who were put on board by the Congress, to make inquiry; the latter (finding a convenient opportunity) informed Capt. Barron of their situation; upon which he boarded her, and took possession.¹ They have been out about 7 weeks from Greenock, and sailed in company with a large fleet. The above men, it is said, are all that were contained in both transports; the officers, arms, and ammunition were put on board the other.

1. This account differs from that of Lieutenant John Trevett, one of the officers put on board the *Oxford* from the *Andrew Doria*. Trevett wrote:

The[y] stood to the southward, for Hampton Roads, in Virginia, where we arrived in 15 days after they took possession, we got into Hampton roads about sunset, we immediately came along side 2 small pilot boats, and they informed us the *Fo[we]y*, ship of war, lay 40 miles up James river, and they must immediately get under way, after giving 3 cheers they weighed anchor and stood up the River with a light air of wind, about 12 o'clock at night, after the Capt. of the Pilot boats had found out that we were all officers from on board the *Andrew Doria*, they called on me then having the Command to know how they should retake her. I informed them; it was exactly done as I schemed it. At daylight I informed our new Capt. Canada that he had no more command, and that he must go forward, and all others but the women, and children, they might stay on the quarter deck; which was done, we stood up James River until we arrived at Jamestown, and there we landed 220 highlanders, which was escorted by part of a regiment of riflemen, in their rifle frocks, I think the finest sight I ever saw, they encamped near Williamsburg,

Trevett's Journal, NHS.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Wilmington] Saturday June 22d 1776.

Resolved, That Courts of Justice for hearing and determining Maritime Matters be and hereby are established at the Ports of Edenton Bath New Bern and Wilmington; and that the following Persons be appointed Judges of the said Courts to wit Jasper Charlton Esquire for the port of Edenton

Christopher Neale Esquire, for the port of New Bern and Thomas Respass junior Esquire for the port of Bath and that Commissions issue accordingly.

Resolved That the Judges of the said Courts of Admiralty be directed to appoint one Register and Martial at each of the said Ports, and all other Officers necessary for the purpose of carrying into Execution the determination and decrees of said Courts.

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON¹

Bristol in Five Fathom Hole

Sir

22nd June 1776

I am Honoured with Your Letter of Yesterdays Date, desiring that the Attack on Sulivans Island, may be put off 'till Sunday, and that if the Wind Shou'd be favourable that Day, I may make the Signal settled between Us, as early in the Morning as possible.

The Sea Officers that are with You, will be able to inform You, whether the Wind will Answer for the Attack to Morrow, if it shou'd I shall expect to be Abreast of the Battery between One and Two O'Clock in the afternoon – Shou'd there be the least likelihood of a fair Wind, the *Friendship* shall Hoist a Blue Flag at Her Main-Top-Gallant-Mast Head, and keep it flying, 'till I go upon the Attack, or give it up for the Day, and so continue to do every Morning 'till the Opportunity Offers for Effecting our Purpose, But I trust, that I shall to Morrow Evening have the Honor of taking You by the Hand on Sulivans Island, and congratulating You on the Success of His Majesty's Arms by Land and Sea. I have the Honor to be Sir [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA¹

[June] 22d Wind unfavorable for the attack of the Fleet.

2d Brigade and Artillery join the Camp *Lady Willm* armed Schooner and *Ravens* Tender arrived by the Creek.

The Rebels retire their Battery at the point of Sullivans Island 500 Yards further back.

1. Sir Henry Clinton Papers, CL.

“EXTRACT OF A LETTER FROM ST. GEORGE'S, GRENADA, JUNE 22.”¹

Letters from St Eustatia inform us, that Capt. Buckley, commander of an American armed sloop, carrying ten carriage guns, 20 swivels, and 60 men, was fined in the sum of 500 pieces of eight, by order of the Governor, for having loaded a cargo of powder, contrary to the proclamation of their High Mightinesses.

1. *London Chronicle*, August 31 to September 3, 1776.

23 June (Sunday)

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

Copy/
Sir

Eagle off of Halifax
23d June 1776.

By a Merchant Ship that I find now under sail for England I take the opportunity of writing to acquaint you for their Lordships information, that having had the Wind from the Eastward three days after I left St Helens on the Morning of the 11th past, I was enabled to advance upon my passage to this Coast about four hundred Leagues to the Westward, by the twenty third The Wind then changed to the South West and West; and blowing hard with a considerable degree of Swell, the Ship was necessarily kept under her Courses or lying to, until the twenty ninth.

On the morning of the 31st I spoke with the *Malaga* Transport with Hessian Troops, that had been separated from Commodore [William] Hotham on the 27th in the Evening. The Master informed methat he saw ten Sail of the Convoy the next day in the North East; But from his distance and the Haziness of the Weather, he was unable to judge whether those Ships were then separated or not, from the Body of the Fleet. The Gale having ceased entirely on the 29th and the Weather being very moderate for several succeeding days, I trust the Commodore had opportunity to collect his scattered Ships, and prosecute his Voyage according to his Destination.

I thought it advisable to direct the Master of the Transport to Halifax, in case he did not join the Commodore in the mean time: and gave him a Letter for Commissioner Arbuthnot, in which I desired an adequate Convoy may be provided as occasion offers, for that Transport (and such others under the same circumstances as might happen to arrive within the next ten Days) to the Rendezvous left by General Howe; If the General should be gone from Halifax before the Transport gets there.

I had the Wind mostly between the West South West and West North West, with an almost constant Western swell for the greatest part of the time until I arrived on the Banks of Newfoundland on the 12th instant. I past the same day, the *Speke* Hospital Ship and *Boreas* Transport which had parted from the *Tartar* in the Foggy Weather that prevailed the preceeding Day and the next Day I spoke with the *Tartar*, having the rest of her Convoy in Company.

The *Boreas* joined the *Tartar* that Evening But the Hospital Ship having probably kept on a different Tack the preceding Night, was still separated from the *Tartar* when I left them the next Morning.

I took the opportunity of writing by the *Tartar*, to inform General Carleton of my arrival on this Coast, and of the Orders I had received to cooperate with the Commanders of the Land Forces respectively for the Advancement of the Military Services under their Direction. And besides the usual Orders to the several Captains of the Ships stationed in the River and Gulph of St Lawrence, in consequence of my appointment to the Command with which I have the honor to be entrusted; I sent a Letter of Instructions

for Captain [Charles] Douglas, or the Senior Captain for the time being, regarding the Information I had need of with respect to the different Naval Services to be provided for within those Limits.

Since that time I had the Winds Southerly, with almost constant Fogs and on the 21st being arrived within a few Leagues of this Port, I met Captain [Francis] Banks with several Transports part of the *Flora's* Convoy, that he had brought from Nantasket Road From his Information I had reason to think I should have found General Howe with Vice Admiral Shuldham here; But I learn on my arrival off of the Port to Day,² that the Fleet and Army under the Conduct of Vice Admiral Shuldham, left this Port the [10th] instant. I am therefore proceeding immediately for Rhode Island, or Sandy Hook; expecting to join the Fleet at the last, as I am told here, that the Entrance into the Harbour of Rhode Island is fortified by the Rebels, and rendered inaccessible, except by a regular attack on their Works and Defences. I am &c

Howe.³

1. PRO, Colonial Office, 5/125, 6g.

2. Ambrose Serle records:

Sunday, 23d. June. The Fog clearing up, we advanced pretty far into the Mouth of Halifax Harbor, where we lay to all Day. The *Renown*, Capt. Banks, with her Convoy, also came in to get Water, &c. We were visited by Commissr. Arbutnot, Capt. Monatt [Mowat], and other officers of the Navy, who gave us long Details of News from Quebec, and other Parts of the North American Continent . . . We sailed out of the Harbor in a fine Evening; the Light House bearing about a League to the Westward, which made a very splendid appearance, contrasted with the Darkness of the Night.

Tatum, ed., *Serle's Journal*, 20-21.

3. Stephens received this letter on 22 July. PRO, Admiralty 2/552, 315.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.¹

[On board H. M. S. *Eagle*]²

21st [June] – Off Halifax, with little wind and fog; fell in with the *Renown*, Captain Banks, from Boston, with a convoy of eight or nine sail, part of the *Flora's* convoy with Fraser's Highlanders.

22nd – Foggy weather. Off Halifax, fell in with the *Despatch* schooner, Lieutenant [John] Goodridge, who informed us that the fleet and army were sailed from Halifax, and that General Burgoyne was arrived at Quebec; that the rebels had left it, and that General Carleton was in pursuit of them. The Admiral dispatched the schooner for Halifax.

23rd Sunday. – Stood close into the harbour. The Commissioner, Arbutnot, and Captain Montagu,³ and [Lieutenant] Mowat⁴ came on board. Captain Banks and his convoy got into the harbour. A transport sailed for England, by whom the admiral sent despatches. The *Yankee here* [*Hero*], a big privateer taken by the *Milford*, went into the harbour. The same evening [we] made sail from Halifax, and stood to the southward, the wind at WSW.

1. *The Journals of Captain Henry Duncan*, Navy Records Society (London, 1902), XX, 115-16.

Hereafter cited as *Duncan's Journals*.

2. Duncan was captain of the *Eagle* under Vice Admiral Howe.

3. Commander of the frigate *Fowey*.

4. Commander of the armed sloop *Albany*.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776
 Sunday 23

Cape Ann NbE distce 8 or 9 Miles

At 3 A m Set Mizen Topsl at 4 Fired a Gun a Sigl for the Convoy to Continue the Same Sail, ½ past out 2d Reef Topsls at 8 Fired a Gun a Sigl for the Convoy to Continue the Same Sail, at Noon 9 Sail of the Convoy in Company, and Several Strange Sail in Shore. –

First and Middle part Little wind and hazey, latter Light airs and Clear

at 3 p m. Fired a Gun Made the Signl and Tack'd as did the Convoy, at 4 Boston Light House bore W S W distce 2 or 3 Leagues, a Strange Sail in Sight ½ past 6 Fired a Gun Made the Sigl and Tacked as did the Convoy at 8 Cape Ann N½W Distce 4 Leagues, 6 Sail of Sloops and Schooners in Sight Supposed to be American Privateers Fired 2 Twelve Pound Shot to bring them too, which One of the Sloops returned, Do in 2d Reef topsls at 10 three of the foregoing Vessels Standing after us, Made the Sigl to Speak the *Oscar*, and bore down to the Convoy.

1. PRO, Admiralty 51/360.

MAJOR GRIFFITH WILLIAMS TO LORD GEORGE GERMAIN ¹

My Lord –

St Charles 23d June 1776

My being suddenly landed at a moment's warning and under an unavoidable necessity of leaving all my Baggage & Papers on board the Transport, prevents for this time my having it in my power to send Your Lordship my Journal, which otherwise I most undoubtedly should have done; but herewith do my self the honor to transmit to Your Lordship an Account of what has come within my knowledge from the time of my Arrival at Trois Riviere[s].

Our passage from England was rather long, but very good weather. When the English & Irish Transports joined they were upwards of 80 Sail. They were all very healthy, I did not hear of a man's dying. I lost Company with them in a fog before we made Newfoundland; in consequence of this I made the Master Carry all the Sail he Could, and make the best of his way for Quebec; by which means we were the first Ship that passed Quebec. I say past it, because we did not stop there, as I was inform'd that General Carlton was in pursuit of the Rebels.

About 50 miles above Quebec we met General Carlton going down the River. He sent on board of me, and directed me to go on to Trois Rivieres where we Anchor'd the 3d instant. The Troops that were on board many of the Ships that Could not get up the River, were order'd to be disembark[ed] & march up by land; And as the Ships with Regiments had separated some of them were 60 leagues a Stern of the others, therefore they got up to Trois Rivieres by One, two, or three Companies of a Corps.

We continued increasing by the 8th instant I believe to the amount of two thousand. Colo Fraser being the Senior officer, some of the Transports from which the Troops had disembark'd, being arriv'd at Trois Rivieres the 6th, he order'd them to embark to make room for others, which they did on the 7th. At half past 3 the next morning much was I surpris'd to hear Colo Fraser hail me, & beg for God's sake I would send what Artillery on Shore I possibly could, assuring me the Rebels were within a mile of the Town, to the amount of two or three thousand. I could scarce believe it; however as I had 2 Six poundrs mounted on the Deck with 80 rounds of Case & round Shot, I had them on Shore in less than Twenty minutes, Sent Lieut Cox with one to take post in the great road leading into the Town to the Northward, and went my Self with the other & took post on the great road to the Westward. As Captn Walker had only arriv'd the day before, he could not be ready soon, I sent to him & he had 3 Six pounders on Shore much sooner than I could expect. By 5 in the morning most of the Infantry had disembark'd & form'd.

Lieut Dunbar, who had arriv'd the night before, was order'd to take post to the Right of the 62d Regimt & some other Troops that were form'd near a Wood, & a Mill in front, with two Grasshoppers (which I hope I never shall see any more with Rifle or 3 poundrs, but in the hands of the Enemy or at Woolwich). The Rebels endeavour'd to form at the Mill, not three quarters of a mile from the Town. Colo Anstruther of the 62d Regimt sent me word to beg that I would bring up a 6 pounder or two, which I did.

By that time Colo St Leger was the Senior officer. I requested of him to incline with a part of his line to the Right, & a part to the Left, in order that I might fire on the Mill, & into the Woods where the Rebels were, & bring off the Grasshoppers, this he readily granted. After the business was done there I beg'd that he would permit me to go on the Main road, & to let the 62d with Colo Anstruther cover me, this he readily granted. Soon after Colo Fraser with some Troops joined us. He at first order'd the Grenadiers & Light Infantry to lead, but at my request he permitted me to take the lead with two 6 pounders, [by] which means we kept the Rebels marching thro' a Marsh of 13 miles long in a parallel line with us, & thro' the Woods. They wanted to get into the Main road, but our Guns kept them always in Cover. We took General [William] Thompson, Colo Irwin [William Irvine], their Aids du Camp, & I know not what number of them more prisoners.

We lay on our Arms all night. The next day General Carlton, Burgoyne & Phillips joined us from Quebec. We return'd to Trois Rivieres, for what reason I know not I am tired, and what follows is only a Copy of my Journal from the 10th instant.

June 10th Employ'd in re shipping the Guns & Stores.

11th & 12th Employ'd in all the Ordnance Transports in overhalling the Ships holds to get at some 6 pounders to have ready mounted to land with 80 rounds at the shortest notice.

13th At 7 in the morning sail'd with the Fleet from Trois Rivieres, and in the evening were obliged to anchor about a mile to the east of Nicholet.

14th Early in the morning got under Sail to the amount of 60 Sail. Got over the Lake St Peter's by 6 in the evening, & between 9 & 10 got within half a mile of Sorell. The man of war was the first ship & the Transport I was in the Second. The Fleet all anchor'd & the Grenadiers & Light Infantry landed.

15th I landed by 4 in the morning at Sorell with 5 light 6 pounders & 80 rounds for each Gun; & about 12 [o]Clock sent for another 6 pounder. Sent Capt Lt Mitchelson with the Light Infantry & Grenadiers, two 6 pounders, 2 Lieuts, 28 men. About 2 o'Clock completed Capt Carter's Brigade of 4 light 6 pounders 2 Lieuts 48 men and sent him under the Command of Colonel Mackenzie, with part of the 31st 9th, & part of some other Regemts to the amount of 4 or 500. The Rebels left this yesterday at about One o'Clock. all their Guns & Stores were sent up the Sorell in Bateaus, Some 24 poundrs & 18 poundrs. One Battery to the east of the river Sorell for 10 Guns completed, & for 8 Guns to the west finished. 3 they had thrown up a great many works, Stockades & Lines. They Certainly at first meant to make a stand here, but on our approach did not feel bold.

16th & 17th Lay wind bound at Sorell.

18th - Disembark'd at 4 in the morning with 2 Six pounders, 24 men, 90 rounds P Gun; Landed about a mile above Sorell, & march'd by land to St Tower [St.Ours], got in by 5 in the evening - miles 10.

19th - Left St Tower at 4 in the morning, marched thro' Countdecure [Contrecoeur], - halted at Vershear [Verchères] - to Veronne [Varennes] in the afternoon - distance 24 miles.

20th - Left Veronne, went thro' Bushelviels [Boucherville], & arriv'd at Longuiel, - 12 miles.

21st - March'd to Chamblee [Chambly] with 6 pieces of Cannon 18 miles.

22d - March'd to St Charles - miles 18.

The King of Prussia when he has been on the brink of ruin never plann'd better than what the Rebels did by endeavouring to Surprize the Troops, & burn the Shipping at the Three Rivers. - Nothing but the 6 pounders prevented their Succeeding. - Nay had they not lost their road they would have been an hour sooner, & must have Carried their point.

They have burnt St Johns, Chamblee, 4 Schooners, & a number of Bateaus &c. We have found about 20 of their Guns: And I was Surpris'd to find a 32 pounder in the River near Chamblee fort. our Troops are mostly between this & St. Johns, and the Generals say we shall not be able to move for 3 weeks; but I say Six at least. I have the honor, etc.

Gth Williams

[Endorsed] Rec'd Kew Lane Augt 11th, 1776

1. Sir John Fortescue, ed., *The Correspondence of King George the Third from 1760 to December 1783* (London, 1927-1928), III, 382-86.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Sunday 23th of June 1776 [Salem harbor]

At 3 in the Morning came to sail stood to the S E at 10 saw the fleet to the S E saw severall of Our Cruzers stood to wards the fleet gave them A signal which the Commodore Answerd then the fleet tack and stood up for Boston at 6 in the After noon came to Ankor in Nantaskett road Capt [Seth] Hardin[g] of the Coneticut Breggt Came on board the fleet Allmost up to the Gravs ²

1. John Fisk Journal AAS.

2. The entries are confusing. The commodore signalled was probably Captain Samuel Tucker, who was the senior captain of Washington's schooners. The fleet that stood into Nantasket was the American schooner; the other fleet consisted of the transports under convoy of H.M.S. *Flora*.

JONATHAN GLOVER TO MAJOR GENERAL ARTEMAS WARD ¹

[Marblehead] Sunday Morning 2 oClock June 23 1776

Honoured Sir

I have this Moment Received the Incloused Remarks from the Honle Richd Darby Esqr of Salem. I therefore take the Earlist oppertunity To Informe your E[xce]llency of it ² If there Should Be any Armed Vessels in the port of Boston you Might have the oppertunity to Send them out in Season to Meet the fleet, and Likewise that the Committee of War May Be the Better prepaired to Receive them Should they arrive at your port, as I Suppose they will, Capt Tucker in the Schr *Hancock*, and Capt [William] Burke, in the *Warrin* are Bouth in this harbour and are Now get under way I have ordered them to keep together. Capt [John] A[y]res in the Schr *Lynch* I belive is at Boston as I am inform that he Sailed from this place Last Night to carry one of his hands to Boston Ilands which had the Small pox – I am Dear Sir your Excellency [&c.]

Jonathan Glover

P S. I am Informed that Capt Harden in the Brigtn & Capt Skimmer in the Schr *Franklin* Bouth whent out of Cape Ann Last Night So that I am in hopes our f[l]eet will Joyn Each other

1. Green Papers, MassHS.

2. Derby, Massachusetts agent of armed boats for the northern district, had received from Captain John Fisk, Massachusetts sloop *Tyrannicide*, a copy of his journal for June 23. Derby sent it to Glover who in turn passed it on to General Ward.

JOHN BRADFORD TO GOVERNOR JONATHAN TRUMBULL ¹

Gentlemen

Boston 23rd June 1776

As I gave you an Account by last post of the indisposition of Capt. Harding, I thought it my duty, and it gives me very great pleasure to Acquaint you that he is so well Recover'd that yesterday morn'g he quitted my House before any of my Family were up, and went on board his brig then at Nantasket. he had a very Strong impulse he should take a prize; Yester-

day ten sail transports & a Frigate Appear'd off our harbour, Capt Harding is out with all our little Navy, and as the transports disappears to day, we are Apprehensive they got some intelligence and are put off[f], I suppose the Brig will be in to night, and so soon as Capt Harding can know the Contents of what the three vessels have on board² he designs to return home. The prize Brig being on the rocks Billged renders it difficult to get out her Cargo. I shall be Able to make a return by next post of what the three Cargo's consist, in the Interim, I have the Honor to be with great truth. Gentlemen [&c.]

Jn^o Bradford

The Honble Jona Trumbull Esqr and
Committee of Safety

1. Trumbull Papers, V, 95a, ConnSL.

2. Referring to the Scotch transports, the ships *George* and *Lord Howe*, and the brig *Annabella*.

MAJOR GENERAL ARTEMAS WARD TO GEORGE WASHINGTON¹

[Extract]

Boston 23 June 1776.

I have just received information from several Privateers that eleven sail of Transports under convoy of a Frigate, are in the Bay standing in and supposed to be part, of the Scotch Fleet; the privateers are all ordered out, and I have taken measures to secure the Transports in case they should come into Nantasket Road. I am your Excellency's [&c.]

Artemas Ward

1. Washington Papers, LC.

ACCOUNT BOOK OF WILLIAM SEVER¹

[Kingston] June 23d

Colony Dr expences of Journey to Boston for Stores	}	1. 15. .4
&c for Brig [<i>Independence</i>]		
pd Zephs Fuller for pilotage to Plimo[uth]		18. .-

1. Sever Account Book, 263. Courtesy of Captain and Mrs. Noel Sever O'Reilly, Glenview, Illinois.

GEORGE WASHINGTON TO JOHN HANCOCK¹

[Extract]

New York, June 23, 1776

Sir: I herewith transmit you an extract of a Letter from General Ward which came to hand by last night's post, containing the agreeable Intelligence of their having Obliged the Kings Ships to leave Nantasket Road, and of two Transports more being taken by our Armed Vessels with Two hundred and ten Highland Troops on board.

I sincerely wish the like success had attended our Arms in another Quarter, but it has not. In Canada the situation of our Affairs is truly alarming.

1. Fitzpatrick, ed., *Writings of Washington*, V, 167.

GEORGE WASHINGTON TO MAJOR GENERAL ARTEMAS WARD ¹

[Extract]

Sir

New York June 23. 1776

By last nights post I was favoured with yours of the 16th Inst, containing the Interesting Intelligence of your havg Obliged the Kings Ships to quit their Station, and of the further Captures of Two Vessels from Glasgow with Highland Troops on board – These events are extremely pleasing & I flatter myself the former will be attended with salutary consequences – It will give our little squadron a better opportunity of safely bringing in such Prizes as they may have the fortune to take and be the means of more Transports & other of their Vessels falling in our hands in all probability – The scheme of a decoy ship may answer many good purposes & If we get a few more of the Thirty two Transports in addition to those we have already, the Highland Corps will be pretty well broken & disconcerted . . .

I have Inclosed you Copies of Sundry Resolves of Congress, which I request you to communicate to the persons they respect, that they may govern themselves accordingly – That about Vessels taken which sailed from Boston with effects while the King's Troops possessed It, you will Transmit to the different Agents for the Continental armed Vessels, and that respecting Ordinance Stores, to Commodore [John] Manly – I have sent the Original Invoice of them & do appoint [Henry Bromfield] to act in behalf of the Continent in conjunction with such person as the Commodore shall chuse, for ascertaining their value – this you will please to notifye him of – they must be qualified as the Resolve directs & pursue the mode pointed out by It – When the valuation is made they will annex the report under their Hands to the Invoice & deliver them to you in order to their being forwarded to me – The Report may mention that they were sworn & by whom.

1. Washington Papers, LC.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

June 1776

Sandy Hook W3° S 15 Leags

Sunday 23rd at 6 A M saw a strange sail in the N W Qr set Studing sails & Gave chace hoist'd out a boat & sent her in Chace fir'd 8 Guns at her to bring her too Return'd the boat from the Chace a Sloop from Road Island bound to Cape Francesway [François] ² Light Breezes & Cloudy Wr 4 Sail in Sight

1. PRO, Admiralty 51/420.

2. The sloop *Nonesuch*, William Hefferman, master, which had cleared for Hispaniola on June 18, with a cargo of "158. bbls Flour. 21 M. Boards, 2500. Hoops, 98 Shaker Casks, and 15. Kegs Hogs Lard." Outward and Inward Entries, R. I. Arch.

PROCEEDINGS OF THE PENNSYLVANIA CONFERENCE OF COMMITTEES ¹

[Carpenters Hall, Philadelphia] Sunday, June 23, 1776.

Resolved, unanimously, That messieurs [John] Bayard, [Mark] Bird and [Jonathan B.] Smith, be appointed a committee to wait upon the chairman of the committee of safety, and desire a copy of all orders given to captain

Samuel Davidson, since his appointment as principal commander of the navy of this province, to be laid before this conference.

Resolved, unanimously, That it be recommended to commodore Samuel Davidson and to the captains of the row-gallies, &c., to forbear to take any steps which may involve the fleet in confusion, and that they wait the result of an interview which this conference intend to propose to the committee of safety, and that messrs. [Joseph] Blewer, [Thomas] Levis, [Mark] Bird, [Robert] Loller and [Dr. John] Colhoon, be a committee to wait on those gentlemen on board their vessels to-morrow morning.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, III, 645, 652, 655.

“EXTRACT OF A LETTER FROM PHILADELPHIA, DATED JUNE 23”¹

Captain Speake, of Virginia, is arrived at Chingoteague, with 6000 lb. of powder, and 12,000 lb. brimstone, some fire arms – &c. – The *Kingfisher* brought a schooner into the road, where she burnt her. – By last accounts from the Capes, the Enemy’s ships were all on a cruise along the coast – Capt. Walker, of Wilmington, who was taken in a brig, is sent in the same brig to Halifax. – I am just told, the schooner that was burnt, belonged to Egg Harbour.

1. *New-York Journal*, June 27, 1776.

MARYLAND COUNCIL OF SAFETY TO JOSEPH MIDDLETON¹

No 35.

Sir You are desired to proceed up the bay and give intelligence to any outward bound vessels, you may meet with, that are coming down, that the man of war² is at her station at the mouth of the river to receive the Governor and that we think it prudent, that they delay coming down, ’till the man of war departs. We are [&c.]

[Annapolis] 23[r]d June 1776

1. *Council of Safety Letter Book*, No. 1, Md.Arch.

2. H.M.S. *Fowey*.

CAPTAIN GEORGE MONTAGU, R. N., TO GOVERNOR ROBERT EDEN¹

Fowey off Annapolis Maryland

Sir

23d June 1776.

I have the happiness to Acquaint you that last Night I arrived here with his Brittanick Majesty’s ship the *Fowey* under my Command, Agreeable to an Order from Captain Hamond of his Majesty’s Ship the *Roebuck*, and Senior Officer of his Majesty’s ships at Virginia: And in consequence of your Application to him, I have hoisted the flagg of Truce at my Foretop gallant Masthead to shew that I am not come in an hostile Manner, And of which I desire you will be pleased to acquaint the Inhabitants, that they may not offer any Insults to my officers & boats, And on my part I shall hold the Truce most sacred. – I have the pleasure to acquaint you that every Ac-

comodation the *Fowey* can afford is at your, and your Friends service, And that my boats shall at any time be ready to Attend your coming off; And sent for your property. I am Sir [&c.]

Geo. Montagu

1. Red Book, XII, Md.Arch.

JOURNAL OF H.M.S. *Fowey*, CAPTAIN GEORGE MONTAGU ¹

June 1776 at Anchor in Annapolis Road Thomas Point SbW
Greenberry do NW

Sunday 23. at 5 AM hoisted a flagg of Truce at the Foretopgallant mast head and sent our boat with an officer & flag of Truce to the Governor, at 11 the boat returned.

First and Middle parts light Winds, latter Moderate and Cloudy

at 4 P M sent our boat on shore with a flag at 6 she brought the Governor on board, and saluted him with 13 Guns

1. PRO, Admiralty 51/375.

EDMUND RANDOLPH TO THOMAS JEFFERSON ¹

[Extract]

Wmsburg June 23. 1776.

[James] Barron has brought in the Transport, taken by Capt. Biddle off the Banks of Newfoundland, and separated from him by a Storm. Her Cargo, consisting of 217 Scotch Highland Regulars, came up to this town yesterday. Among them, we are told are many valuable Artificers. Measures are in Agitation to reconcile them to prosecute their different Occupations in this Country. Some of them are vioelnt vs. America, others tolerably moderate, and many from contending Passions curse the Parliament and Congress in the same Breath.

1. Boyd, ed., *Jefferson Papers*, I, 407.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Bristol in Five Fathom Hole

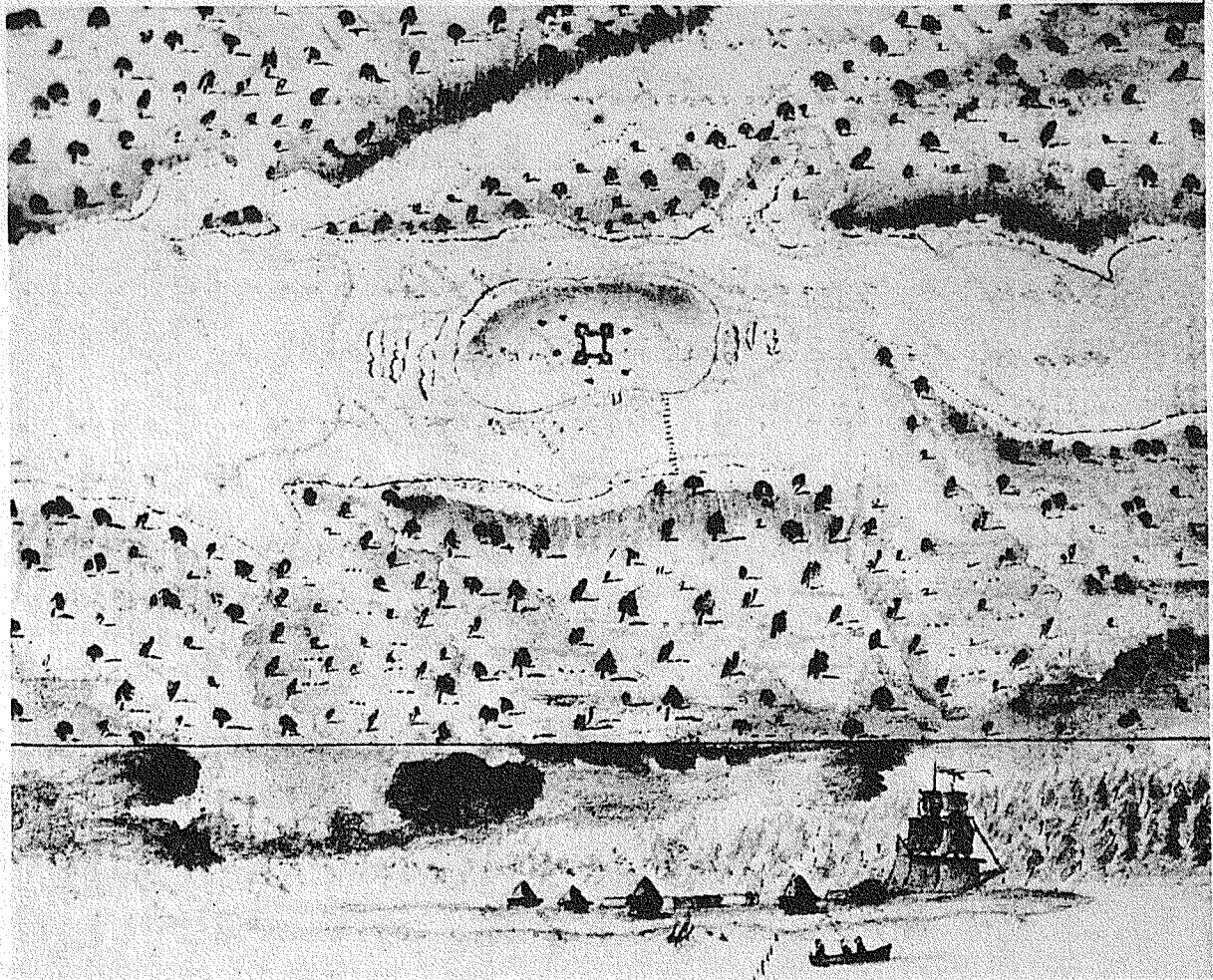
Sir

23d June 1776

If the Wind shou'd not be Fair to Morrow, the Tide of Ebb will not fall out so luckily for Us as we cou'd Wish, and as You think it will be more convenient for You, that we shou'd Attack on the Flood, I have determined in Order not to loose a Moments Time, to take the Chance of Weather, and begin on either the Flood or Ebb as the Wind may Serve; If the Wind shou'd be to the Southward of the East, I will begin on the first of the Flood, If to the Southward the Ebb must be the Time; but at all Events shou'd You think proper to make an attack I will do my utmost to cause a Diversion, and will at any Time of Tide, provided the Wind will let me, get abreast of the Battery with the Ships. I have the Honor to be Sir [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.



Fortification on the Isle Aux Noix in Lake Champlain.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Camp at Long Island

Sunday Evening the 23d June 1776

I am to acknowledge the receipt of yours of this date by Lieut. Caulfield, and am sorry to find that Wind & Weather has not been favorable for the intended attack of the Fleet this day – I can only repeat to you Sir! That whenever circumstances shall concur to make that attack practicable, I shall do my utmost to cause a diversion and to Co-operate with you.

I once more most heartily wish you success and have the Honor to be with great Regard &c.

H C.

1. Sir Henry Clinton Papers, CL.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

23d June The Rebels hard at work at their new Battery and in extending their lines in front.

The Army hold themselves in readiness to march

This day Lieut. Caulfield of the *Bristol* arrived in Camp with a Letter from the Commodore, representing that the Wind is unfavorable for the intended attack The *Roebucks* Tender came down by the Creek.

1. Sir Henry Clinton Papers, CL.

24 June

BRIGADIER GENERAL JOHN SULLIVAN TO GEORGE WASHINGTON ¹

[Extract]

Isle Aux Noix June 24th 1776

... I think it would be by far, the Best to remove to Crown Point, Fortify that, Build Row-gallies to Command the Lakes, & by Scouting parties to defend our Frontiers, as the Savages have already begun upon us. They have made two Attacks upon our men, Kill'd & taken near Twenty, Among which are seven officer. . . I hear from all Quarters that the Enemy are very Numerous in Canada. Their Shipping is also Numerous, & it cant be Doubted that all the Canadians, & all the Indians in this Quarter, Will be Compell'd to bear Arms against us, This I know they would gladly have avoided, But finding that we are not able to Afford them that Protection we promised, They are Obliged to make their peace in the best manner they can – I think it is now past a Doubt that the Neglect & Inattention to this Departmt has not only lost us Canada, But Involv'd us in a war with all the Blacks & whites in this Quarter, & to Check their progress, I know of no better Method than to Secure the Important posts of Ticondaroga & Crown point, & by building a Number of Arm'd Vesssels, Command the Lakes, Otherwise the forces now in Canada, Will be brought down upon us, As quick as Possible, having nothing now to Oppose them in that Colony – They have a Number of Batteaus fram'd Which they

brought from three Rivers, They will Doubtless Construct Some Arm'd Vessels, & then Endeavour to penetrate the Country Toward New York, This I am persuaded They will Attempt, But am Sure they can never Effect, Unless we Neglect to Secure the important posts now in our power. . . .

1. Washington Papers, LC.

JOURNAL OF CAPTAIN HENRY DEARBORN ¹

[Halifax] 5 [June, 1776]

3 O Clock this afternoon, then we embark'd on Board his Majesties Ship *Scarboroughh*.

6 Lord [Hugh] Percy din'd on board the *Scarboroughh*, at his Coming on Board he was saluted by thirteen Guns from this ship, & the same number from several ships that lay near us, I went ashore to day and found an opportunity of writing to my fellow prisoners in Quebec, which I gladly embraced.

7..8..9 We still remain here expecting every day to sail.

10 at 10..0..Clock this morning we sail'd, we had a fair brisk Breeze.

11 Little wind to day.

14 This morning we enter'd the Bay Fundy, at 3 O Clock P: M: we pass'd Falmouth, a small Village I am inform'd 15 or 18 sail of vessels own'd at six o..Clock we were abreast of Long Island, the wind is fair and fresh, we pass'd a number of small Islands, & Rocks to day, particularly Gannets Rock, which was Cover'd with white fowl in such Numbers that at a distance it looks like a small Hill Cover'd with Snow, These Fowl are Call'd Gannets or Solan Geese, they are almost as large as our Common geese.

17 At 10 Clock A..M: we Came to Anchor in Cumberland Bay about four Miles from the Town. the Country has a very pleasant appearance from where we lye, I am in a disagreeable situation to-day, but there is not such a scene of slaughter, and bloodshed, as I was in this day 12 Months.²

20 We understand we are to sail the first wind, we had a fine dinner to-day, one Fowl roasted, and another boil'd, with some pork and potatoes, I made the best meal that I had made for about six-months past, some of the Inhabitants Brought some sheep along side to-day for which they asked 48/. p.piece for, New: England Rum here is 21s/4d Lawful p. Gallon.

21 This is the first day that has looked like summer since I came to Halifax, we expect to sail from here tomorrow, if the wind do favour us, every day seems a month to me, I am very anxious to see my dear family once more.

22 We hove up to day, and attempted to go down the Bay, but the wind was so fresh against us that we were obliged to come to anchor again, after falling down about 2 Leagues.

24 We had a heavy Gale of wind at S. W. last night, it was suppos'd

that we were in great danger of driving on shore, but by letting go another Anchor, we rode it out without any damage, the wind remains still contrary.

1. *Dearborn Journal*.
2. Battle of Bunker Hill.

“EXTRACT OF A LETTER FROM CAPT. YOWARD, OF THE *Mermaid* TRANSPORT, TO HIS OWNERS, DATED HALIFAX, JUNE 24, 1776.”¹

We left Greenock the 29th of April, and having bad weather, parted with the fleet off Scilly the 4th of May, as my orders from the captain of the *Flora* frigate were, in case of a separation, to sail for Boston, I made the greatest dispatch in my power for that port. On my passage I picked up several transports, but by some accident or other parted with them all, so that we were a single ship for 24 days before we made land, which was on the 10th of June, when we discovered Cape Anne (12 leagues from Boston) soon after which we fell in with an American privateer, of 10 six pounders and fourteen swivels; we having only four swivels, we thought it best to bear off from her, but it falling calm she rowed up to us; by this time we were a little prepared for her, having got all the bedding, &c. placed in the netting all round the ship, in order to secure the soldiers we had on board, in number 120, from their grape shot. At a little before four in the afternoon, the engagement began, and continued for nine glasses, when the privateer rowed from us again. It is impossible to know what execution we did, but as we were within pistol shot of each other during two hours of the engagement, we concluded our musquetry must have been severely felt amongst them. We could plainly see them heave two killed men overboard, and I saw one man fall from the shrouds. Three of our soldiers were wounded, one seaman, and myself. On the 13th inst. we fell in with his Majesty's ship *Milford*, from whence we learned that Boston was in the hands of the Provincials, and that General Howe had sailed for Halifax; but as a few of our transports were then lying at Boston bay, under protection of his Majesty's ship the *Renown*, Captain Banks, the *Milford* escorted us thither, where we arrived, or rather came within sight of it on the 14th of June, for the Provincials the night before had erected a battery on Long Island, and in the morning began playing on the men of war and transports, whom they forced out to sea; we joined them, and arrived safe here yesterday evening.

The officers and soldiers (part of General Fraser's new raised regiment)² behaved with the greatest courage and activity, and two of the soldiers, who were dangerously wounded, we put on board the *Renown* to be taken proper care of. The vessel suffered much in her rigging. On the 22nd of June we fell in with the Lord Howe (a single ship) who saw us safe into Halifax,³ as we parted with the *Renown*, and then, without entering the port of Halifax, stood out to sea, as we suppose to the southward.

1. Almon, ed., *Remembrancer*, III, 230-31.
2. Captain Patrick Campbell's company of the 71st regiment.
3. Vice Admiral Richard Lord Howe in the *Eagle*.

JOHN LANGDON TO JOSIAH BARTLETT¹

[Extract]

My Worthy Friend

Portsmo 24th June 1776

Your kind favor of the 10th I've recd am much Oblig'd for your kind Congratulations on our Launching our Ship, we have most certainly been highly favor'd Sons of Fortune, in this matter, not one Accident having happne'd thro the whole Building, geting Masts in, and Rigging, our Top Gallant masts are all on End the Ship compleatly painted, ports all hawled up makes a grand figure, and to my (and no doubt your[]) great Satisfaction, esteemed by everyone, who sees her, as handsome and as good a Ship, as can be built in the Kingdom, (Seasoning of Timber Excepted)

I like the Resolutions of Virginia well, they ever have been firm as Rocks, near relatives to the Yankees, our Colony no doubt will be for Independance . . . the Houses have in great Measure lost the Confidence of the people, it is much to be Lamented to see the two Houses sitting at the Expencc of One Hundred or more dollars p day, expence, and the most that is done is Puning, Laughing, appointing Officers one Day, Reconsidering the next, not one single Act yet passed of any Importance, the Prizes lay here Seven Months Uncondemned, for want of an Act, the Privateers determin'd not to send in any more, as there's no Law about . . .

Should I be appointed Agent I shall Resign my Seat at the house, if desired by Congress should be glad to know as soon as may be whether I am to tarry here, or not, should there be any new Arrangement in the Navey and Flag Officer come in the way you may remember me, if you please, unless some other who is likely to do much better is in the way – I only mention this Supposg that several Flags may be appointed. . . .

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO WILLIAM WHIPPLE¹

[Extract]

My Friend –

Portsmouth June 24th 1776

Your favour of the 10th Instant, I've receiv'd am glad that [Thomas] Thompson is appointed to the Command, of the *Rawleigh*, I wish it had been *New Hampshire* however it will do very well for the Reasons you give. I have sent you a List of the Officers, which I've spoke to, who have all accepted, Captain Follett I've appointed Master, our Ship is almost rigged, the Top Gallant masts all on end, Last Week, a most beautiful Ship, great pity she could not be out now in this Bay, she would in all Probability pay for the whole Fleet in one Fortnight and defeat the designs of great part of our Enemies army, which are coming in every day, Convoied by small Ships, and Oblig'd to return to Hallifax, except those who are stop't by our Privateers, who would do great Execution, had we only one or two Frigates laying in our Harbour, or Boston to give them Countenance

I should be glad to know whether a Purser and Steward are to be appointed, or only a Steward, as I see by the Arrangement, as he must be ap-

pointed as soon as I begin to enter Men, which must be immediately, some few, to take Care of the Ship, pray send me an Order to Enter Seamen out of any of our Continental Troops here or Massachusetts, when the directions come to Enter Men, (as Land Men will fill their places, this must be done) . . . I see no prospect of coming to meet you half way, if you had taken Notice when I mentioned of coming it was only to do a few Trifles such as sending on Guns, which it seems are not to be had, and declaring In-dependance &c. . . . You won't forget, when Marantine matters come on, and that Flagg Officers should be appointed what I mention to you in former Letter, let me hear from you, whether I am to Contract for Guns at Providence or not . . .

Officers for Ship

Captain [Thomas] Thompson

1st Lieut Peter Shores

2d do John Wheelwright

3d do Josiah Shackford

Captain Marines

George Jerry Osborne –

1st Lieut Stephen Meads

2d do Natha Thwing –

Master Capt Follett who I've appointed –

John Jackson Surgeon –

There must be a Yard, or Wharf, Brother, to heave down at, in this Harbour, and as I have the best place in it, which you know, I am ready to build, one at my own Expencc provided the Ships come there, only the Continent to pay reasonable Wharfage. – and for any Extraordinary Expencc particularly for them, this is much the best Harbour in the four New England Colonies, well and easily defended, the Masts which is a grand thing and the best of Workmen – Pray remember this, as it comes in with my Agency –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

Boston Gazette, MONDAY, JUNE 24, 1776.¹

Colony of the Massachusetts Bay, Lincoln ss.

There being a Libel filed before me against the Brigantine *Loyal Britain*, burthen about 100 tons, said to be improved in carrying supplies to the Fleet and Army employed against the United Colonies and brought into the County of Lincoln: This Notice is given, agreeable to the Laws of this Colony that the Court erected to try and condemn all Vessels found infesting the Sea coasts and brought into either of the Counties of York, Cumberland, or Lincoln, will be held at the Meeting House in the East Precinct in Pownalboro' on Tuesday the 6th day of August 1776, at 10 o'clock in the forenoon, to try the justice of the said Capture, that all Persons concerned may appear and shew Cause, if any they have, why the said Brigantine, her Cargo and Appurtenances should not be condemned.

1. This issue also carried notices of libels filed in Plymouth "against the Brigantine called the *Fanny*, burthen'd about seventy five tons, commanded by Richard Blythe, and also against the Schooner *Peggy*, burthen'd about ninety tons, commanded by Samuel Gilstone."

THOMAS CUSHING TO JOHN HANCOCK ¹

[Extract]

Boston June. 24, 1776

Dear Sir I have received your several Favours of the 6th, 12 & 16 June & note their Contents, am obliged to you for the list of the Names of the Captains appointed for the Several Ships; I am glad to hear the money is upon the Road for the Troops & Ships – that for the Ships is much wanted, & the Continental Troops had grown so uneasy for want of their pay that General Ward had applyed to our General Court for the loan of some Money, which we were about to furnish him with, as soon as it could be struck off, for you must know our Treasury has of late been drained so much to pay for Salt petre that it had got quite empty & we have been obliged to make an Emission of One hundred Thousand pounds for a present Supply . . . I hope in your next to receive orders for Enlisting the men for the Ships, and also an order for what provisions I may want on the Commissary General or his Deputy – pray forward the Cannon as soon as possible and every further direction that may be necessary, The Ship that is launched may be ready for Sea in a fortnight if we had the Guns & orders for Enlisting the Men – I hope Capt McNeil [Hector McNeill] & Mr [John] Brown will be here Soon,² I like the names of the Ships Well, Mrs Cushing also highly approves of them, she proposed long ago that one of them should be named either the *Hancock* or *The Lady Hancock* –

. . . since My last we have taken Three more Transports with About 300 Men & which the Council have sent them to Springfield Worcester Concord & Taunton, with liberty to the Sheriff to dispose of them among the Several Towns in the respective Counties if they Incline to go out to Labour – We had Ten some say Eleven Sail of large Ships in the Bay Yesterday, one of them appeared to be a frigate & the rest Transports, but what they are we Cannot at present Tell, hope we shall soon have possession of them in Nantaskett Harbor where we have two large Ships laying as decoys, a Battery with Abt 300 Continental Troops at Long Island Head & General [Benjamin] Lincoln with a number of Men at Nantaskett – I remain with great respect [&c.]

Thomas Cushing

1. Personal Papers, Misc., LC.

2. Captain and First Lieutenant of the Continental frigate *Boston*, just launched at Newburyport.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Munday 24th of June 1776 [Nantasket Harbor]

At 8 in the Morning came to sail stood out to the Eastward saw the fleet boar away down to them fird a signall gun and hoisted a blue Ensigne at the top mast head the Commodore Answered it the fleet tack

stood for Boston we beat in to Boston Or Nantaskett road the fleet coming in As fast As possible Came on night before the fleet could git in we came to Ankor in Nantaskett

1. John Fisk Journal, AAS.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776 The Westernmost Part of Cap Codd SSE dist[c]e about
2 Leagues
Monday 24 at 1 A M. Fired a Swivel Shot at the head most Ships, to Make
them keep a Stern at 3 out 2d Reef of Topsls . . . at 4 Fired
a Gun Made the Signl and Tack'd as did the Convoy, at 5
Cape Codd SSW. distce 3 or 4 Miles, at 7 Chased an American
Privateer Schooner who stood in for Boston Light House,
at 9 Made the Sigl for all Masters of the Convoy at 10 Brot.
too Do out Cutter and at Noon in Company 9 Sail
First and Middle parts Modr and Clear but Squally at times,
the Latter Modr and Hazey wear
at 1 p m hoisted in the Cutter, and Made Sail Do Saw a Sail
in the NW Qur Set the Studdg Sails and gave Chace, at 3 a
Sudden Squall of wind Carried away the Main Topmast
Studdg Sail Boom, by which Means the Geer Broke, and we
Lost the Main Topmast Studding Sail Over board at 4 Fired
a Gun a Sigl for the Convoy to Tack, a Sloop to windwd at 5
hoisted a Blue Flag at the Main Topmast head, and made a
Private Sigl which the Sloop did not Answer, at 6 Fired a
Gun and Made the Sigl for a Pilot, and also a Gun Twice to
ta[c]k which we and the Convoy did. at 8 Boston Light
house WSW distce 2 Leagues,

1. PRO, Admiralty 51/360.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND ¹

[Providence] June 24 1776

Voted That Seth Chapin be second Lieutenant of Marines for the
Ship *Providence*

That Twenty Barrels of Flour be deliver Charles Bowler to Bake into
ship Bread.

1. Journal R. I. Frigates, RIHS.

GOVERNOR NICHOLAS COOKE TO GOVERNOR JONATHAN TRUMBULL ¹

[Extract]

Providence, June 24th, 1776.

Your letter of the 14th of May respecting the cannon came to hand on
the 17th. On the 18th Messrs. Levi Hollingsworth and Thomas Richard-
son came to this town with an order of Congress, for 20 of them to be trans-
ported to Philadelphia; and on the 20th I set out on my journey; and when

I returned I found here a resolution of Congress that six only should be taken from this Colony, which have accordingly been delivered on board the *Fly*.

1. *Collections of the Rhode Island Historical Society*, VI, 157, 158.

Newport Mercury, MONDAY, JUNE 24, 1776

Newport, June 24.

Within about a fortnight past, Capt. [John] Grimes, in one of our galleys, has grappled up 3 cables and anchors between this town and Connanicut, having been left by the ministerial pirates, when they were driven out of this harbour. Two of the cables are 16 inches, and the other 9; the largest anchor weighed 24 c. 2 qrs and 11 lb. marked with the *Scarborough's* name on the stock.

Capt. Robert Campbell, lately arrived here passenger from Curacoa, informs that he was taken the 24th of November last,¹ by the *Viper* sloop of war, on his passage from St. Croix to New York, and carried into Antigua the 21st of December, where his vessel and cargo were condemned, as mentioned in the papers, some time past. Capt. Campbell says he left Antigua about the eighth of April, and that there had been about forty American vessels carried into that island before he came away.

Colony of Rhode Island, Providence, ss.

At the Court erected to try and condemn all Vessels that shall be found infesting the Sea Coast of America, and all Vessels belonging to any of the Inhabitants of Great-Britain, and brought into said Colony, to be holden at Providence, in the County of Providence, in said Colony, on the Fourth Day of July, A.D. 1776, at the Hour of Ten in the Forenoon, will be tried the Justice of the Capture of the Ship called the *True Blue*, of the Burthen of about 200 Tons, late commanded by James Stable, laden with Rum, Sugar, Coffee, Cotton, Pimenta, &c. taken upon the High Seas and brought into the Port of Providence aforesaid,² and said to belong to some of the Inhabitants of Great Britain, and to have been employed for the Purpose of supplying the British Fleets and Armies, now acting against the United American Collonies: And therefore the said Ship, her Appurtenances, Cargo and Guns, are libelled in the Court aforesaid, and will be tried at the Time and Place appointed – This Public Notice is given pursuant to the Law of said Colony; that the Owner or Owners of the said Ship, her Appurtenances and Cargo, or any Person or Persons concerned therein, may appear at said Court, and show Cause, if any they have, why the said Ship, her Appurtenances, Cargo and Guns, should not be condemned.

John Foster, Judge of said Court.

1. In the sloop *America*.

2. Taken by the Continental brig *Cabot*, Captain Elisha Hinman.

Pennsylvania Ledger, SATURDAY, JULY 20, 1776

Newport, June 24.

Captain Campbell, lately from Antigua, via St. Eustatia, informs, that a

little before he left Antigua, a vessel from Georgia belonging to Mr. Samuel Brenton of this place, was seized there by a man of war, with all her cargo, consisting of lumber, indigo, &c. Mr. Brenton, then present, urged his being a friend to government as a reason for his being favoured, but the admiral told him the act of parliament by which he was seized, made no provision for friends of government! He then pleaded the same to the Marshall for being indulged in buying the indigo at a moderate price; but the Marshall said it was difficult to determine who were friends of government, or to that purport, and that he should buy the indigo himself to ship to England. Just so would all American Tories fare, should this country be conquered agreeable to their wishes, but be assured the sun, moon and stars shall fall, the ocean cease to roll, and all nature change its course, before a few English, Scotch and German slaves shall conquer this vast continent.

Connecticut Courant, MONDAY, JUNE 24, 1776

Hartford, June 24.

An Embargo is laid upon the Exportation out of this Colony by Water, Wheat, Rye, Indian Corn, Pork, Beef, live Cattle, Peas, Beans, Butter, Cheese, Bread, Flour, and every Kind of Meal (except necessary Stores for Vessels bound to Sea) and said Embargo is to remain until the rising of the General Assembly in October next.

DEANE & WADSWORTH TO DENNIS & LAWSON ¹

Gentlemen

Weth[ersfiel]d June 24th 1776 –

We are Sorry that we must be so Urgent at this Time for the Remainder of the Cordage & Hemp for the frigate under our Direction,² We are in the Greatest want of it and must Desire you to purchase the Remainder without Any Delay as we are fearfull there will be no Communication by Water to New York in a Very Short Time –

The 16 Inch Cable which we had the Offer of Some time Ago we are Disappointed in, must Desire you to get it made with the Other Cordage – We have had no Letter from you for Some time Past, Shall be much Obligd to you for a Line by the Return of the Post And are in the Intrem Gentlemen [&c.]

Deane & Wadsworth

Coppy of a Letter to Dennis & Lawson

1. Barnabas Deane Papers, ConnHS.
2. The Continental frigate *Trumbull*.

NATHANIEL SHAW, JR. TO JOHN WRIGHT STANLEY & CO., NEW BERN,
NORTH CAROLINA ¹

Gentlemen

New London June 24 1776

I wrote you 5th Ins. by Post, since that I have advanced to Capt [Edward] Tinker to the Amo of £768..1/8 L M Dolars @ 6/ which I beg you'l

order paid to my Friends Messr Thos & Isaac Wharton Merchts In Phila. Capt Tinker sailed two days agoe, and hope he will arive safe he has a parcel of the best Gunns I ever saw, & hope you will find your Accot in getting them, Every article of Warr is now extravagantly high, I could have had 25 p Ct on the purchase of them – beg you'l not disapoint me in ordering payment in Phila. I am Gent [&c.]

1. Shaw Letter Book, YUL.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

[Extract]

Albany June 24th: 1776

4 O'Clock P.M.

One Gundalo is finished at Skenesborough and a second is already planking, and I hope if my Health permit me, when I return from the Westward to build one every six Days.

1. Washington Papers, LC.

COLONEL HENRY KNOX TO ROBERT TREAT PAINE ¹

Dear Sir,

New York June 24 1776.

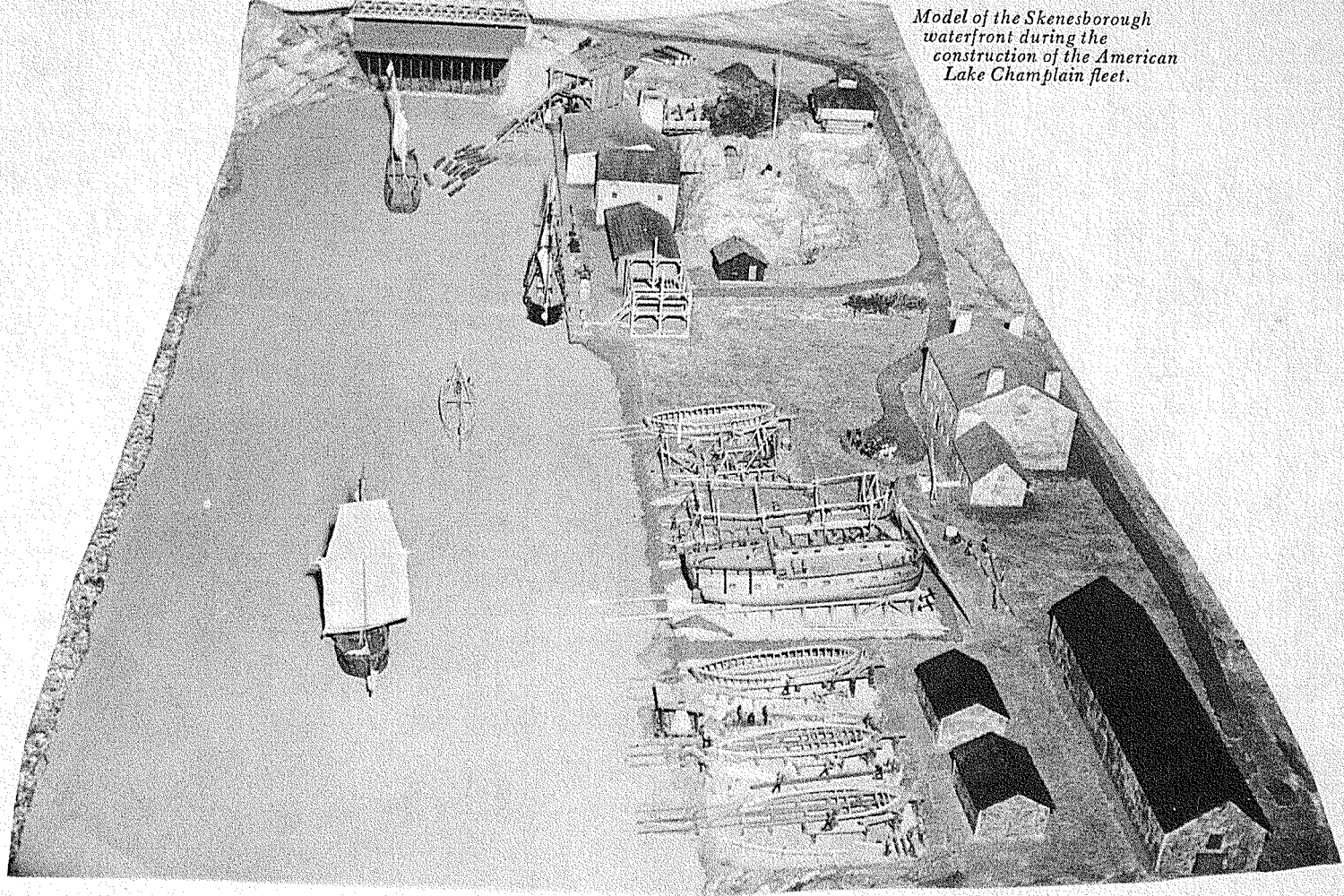
I receiv'd yours of the 20th instant last Saturday After the post was gone or I should have answer'd it immediately. – You desire me to send you the weight and bore of the Iron Ho[w]itzers we have here – we have none. Colo [Richard] Gridley had two cast but they were never us'd – Iron Ho[w]itzers are so unweildy from their weight that they are entirely exploded in the British Army – a ten Inch will weigh 28.0.0 8 Inch 1500, & 5½ 1000. whereas a Brass 8 Inch Ho[w]itzer will not weigh more than 450 or 500, 5½ Inch 280 or 300

Their Dimensions

8 Inch		5½ Inch	
	Inches		Inches
length of Chamber	8	length of Chamber	6 $\frac{6}{10}$
Diameter ditto	4	Diameter do	2 $\frac{8}{10}$
from the Chamber to the muzzle or the whole length of the bore	} 24	from the Chamber to the Muzzle or the length of the bore	} 16 $\frac{5}{10}$

The ten Inch Ho[w]itzers have such great re-action that will break any field Carriage whatever therefore they are laid aside. – 8 Inch and 5½ to fire at Ships or to fire case shot in the field are some of the best peices of Artillery now us'd. – At the air Furnace in this city we have cast four 5½ brass Ho[w]itzers as good as those cast a[t] Woolwich, and in the course of this week we shall cast as many more – I have prov'd them and find they will elevate to an angle of 25 degrees, project a Shell a mile and 45 degrees 1 mile and ½ – The Carriages on which these are to be mounted are not yet finish'd which has prevented my making more accurate Experiments, on a point blank range or at small elevations – I have no doubt that we should be

Model of the Skenesborough waterfront during the construction of the American Lake Champlain fleet.



able with certainty to drive a Shell thro' the side of a Ship at the distance of six or seven hundred yards – with an 8 Inch 1000 yards – In your Letter of the 20th June you say we cant get Brass – Mr Byers a founder in this city tells me that he has no doubt but in a little time he could procure Copper enough to cast 80 or 100 Six pounders each of which will weigh dble the 5½ Ho[w]itzer – There is a large quantity Of Copper at Boston, which could be appropriated to no better use than to be cast into Cannon – There is a Copper mine in the Jersies which might be work'd on this occassion – there are a great number of Stills Which are only a pest to society which ought to change their form – If possible all our field Artillery small mortars & Ho[w]itzers should be brass – our heavy mortars and Cannon, Iron – It pleases me much to hear that you cast good 18 pounders &c at Philadelphia – The buisness of casting Cannon and making fire arms is of infinite importance to this Continent and cannot be too much encourag'd – The 24 pounders at this place are too heavy, they weigh 51.0.0 I have seen some Very fine 24 pounders belonging to Rhode Island which weigh'd 40.0.0 which is light enough for so large a Cannon – we have a considerable number of 32 pounders which weigh about 50.51.52 hundred each – The air furnace in this City also one at Newark in the Jersies about nine miles distance are in good order and I make no doubt will be able to cast you any number of field p[ie]ces either brass or Iron – If there is any thing further in this way in which I can be of any service, I shall with pleasure do it You will 'ere this heare of the hellish plot At this place in Consequence of some of the Amiable Kings money liberally distributed here – and also of the Spirited Conduct of our friends at Boston in driving away some of the Kings ships, but Not perhaps of two more Highland transports which were taken there last Monday which is as follows communicated to me by a letter dated Boston Monday 11 oClock – June 17 –

Yesterday were seen in the Bay two large transport vessells suppos'd to be such in an engagement with two or three privateers which they beat off and ran in to Nantasket road – Immediately upon their dropping anchor our Batteries from the surrounding posts lately taken possession off began to play on them on which they put out for sea, but were met by a Connecticut Brig Capt Harden with 14. Carriage Guns 140 hands who after a smart engagement took em both, they prov'd to be a Brig and Ship from Scotland with 210 highlanders on board – the Brig mounted a number of 4 pounders the Ship 6. 6 pounders The Ship had 8 privates and a Major Kill'd a number wounded – Colo Campbell is among the prisoners

This makes five Sail of Vessels with highlanders that have been taken – I think they open the Campaign badly.

I am Dear sir with Respect [&c.]

Henry Knox

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

June 1776 Sandy Hook W 3° N 9 Leags
 Mondy 24th at 3 AM Sound'd 28 faths Grey sand with black specks at
 6 AM Lost Sight of the Prizes. ²
 Light Breezes & fair Wr
 at 8 P M in Reef topsails Hand'd top Gallt sails at 11 Do
 sounded 18 Fathom ³

1. PRO, Admiralty 51/420.

2. All four prizes were recaptured by the New York sloops *Schuyler* and *Montgomery*, Washington Papers, LC.

3. The *Greyhound* arrived at Sandy Hook the next day.

CONGRESSIONAL COMMITTEE REPORT—HARBORS TO BE FORTIFIED ¹

[Philadelphia] June 24, 1776

The Committee appointed to consider what Harbours are proper to be fortified, have attended that Service, and come to the following Resolutions. vizt.

Resolved as the opinion of this Committee, that the Harbour of Cape Ann, in the Colony of Massachusetts Bay, ought to be fortified, and to this End that Twenty Pieces of large Cannon, vizt Ten Eighteen Pounders and Ten Twenty four Pounders, be procured at the Continental Expence and sent to that Place, and that the Commanding Officer in the Eastern Department be directed to order an Engineer to dispose of said Cannon to the best advantage for the Defence of that Harbour, and also to order a sufficient number of Troops there to do the necessary work.

Resolved that Twenty two Pieces of heavy Cannon, Eighteen and Twenty four Pounders, be furnished at the Expence of the Continent for the Fortification of the Harbour of New London, and that Governor Trumbull be impowered to raise three Companies of Troops on the Continental Establishment of Pay, Rations, and Disbursements, to be stationed at New London to Garrison the Forts there and defend the Harbour.

Resolved that the Marine Committee be impowered and instructed to build, Man, and equip two large Row Gallies for the Defence of little Egg Harbour, so called in the Colony of New Jersey. —

1. Papers CC (Other Reports of Committees of Congress), 28 193, NA.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

Dr Sr

Phila: 24th June 1776

Your two favors of the 10th ins — one dated at Boston & the other at Portsmo came duly to hand, I inform'd you in my last wich went by Saturdays post, that the Marine Committee desire you would ship your men so soon as you can, they also direct me to desire You'll provide six months wet Provisions & four months Dry this stock to be keep good, You'll apply to the Commesary at Boston for the Provisions (that is the Beef, Pork, & Bread or flour) he has orders to supply you, as for Guns, that matter remains as when I wrote you last, I cannot prevail with Gov: [Stephen] Hopkins to consent to par[t] with those at providence, I tell him Your ship will make a

cruise of three months if she has guns, before either of the Providence ship[s] can be got to sea, but he insist that those ships are as forward as Yours, I believe the Guns must go from hence there is a probability that enough for one ship will be in town in about 10 days, & You may depend I shall exert every nerve to get the first for you

I am just come from the Marine Commte & have once more got their Unanimous consent to nominate you for agency, I think there is no doubt but you'll be appointed, but believe it will be in expectation that you resign Your seat in Congress, which I have assur'd all that I have mentioned the matter too that you are determin'd on. I suppose a list of officers are on the way here I shall dispatch them as soon as they arrive &c

1. Captain J. G. M. Stone Private Collection, Annapolis.

PROVINCIAL GALLEY COMMANDERS' REPORT TO SUBCOMMITTEE OF
CONGRESS ¹

[Philadelphia] June 24th 1776

We the said Commanders, do resolve, to abide By the determination set forth in Our Remonstrance of the 18th Inst: to the Committee of Safety, respecting the appointment Of A Commodore (They do therefore warmly remonstrate against any Such appointment, and declare to this Board that they will Not Submitt to it) we do also report to the Sub committee—That the report which has prevail'd in Town about Our going on board the province Ship, to strick the Broad pennant With Boats mann'd & Arm'd, Is false, & without the least foundation There was not a single fire arm in One of the Boats, neither the smaest Appearance of Hostility or design on our parts, even, orders were Given to Our men not to Stir Out of thier Boats, or attempt to come On board the Ship. We do pray, when convenient that we may Have a hearing before the Honble the Committee of Conference or Convention In the Interim Your Committee may rest assured, that we will—Constantly remain in the line of Our duty, for the defence of Our River & Province, and that no differences of Whatsoever kind shall interfere with the good of the Publick, & Glorious Cause in which We are engag'd Sign'd

Benj^a Thompson

Robert Hume

H Dougherty

Jn^o Hamilton

James Montgomery

Rich^d Eyres

Alex^r Henderson

Hugh Montgomery of Fire Sloop

W^m Gamble

1. William Bradford Papers, HSP.

PROCEEDINGS OF THE PENNSYLVANIA CONFERENCE OF COMMITTEES ¹

[Carpenters Hall, Philadelphia] Monday, June 24, P.M.

The committee appointed to wait on the captains of the row-gallies, &c., made their report which was read, and is in the following words: That they had proceeded to said fleet in order to execute their appointment and wait

on said captains (the commodore being gone to Philadelphia,) who declare solemnly that they would pursue no measure that would involve the fleet in confusion, or in any wise incapacitate them from serving the public in the most effectual manner for the support, safety and defence of this province, further than that they would not submit to, but would ever protest against the advancement of Capt. Davidson whom the committee of safety have appointed commodore of said fleet, and further requested to be heard by this board or the convention, respecting the premises as will appear by a declaration of said captains to said board.

J. Blewer, Robert Loller,
T. Levis, John Colhoon.
M. Bird,

The committee also delivered a written report of the captains of the provincial gallies which was read and is in the following words, viz: ²

Ordered, That the above reports lie on the table for perusal of the members.

On motion, *Resolved*, unanimously, That the same committee be appointed to wait on the committee of safety, and desire a conference on the subject matter of their report, from their conversation with the captains of the row-gallies, &c., in the service of this province, and to make report of their proceedings in the premises.

The committee appointed to wait on the committee of safety, reported in the following words: That in conversation they found they were willing to agree to any thing with this conference in reason, that would promote harmony and good order; and further, that any of the conference was welcome to examine any of their accounts or proceedings.

(Signed) J. Blewer, Robert Loller,
M. Bird, John Colhoon.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, 657, 658-60.

2. Galley captains' report inserted at this point.

Pennsylvania Packet, MONDAY, JUNE 24, 1776

Philadelphia, June 24.

A letter from Salem, in New-England, says, "By a number of ship masters who have very lately made their escape from Halifax, we are informed, that twenty transports with troops and three frigates are gone into the bay of Fundy to fortify a pass there, and prevent the continental forces from attacking their main body at Halifax."

APPLICATION FOR CONTINENTAL COMMISSION AND BOND FOR THE
MARYLAND BOAT *Rebecca & Sally* ¹

Name and Burthen of the *Rebecca and Sally*, together with her Number of Guns, and Weight of Metal, the Name and Place of Residence of the Owners, the Name of the Commander and other Officers, the Number of the Crew and her Quantity of Provisions and Warlike Stores.

The Boat *Rebecca & Sally*, Burthen 25 Tons, 6 Swivels, 1 Pounders, 2

Blunderbusses, 6 Musquets & 1 Rifle, James Calhoun and John McLure Owners, of Baltimore County in Maryland, Thomas Russell Commander, Charles Wells 1 Lieutenant, James Forbes 2d Lieutenant, Baxter Griffin, Mate and 8 Hands. Ten Barrels of Bread and five Barrels of Pork, 3 Barrels of Beef, 30 Barrels of flour and 50 Gallons Rum. Fifty Pounds Weight of Powder and 120 lb of Musquet and Swivel Balls. Given under my Hand this 24th Day of June 1776.

Tho^s Russell ²

1. Papers CC (Ships' Bonds required for Letters of Marque and Reprisal), 196, XII, 97, NA.

2. *Ibid.*, bond was issued this date.

PETITION OF SAMUEL GALLOWAY TO THE MARYLAND COUNCIL OF SAFETY ¹

To the Honble the Council of Safety,
the Petition of Samuel Galloway on behalf of himself and James Cheston humbly Sheweth that on Sunday Evening of the twenty third Instant, Hugh Job, a Taylor, James Brooke a Painter, Robert Skinner a Carver, John Kelly a Gardener and Thomas Wilkinson, waiting man, made their Escape from your Petitioners house at West River in a Battoe, and that your Petitioners have great Reason to entertain a Suspicion that they have or will endeavour to get on board the *Fowey* Ship of War, now lying off this City, your Petitioners therefore humbly Pray this Honourable Board that they will immediately take such steps as they shall think most proper for the apprehension of the above mentioned Servants and your Petitioners as in duty bound will ever pray ²

Sam^l Galloway

[Annapolis] June 24th 1776

1. Red Book, XII, Md. Arch.

2. The names of the runaways and that of a soldier "deserted from Captain Scott's Conipy" were sent to Captain George Montagu requesting their return if on board H.M.S. *Fowey*. The "good Offices" of Governor Eden were also sought. Browne, ed., *Arch. of Md.*, XI, 512-13.

ROBERT SMITH TO MATTHEW TILGHMAN ¹

Sir.

Annapolis 24th June 1776

His Excellency having taken leave of this City, left it in charge with me, to desire you will apply to the Convention, that a proper Permit may be granted, to suffer his Stock, which he expects from his own Plantation, by way of Patuxent, to be delivered on Board His Majesty's Ship, when she gets off that River. Your being so obliging to attend to this Request will be considered as a very Pticular favor conferred on Sir [&c.]

R Smith -

1. Red Book, XIII, Md. Arch.

2. Smith was secretary to Governor Eden.

CAPTAIN GEORGE MONTAGU, R.N., TO CHARLES CARROLL, BARRISTER ¹

Sir

Fowey off Annapolis 24th June 1776

It is my wish, in every respect, inviolably to preserve the Truce under which His Majesty's ship *Fowey* came up this Bay for his Excellency your

Governour, and as soon as his Effects are all on board, which I expect them to be to Morrow Morning, the *Fowey* will return to the Fleet, without committing any Hostility if His Majesty's Colours receive no Insult.

With regard to the servants for whose return you apply, my Instructions prohibit my discharging them, to suffer perhaps a severe and Ignominious servitude, nor is it in my power to deliver up any subjects of His Majesty who embrace his service, and risk their lives in seizing an opportunity for that purpose.

The Orders to His Majesty's ships are peremptory, to receive all persons well affected, and give them every protection – Such boats along side this ship as are the property of any Inhabitants of Maryland, shall under the Truce be immediately restored to the persons claiming them; I intended to have had them landed this Evening – I hope that no Obstruction will be given to the remainder of Governour Eden's Baggage, And that of the Gentlemen going down with him being immediately put on board, as I have orders to proceed down the Bay, as soon as that service which brought me up, is compleated. I am, Sir [&c.]

Geo Montagu ²

1. Red Book, XII, Md. Arch.

2. Governor Eden made a similar reply. Browne, ed., *Arch. of Md.*, XI, 514–15.

JOURNAL OF THE MARYLAND CONVENTION ¹

[Annapolis] Monday, June 24, 1776

Post Meridien

The letters of captain Montagu, and of Robert Eden, Esq; of this day, to the Council of Safety, were laid before the Convention, and on consideration thereof, *Resolved unanimously*, That the said capt. Montagu, by detaining several servants belonging to the inhabitants of this province, and by refusing to deliver up a soldier who deserted from the service of this colony, hath violated the truce and acted in manifest violation of his promise to preserve the same sacred.²

Ordered, That the commanding officer do not permit any baggage or effects belonging to Robert Eden, Esq; or any other person on board the *Fowey*, to be carried on board the said ship; and to take care that all communication with the said ship immediately cease.

Ordered, That the letters of captain Montagu to Robert Eden, Esq; of yesterday, and the several letters from the Council of Safety, of this day, to capt. Montagu and Robert Eden, Esq; and their answers, together with the above resolve and order, be immediately published.

Ordered, That the ship *Defence* and her tender immediately proceed down the Bay, and prevent, as far as possible, any plunder being committed by the captain of the *Fowey*; but it is the opinion of this Convention, that she should not attack the said ship.

1. *Proceedings of the Convention of the Province of Maryland Held at the City of Annapolis, on Friday the twenty-first of June, 1776* (Annapolis, [1776]), 2–4. Hereafter cited as *Maryland Convention*.

2. A memorandum entitled "Strength of the *Fowey*," reads:

Fowie - frigate built - 24 - 12 pounders - abot 150 or 160 [illegible] men & abot 40
Marines - a good Number of officers a dull Sailor - 20 Swivels in her Tops - 20
Nettings -

a small Tender - [illegible] Guns - abot 30 Tons. - bad Sail[o]r

[Tim Cain] the pilot [of the *Fowie*] five Boats - Barge, Long Boat, Whale Boat, &
Cutter & Jolly Boat

Truce broke by Capt Montague.

Red Book, II, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN REZIN BEALL ¹

No 38.

Sir, We are directed by the Convention to inform you that Captn Montagu of the *Fowey* ship of war has broke the Truce, that you may be prepared to repel any violence, which he may offer on his passage down the bay, or attempts to procure Provisions. We are [&c.]

[Annapolis] 24th June 1776 ²

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. *Ibid.*, this date the Council of Safety also informed Captain James Nicholson that the truce was broken.

R. RIDGELY TO CAPTAIN FRANCIS SPEAKE ¹

In Council of Safety 24 June 1776

Ordered that one Quarter Cask of the Powder imported in the Vessel commanded by Capt Speake be delivered to Capt Thos Russell.² By Order,

R Ridgely Clk

To Capt Francis Speake or other commanding
officer of the Schooner *John*

1. Executive Papers, Box 6, Md. Arch.

2. Master of the *Rebecca & Sally*, commissioned this day. Charles Wells, mate, receipted for the powder on July 1, Naval and Maritime Papers, MdHS.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Monday 24th June 1776

The Council agreed with Messrs Jenifer and Hooe to load the Schooner *John*, according to Charter-party of this date filed. -

Ordered, That John Allen Thomas march the independent Company under his command to Cedar Point or Susquehana, in the lower parts of St Mary's County, and guard the shores from thence to the river Potowmack, to prevent any servants, negroes, or others from going on board the *Fowey* ship of war, as also to repel any violence; Captn Montague having broke the truce, until she shall pass through that part of the province, and have gone clear of the mouth of Potowmack river. -

Ordered That Colo [William] Smallwood be requested to furnish Captain Pitt with a Serjeant, and six men properly armed, and accoutred to assist in sailing or rowing his boat, and repelling any force, or violence, which shall be offered her by the *Fowey*, or any of her tenders or boats. -

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF H.M.S. *Fowey*, CAPTAIN GEORGE MONTAGU ¹

June 1776 at Anchor in Annapolis Road
 Monday 24. A M people making Nippers.
 Moderate & fair
 P M employed as before & came on board a Flag of Truce
 from the Rebels

1. PRO, Admiralty 51/375.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO COMMODORE SIR PETER
 PARKER ¹

Roebuck at Gwins Island in

My Dear Sir Virginia the 24th June 1776

Having wrote to you so very lately by Mr [Richard] Whitworth in my Tender, which I dispatched to you the 10th instant, I have very little to communicate to you, by the *Lively* (whom I wish not to detain a single hour) than to inform you that our situation here is much the same as when I wrote, not having been in the least interrupted by the Rebels.

I have sent the *Fowey* to Annapolis for Governor Eden and as Soon as she returns I shall entrust the care of the Virginia Fleet &ca here to Captain Montagu and the *Otter*, and shall repair with the *Roebuck* to the Delaware in order to relieve the *Liverpool* and *Orpheus*, the latter being ordered to join the Admiral, and the former being quite out of Provisions, must come here to recruit.

I have the pleasure to inform you that the inhabitants of the two Lower Counties on the Delaware, tired of the Tyranny and oppression of the times have taken up Arms to the number of 3 thousand and declared themselves in favour of Government: Three very Sensible Men have been aboard the *Liverpool*, and declared that with a few Regulars to put them in order they would march directly to Philadelphia with 6 or 7 thousand men that they could raise in a week.

The Congress have already taken some Step towards disarming them, but are not in the least likely to succeed.

I have a man just came over to me from the Eastern Shore of the Bay acquainting me that the County of Somerset and its neighbouring ones in Maryland (which borders on the Delaware Counties) are nine in Ten in favour of Government, and are ready to take up Arms, and join the Kings forces the moment they shall receive a summons. This is the third ambassador I have had to the same effect, & I confess it appears to me the very best opening that has yet appeared in our favour and deserves every attention and encouragement that can be given to it.

The *Lively* has made the Signal for Sailing therefore have not time to say so much on the subject as I otherwise should, nor to give General Clinton a letter about it, which I hope he will be so good as to excuse upon the communicating to him what I have said; I should further Add that we are well informed that the people of Philadelphia are full of disgust and shew open Marks of despondency.

I trust 'ere this General [William] Howe and the Admiral are arrived at New York; the *Liverpool* picked up two Stray Transports from the West Indies and has convoyed them to that place which will give Captain Bellew an opportunity of communicating the first part of this intelligence to them; that which relates to the disposition of the People on the Eastern shore of Maryland he is not acquainted with.

I most ardently wish to hear of your Success, and am with great respect Sir [&c.]

A S Hamond

Commodore Sir Peter Parker commander in chief &ca &ca
on board his Majesty's Ship the *Bristol* So Carolina

1. Hamond, Letters and Orders, 1775-1778, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAINS MATTHEW
SQUIRE, R.N., AND GEORGE MONTAGU, R.N. ¹

By Andw Snape Hamond Esqr &ca &ca

In consequence of Orders from Vice Admiral Shuldham: You are hereby required and directed to cause a proportion of Rice to be issued to the company of His Majestys Ship under your command, on Mondays in lieu of Oatmeal for that Day.

You are likewise required and directed to cause the company of His Majestys Ship under your command to be put at whole allowance of all Species of Provisions, and continue the same until further Order.

Given under my hand on board his Majestys Ship the *Roebuck*
at Gwins Island (&ca) in Virginia the 24 June 1776.

A S Hamond

To the respective Captains of the Squadron
vizt Captain Squire – Montagu

1. Hamond, Orders issued, 1776-1777, UVL.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Monday, 24th June, 1776.

Ordered, that two of the eighteen-pounders at James Town to Captain [John] Calvert for use of his Row Galley, and that the former order for sending them to Alexandria be rescinded.²

Colonel [William] Christian laid before this Board a General List of the Highland Prisoners taken by Captain James and Richard Barron in the Ship *Oxford*, and also an allotment of them into fourteen divisions, to be distributed according to the direction of the General Convention. And it is thereupon ordered that they be immediately sent to the respective counties hereinafter mentionel in the following proportions to-wit:

[Here follows a tabulation by individual names of the fourteen counties in which the Highlanders were distributed]

Ordered that John McDugall and John Trevitt, with eight seamen be-

longing to the American cruiser *Andrew Doria*, be permitted to pass through this colony on their way to Philadelphia.³

1. *Virginia State Papers*, VIII, 217–21.

2. The galley *Norfolk Revenge*.

3. McDougall was third lieutenant, and Trevett, lieutenant of marines, of the Continental brig *Andrew Doria*. They had been assigned as prize master and mate on board the *Oxford*.

JOURNAL OF H.M. SLOOP *Cruizer*, CAPTAIN FRANCIS PARRY ¹

June [1776] Snows point West [Cape Fear]
Monday 24th at 8 AM saw a Flag of truce on Shore, sent a boat on shore, Made the Signal to the *Scorpion* fir'd 3 guns for them to bring up the prisoners to be exchange'd, the ship in the offing was his Majesty's ship *Experiment* of 50 guns bound to Charlston.

1. PRO, Admiralty 51/218.

RICHARD HUTSON TO ISAAC HAYNE ¹

[Extract]

Dr Sir/

Montpelier. June 24th 1776.

You ask whether I ever saw a Letter so full of Queries. The Importance of the Subject would have justified more, but lest I sh[ould] equal their number in Lies, I shall in my answer confine myself to what I can vouch for Truth. I wrote you the 9th Instant when I informed you that Seven of the Fleet had come over the Bar. In the course of the following week they all got in, excepting the *Bristol* of Fifty Guns, which still lies without Amongst the number of those that have got in is a large East India Man, mounting Forty Guns, wh for some time was mistaken for the *Bristol*. They have not made any formal attack yet. The slowness of their operation affords a deal of speculation. They have landed Seven Hundred men on Long Island, from wh place three Deserters have come in to Charles Town; they inform, that they have not more than seven & twenty hundred men at the extent; that they are very sickly: & that most of them are disposed to desert if opportunity offers. I have not heard any further particulars they relate. There seems to be no doubt that it is the same Fleet wh was at North Carolina consisting of the *Bristol* of Fifty Guns, the *Acteon* of Twenty Eight, the *Sphynx* of Twenty & 2 or 3 others. Sir Peter Parker the Admiral, & the Gens [Henry] Clinton & [Charles] Cornwallis, the Commanders of the Land Forces. Gen: [Charles] Lee will I hope be made use of as an Instrument in the Hands of Providence of saving Charles Town. He has put it into an exceedingly good Posture of Defence. He is intimately acquainted with Clinton having been upon service with him – He says that he knows him to be a dam'd Fool & that he will now make him sensible of it himself. He says also that if he does not come on soon, he will send him a Challenge. We have Seventeen Hundred men at Haddrell's Point under the command of General [John] Armstrong & Seven Hundred men on Sullivan's Island by wh you may judge whether it is not to be de-

fended. General Lee is of Opinion that their scheme is to get over from Long Island to Haddrell's Point, in order to have Footing upon the Main, & then to erect the Royal Standard, wh is the reason of his garrisoning it so Strongly, but with submission to his superior Judgment, I rather think that their Intention is to attack Sullivan's Island both Front & Rear at once. On their sending their first reconnoitering upon Long Island one of their men was shot by one of our Riflemen. He was dressed in Red laced with Black, and had a Cockade & Feather in his Hat, & a sword by his side. By which it appears that he was an Officer; but that is all we know about him. . . .

On Saturday Sennight past our Sentry on Coles Island descried a sloop coming in to Stono Inlet which they judged to be one of the British Fleet. An Alarm was immediately fired, & we all repaired to our alarm Posts. but it proved to be a Sloop from St Eustatia one Francis Morgan commander with 300 Barrels of Powder 20 chests of Cartridges, several hundred stands of Arms - 90 hogsheads of Rum, a quantity of Sugar, Gin &c. It unfortunately got aground on the Bar & the crew despairing of getting her off quitted her. She wore off in the night & drifted by Morning within sight of the Men of War. They immediately manned 8 boats & sent & set her on fire. The explosion was prodigious. It would have been much greater but she had 5 feet of water in her Hold; wh had damaged a great deal of Powder . . . One day the week before last, a Hat was taken up off Simmon's Island by some persons going in a Boat to Town & carried to the President. It was a Cocked Jockey fashion, laced with gold, had a cockade & Feather in it, & on the inside of the Crown Lord Rawdon's name in Capitals. This is the Villain that was coming out a volunteer against America. By the Pres: orders, Capt [James] Ladsen with a Detachment of his company went down to Simmons' Isl to search the Beach where they found the Quarter galleries & several parts of a large new ship also two new Flat bottomed Boats one of wh[ich] is capable of carrying 30 bbls Rice & the other 25. So that in all Probability Lord Rawdon has met with a Fate wh I think he merited for engaging in such nefarious Service.²

To Isaac Hayne at Hayne Hall per Fellow Maurice

1. Charles Woodward Hutson Papers, UNCL typescript.

3. Lord Francis Rawdon was not lost at this time, nor has it been established that he was even present.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 24th Cloudy Weather and rain, Wind unfavorable for the attack of the Fleet.

1. Sir Henry Clinton Papers, CL.

VICE ADMIRAL JAMES YOUNG TO THE COMMANDERS OF THE BRITISH SHIPS IN THE LEEWARD ISLANDS ¹

(A Copy) } By James Young Esqre Vice Admiral of the Red, and Com-
 General } mander in Chief of His Majesty's Ships and Vessels employed
 No 14. } at Barbadoes, the Leeward Islands, &c.

Whereas I have received Intelligence that it is become a practice among the American People trading to and from the French, Dutch, and Danish Islands in these Seas, since the Commencement of the late prohibiting Act of Parliament, to alter the Registers of their Vessels, and by a Collusive change of property to obtain French, Dutch and Danish Papers, thinking thereby to elude the penalties of said Act of Parliament, tho they still carry on the same trade as heretofore, and continue to be entirely Navigatd with British Subjects.

You are therefore hereby required and directed, to Examine all Vessels you may fall in with answering the foregoing description and should you find on a Strict and diligent Search that the Papers of such Vessels have been obtained since the Commencement of the late prohibiting Act of Parliament; and that they are Navigated mostly or wholly by British Subjects.

You are then strictly directed to take on board His Majesty's Ship under your Command all the British Subjects found on board such Vessels, and enter them for His Majesty's Service and should it appear to You that the Change of property of the Vessel &c. is Collusive and intended to cover the property of the North American Rebels, You are then to Seize said Vessels and send them to this Island to be prosecuted, for which this shall be your Order.

Given under my Hand at English Harbour Antigua
the 24th June 1776.

Jam^s Young

To The respective Captains and Commanders of His Majesty's Ships *Portland*, *Argo*, *Seaford*, *Hind*, *Hawke* and *Pomona*, and *Endeavour* Armed Brig. By Command of the Admiral Geo: Lawford.

1. PRO, Admiralty 1/309.

25 June

BILL OF SALE FOR THE PRIZE SHIP *Peggy*¹

(Copy)

Know all Men by these presents that I Henry Newton of Halifax, in the Province of Nova Scotia Esqr for and in Consideration of the sum of Seven hundred and fifteen pounds to me in hand paid, by Patrick Reid for James Wilson Junr & Co - of Kilmarnock N: B[ritai]n the Receipt whereof I do hereby acknowledge have bargained, sold, conveyed and confirmed, and by these presents Do bargain, sell, convey and confirm unto the said James Wilson Jr & Co a Certain Ship called the *Peggy*² of the burthen of Two hundred and thirty Tons or thereabouts, lately condemned in the Court of Vice Admiralty, for the Province of Nova Scotia as lawful prize, together with her boats, tackle, apparel & furniture: To have and to hold the said Ship, together with her Tackle, Apparel, furniture and boats aforesaid, to them the said James Wilson Junr & Co, their Heirs, Executors, Administrators and Assigns forever to them and their only proper use and behoof - And I the said Henry Newton for myself my Heirs, Executors, Ad-

ministrators and Assigns, Do hereby Covenant, promise and Grant, to and with the said James Wilson Junr & Co. their Heirs, Executors Administrators and Assigns: that I the said Henry Newton have good right and lawfull authority to sell, and dispose of the said Ship, and shall and will warrant and defend the same. –

In Witness whereof I have hereunto set my hand and seal, this twenty fifth day of June Anno Domini 1776, And in the Sixteenth Year of His Majestys Reign –

Signed Henry Newton

Signed Sealed & delivered
in presence of us –

signed { Ro Bethell
Thomas Fraser

1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.

2. Formerly the American ship *Charming Peggy*, taken by H.M.S. *Glasgow*, July 25, 1775. See Volume 1, 970.

REGISTER OF THE PRIZE SHIP *Peggy*¹

Province of Nova Scotia. –

In pursuance of an Act made in the Seventh and Eighth of King William the Third, intituled, An Act for preventing Frauds and regulating Abuses in the Plantation Trade

Patrick Reid of Glasgow
in North Britain Merchant. –

maketh Oath, that the Ship [*Peggy*]² of Glasgow, whereof James Kennedy is at present Master, being a square sterned Ship of two hundred and thirty Tons, or thereabouts, was A Prize, taken by His Majesty's Ship *Glasgow*, and Condemned in the Court of Vice Admiralty at Halifax 1776 – and that He the said Patrick Reid, together with James Wilson Junr & Co of Kilmarnock North Britain, are at present Owner[s] thereof; and that no Foreigner, directly or indirectly, hath any Share, or Part, or Interest therein. – Dated at the Custom House, Halifax – the twenty fifth Day of June 1776. –

Patrick Reid

Sworn before me Henry Newton Col[lecto]r
Custom House Halifax Recorded –

1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.

2. Formerly American ship *Charming Peggy*.

London Chronicle, TUESDAY, AUGUST 13 TO THURSDAY, AUGUST 15, 1776¹

From the *Nova Scotia Gazette*.
Halifax, June 25, 1776.

We hear that a schooner laden with arms, pistols, swords, and a variety of other warlike stores, is taken by one of his Majesty's ships off the capes of Delaware, and is daily expected here. The master of the above schooner is brought in here by the *Mercury*.

Same d[ay] arrived several transports from Nantasket-road, near Boston, having on board a number of Frazier's highlanders, about 1000 of whom had arrived there some time ago.

By the above vessels we are informed, That some days before they left Nantasket, the rebels began some works, and erected a battery opposite to where the *Renown*, Commodore Banks lay. The day before they sailed, the enemy opened the said battery and began to fire upon the *Renown*, and threw several shells. The day they sailed they observed the enemy carrying a number of cannon toward Point Alderton, it was supposed to erect a battery there, to stop the shipping going out; upon which Commodore Banks thought it adviseable to leave Nantasket-road immediately, with the transports there, which he did, after having destroyed the light-house.

Same evening arrived the armed brig *Hope*, Capt. Dawson, from Nantasket-road. With Capt. Dawson came passenger one Mr. Prout, regulator of the fishery at Boston (while the fleet and army were there) who made his escape from Boston June the 12th, (in a fishing-boat, and got on board the *Hope*) after being imprisoned and his estate confiscated to the use of the inhabitants of Boston who have suffered in the present contest since the commencement of the port-bill.

He informs that Mess. [Crean] Brush, [William] Jackson, [Dr.] Whitworth, [William] Perry, and several others, who had distinguished themselves by signing the address to Gov. [Thomas] Hutchinson, the association, &c. had been taken up, tried, and condemned to be imprisoned, their estates confiscated to the aforesaid use, and that they were in gaol, the two former handcuff'd and in irons. That before he came away they saw about 150 of Frazier's highlanders (who had been taken in a transport some time before) march through Boston. That Castle William and Fort-hill are strongly fortified. That a chain of forts, batteries, and other fortifications, had been erected along the New England coast, strongly garrisoned. That Gen. Washington, with a large army under his command, was encamped near New York, which is now the rebel head-quarters. That Gen. Ward had the command of a large number of men stationed in and near Boston. That Gen. Lee had the command of some thousands in arms in the southern colonies, and that a large reinforcement had marched for Canada.

On Sunday evening arrived from off Boston-harbour a privateer brig, in the rebel service, called the *Yankee Hero*, Capt. [James] Tracey; she was taken by the *Milford* frigate, of 28 guns, Capt. [John] Burr, after an obstinate engagement, in which the captain of the privateer received a ball through his thigh, soon after which they struck. She is a fine vessel, and mounts 12 carriage guns and six swivels, her colours were a pine-tree on a white field.

Sunday last arrived off this harbour, Vice Admiral Lord Viscount Howe, in his Majesty's ship *Eagle*, but proceeded to sea again the same evening.

MASTER'S LOG OF H.M.S. *Milford* ¹

June 1776 Cape Sambro No 20°E. 12 Leagues.
 Tuesday 25 at 3 AM saw a Sail to the Et ward made Sail and gave
 Chace fir'd 2 Shot and Brought her too, sent an Officer
 onboard she proved to be an American Sloop from Newberry
 loaden with Pitch Tar and Flour, Recd the Prisoners
 onboard at 6 took the Prize in Tow.

1. PRO, Admiralty 52/1865.

JOSIAH QUINCY TO JOHN ADAMS ¹

[Extract]

[Braintree] 25 [June 1776]

About noon a Man of War and 8 Transports came in Sight & turned
 with the Wind ahead almost up to the Mouth of the Harbor but finding no
 Fleet come off; seeing no Light House, & every thing bearing a disagreeable
 Aspect they stood out to Sea again.

An Express arrived this Day from Falmouth with Advice, that 25 Sail of
 Ships were seen off Casco Bay last Sunday: if so, we shall soon have another
 Visit.

1. Adams Papers, MassHS. Continuation of June 13 letter.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776 Boston Light House W $\frac{1}{2}$ S° about 7 Or 8 Miles
 Tuesday 25th at 4 A m Fired a Gun, made the Sigl and Tack'd as did the
 Convoy, at 5 Fired Several Shot at one of the Convoy to
 shorten Sail Do 2d Reef Topsls at 9 Fired a Gun and
 Made the Sigl for a Pilot, at 10 fired a Gun made the Sigl
 and Tack'd as did the Convoy at 11 Fired a Gun the Sigl
 Still flying for a Pilot at noon in Company 9 Sail.
 Little wind and Clear wear
 at 1 p m Fired a Gun Made the Sigl and tack'd, at 2
 hoisted out the Cutter $\frac{1}{2}$ past Fired a Gun Made the Sigl
 and Tack'd, and Sent the Cutter ashore to Boston Light
 house, it then being WbS distc 2 or 3 Miles, at 4 the Sigl
 for a Pilot Still Flying at 5 the Cutter returned who found
 the Light House was destroyed but that an English Jack and
 Pendant was flying on the Island, and in the Nantesket
 Road, Saw a Ship and a Brigg at Anchor with a red Broad
 Pendant, and a St George's Ensign Flying at 8 Boston
 Light House WSW $\frac{1}{2}$ W 3 or 4 Leagues, at 10 Fired a Gun
 Made the Sigl and Tack'd

1. PRO, Admiralty 5P/360.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN
 JOHN FISK ¹

Remks on Tuesday 25th of June 1776 [Nantasket Road]

At 6 in the Morning came to sail at 8 came to Ankor in nantaskett

road Again sent the mate And 15 hands on board the Commodore to warp him up Above dear Island at 10 they came on board again the fleet seem to be coming in to Nantaskett they tack ship stood to the Eastward came to sail went to Ankor A brest of Ni[illegible] pleasant weather.

1. John Fisk Journal, AAS.

THOMAS SHAW TO COMMODORE ESEK HOPKINS¹

To Admiral Hopkins
at Providence—

New London June 25, 1776

Sir Since my last have advanced Richard Steward Sailor

board the <i>Columbus</i>	£0.12.0
Joseph Crage Master of Arms <i>Alfred</i>	0.14.—
Walter Spooner Midshipman	5.10.—
Gideon Whitfield ditto	4.—.—
	10.16.—

besides which have paid for their board viz Spooner & Whitfield at the Rate 12/ p Week — I forgot to mention that I have paid the board of the other small officers while here. In behalf of Nathl Shaw Junr [&c.]

T S

1. Shaw Letter Book, YUL.

“A LIST OF OFFICERS SEAMEN AND MARINES ON BOARD THE *Andrew Doria*
THE 25TH JUNE 1776”¹

Number	Names	Station	Number	Names	Station
1	Nicholas	Commander	13	Joseph Sheels	Boatswain
	Biddle Esqr		14	David	
2	Elishar			Edmiston . . .	Carpenter
	Warner		15	Willm Kenedy	Cooper
3	Benjamin		16	Willm. Green	Carptrs Mate
	Dunn		17	Alexr Liviston	Qr Master
4	Philip Brown .	Master	18	Batt Moore ..	Gunrs Yeoman
5	William		19	Michael	
	Moran	First Mate		Bready	Qr Gunner
6	John Dent . . .	Secd Do	20	John Nowland	Boatsns Mate
7	Michael		21	John Moise ..	Able Seaman
	Jennings		22	John Chisnell	Do..Do
8	Dennis Leary .	Midshipman	23	Samuel	
9	William Lamb	Ditto		Dobbins	Do..Do
10	John Young ..	Clerk	24	Michael Smith	Do..Do
11	Elias Rohl . . .	Steward	25	John Mackee .	Do..Do
12	Alexr		26	John	
	McKenzie . . .	Gunner		Christian . . .	Seaman

Number	Names	Station	Number	Names	Station
27	Willm Johnston	Cook	52	Thomas Connor	Seaman
28	Nicholas Cooney	Able Seaman	53	David McKenzie . . .	Ditto
29	Willm Willding . . .	Do..Do	54	John George Daniel Duffy	Ditto Landsm
30	James Angus .	Do..Do		Thomas Fisher	Seaman
31	George Kelly .	Do..Do	1	Isaac Craig ..	Captain
32	George McCain	Seaman	2	Jonathn Seaton	
33	Jacob Cook ..	Ditto	3	Robert Kearns	
34	James Duffen .	Able Seaman	4	Samuel Johnston	
35	George McEadoms . . .	Do..Do	5	John Treasey	Private
36	William Adams	Do..Do	6	David Clark .	Ditto
37	Peter Miller ..	Seaman	7	Willm Haselip	Ditto
38	James McGuire . . .	Ditto	8	Henery Gavett	Ditto
39	John McCoy .	Ditto	9	John Ponsett .	Ditto
40	John Lee	Ditto	10	Patrick Kenney	Ditto
41	Jerry Towhig	Ditto	11	Andrew Scott	Ditto
42	John Dennis .	Boatsns Mate	12	John McNeal	Ditto
43	William Hughes	Seaman	13	Isaac Deweese	Ditto
44	Robt McPharlin ..	Drummer	14	Cornelus Grimes	Ditto
45	Donald McCoy	Piper	15	Andrew Campbell ..	Ditto
	Edward Leathon	Pilot	16	Edmond Leo	Ditto
46	Lawrence Meadows . . .	Boatsns Mate	17	Henery Frazer	Ditto
47	Richard Willson	Do..Do	Prisoners		
48	Daniel Harper	Gunners Mate	1	James Brown	} Negroes
49	John Glacker	Marine	2	Henery Hemah	
50	John McCormick	Boy	3	Jasper Chamberlain	
51	Willm Robertson ..	Do	4	John Cook ..	
			5	Dick	

1. Captain Nicholas Biddle Letters, 1771-1778, on deposit at HSP.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS ¹

- [June 1776] So End of Block Island N53.10E – 23 Leags
- Sunday 23 At 5 A M made the *Merlins* Signal to look out a Stern as far as Signals could be seen
 Mode Breezes at 1 P M saw two Sail at Anchor under the Land Bore away for the entrance of Jones' Inlet, saw three Privateer Sloops & a Ship which we took to be a Transport ² in Jone's Inlet ½ pas Brot to and made the *Merlin's* Signal to come under our Stern, md Sail
- Monday 24 at 5 A M saw two Sail to SE gave Chace at 7 made the *Merlin's* Sigl to Chace in the SW, Sailmkr repairing the Old Foresail, Carpenters Caulking the Main Deck at 11 Tkd saw two more Sail in the SE *Merlin* in Co
 Light Breezes at 2 P M in Chace of two Sail to Windward at 3 spoke the *George* Sloop from Halifax bound to Sandy Hook with a Schooner prize wore Ship and sett Studgsls & Chaced two Sail to the So Wd: at 7 Came up with the Chace the *Mercury* Brig & *Mermade* Schooner ³ from Brazil bound to Rhode Island in 1st reef Topsls at 12 saw a Sl to the No wd gave Chace
- Tuesday 25 at 1 A M Came up wt the Chace found her to be the *Merlin* Empd Clearing the schooner & stowing it away in the Brig *Merlin* & prize in Co
 Do Wr People Empd Clearing the Schooner at 6 P M sett fire to the Schooner & md Sail *Merlin* & Brig in Co

1. PRO, Admiralty 51/181.

2. The transport was the late prize of the *Cerberus*, the *Crawford*, retaken by the schooner *Schuyler*.

3. The *Mercury*, George Bunker, master, and the *Mermaid*, Joseph Coffin, master, both from the coast of Brazil for Nantucket with oil, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487. Master's log of the *Cerberus*, kept by Andrew Christie, adds "put six men on board the Brigg & 4 men on bd the Schooner," PRO, Admiralty 52/650.

THOMAS MUMFORD TO GOVERNOR JONATHAN TRUMBULL ¹

Honbl Sir

Norwich 25 June 1776

The Bearer Capt Nathl Peck of Greenwich informs me a Small Sloop he is master off Beloning to Mr David Bush of Greenwich is Taken possession of by an officer at Saybrook for haveing on Board Eighteen Barrels of Pork & a few Hhds of Rum & Molasses, for which he had not given Bond agreeable to the Law of this Colony, but says he went from Lyme to Saybrook for that Purpose – I think it my Duty to inform your Honor that in the Course of Last Year Mr Bush Sent me a Considerable Quty of Flour & c by this Capt Peck, & I have ever Supposed both Mr Bush & the Bearer are Heartily engaged in the American Cause, The Pork he has on Board Vizt 18 Barrels I bot of him but on examining it at Groton found it Rusty that I

Refused Taking it, & I believe he Really was Returning to Greenwich with it – I am your Honors [&c.]

Tho^s Mumford

P. S. the inclos'd I Recd from Capt Hart Respecting Capt Hart Sch[ooner]

1. Trumbull Papers, V, 96a, ConnSL.

“EXTRACT OF A LETTER, DATED SOUTHAMPTON, (LONG-ISLAND)
JUNE 25, 1776.”¹

Two of our privateers took a ship and a sloop from England, and carried them into the South-Bay, an inlet called Nichol's Gut; the ship had on board 5 gentlemen, their wives, children, servants, and household furniture, intending to settle on some pleasant part of the conquered lands: I hope we shall be able to settle them all as these are settled (viz.) in a [goal].

1. *Connecticut Gazette*, July 5, 1776.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON¹

[Extract]

Albany June 25th 1776 1 O'Clock A M.

. . . The Grief I feel on the Evacuation of Canada by our Troops, is greatly alleviated by the little Loss sustained in the Retreat and the Hope I have that we shall maintain a Superiority on the Lakes.

Be pleased to order up six Anchors and Cables for the Gundaloes that are constructing of the Size of what is called the small Anchor and Cable of an Albany Sloop.

I shall immediately write to Governor Trumbull to procure fifty Ship Carpenters if he can, and send for a like Number to the Massachusetts Bay.

If any Dutch Mill Saws can be procured at New York be pleased to order up four Dozen with six Dozen of Files for them.

Having learned that General Gates is upon his Way up I have ordered a Boat down to meet him. I am Dear General [&c.]

Ph: Schuyler

1. Washington Papers, LC.

BRIGADIER GENERAL BENEDICT ARNOLD TO GEORGE WASHINGTON¹

Dear General

Albany June 25th 1776 –

By this express, you will receive advice From Genl Schuyler of our evacuating Canada, an event which I make no doubt (from our distressed situation) you have some time expected, the particulars of Genl [William] Thompsons repulse, & Captivity, as nearly as could be ascertained, has bin transmitted, you. – on advice of which, very direct Intelligence that the Enemy were greatly superior to us In n[u]mbers, I advised Genl Sullivan to secure his retreat by retiring to St. Johns, he was determined to keep his Post at Sorell, If possible & did not retire untill the 14th Inst at which time the Enemy were as high up with their Ships as the Sorell. – The 15th at Night when the Enemy were at Twelve Miles distance from me I quitted

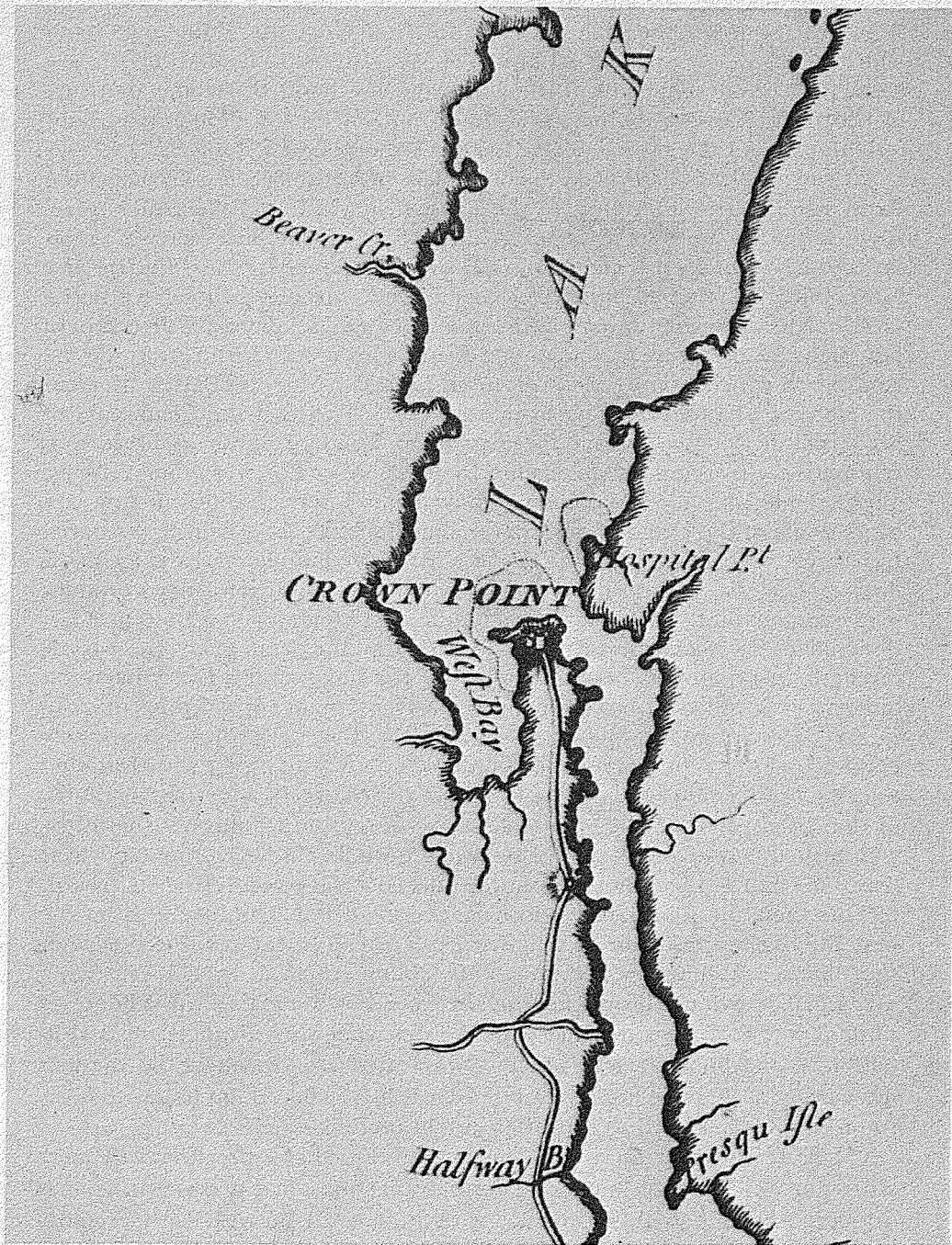
Montreal, with my little Garrison of Three hundred Men The whole Army with their Baggage & Cannon, (except three heavy peices left at Chamble), Arived at St Johns the 17th & at the Ile Aux Noix the 18th previous to which it was Determined by a Council of Warr, at St Johns that in Our distressed Situation (One half of the Army Sick & allmost the whole, destitute of Cloathing & every necessary of Life except Salt Pork & Flour) It was not only Imprudent but Impracticable to keep Possession of St Johns.

Crown Point, was Judged the only place of health & Safety to which the Army could retire, and Oppose the Enemy, it was found Necessary to remain at the Ile aux Noix, for some few days untill the Sick heavy Cannon &c could be removed, Genl Sullivan did not Chuse to leave the Ile aux Noix, untill he received positive Orders for that purpose, & thought it necessary for me to repair to this place & wait on Genl Schuyler, I arived here last night & am happy to find him of our sentiments In quitting the Ile Aux Noix, which from it's low situation Is rendred very unhealthy, & from the Narrow Channell leading to it from the S. Part of Lake Champlain of Six Miles in length & from three to eight hundred yards in breadth is rendred very insecure, as the enemy by light pieces Cannon & Small Arms, might render all Access to it dangerous If not Impracticable. – It now appears to me of the Utmost Importance, that the Lakes be emediately secured by a large Number of (at least Twenty or thirty) Gundaloes Row Gallies & floating Batteries, the Enemy from, undoubted intelligence have brought over a large Number (it Is said One hundred) Frames for Flat Bottom Boats design'd to be made use on Lake Champlain, and from their Industry & Strength will doubtless become masters of the Lake, unless Every nerve on our part is Strained to exceed them in a Naval Armament. – I think it absolutely necessary that at least three hundred Carpenters be immediately employd Fifty Sent from Philadelphia, who are acquainted with Building that kind of Craft would greatly Facilitate the Matter, – A particular return of the Army could not be obtained, in our hurry and Confusion it will be transmitted you in a few days I believe the whole abt Seven thousand, & at least One half of them Sick & unfit for duty, but daily recovering Upwards of One thousand more are yet to have the small Pox, the Enemy from the best Intelligence that can be obtained, are, near Ten thousand exclusive of Canadians & Savages, few of the Latter have Joind them, as yet –

I make no doubt it will be thought Necessary to repair Crown Point, or build a new Fort Near that Place, the former from, the Advantage of It's Situation, & the fine Barracks nearly Compleated will I believe be thought most proper, I make no Doubt but Genl Gates, whom I am happy to hear, [is on] his way here will pay emediate attention to it –

I flatter my Self our Arms under your Emediate direction will meet with more Success than they have done in this quarter, I make not the least doubt our Strugles will be Crowned with Success, I am with every Friendly wish, most respectfully [&c.]

B Arnold



Crown Point and surroundings.

MAJOR GENERAL PHILIP SCHUYLER TO GOVERNOR JONATHAN TRUMBULL¹

Sir

Albany June 25th - 1776

General Sullivan with our Northern Army is now at Isle au noix to which place he retired on the 18th inst. having conducted his retreat from the Sorrel in such a manner as not to lose a man and only nine batteaus with three pieces of Cannon - For particulars, as I am crouded with business, permit me to refer you to Mr [Jonathan] Trumbull [Jr.] who will write you by the Bearer - We have, happily, such a naval superiority on Lake Champlain that I have a confident hope the Enemy will not appear upon it this Campaign, especially as our strength in that way is encreasing by the addition of Gondolas, two of which are nearly finished -

Congress has ordered that we should, by all means, keep the navigation of that Lake to ourselves. I must therefore employ more Ship Carpenters and should be glad if Your Honor would order some proper persons to engage two Companies of twenty five each - The wages will be the same as those recieve that are now employed in the public Service, and I wish they should enter into a similar agreement, observing that their pay will commence from the time they respectively leave home, and allowing at the rate of one day for every twenty miles for coming to or returning from Albany, from thence the same as those now employed. What that is Your Honor will see by the enclosed which is a Copy of my agreement with one of the Companies now employed, as they must necessarily provide themselves with provisions during their march, I will allow them one third of a Dollar pr Day untill they arrive at Albany, and as every specie of this allowance cannot at all times be got, the difference will be paid at the end of the Campaign & therefore they will give receipts to the Commissaries for the quantity of each specie they may recieve -²

Sundry Persons are prisoners here, some from Canada and others from Tryon County - The Committee of this place think it dangerous that they should remain in it, and have requested me to move them elsewhere - I have ordered them to your Colony - They are to leave this to morrow by the way of Dutchess County, and I have directed their Route to Hartford - permit me to beg your Honor to give the necessary Directions for their future residence - A list of the names is enclosed - Serjeant Brown of the Artillery I am informed by General Arnold and others attempted to escape into Quebec - He I think ought to be closely confined for his breach of promise -

Be so good Sir as to favor me with a line in answer by the Bearer and advise me, if you possibly can, when you guess the Carpenters (if any) may reach Albany - I am, Dear Sir [&c.]

Ph: Schuyler

1. Trumbull Papers, Letter Book I, ConnSL.

2. Schuyler wrote a similar appeal for ship carpenters to the Massachusetts Council in which he observed: "by increasing our Naval strength on Lake Champlain we shall be in a Condition to prevent the enemy from penetrating into the Country South and East of the Lake." Mass. Arch., vol. 195, 48, 49.

GEORGE WASHINGTON TO HENRY BROMFIELD ¹

Sir:

New York, June 25, 1776.

The Honble Congress having determined a Valuation shall be made of the Ordinance Stores taken last Fall by Captain Manley, and directed me to appoint a Person in Behalf of the Continent to do it, in Conjunction with one to be chosen by Captain Manley, as you will perceive by the inclosed Resolve, I must request that Favour of you to undertake the Business.

I have transmitted the original Invoice to Major General Ward upon which you are to act.

It will be necessary to qualify, as the Resolve directs, and after the Estimate is made, to annex it to the Invoice under your Hands.

General Ward will forward it to me when it is finished, and praying your Excuse for this Trouble and Liberty. I am, etc.

1. Fitzpatrick, ed., *Writings of Washington*, V, 178-79.

GEORGE WASHINGTON TO LIEUTENANT COLONEL BENJAMIN TUPPER ¹

Sir,

New York June 25th 1776

I this Morning Received Information, that one or more Boats have passed through the Narrows in Defiance of the Fire from the Rifle Men, who had no Boats to pursue them. This passage I had Reason to suppose was properly guarded, by the Whale Boats under your Command, and am not a little surpris'd on hearing the Contrary.

I do expect you will for the Future have them rowing across the Narrows from Dusk of the Evening to Day Light in the Morning, giving Orders to each Boat to keep the strictest Lookout; as there is no Doubt our inveterate Enemies who have had a Hand in the late horrid Plot,² will try every Method in their Power to escape from the Hands of Justice. I am sir. Yours &c

G. Washington

1. Washington Papers, LC.

2. The so-called Hickey Plot.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH ¹

[New York]

[June] 25th. Two deserters came in, from the *Liverpool* man-of-war. They reported, that the fleet from Halifax, with Gen. Howe's army, were hourly expected to arrive in New-York. Every exertion was now in exercise, to complete the works, and to obstruct the river. The latter was near Fort Washington, and prosecuted by sinking a number of large hulks, and frames called *chevaux-de-frise*, composed of large and long timbers framed together, with points elevated, to pierce and stop the way of vessels meeting of them. These were boxed at the bottom, to contain a vast weight of stones, which were put into them, and with which they sunk. A line of these, and hulks, was formed across the river; some of them sunk very well; others, rather irregular; and some of the hulks, which were strapped together with large timbers, separated in going down. A passage was left open for

vessels to pass through; and the British, as it was proved afterwards, found the means of knowing where it was, and of passing through it.

1. William Abbatt, ed., *Memoirs of Major-General William Heath By Himself* (New York, 1901), 40. Hereafter cited as Abbatt, ed., *Heath Memoirs*.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Martis, P.M. June 25th, 1776.

Genl. [John Morin] Scott informed the Congress that he has waited on His Excellency Genl. Washington, and conferred with him on the subject of small cannon for privateers; that His Excellency desired him to inform Congress, that the merchants and others are at liberty to take away and make use of any of the 4 pound cannon.

1. *New York Provincial Congress*, I, 506.

DIARY OF ENSIGN CALEB CLAP ¹

[New York]

June 25th two Men, from the Men of-war Deserted and came to General Washington, informs that they are put to much Trouble for want of Water, and that they have no fresh meet only small Craft with a Calf or so which the Officer mak use of

these Men inform that they begin to Dispare of having any assistance, and that if they have no relief soon they will be obliged to move off

1. *The Historical Magazine*, 3rd series, III, 136.

DIARY OF DR. THOMAS MOFFAT ¹

[On Board His Majesty's Sloop *Swan*]

June 21 wind N N E course west by North Latitude 39.34 N Longitude 67.53 W. Thermometer 65. learnd from a Ship Tender that a Pirate Schooner had hoverd and exchanged Shot with the *Ranger* Transport who obligd her to Sheer off. The *Centurion* not yet returnd.

June 22d Wind NNE Course WNW. Latitude 39 Longitude 70 Thermometer 65. The N Hampshire Gentleman dind aboard the *Swan*. Before sunset Captn Ayscough receivd orders from the Admiral to bring up the Rear of the Fleet in place or absence of the *Centurion*

June 23d Wind E Course W by north Latitude 40 Longitude 70.13 Thermometer 65 Sandy Hook distant 59 Leagues

June 24 wind S by E course WSW noon sounded without bottom. Steerd west by S. Latitude 39.10 Longitude 71.19

June 25 morning calm noon Latitude 39-42 Longitude 72.21 Thermometer 68 Coll Sheriff [William Sherriff] dind aboard the *Swan*.

1. Thomas Moffat's Diary, LC.

WILLIAM BURNET TO GEORGE WASHINGTON ¹

May it please your Excellency

Newark June 25 1776

Aggreeable to your Excellency's Desire I have called together the Com-

mittee of the County of Essex & laid before them the Letter you was pleased to send me of the 21st instt – The Committee sent for David Ogden Esq & enquired of him, from whom he received the Intelligence of the Rifle Guards agreeing for a Sum of Money to carry a Person on board the Men of War – He informed the Committee that about three Weeks ago, he was on Long-Island in Company with Mr Alaxender Wallace, who told him, that the Rifle Guards could safely be bribed & in Confirmation of it said, that the Rifle Guards on Long Island near the Fishing Place, had agreed to set a Person on board one of the Men of War, for a Reward of a Number of Dollars, but how many he cannot remember – Mr Ogden says now, he cannot be certain, whether Mr Wallace told him that he himself tempted the Guards or that another Gentlemen told him, that he had done it – But I perfectly remember that when Mr Ogden told me the Story, which was soon after he heard it, I understood him that the Person who made the Experiment told him of it himself & as I thought it a matter of Importance as soon as he had finished the relation I asked him particularly, whether the Gentlemen who offered the Bribe & whom they agreed to carry on board the Men of War told him of it himself & he answered yes he did Mr Ogden mentioned to the Committee one Circumstance which he did not tell me of before, that the Guards when they engaged to go on board, said they must not return – Mr Wallace is out of our District or we would call upon him with Pleasure – If the Gentlemen within whose Jurisdiction he is properly apply to him, perhaps the whole Affair may be brought to Light. I am your Excellency's [&c.]

W^m Burnet Chairman

1. Washington Papers, LC. Burnet was chairman of the Essex County Committee.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Tuesday, June 25, 1776

The Marine Committee having recommended Captain Samuel Nichols, to be advanced to major of marines; Andrew Porter, Joseph Hardy, Samuel Shaw, Benjamin Deane, and Robert Mullin, to be captains of marines; Daniel Henderson, David Love, Franklin Reed, and Peregrine Brown, to be first lieutenants of marines; James M'Clure, William Gilmore, Abel Morgan, and Hugh Montgomery, to be second lieutenants of marines; John Stewart to be captain; Thomas Pownal, first lieutenant, and Richard Harrison, second lieutenant of marines, for the frigate building in Maryland:

John Langdon, Esqr. as agent of prizes for the Colony of New Hampshire:

Resolved, That the gentlemen recommended be approved, and that commissions be granted to them accordingly.

Resolved, That the Secret Committee be directed to sell to John Maxwell Nesbit & Co. 125 lb. of powder, for the use of the privateer fitting out by them.

1. Ford, ed., *JCC*, v, 477, 478.

JOSEPH HEWES TO SAMUEL PURVIANCE, JR.¹

Sir

Philada 25th June 1776

Your favour of the 21st I laid before the Marine committee last Evening and in answer thereto I have now to inform you, that when Congress appointed the Captains for the Frigates it was agreed that the Rank should be settled hereafter, and that the Captains should only at present be certified of their appointment. Capt [James] Nicholson has been strongly recommended, and Congress has a high opinion of his abilities and merit, and I have no doubt of his standing pretty high in rank. The Marine committee will pay great attention to the recommendations of Capt Nicholson, and your board of Commissioners for building the Frigate, but when you recommend two Gentlemen for Sea Lieutenants it would be well to get such of your delegates as may be in your province to Join in such recommendation. I believe it will be agreeable to the Committee that Captain Nicholson should recommend all the warrant officers, In this, however, you can also join, and the Committee will immediately transmitt the warrants filled up agreeably to such recommendations – The Marine Officers for your Ship will be appointed to day; their names you have below – the sooner Capt Nicholson engages all the Warrant and petty officers, the more agreeable it will be to the Committee who wish to have the Ships ready Soon as possible – I fear many of them will wait for guns and anchors I am in haste, Sir [&c.]

Joseph Hewes

John Stewart, Captain	} Marines
Tho. Pownal, first Lieut.	
Richd Harrison second Lieut	

NB. these Gentlemen were strongly recommended by the delegates of your Province & I hope they will be agreeable to all.

1. Purviance Papers, MdHS.

REVEREND GEORGE DUFFIELD TO REVEREND DAVID McCLURE¹

[Extract]

Philada June 25th 1776

. . . the Storm of War that raged for some time confined to the East has now extended it's baleful Influence & the threatening Tempest hangs heavy in threatening Clouds all along our Coasts. Our preparation here consists in thirteen Row Gallies each containing fifty men with Small Arms & Swivels, & a large Cannon mounted on each Galley; (the largest a thirty two pounder;) a floating Battery carrying ten eighteen pounders; a Ship of War for River Service of Sixteen Guns nine pounders I think they are, beside these we have Chiveaux de frize sunk across th Channel save a small passage for our Vessels, which is to be stopped in like manner as soon as necessity may require, & opposite the Chiveaux de frize a Battery commanding the Channel – we have also some fire Ships, & fire Rafts in readiness if they come up near the Town, all which together with the length of our River, &

difficulty of the Channel will we hope under God's blessing prevent these Sons of murder from coming up to this City

1. Emmet Autograph Collection, NYPL.

PROCEEDINGS OF THE PENNSYLVANIA CONFERENCE OF COMMITTEES ¹

[Carpenters Hall, Philadelphia] June 25, 1776.

On motion, *Resolved*, That it be recommended to the committee of safety of this province to confine the command of Commodore Davidson to the ship of war and floating battery belonging to the province, and to issue no orders to the captains or other officers of the row-gallies, fire-ship or fire-rafts, through the said commodore, until the convention meets, and that it be recommended to the captains and other officers of the gallies, &c., to pay all due obedience to the committee of safety until that time, and until a new appointment shall take place.

Resolved, That Messrs. [Henry] Hill, [Jonathan B.] Smith and [Joseph] Blewer, be a committee to wait on the committee of safety, with a copy of the said resolution.

The above committee reports that they have delivered the said recommendation to the committee of safety, which was then sitting.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, III, 662, 663.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety,

[Philadelphia] 25th June, 1776.

Upon application of Robert Morris, Esq'r, from the Marine Committee, for a quantity of Lead for the use of the four Frigates building for account of Congress.

Resolved, That this Board supply the said Ships with Lead for their Head pumps & Haurse Holl.

Robert Morris, Vice President.

1. *Pennsylvania Colonial Records*, X, 615, 616.

PENNSYLVANIA COMMITTEE OF SAFETY TO COMMODORE SAMUEL DAVISON ¹

In Committee of Safety

Sir

Philada June 25th 1776

Your appointment as Commodore of the Pennsylvania Fleet having produced a disagreeable dispute between the Captains of the Gallies & this Board, which had determined to Support You in the Command, they now find themselves under a Necessity of changing their mode of proceeding by the interference of a very reputable Publick Body, The Conference of Committes, now met in this City who have recommended it to this Committee to Confine your Command to the Ship & Floating Battery and as for the sake of Peace & Unanimity amongst our selves & from an ardent desire to promote the Publick Good we are Induced to acquiesce in sd recommendation You are therefore to Confine Your orders to the Ship & Floating Battery the oper-

ations of which you are to direct in such manner as may be most usefull to this Province & the grand Cause of American Liberty

1. *Committee of Safety, Navy Papers, Pa. Arch.*

PENNSYLVANIA COMMITTEE OF SAFETY TO CAPTAIN HENRY DOUGHERTY ¹

In Committee of Safety.

Sir,

Philada., June 25th, 1776.

This Committee think proper to inform you & the other Captains of the Galleys, that a respectable Publick Body, the Conference of Committees have issued the enclosed recommendation; ² which we are disposed to acquiesce in from a desire to promote the Publick Good, which is the sole consideration by which the conduct of this Committee is now and always has been influenced.

You are therefore to repair forthwith before this Board to receive such instructions as may be judged necessary.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 778.

2. Confining Commodore Davison to a limited command; see resolution this date.

WOOLSEY & SALMON TO JOHN PRINGLE ¹

[Extract]

[Baltimore] June 25

we have Your favr of the 18th & 25 and Contents noted, the Pork we will take as we want it for the Privateteer, we cannot yet tell You what part we will get You in her but will get You a small Part if Possible, she is only a Pilot Boat & my Brother goes in her. You Positively must get us four Swivell Guns for her, ² we Proposed to our Council of Safety that they might Discharge the Brig if they would Pay the freight, we have not Yet got their answer, but believe they will Accept of it, if she Proceeds shall follow Your Directions, ³ we Cannot get a Joe Under 6 7/6 pr piece therefore You must not Expect any under that Price, we Observe what You say about the Tea, and are of Opinion that we shall send the most of it to you, as the People here are the most Troublesome set of Rascals You ever knew, & at the same time not the Best whigs, the Shugar Brandy & rum, we will Receive and Sell for Your Acct. we wish You had not sent those Articles, as the sale will be Verry Tedious, & we are fearfull not to Your Advantage, Indeed the People here make as Little as Possible Serve them on Acct of the high Prices & Scarcity of money, none of Your Spirrit Yet sold, & we se[e] no possibility of its Selling, Neigher do we think, we Can send any of it to Virginia, as the English fleet Lies Directly in the River it must go into, upon the whole if You think it will sell with You, we think you had Better order some of it to Your Place, for fear You Loose the Sale of it, . . . there is a few three Pounders here, we will try to Engage the Preference of them let us hear from You next post about them & the Price, . . . our Govenor is gone onbd a man of war that Came up for him, a bad Convention to let him go—

W. & S.

1. Woolsey & Salmon Letter Book, LC.

2. The Maryland privateer *Harlequin*, William Woolsey, commander.

3. The brig *Rogers*.

CAPTAIN GEORGE MONTAGU, R.N., TO DANIEL OF ST. THOMAS JENIFER ¹

Sir

Fowey off Annapolis the 25th June 1776.

I have been waiting all this day for the return of the boat with the remainder of the Governors baggage, but to my great astonishment perceive she is still along side the wharf; And as I Yesterday received a letter from Mr [Charles] Carroll on behalf of your board, am apprehensive she is detained. If that is the case it will break off the Truce that is now subsisting between his Majesty's ship under my Command, And the Province of Maryland.

I desire that you will be pleased to let me know the reason of this delay of the boat, that I may take my Measures accordingly: And desire that his Majestys boat now sent on shore, will return with an immediate Answer. I am Sir [&c.]

Geo Montagu

The President of the Council of Safety

1. Red Book, XII, Md. Arch.

JOURNAL OF THE MARYLAND CONVENTION ¹

[Annapolis] Tuesday, June 25, 1776

On motion, Resolved, That the Council of Safety contract for the building, fitting out, and equipping, with all expedition, seven row gallies, of such construction and force as they may think proper, and at the public expence, instead of the seven gondolas directed to be built by resolutions of the Convention in the last session thereof.

On motion, *Resolved*, That the Council of Safety immediately order detachments of the militia to such convenient posts as may be judged necessary to prevent any communication with the *Fowey* man of war.

Post Meridien

A letter from captain Montagu, of the *Fowey* ship of war, of this day, to the president of the Council of Safety, was laid before the Convention, and read. Thereupon it is ordered, that the president of the Council of Safety be directed to write a letter to captain Montagu in the following words, to wit.

In Council of Safety, 25th June, 1776.

Sir, By command of the Convention I enclose you their resolution of yesterday, which expresses the occasion of discontinuing an intercourse with the *Fowey*, which was wished and expected to have ended more satisfactorily. Any measures that may be attempted for the ostensible cause of stopping the governor's baggage must properly be imputed to your breach of the truce, and will be resented in full proportion to the injury.

1. *Maryland Convention*, 4-7.

MARYLAND COUNCIL OF SAFETY TO COLONELS JOHN HALL AND
JOHN WEEMS ¹

No 42.

Sir, Captn Montagu of the *Fowey* ship of war having broke the Truce by receiving a number of servants, belonging to the good people of this Province, and refusing to deliver them on demand made by a flag sent for that purpose; we are directed by the Convention to order part of your Battalion to keep guard in the most proper places from the mouth of South River, to the mouth of Fishing-Creek, to repel any violence, which may be offered by the said vessel, or her Tenders, as also to prevent servants, or slaves making their escape from their masters. — you will therefore take care to station at the most convenient places on that coast, such of your militia well armed, and provided with Ammunition, as can be prudently spared for the said purposes, and that you continue to keep guard on that Station, until the above vessels shall have sailed down the Bay. We are [&c.]

[Annapolis] 25th June 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN REZIN BEALL ¹

No 43.

Sir, As we are apprehensive that the ship of War on her return down the Bay may make some attempt to land, either to procure provisions, or make depredations, we have therefore sent you 43 musquets and 17 Rifles in good order, that you may be enabled to defeat any such designs. — You will by the return of the Cart send us such of the arms, as you now have, that are so defective, and bad, that cannot be used. — we imagine that these muskets and rifles are more than you will want at Drumpoint, and that the overplus you will send to Captn Thomas. — we expect that arms are arrived at Port-Tobo for the Troops stationed there, before this Time. —

[Annapolis] 25th June 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Tuesday 25th June 1776

Mr. Smyth withdrew from the Council of Safety. — and a new plan for constructing Row-Gallies, or Gondolas, having been laid before the Convention, and approved of by them,² and Messrs Steward and Galloway and Thomas Smyth not being able to compleat the building seven vessels in time, 'tis agreed by consent of all parties, that the former contract be dissolved, and a new agreement is this day entered into as p the written Contracts filed. —

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

2. From Journal of the Convention, Tuesday, June 25, 1776:

Resolved that the Council of Safety contract for the building fitting & equipping with all Expedition Seven Row Gallies of such Construction & space as they may think most proper at the public Expence — instead of the Seven Gondolas directed to be built by Resolution of this Convention in the last Session thereof.

Red Book, II, Md. Arch.

JOURNAL OF H. M. S. *Fowey*, CAPTAIN GEORGE MONTAGU ¹

June 1776

at Anchor in Annapolis road

Tuesday 25.

A M loosed sails to Dry And su[r]veyed 3 firkins of Butter
Contents 179 lb at Noon furled sails and sent 10 Hogsheads
on shore for Water which the Rebels detained.

[Moderate and fair] Weather P M variously employed.

1. PRO, Admiralty 51/375.

THOMAS HAYWARD TO THE MARYLAND COUNCIL OF SAFETY ¹

Somerset County In Committee June the 25th 1776 –

Gentlemen We are at this Time unhappily convulsed, not only by external, but internal Enemies. A number of People, in different Parts of this County particularly Merumsco and Perrehawkin, have for some days past been assembling in a disorderly and tumultuous manner, and we have reason to beleive from a Series of Concurrent Circumstances, that a Plan has been concerted between them and the Ministerial Forces. We have certain Intelligence that two Ten-Gun Sloops, an Armed Schooner and a Pilot Boat, were yesterday in our Sound, that five of Capt Gunbys men who, deserted the Evening before, were on board those Vessells, and that they took off a considerable Quantity of Stock from different Places. A Wealthy Farmer, Wm Roberts, living near the Water, on a Place called damn'd Quarter,² was last Night taken from his Bed, confined and carried off by the Enemy, together with a number of his Slaves and a Considerable Part of his Property.

We are also well assured that the old offender Isaac Atkinson is now with our Enemy and doubt not but from his Knowledge of our Situation, they may direct their Operations much to our Disadvantage. We have called to our Assistance Capt Watkins's Company from Worcester and have by this Express transmitted a State of our Case to Dorchester. We are informed that a Battalion of Riffle men are now in Sussex County, and we imagine they might be had to our Assistance, but we thought it improper to take any Steps for that Purpose untill we had your Approbation and Direction. Upon Examination we incline to think that not more than three or four Hundred of our Militia can be well equipped for Action and perhaps not more than that number be depended upon. Capts Gunby and Watkins yesterday marched their Companies down Annemessex and we are agreeably surprized to hear that a Number of the People joined them.

We hope your respectable Body will consider our Situation and direct such Steps as May be deemed necessary for our Preservation –

Signed by order of the Committee

Thomas Hayward Chairman

1. Red Book, II, Md. Arch.

2. Dames Quarter.

JOURNAL OF H. M. S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

June 1776

At a Single Anchor, at Gwins Island in Virginia

Tuesday 25th

Ditto weather [moderate and cloudy], this afternoon the

Otter Tender the *Fincastle* came in and brought with her a Brig (which she had recovered from the Rebels) laden with Rum from Barbadoes.²

1. PRO, Admiralty 51/796.

2. In Howe's prize list of March 31, 1777, there is no mention of the brig's name. It is stated she was from Barbados for the fleet at Virginia, with 320 puncheons of rum, PRO, Admiralty 1/487.

JOURNAL OF H. M. SLOOP *Otter*, CAPTAIN MATTHEW SQUIRE ¹

June [1776] Moored in Gwins Island Harbour Virginia.
 Tuesday 25 At 3 P M furl'd Sails. At 5 do anchored here a Brig from Barbadoes, retaken from the Rebels by the *Fincastle* Fired a 6 Pounder at the Rebels on shore

1. PRO, Admiralty 51/663.

CAPTAIN WILLIAM PURVIANCE TO PRESIDENT OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Extract] Deep inlett Tusday Morning 25th June 1776 – I informd you that Stevens and Kennedy was at Deep inlet During the Two Days I was at New river and yesterday I have Learnt thier Secrett intentions if General [James] moore has not informd you, you may Believe what follows Persons were employd by Stevens on the Coast to give inteligens to tenders were to Call in Deep inlett and Rich inlett Sundays and Thursdays where he was to meet them one Letter is already detected and I am Very anxtius to Steale a march on that Vilan who I hope will Sum of those days fall in my hands, they will watch well if they See my men I Shall Keep them Secerted untill they Get out of thier crafts – . . . [John T.] Alston informs me Day before yesterday a fifty Gun Ship was off Cape fear Barr Left Inteligence that Carleton had Defeated our troopes at Kenneda and made grait Slaughter (a Lye I hope and belive) that he Spoak Howe with Two hundred Sail Men of Ware and Transportes at Sea – that all the Ships of ware and Transports were over Charlestown Barr if so they might as well be at Bar modas for all the Hurt they Can do I well know the place where they are.

1. Secretary of State Papers (Correspondence of Council of Safety), NCDAH.

PROPOSAL FOR COMMISSION FOR THE NORTH CAROLINA PRIVATEER SCHOONER *Johnston* ¹

Inventory of the Schooner Called the *Johnston* now fitting out as a Letter of Mark at Port Beaufort together with her Tonage, Num[b]er of Guns weight of Metal Name & place of Residence of the owners Names of the Com-mander and other officers Number of the Crew and the Quantity of Pro-visions and Warlike Stores, taken at New Bern this 25th day of June 1776. – ² Vizt

- Schooner *Johnston* burthen 55 Tons.
- 4 Two pound Carriage Guns. 6 Small arms.
- 6 Cutlasses, 100 lb Gun Powder. 400 lb. Ball –

Owners

John Green Andrew Blanchard, Edward Tinker & David Barron. all of the County of Craven in the Province of North Carolina. & Robert Salter of the County of Pitt in the Province aforesaid

Officers & Men

Edward Tinker Captain. Reuben Done first Mate, Samuel Palmer Second Mate & Seven Private Men –

Provisions

10 Barrells of Pork. 1000 lb Bread. 20 Galls of Rum. 100 lb. of Sugar 25 lb Coffee. 10 Small Hoggs. & 50 Fowls.

Edward Tinker Capt

1. Treasurer and Comptroller Papers, Port Papers; NCDAH.

2. *Ibid.*, this date Continental bond, \$5,000, was made on the schooner.

BRIGADIER GENERAL JOHN ARMSTRONG TO COLONEL WILLIAM MOULTRIE ¹

Dear Col.

Haddrell's Point,* June 25th, 1776.

This moment I was about to write you to learn the occasion and utility of the firing from the point; . . . I hope some of your officers have been up to see and give the necessary directions. . . . The barron's ² conjectures may be right but their breastworks may as naturally be designed as a defence against any effort made upon our part. I am of opinion they will not attempt to land on Sullivan's until the armed vessels are first before your fort.

The state of the bridge and marsh is like to give me great trouble; part of the last detachment I ordered to your island, has this morning absolutely refused until the passage between the two places is safely passable . . . I am a little surprized that your sergeant, agreeable to orders of yesterday, did not meet the men I sent to stake out the best path through the marsh on your side of the bridge; nor could the man I sent find any boards laid down, as you remember was ordered on Saturday night. . . . this is the third day that for want of boats I could not get this detachment over, now part have refused. I sent an express to Gen. Lee, and in the mean time desiring to know whether any new amendments for the bridge are going on, on your side the water; and farther notice as the movements of the enemy may require. I am obliged to throw up works in a kind of chain, near four miles from this camp. The enemy constantly striving to find new landing places on the main. I am, dear sir, yours,

John Armstrong

*About one mile from the fort, is an almost navigable river between us.

1. *Moultrie's Memoirs*, I, 162–63.

2. Felix Lewis Massenbach, engineer and lieutenant in Maryland regiment.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Sir *Bristol* in Five Fathom Hole 25th June 1776.

Mr Whitworth has given me a very unfavourable Account of Your Situation, and I see many Difficulties for You to Surmount. The *Experiment*

is off the Bar, and I have ordered Her to be Lightened, and to come over as soon as possible; She may be of great Service, in the Course of Our Operations Here, but as I think we shall succeed on the intended Attack without Her assistance, I shall not delay a Moment, in putting Our Determination to begin, the instant the Wind &c will suffer Us, into Execution –

As I am not Master of the extent of Your Plan, or informed of the Intelligence You have had, and the Observations You have made, or whether You have any Intentions, (Now you have drawn the Rebels Attention to One Point) to make an Attempt during Our Attack, to Land on the Main, and March at the Back of Them, and try to take Possession of Mount Pleasant, (which seemed to be Your wish when I had last the Pleasure of seeing You) I cannot Say; and if I were Master of the same Lights You have had I shou'd not offer an Opinion in Matters; where I am confident You must be the best Judge.

I have acquainted You, that in the Arrangement I have made for the Attack of the Batteries, I Hope to Enfilade Their Works from the Ships stationed to the Westward, and to Cut off[f] the retreat of many of the Rebels; This may be of some Use, shou'd You have formed a Scheme on Mount-Pleasant; I intend also shou'd I Silence the Battery, and find it enclosed, (so that it may be defended from within) to Land Seamen and Marines under the Guns, to get in through the Embrasures; Shou'd this happen, We may keep Possession, 'till You send as many Troops, as You may think proper, Who may Enter the Fort the same Way; and I submit it to You; supposing the Palace not to be enclosed, whether a sufficient Number of Troops, may not get by this means at the Back of the Rebels.

I am sure You will excuse me, and not think I mean to Dictate, or Point out any Scheme on You, I only mention this, because it appears obvious to me, from the Observations We have had the Opportunity of making of the Beach under the Batteries –

If We shou'd be so Fortunate as to take Possession of the Fort, You will See the Union Hoisted – I have enclosed some Signals² that I have appointed relative to the Landing the Seamen and Marines of the Squadron, that You may know what I am about; –

I shall make some of the Signals, When the Battery is Silenced, 'tho I shou'd not mean to Land, and Row to the Westward agreeable to Your Desire signified to me by Lieutenant Caulfield – Success attend You, and believe me to be with true Regard Sir [&c.]

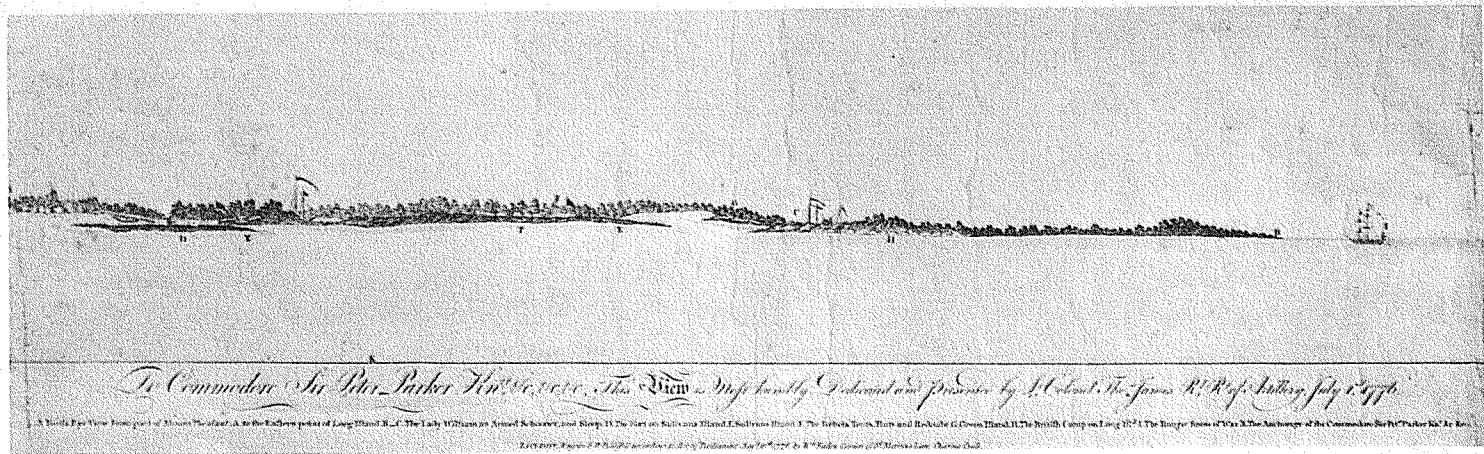
P: Parker

Major General Clinton &c &c &c³

1. Sir Henry Clinton Papers, CL.

2. Signals enclosed:

1) If I would have the marines of the Squadron prepare for landing & rendezvous at the off side of the *Bristol* from the Batteries, I will hoist a Flag, half red half white at the fore top Gallt masthead. 2d If I would have the Companies of Seamen, that have been disciplined by my order on board the ships for the purpose of making Descents, prepare for landing & rendezvous at the off side of the *Bristol*, I will hoist a blue Flag pierced with white, at the Fore top Gallant masthead. 3d If I would have



The locale of the Battle of Sullivan's Island.

the Companies of Seamen & all the Marines prepare & assemble at the off Side of the *Bristol*, I will hoist a Flag, striped red white & blue, at the fore top Gallant mast-head.

Should only the marines land, they are to put themselves under the Command of Captain Boisrond[?] of the marines on board the *Bristol*. Should the Companies of Seamen only land they are to be under the Command of the Lieutenant that goes from the *Bristol*. But should both Seamen and marines land, the whole Body will be under the Command of Captain [John] Morris of His Majesty's ship *Bristol*.

3. On the back of this letter Clinton wrote:

Not having Candle, Pen, Ink, or Paper and fearing to detain Lieut Caulfield, Lord Cornwallis & I opened ourselves to him, told him our probable Attack on Hedrall's Point, and particularly recommended some Frigates to be sent to the Westward to favor it.

A BRITISH JOURNAL OF THE Expedition to CHARLESTON, SOUTH CAROLINA ¹

[June] 25th At day break a firing began from the battery on the N E point of Sullivans Island on the Schooners & armed Vessels in the Creek, and some shot having struck, they were obliged to retire farther into the Creek. This day a party of Highlanders took post at oyster bank opposite the Rebels works on the N E point of Sullivans Island and kept up a brisk fire.

The Light infantry Companies under the command of Col. Webster crossed the Creek and took post on Green Island This day the Commodore was joined by the *Experiment* of 50 Guns, Commanded by Capt [Alexander] Scot[t], last from Boston.

1. Sir Henry Clinton Papers, CL.

COUNT D'ARGOUT TO GABRIEL DE SARTINE, FRENCH MINISTER OF MARINE ¹

[Extract]

The Captain of the Vessel *Louis-Auguste* from le Havre, which arrived in this Colony on the 21st instant, relates that, by 20 degrees of latitude North, he encountered a Squadron of 15 Spanish warships making for St. Domingue. He adds that he passed them close enough to determine that they were all warships with three flagships, the first one flying the square ensign from the main mast, the second from the foremast, the third from the mizzen mast, which seems to indicate that there were three General Officers in this Squadron.

At Fort Royal [Martinique], 25 June 1776.

1. AN, Marine B¹, 458, 19, LC Photocopy. Count d'Argout was governor of Martinique.

26 June

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS ¹

Copy

Isis before Quebec June 26th 1776

Sr Immediately after the departure of Lieut Fook late of the *Lizard*, with Duplicates of Genl Carletons & my dispatches which were sent by the *Hunt-*

er Sloop, intelligence was received from St Ann's of Ships being in the River & all the Pilots we could procure, for the Navigation between Quebec & Montreal were got in readiness to conduct them to three Rivers without Anchoring here. Accordingly on the 27th Ultmo from break of Day, the Transports from Ireland which came under the Convoy of the Captains [Robert] Fanshaw & [Thomas] Wilkinson in the *Carysfort* & *Pearl* (with a most propitious Gale for Old England) successively arrived. And as many as we had Pilots for, sailed on without stopping, towards Richlieu, near to which the *Triton* Frigate was then stationed to regulate their passage thro' the rapids. Afterwards as the Winds failed some of the Troops moved up by land along the River side supplying themselves on their March, with Provisions out of Vessels placed for that purpose; and for facilitating their passage over the Mouths of the several Streams which disembugue into the St Lawrence between this & the Town of three Rivers.

The Pilots which brought them up to this Bason, having forthwith been sent back; on the 2d Inst from Spithead (Convoy'd by the Captains Dalrymple & Pownoll) in the *Juno* & *Blonde* began to arrive; And under the careful & judicious inspection of Capt Lutwidge of the *Triton*, the whole thereof in succession (as likewise the Ordnance Vessels) also passed the rapids aforesaid such few Ships only excepted, as drew too much Water & moreover such as contained the two Regiments of Brunswic, which are stationed here. The Troops of which Dukedom are remarkably healthy & justly admired for their Martial Appearance & strict discipline.

Both the Fleet of Transports, having thus; greatly to the honor of their conductors got thro' a very long & latterly a very critical Navigation without a single untoward Accident; the *Blonde* & *Triton* Frigates having been properly lightened; also passed the Rapids of Richlieu on the 8th And made a most respectable appearance at Three Rivers; which added to that of the *Ld Howe* & *Bute* Armed Ships commanded by the Captains [Thomas] Pringle & Parry & of about Eighty sail more of various denominations in the very heart of Canada has been of great advantage to His Majestys Service: in impressing (as may shortly appear) the Canadians & Indians with Wonder, and as, has already appeared, the Minds of the rebels with fear & astonishment.

To give their Lordships the best account I can of the late defeat of a great rebel Detachment or rather Corps near the Town of three Rivers I send you a Copy of a Letter; written upon that occasion; from Capt [Henry] Harvey of the *Marten* Sloop: whose prudent & spirited behaviour in various critical & Watchful situations since he & Capt [Robert] Linzee chased the rebel Craft up the River the Day Quebec was relieved cannot be too much commended The Rebel Detachment in question; which is said to have consisted of 2500 expected to have to do with 4 or 500 of ours only; crossed the River in the Fifty Batteaus & was under the command of one they call a General now a Prisoner on board the *Blonde*, as are 2 or 300 more on board Transport ships (or being Wounded) in the Hospital on Shore, where they are treated with great care & tenderness. As their resistance was feeble our

loss only amounted to two killed and Ten Wounded: theirs was much more considerable in both respects.

Capt Pownoll of the *Blonde* having with the utmost care & ability put things in the best Order possible for the purpose, the second & third Divisions of Transports, Artillery Ships &c &c under the guidance of Capt Pringle with the Lieuts Hayne, Edgar, Cumming & Butler, subordinate to him on that important Service, joined the *Martin* Sloop & the first on the 14th in the entrance of St Peters Lake, as did the Armed Schooners, *Magdalen*, *Maria*, & *Brunswic*, commanded by the Lieutenants Nunn, Starke, & Longcroft. And I send you a Copy of Capt Harveys Letter of the 16th that their Lordships may know how rapid our progress has been, in consequence thereof: the numerous rebels having evacuated all their Posts with the utmost precipitation on the Fleets appearance; their favorite & strong one at the Mouth of the Sorel (without firing a Gun) not excepted. Flying about a Days March before Genl Burgoyne (who to lose no time had put himself at the head of some Grenadiers, light Infantry & Canadian Volunteers) and burning sinking or otherwise destroying their five Schooners many Batteaus a floating Battery Cannon Provisions & Stores: They have reduced the Forts of Chamblee & St Johns (at which last they left Twenty two pieces of Cannon) to Ashes, together with the fine dwelling House of Colo Christie situated in the close Neighbourhood of the last mentioned Fort – The General having with unremitting diligence got near that strong place when the hindmost of the fugitive Rebels set fire to it – Nor is it supposed they will be either able or willing to make any long stand at the Isle aux Noix which is situated at this end of the lake Champlain. Those who fled from Montreal compelled some of the Merchants of that place, to part with sundry of their Goods to a very considerable Amount, some of them leaving for the Owners Congress Dollars or other Paper by way of Payment: others not even of that airy Currency –

The Rebels being thus in Six Weeks reckoning from the Day His Majestys Ships under my command arrived here, quite expelled from this Country; after a resistance on every occasion hithert[o] as flimsy & absurd as were their Motives for taking up Arms against their Sovereign: It now remains finally to expell them from Lake Champlain And their instigators at Philadelphia will now begin to recollect the Day of the Month, on which their proposed Conquest of this Province was resolved.

The business of the Navy in this River being now almost over, I have a singular pleasure in hereby assuring their Lordships that the Zeal, Vigour & Unanimity of His Maj's Servants on both Elements, Animated as one Man in their Countrys Cause, have to the best of my observation & retrospect on this expedition equalled those of the most spirited Years within my remembrance & the respectable Names herein mentioned who mostly served during the last War do well deserve the future Confidence of my Lords Commrs of the Admiralty.

Mr Robert McEvoy first Lieut of this His Majts Ship whom I beg most earnestly to recommend on this occasion has the honor of (herewith) wait-

ing on their Lordships And is accompanied by Major Le Maitre who carries
Genl Carleton's Dispatches I am &c

Cha^s Douglas

1. PRO, Colonial Office, 5/125, 15b.

JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES ¹

[Exeter] Wednesday, June 26th, 1776.

An Act for Establishing a Court Maritime &c. was read a third time &
passed to be Enacted. Sent up by Dr. Nichols & Capt. Harriman.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 168.

ISAAC SMITH TO JOHN ADAMS ¹

Mr Adams

Salem June. 26. 1776

I wrote you last past from Boston, to which refer you – the Vessell that
brought the Halifax papers, from which the extracts I sent you left itt the
first June – all which time no Troops were Arrivd from Engld & I cant see
how you could have any Intelligence of these coming to N. York so soon

As you desire of my informing you of any thing passing this way worth
Notice, I have to inform you that four days Ago Appeard Ten sail of
Vessells. One large Frig[ate] & Two Armd ships of abt 16 Guns Convoy to
some Scotch Transports 10 sail in all which have been plying up & down
and are all a loss what to do, as we Apprehend they are suspicious something
is the Matter, I was Yesterday Afternoon on a hill between here & M Head
viewing them, att which time One ship went up near the Lighthouse & we
suppose sent a boat ashore as we saw One pass and we supposd On return of
the ship which was about three hours going and returning that the fleet
would have immediately gone [off] but there seemd to be no movement &
remain this Morning much in the same Cituation except One ship standing
more Over this way as we suppose to make or take something to know what
is the Matter as itt plainly Appears they have discoverd something that they
deard not Venture in had we the Rd Island ships joynd with Our Misceter
fleet might probably give a good Account of them – Ours are lying towards
Lynn watching there Motions – I dont know of any thing that has Tran-
spir'd lately worth your Notice & therefore do not Add & are &c

P s I Open this to say that just now by some people Arrd from Novis
Cotia – That Genl Howe with abt 100 sail saild from Halifax the 8 Inst –

1. Adams Papers, MassHS.

JOHN BRADFORD TO COMMODORE ESEK HOPKINS ¹

Sir

Boston 26th June 1776 –

I make no doubt you have heard off a fleet of ten sail transports with a
single Frigate appearing before our harbour Last Sunday, they Still Con-
tinue in the Bay about two & three Leagues from the mouth of the harbour,
and yesterday sent a boat ashore to the Light house Island, where we have a

mast Erected and constantly keep Colours display'd, their was no person on the Island, and they return'd & left things as they found them

We think it would be a most luckey Circumstance if some of your fleet was here to Join the Connecticut Brig. our five schooners. our 2 Colony Sloops and a Schooner. Nine in all, its very possible we might make the whole of the troops prisoners, wch might and probably wou'd defeat their designs in this Quarter

if you shou'd think this matter worthy Your Attention, you will please to forward to me your plan of Operations & I will imediately communicate it to all our vessels, who are at sea watching their motion, we Suppose the Comodore has Orders to see this fleet into Boston and seeing a Broad pendant flying in Nantasket, & having no Boat go off to him, he is only waiting to get Certain Intelligence. how matters are to Justify him in leaving the Coast I have the honor to be [&c.]

Jn^o Bradford

On the Service of the United Colonies

To Esec Hopkins Esqr Comodore of the American Navy

Providence

If the Comodore is absent the Comitee of Safety are desired to Forward this Ltr with all Possible dispatch ²

1. Captain Nicholas Biddle Letters 1771-1778, on deposit at HSP.
2. In the absence of Hopkins, and Captains Dudley Saltonstall and Abraham Whipple, called to Philadelphia for examination, this letter went to Captain Nicholas Biddle, the senior officer of the Continentel fleet in Rhode Island. As two ships in the fleet, the *Alfred* and the *Columbus*, were without commanding officers, and the former only half manned, there was no possibility that Biddle, who had only the brig *Andrew Doria*, could avail himself of the opportunity. A similar letter was written to Hopkins by General Artemas Ward this date, *ibid*.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776

Cape Ann NNE Distce 2 or 3 Leagues

Wednesday 26 at 4 AM Made the Sigl and Tack'd, at 6 make the Sigl for the Convoy to Make More Sail, at 7 a Gun and Sigl to Tack at 9 Fired a Gun Made the Sigl and repeated the Same for the *Ocean* to leave off Chace at Noon in Company 9 Sail.

Fresh Breezes and Clear wear Tack'd Several times pr Sigl &c at 1/2 past 7 p m hauled down the Sigl for a Pilot, and in 2d Reef Topsls and handed Mizen Topsl

1. PRO, Admiralty 51/360.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Wedensday 26th of June 1776 [Nantasket Road]

At [6] in the morning sent the second Leiut up to the Town of Boston fild sum water At 4 in the After noon the boat came on board at 5 weighd Ankor bound to salem at 7 came to Ankor in salem harbour

1. John Fisk Journal, AAS.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND ¹

[Providence] June 26, 1776

Voted That Lemuel Carver be appointed a Midshipman on Board the Ship *Warren*.

That Ebenezer Allen (of Rochester) be appointed Steward of the Ship *Warren*.

1. Journal R. I. Frigates, RIHS.

ADVERTISEMENT FOR DESERTERS FROM THE CONTINENTAL BRIG *Cabot* ¹

New London, June 26, 1776

Deserted last Evening from the Continental Brig *Cabot* Elisha Hinman, Commander, (and supposed to have taken a Yaul and Oars, Compass, and Top gallant Studding sail) three Seamen, viz James Wilkeson, Abel Jones & Joseph Waine. – Wilkeson is a fat thick seaman, about 45 Years of Age, 5 Feet 4 Inches high, wears his own short brown hair. Jones is a Dutchman, about 40 Years of Age, 5 feet 7 Inches high; sandy Completion, short Hair. Waine is a Carpenter by Trade, about 5 Feet 7 Inches high, fair Comple[xi]on, born in Philadelphia Their Cloathing is uncertain, but it is supposed the two former will wear Seamen's Cloathing, and the latter long Cloaths – Likewise, was stolen at said Time, from William Bunting, Cook, two Twenty and one Ten Dollars Bill, Continental Money, supposed to have been stolen by the same Persons. Whoever secures said Deserters so that they may be brought to Justice, shall be handsomely rewarded, and all reasonable Charges paid by

Elisha Hinman

1. *Connecticut Gazette*, June 28, 1776.

NATHANIEL SHAW JR.'S ACCOUNT AGAINST THE CONTINENTAL SLOOP *Fly* ¹

[New London, June 26]

1776	The Sloop <i>Fly</i>	Dr
Apr 10	To pd Jas Tilley for Tarr barrels	£ 0..6..0
	To Warfage &c in Heaving out	0..0..0
	To Joshua Starrs Bill [block maker]	17.10
June 26	To pd Butcher	16..9
	To 2 Carriage Gunns wth all their Appurtanances	85..0..0
	To 50 Three pound Shott	1.10..0
	To 10 Bunches Grape Shott	0.10..0
	To 1 half Hour Glass	0..2..0
	To 1 Shod Shoal	0..5..0
	To 2 Cartrag Boxes	0..6..0
	To 70 Empty Cartrages	0.17..6
	To 12 pick Staffs	1..4..0

To 3 powder Horns with priming Wires & 1½ lb powder	}	.....1..7..0
To 60 lb powder @ 6/		.....18..0..0
To Nathan Balys Bill		.....0..4..6
		£111..6..7
To My Commissions 5 pCt		.....5.11..5
		116.18..0

1. Shaw Papers, Ledger 39, 6, YUL.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, June 26, 1776

Resolved, That the Marine Committee be empowered to purchase the armed brig *Catharine*, with her guns, tackle, apparel and furniture, as she now lies in Connecticut.

Resolved, That the Secret Committee be directed to supply the Marine Committee with one ton of powder, for the use of the vessel which they were this morning empowered to purchase.

1. Ford, ed., *JCC*, V, 482, 484.

JOHN ADAMS TO ABIGAIL ADAMS ¹

[Extract]

Philadelphia June 26th 1776

Our Misfortunes in Canada, are enough to melt an Heart of Stone. The Small Pox is ten times more terrible than Britons, Canadians and Indians together. This was the Cause of our precipitate Retreat from Quebec, this the Cause of our Disgraces at the Cedars. – I dont mean that this was all. – There has been Want, approaching to Famine, as well as Pestilence. And these Discouragements seem to have so disheartend our Officers, that none of them seem to Act with Prudence and Firmness.

But these Reverses of Fortune dont discourage me. It was natural to expect them, and We ought to be prepared in our Minds for greater Changes, and more melancholly Scenes still. It is an animating Cause, – and brave Spirits are not subdued with Difficulties.

Amidst all our gloomy Prospects in Canada, We receive some Pleasure from Boston. I congratulate you on your Victory over your Enemies, in the Harbour. This has long lain near my Heart, and it gives me great Pleasure to think that what was so much wished, is accomplished.

I hope our People will now make the Lower Harbour, impregnable, and never again suffer the Flag of a Tyrant to fly, within any Part of it.

The small Pox! The small Pox! what shall We do with it? I could almost wish that an innoculating Hospital was opened, in every Town in New England. It is some small Consolation, that the Scoundrell Savages have taken a large Dose of it. They plundered the Baggage, and stripped off the Cloaths of our Men, who had the Small Pox, out full upon them at the Cedars.

1. Butterfield, ed., *Adams Family Correspondence*, II, 23–24.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Wednesday. 26th June 1776

The Brig *Fortune* chartered by Mr William Lux, and the Brig *Rogers* chartered by Mr George Woolsey having remained some time in the harbour laden with flour and bread belonging to this province, and no probability of their getting to their port of Delivery, by reason of men of war and tenders, infesting the Bay – and their cargoes being in danger of becoming altogether spoiled and of no value,

'Tis therefore ordered by the Council of Safety that the said vessels be unladen, and their cargoes delivered to Mr Jesse Hollingsworth, to whom written directions are given, how to dispose of the same, and that the said vessels be discharged from the public service. –²

Ordered That Captain James Nicholson be empowered to purchase Salt Beef and Pork for the use of the Ship's crew belonging to the *Defence*. –

Ordered That the Treasurer of the Western shore pay to Jesse Hollingsworth four hundred and nine pounds, thirteen shillings and nine pence, for expences incurred in raising and refitting the vessels sunk at Whetstone point, for the defence of Baltimore Town. –

Ordered, That said Treasurer pay unto Daniel Adams seventy one pounds, seventeen shillings and six pence, for detention of Schooner *Hawk* and wages for his Seamen, she being one of the afsd Vessels, that were sunk.

Ordered That said Treasurer pay to Seth Paddock eighty eight pounds, five shillings, and seven pence half Penny, for wages and detention of Sloop *May Flower* she being one of the vessels sunk for the preservation of Baltimore Town.

Ordered That said Treasurer pay to Daniel Adams, according to the direction of the Convention, one hundred and fifty four Pounds, fifteen Shillings for Flour purchased by him to ship on Board the Schooner *Hawk* p Invoice.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

2. *Ibid.*, Council of Safety Letter Book, No. 1, Council of Safety to Hollingsworth, June 26.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN REZIN BEALL ¹

No 45.

Sir The Man of War this moment broke ground and is on her way down the Bay.² –We have dispatched a Cart with 60 Stand of arms; by it you may return Such of your muskets, as are not fit for Service – we refer you to our letter of 24th, by which you are to govern yourself. We are [&c.]

[Annapolis] 26th June 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. H.M.S. *Fowey*.

JOURNAL OF THE MARYLAND CONVENTION ¹

[Annapolis] Wednesday, June 26, 1776

Ordered, That the small tender belonging to the *Defence* be stationed between Greenbury's and Horn point, one armed boat between Tolley's and

Horn point, and one other armed boat between Greenbury's and Hackett's point, to prevent any communication with the *Fowey*, and the Council of Safety carry this order into execution.

1. *Maryland Convention*, 7.

CERTIFICATE OF PETER CRAWFORD AND JAMES M'CASKIE ¹

This is to certify, that we were reduced to the disagreeable necessity, of making use of a Boat belonging to Mr David Kerr, & that we forcibly seized & carried off Mr Bishop, who at that time was going a Fishing, & contrary to his inclinations carried him on board the Man of War, but [on] our getting aboard immediately saw him sett out for shore with the Boat –

Given under our hands on board the *Fowey* Man of War this 26th June 1776

Peter Craufurd James M'Caskie

1. Red Book, II, Md. Arch.

“EXTRACT OF A LETTER FROM COL. [JAMES] HENDRICKS, TO BRIGADIER GENERAL [ANDREW] LEWIS, DATED HAMPTON, JUNE 26, 1776.” ¹

I send you four men under guard, who were taken on Monday, on board a brig from Barbadoes, bound for Dunmore. Early on Monday morning, we had information that a brig was aground off Willoughby's point. Major [Andrew] Leitch immediately made all possible haste, with twelve men, on board a small pilot boat which was in the bason, loaded with tobacco for the West Indies, in order to examine what she was. On coming on board, he found she was from Barbados, bound for Norfolk, with the supercargo on board, loaded with 311 puncheons of rum, and a few barrels of limes. On examination, the Major found she had got aground about 12 o'clock the preceding night, that she was very fast, and consequently that he had no other way to proceed than to leave his people on board, and come to Hampton for assistance to lighten her. A sloop bound up James river was pitched on for this purpose, being the only vessel in our harbour. Unluckily, however, both wind and tide seemed to conspire against the measure, by putting it out of our power to get her down before a tender of ten carriage guns appeared in sight of the brig; on which lieut. [Thomas] Herbert (of capt. [Thomas] Lilly's armed vessel) thought prudent to send the pilot boat off, in order to know whether the vessel in sight was an enemy or friend, which was soon discovered to be the former. In the mean time, mr. Herbert threw overboard five hogsheads of rum, and luckily got the people off, in a boat from the other shore (except one who happened to be down in the hold) the pilot boat refusing to come on board to take them off. They got all safe ashore, although the tender kept up a constant fire upon them; two of the brig's crew being on board the pilot boat, and other two before brought on shore by major Leitch. The brig belongs to a mr. Walsh of Barbados, and the whole of the people on board seemed much chagrined at the

appearance of our boat, and no doubt as much elated on our being obliged to quit her. — A convincing proof of the *friendship* the West Indians have for us.

Last Monday a ship of war, with a transport or two, arrived at Gwyn's island, where it is thought they have landed between 2 and 300 troops, from the number of tents which have been erected.

1. Purdie's *Virginia Gazette*, June 28, 1776.

LORD DUNMORE TO LORD GEORGE GERMAIN ¹

(No 3.)

Ship *Dunmore* in Gwins Island Harbour,

My Lord

Virginia, 26th June 1776.

Since writing your Lordship of the 2d of April nothing very material has happened, except our Change of Harbour, which I found absolutely Necessary, as we were constantly exposed to the fire of the Musketry of the Enemy (Elizabeth River not being above Musquet shott over) and in daily expectation of their bringing heavier Mettal down against us, and that we lay in a Tides way, and exposed to be burnt by fire Rafts, or Boats, which they might have sent down amongst us, which indeed they did attempt as your Lordship may see by the inclosed, (No 1) ² which is Authentick, as I had it from a Spy I had amongst them who may be relied on; added to this, our Salt Provisions were quite expended, and we had no fresh, it therefore became requisite to move to a place where we could have an immediate Supply of the latter, and there was no place (known to me) that appeared so eligible as the one we now occupy, and indeed so it has proved for a finer Harbour never was seen; We found on this Island (which contains two or three and Twenty hundred Acres of Land) a considerable quantity of Stock of different kinds, with great abundance of fish on all Sides of it. The only fault that I can find to it, is, that it lies too near the Main, which the Rebels occupy, all around us, as the Haven between it and the Main, in some places don't exceed two hundred Yards wide. On the West End of this Island, where it is Narrowest, I have thrown up a Small Work, in which I have five Cannon, with another on the East End with two, and two smaller ones toward the Center, which I would willingly flatter myself will secure us from any Insult from our Enemy, who, however seem to Neglect no opportunity of annoying us.

I am extreemly sorry to inform your Lordship that that Fever of which I informed you in my Letter No 1, has proved a very Malignant one and has carried off an incredible Number of our People, especially the Blacks, had it not been for this horrid disorder, I am Satisfied I should have had two thousand Blacks, with whom I should have had no doubt of penetrating into the heart of this Colony; I have done every thing in my power to get the better of it, but am sorry to inform your Lordship that all our efforts have hitherto proved ineffectual, but every other means shall be tried to put a Stop to it. I have now Seperated the Sick from the well, by the breadth of the Island, and mean if possible to keep them from each other.

I am sorry also to inform your Lordship that old Mr [John] Goodrich,

whom I mentioned in my last to your Lordship, He having taken two Prizes in one of the Rebel Harbours, and not being able by contrary Winds to get out, was in the Night boarded with a Number of Boats, by the Rebels, and taken, and is now confined in the Gaol at Williamsburg, loaded with heavy Irons, and I really fear their inhuman treatment of him will put an end to his Life; Soon after this, two of His Sons were unfortunate enough to fall likewise into their hands, who I doubt will not fare, much better than the Father.

Inclosed I send your Lordship (No 2)^s the printed paper wherein the Convention of this Colony declare themselves independant of Great Britain, and I am well pleased that they have declared themselves, for notwithstanding that they have by every artifice, prepared the minds of the People for this event, yet I am well convinced it is quite repugnant to the wish of most. Their having ordered the Prayers for the preservation of his Majesty and those of his Family &c to be erased and Substituted others for their Congress, Convention &c in their place, I am well convinced (tho' this Colony is by no means remarkably over religious) that this change will have a wonderful effect on the minds of the lower Class of People, who I am satisfied even now only wait for an Army able to protect them, which Army, I doubt not, were they Landed, they would immediately join, even many of those, I am satisfied, that now appear in Arms against us would willingly change Sides.

Finding the expence of hiring small Vessels for Tenders considerable and that the Prizes they were daily bringing in were Selling for a Song, I thought it best for his Majesty's Service to purchase a few of the fittest for that purpose. I have therefore bought five small Vessels, which are all now employed in that Service.

Hearing a few Days ago, that there were a Number of well affected Subjects to His Majesty, on the Eastern Shore of Maryland, I sent immediately three of the Tenders there to bring off as many as were willing to come, they last night brought me between fifty and Sixty, and would have brought many more had they had room for them; directly on hearing this I sent off five small Tenders and a Ship to bring as many more as wish to Serve His Majesty, I have enlisted those that came in the Queen's own Loyal Virginia Regiment.

By the *Virginia Gazette*, which I have just now received, I am sorry to see that the *Oxford* Transport from Glasgow, having on board 217 Highlanders was taken by two of the Rebel Armed Vessels on their way here, they had been taken before, to the Northward, by one of the Rebel Vessels, who disarmed them and took the Officers from on board, and put eight of their own People on board to carry her into Port, but the Carpenter of the Vessel formed a party and retook her from these eight, and was bringing her in here to me, when they were again most unfortunately retaken; of what Service would they not have been to me here!

Since I wrote your Lordship last Mr John Grymes is the only person of any consequence in this Colony that has joined me (who is against

aquisition) He is of the first Family in this Country, of good fortune, but what is more valuable than either, he is a most amiable Character, being a Man of the Strictest honor, of an excellent disposition and good parts, Brave, Active, and enterprizing; The Island being between four and five Miles in length and our Numbers fit to do duty but very few, and finding Horses on the Island, I advised Mr Grymes to form a little Troop, and take the Command of it, which he has done, by which he (being posted in the Middle of the Island) is able to give assistance to either End that should be attacked. Mr Ralph Wormsley one of the Council and Mr Philip Grymes Brother to John are made Prisoners, by the Rebels and sent to the Back Country. I am [&c.]

Dunmore

1. PRO, Colonial Office, 5/1353.

2. See spy report to Dunmore, May 3, 1776, Volume 4, 1396.

3. Spy report to Dunmore, May 11, 1776.

EXTRACT OF A LETTER FROM GWYNN ISLAND, JUNE 26, 1776¹

On the 30th of May, the *Liverpool* man of war took a Spanish snow, with 12,800 dollars, and some rum and molasses on board. She was taken off Delaware. The master said he had sprung his mast by stress of weather, was going to Philadelphia for a new one, and then to proceed on his voyage to Dominique to buy slaves. Seven French vessels sailed out of Delaware river on the 7th of May.

1. Almon, ed., *Remembrancer*, III, 223-24.

JOURNAL OF THE VIRGINIA CONVENTION¹

[Williamsburg] Wednesday, June 26, 1776.

Mr. Blair, from the committee appointed to consider the reports made by the committees of Caroline and Spottsylvania counties respectively, in relation to divers vessels supposed to be British property, and as such seized by Captain [Richard] Taylor, commander of an armed vessel fitted out at the charge of this colony, reported, that the committee had accordingly had under their consideration the said several matters; and that it appeared to them, from the several depositions taken before the said committee of Caroline county, that a moiety of the Sloop *Olive* is, and, at the time she was seized, was the property of a certain Harry Lyburn, an inhabitant of this colony, and that the other moiety belonged to Messrs. Dunlops & Crosse, merchants in Glasgow, but was claimed as the property of James Dunlop, a partner of that company, under a purchase by him set up prior to the said seizure, as may more particularly appear by the said depositions, to which your committee beg leave to refer.

That it further appeared, that the said James Dunlop is a resident of this colony, and that, before the said purchase, he, as a partner of Dunlop and Crosse, owned one sixteenth of their moiety of the *Olive*. That it farther appeared, from the report of the said committee of Spottsylvania county, the papers therein referred to, and other evidence, that the sloops *Lark* and *Speedwell*, at the time of their being seized, were the property of Messrs. William Cuninghame and company, merchants in Great Britain;

and that the sloop *Susannah*, at the time of her seizure, belonged to Messrs. Bogle, Somervell, and Company, merchants in Glasgow; that James Robeson, William Henderson, and William Reid, who reside in this colony, are in some small degree concerned as partners of the said William Cunninghame and company; and that Gavin Lawson, and Robert Gilmour, residing in America, have some interest in the sloop *Susannah*, as partners of the said Bogle, Somervell, and Company; but that, in case of confiscation, the five American owners aforesaid do not think it worth while to ascertain their respective small proportions, in order to entitle themselves to an exemption.

That it farther appeared, that James Lindsay, as skipper of the *Speedwell*, is entitled to credit with the said Cunninghame and Company for 75 l., being the amount of his wages; but that there is an unsettled account against him on the books of the said Cunninghame and company.

That it farther appeared, that the sails belonging to the sloop *Speedwell* were lodged in Mr. William Reid's warehouse some time before the capture, and therefore, not being below high-water mark, were not seized nor included in the inventory returned; and that, in like manner, all the furniture of the Sloop *Olive*, except standing rigging, one anchor, and cable, had been laid up in Mr. Dunlop's storehouse in Port Royal; only the articles contained in the said exception having been seized.

That it farther appeared, that, among the articles contained in the inventory of stores, &c. belonging to the sloop *Susannah* and the sloop *Lark*, are three negroes, viz. Davy and Ned, belonging to the former, and Priamus, to the latter; and that they had come to the following resolutions thereupon, which he read in his place, and afterwards delivered in at the clerk's table, where the same were again twice read, and agreed to.

Resolved, That the pretended purchase of a moiety of the sloop *Olive* by the aforesaid James Dunlop, was fraudulent, and void; the same having been transacted with a view of screening the said sloop from confiscation, under the resolution of Congress of the 23d of March last.

Resolved, That the sloop *Olive*, together with her standing rigging, anchors and cable, be sold; and that the money arising from the sale after the expenses thereof are defrayed, be divided into thirty two parts, sixteen of which to be paid to the said Harry Lyburn, and one to the said James Dunlop; and that the remaining fifteen be sub-divided into three parts, two of which to be paid to the Treasurer, for the use of this colony, and the others to the captors,

Resolved, That the sloops *Lark*, *Speedwell*, and *Susannah*, together with their tackle, apparel, and furniture, slave, and slaves, to them respectively belonging, as contained in the inventory returned thereof, be sold; and that, out of the money arising from the sale, the expenses thereof be first discharged; and that there be then paid to James Lindsay so much as shall, upon liquidating his account, appear to be the balance due to him for wages, and that two thirds parts of the residue thereof be paid to the Treasurer, for the use of this colony, and the other third part to the captors.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Wednesday, 26th June, 1776.

Ordered, that a warrant issue to Captain Gabriel Jones for three hundred and twenty-one pounds, three shillings and two pence, for the pay of his company of marines to the 29th of this month, for recruiting expenses, and for sundry necessaries furnished the company.

A certificate of the review of Captain Jones' company of marines on the 22d of June was returned and commissions issued to Captain Jones and his subalterns, dated accordingly.

Ordered, that the Keeper of the Public Magazine do deliver to John Young, for the use of Captain [Edward] Travis,² one hundred pounds of powder, one hundred pounds of lead, twenty-five two-pounds ball, and fifty swivel shott, and that the Commissary of Stores do deliver him two bolts of oznaburgs.

Ordered, that a warrant issue to Captain John [Gatesby] Cocke for fifty-three pounds nineteen shillings for the pay of his company of marines to the 25th of this month for recruiting expenses and for seven blankets.

Ordered, that the Keeper of the Public Magazine do deliver to Captain John Cocke fifty-four musquets with either bayonets, spurs, or cutlasses, and fifty-four cartouch boxes; and that the commissary of stores do deliver him one drum and Fife, fifty-six Hatts, fifty-six pair of shoes, two hundred and fifty yards of Oznabriggs, eighty-four yards fifty-six dozen vest buttons, nine dozen coat Buttons, four pounds of thread, and one hundred and ninety-six yards of shirting.

1. *Virginia State Papers*, VIII, 223, 224.

2. Captain of the galley *Manley*.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Sir

Camp at Long Island 26th June 1776

I am to apologize for not sending a written answer to the Honor of your Letter of yesterdays date by Lieutenant Caulfield, which did not reach my hands till very late in the evening, and being destitute of almost every convenience, I was unwilling to detain that Gentleman and from this circumstance, was under the necessity of troubling him with a verbal message to you –

I have received no information that enables me to offer any thing new to you upon the Subject of your intended attack, nor need I trouble you with the particulars of my Situation, which is rendered more difficult every hour, from the preparations the Rebels are making to defend themselves – from the observations I have made of the progress of the Works on Sullivans Island from this place, it appears to me (though some of the Engineers differ with me in opinion) that the Work which faces the Harbor is a compleat square and finished, that on the hither end of the Island they have been every where intrenching themselves in the strongest manner, and that a Bridge or boats has been constructed to favor their retreat.

It is impossible for me at this time and under my Particular Situation to enter upon a detail of the operations of the Troops on the day of your attack, they will in all probability depend upon different circumstances, subject to a variety of changes as occasions may arise, and make them necessary; I can therefore only repeat to you in general what I have so frequently had the Honor of mentioning, that the Troops under my command will cooperate with you to the utmost for the good of His Majestys Service as soon as Winds and Weather shall favor the attack of the Fleet.

I would at the same time beg leave to add my wishes that the Frigates may be directed to proceed as far into the Harbor as possible I have the Honor to be with great Regard [&c.]

[Endorsed by Clinton] My letter to Commodore intended to have been sent the morning of the attack. no possibility before. but I had mostly said the same thing by Let. Caufield who was with L[ord] C[ornwallis] & I. the night before I wrote this.

1. Sir Henry Clinton Papers, CL.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

- [June 1776] Anchor'd in St Maries River
 Friday 21. Light Breezes & Cloudy Wr with rain Gote under way & sailed over to the Georgia side, and moor'd the Schooner between the Three Rivers to Stop up the pass of Boats &ca Came down the River the Governor's Sloop with 1 Barrel Flower & 2 of Pork for the *St John*. Recd on board fresh Beef for the Schooners Co Shifted the Bob Stay
 Saturday 22 Fresh Breezes & Do Wr fired 1 half Pounder to bring to a Canoe, Sent the Boat on board her, loosed sails to dry At Noon handed them. Gote all the Spare Sails up & aired them, People empd repairing the sails & rigging & under Arms all Night
 Sunday 23 Fresh breezes & Cloudy Wr sent the sick Men on Shore wt the surgeon for the recovery of their health, fired 2 half Pds to bring to 2 Canoes sent the Boat to board them Kept the Boats Crew & the People on board under Arms Clear'd hauze.
 Monday 24. Do weather wt rain, Sent an officer with the Pilot to board a Schooner that was standing a Cross the sound with information of the Rebels being on the River - Went up the River to Consult wt Capt Graham, bootoped the Schooner with Turpentine, empd Scraping Blocks, the people under Arms all Night
 Tuesday 25. Do weather unmoor'd and gote under way & shifted our birth more handy to Command the three Rivers, moored again with 1/2 Cable each way No End of Cumberland Island East & the No end of Amelia E N E: Boarded and rummaged another small Schooner fired 3 half Pds shotted [at] said

Vessel, sent an Officer and 8 men armed to go round Cumberland Island in pursuit of the Rebels – Kept the Schooners Company under Arms all night,

Wednesday 26 Put new service on the Cables, received on [board] two prisoners

Do weather, with Thunder Lightning & rain, Came down the Schooner *Mary* with Lumber & Passengers for St Augustine, Sent the boat to tow [her] out, fired 3 pounder for a signall for the Boat to return, sent 2 Prisoners on board said Vessell to go to Augustine.

1. PRO, Admiralty 51/4330.

27 June

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS ¹

Sir

Isis before Quebec June, the 27th 1776

In addition to my Letter of Yesterdays date, I am under the necessity of troubling you with another, whereby to lay before my Lords Commissioners, Various other Matters, – In the first place the absolute and Palpable necessity of our being omnipotent, on the other Part of this River, as also General Carleton's pressing requisition, as appears by His Excellency's letter of May the 29th in order to disjoin the Posts of the Rebels, supposing they would have made a greater Resistance do I flatter myself sufficiently evince the propriety of my having fitted out, besides the *Maria*, another Armed Schooner, (now before the Admiralty Court as Rebel property) under the name of the *Brunswick*: And I am sure their Lordships, must approve, of my having put her under the Command of Mr. Edward Longcroft, as Lieutenant, he having passed his examination for such, Anno 1771, and having moreover the much greater Merit of having purposely shut himself up in Quebec, before the seige and of having served as a Lieutenant in the *Intrepid* late Naval Battalion. – They are both cheap Vessels of War, the *Maria* being entirely Mann'd and Victualled from the *Lizard*, and the *Brunswic[h]* from the *Isis*; which last, uses some of our small sails, also, and carries Six borrowed Six Pounds.

Mr Wm Burchell Masters Mate of the *Blonde*, who has long passed his examination, fills the Lieutenancy which becomes Vacant, on the occasion of Mr [Robert] McEvoy having the honor of waiting on their Lordships, with my Dispatches I hope my Lords Commissrs will the more Readily approve & confirm, all the appointments I have made, the same having been in favor of Men of Merit, who were all personally Strangers to me, until we met on this late great occasion.

The Lakes Champlain and Ontario, following next in Order, to be taken under Consideration, His Excellency General Carleton has suggested to me, a Naval Establishment for each, – For the former an Officer to command in Chief; Six other Commission Officers, and two Hundred Seamen, To this important department, if left to me, which I do not expect nor wish,

I intend to appoint Captn [Thomas] Pringle of the *Lord Howe* Arm'd Ship, who is justly esteemed by Genl Carleton, and all who know him, as an Officer & a Gentleman.

To the Command of the Lake Ontario, I propose appointing Lieutenant Joseph Nunn, an experienced Officer, Commanding the *Magdalen* Schooner, for whom Genl Carleton, has likewise expressed his predelection: he having also served, much to His Excellency's approbation as Captain of Infantry, in the Naval Battalion, during the late Seige; for the better carrying on of which Service, I intend so, to word his Orders, that he be considered by Fleet, and Army, as a Master and Commander, in His Majesty's Navy, for the time being. No considerable time, is to be lost herein, As it is hoped a sufficient Strength of Craft will shortly be in readiness; first and more particularly for Lake Champlain – To procure Seamen, is the next great difficulty to be got over – Pressing will never do on this occasion, for which Reason, I shall be obliged in a great measure to unman the *Isis*, (for the whole season) and almost wholly the *Lizard*, she being the least fit for Service, and to take draughts, out of some of the rest of the Frigates, before I send Them to the Commander in Chief. – To the able Seamen thus to be lent, as they must be most Thorough Volunteers, it is suggested, that their Wages be made up to forty Shillings a Month; General Carleton making good the surplusage, Monthly to each man, by way of subsistance Money, out of his Contingent fund. Nor will it be possible to get men fit to be trusted, on this important & Critical Occasion, even from His Majestys Ships without some such encouragement Petty Officers to be paid, in the same proportion as the Seamen. But I hope every hour, to receive directions herein As also how to dispose of the Numerous fleet of Transports which are in this River, from the Commander in chief; from whom I have not yet Received, even the Order to put myself under his Command.

To the end, that my Lords Commissrs may judge, how the service has been, and is carrying on here, I trouble you with Copies of all the Orders of Consequence which have been given since my last, As also of some letters to the same purport. And I send you an Account of the State and Condition, of this and such other of His Majesty's Ships under my Command as are on the Spot – The *Lizard* is again out of the Cul-au-Sac, in which she lay during the Seige, and is in tolerable Repair, considering our Means and a great deal of other work we have had to employ all sorts of Naval Artificers upon, such at this place and our Ships afford. I am &c.

Cha^s Douglas

P.S. Captain [Henry] Harvey of the *Martin* Sloop (going to Newfoundland) is first returning to the Sorel, in Order to examine with the utmost precision, into the Means of Floating between Camels, as is the practice in Russia and in Holland; the Six flat bottomed Arm'd Vessels (One of which is just arrived) thro' the Rapids of Chambly into Lake Champlain, nor do I despair of success herein. Nor of our thereby becoming very shortly & Compl[e]atly Masters of that Lake.

MASSACHUSETTS COUNCIL TO CAPTAIN RICHARD WELDEN ¹

by the Major part of the Council.

Capt Richard Welden

The Brigg *Riseing Empire* under your Command being now Equipt in warlike Manner, & also being properly maned & Enabled to go out on a Cruise, You are first directed to Come to Boston & there to apply to the Commesary Genll of this Colony for such provitions as you farther stand in need of and then You are Directed to Cruize on the Coast of the Coloneys laying Between Cape Sables and New York and thro the Several Sounds lying between said Colonies at the same time taking all necessary precaution to prevent your Vessell from falling into the hands of the Enemy; and whereas, You have Received a Commitition by force of armes to attack subdue & take all ships and other Vessels belonging to the Inhabitants of Grate Brittan on the high seas, Under Certain Restrictions You must punctually follow the Instructions herewith Delivered you for Your Conduct Respecting this Matter.

By order of Council –
Jer: Powell President

Council Chamber [Watertown]

June 27th 1776 –

1. Mass. Arch., vol. 165, 12.

MASSACHUSETTS COUNCIL TO THE CONCORD JAIL KEEPER ¹

Colony of the }
Massachusetts Bay } The Major part of the Council.

To the Keeper of the Goal at Concord in the County of Middlesex –
Greeting:

You are hereby Ordered, & directed to release from your Custody John Loring Committed to your keeping in the Month of April last, for being in the Employ of the Enemies of the united Colonies, having been taken on board of the Schr *Valiant* bound to Boston with Supplies for them, On his giving Bonds with sufficient surety to the Treasurer of this Colony in the sum of One hundred pounds Condition'd, that he will go to the Town of Framingham to be under the Care of Joseph Buckmington Esqr, and that he will not pass without the limits of the said Town of Framingham, that he will not correspond with the Enemies of America or in any way be aiding, or assisting to them, nor contravene any of the resolves of the Honble Continental Congress or of this Colony ²

In the Name & By Order of the Major
part of the Council –

Jer Powell

Council Chamber [Watertown]

June 27th: 1776

1. Mass. Arch., vol. 165, 9.

2. *Ibid.*, 7, this action was taken on an undated petition of John Loring, reading:

The Petition of John Loring Now in Concord Gale humbly Sheweth – that your Honours Petitioner is a Son of Joshua loring late of Roxbury in the County of Suffolk &

Province of the Massachusetts Bay and not yet Seventeen years of Age and heather too been Under the influence of my father But now I am Convinced that I have been badley instructed and am determined never to offend aney of the Good People of this Country More and really wish it was in my Power to do them Service – And what I would earnestly intreat of your Honours is that I may be delivered from this Place that I may Work for my liveing and not be any longer a Charg to the Publick – and your Petitioner As in Duty bound Shall ever Pray – John Loring.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Thursday June 27th 1776.

The Committee of both Houses appointed to take into consideration the papers produced by Capt Obrien relative to the Captures of the Sloop *Two Friends*, and the Schooner *Polly* have attended that Business, and find that the *Polly* was Register'd at Halifax in Nova Scotia Province June 21 1775, in the Name of James Simonds, William Hazen, & James White, That said Vessel sailed from the River St John's in Nova Scotia, with produce of that Colony for the West Indies in January 1776. That on the 23d day of February 1776 she was cleared from Barbadoes in the West Indies, with West India Produce for Nova Scotia, after which she touched at Tortola, & cleared from thence March 14th 1776. for Nova Scotia – and was taken as 'tis said at, or near the River St John's in Nova Scotia, where it appears she was own'd and destined from the beginning of the Voyage – That the Sloop *two friends* was Registered at Tortola the 22d January 1776. in the Name of Peter Rose, & Robert Knox, suppos'd to be Inhabitants of said Tortola from thence cleared the 16th day of April 1776. for Halifax in Nova Scotia with West India produce, and was taken as 'tis said near the River St John's in Nova Scotia. –

That from all the Evidence We have had respecting the said *Polly* her Cargo, and appurtunances, We conceive she ought forthwith to be released, and her papers deliver'd the Master, or Owner – that with respect to the Sloop *two friends* the matter is so uncertain, that it ought to be determin'd in the Court, erected to try the Justice of Captures at Sea, and that the Captors have the Term of Twenty Days from this time to file a libel in said Court if they see Cause, for the determination thereof (the Time limited by Law for filing such a libel being expired) and in case the said Captors or some Agent in their behalf shall not file a libel within that Term she be likewise discharged and her Papers deliver'd the Commander, or Owner of said Vessel.

Read, & Accepted, & Order'd that the Schooner *Polly* her Cargo & appurtunances be forthwith released, & her papers deliver'd to the Master, or Owner; And that the Captors of the Sloop *Two Friends* have the term of twenty days from this time to file a libel if they see cause in the Court proper to try the justice of said Capture the time limited by Law for filing such libel being elapsed notwithstanding; And in case the said Captors, or some agent in their behalf shall not file a libel within that term, that she be likewise discharged, and her papers deliver'd to the Commander or Owner of said Vessel.

1. Mass. Arch., vol. 35, 87, 92–93.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776

Boston Light House SWbS 2 or 3 Miles.

Thursday 27

at 4 a m out 2d Reefs and Set him again, at 6 Fired a Gun, and Made the Sigl for a Pilot, and Soon after repeated Ditto, at 9 and 11 Fired a Gun Made the Sigl and Tacked as did the Convoy At Noon kept the Sigl for a Pilot Still flying and in Company 9 Sail –

First and Middle part Modr and fair Latter Light Airs and Calm at times Tack'd Severall times pr Sigl &c at 1 p m Saw a Sloop coming down from Boston, and pass by the Aforementioned Ship and Brig that Lay in Nantasket Road, with 2d. Reefs in her Mainsail and no Colours flying, at 6 Boston Light house WbS about 2 Leagues,

1. PRO Admiralty 51/360.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Thursday 27th of June 1776 [Salem harbor]

At [6] in the morning weighd Ankor stood out in the bay saw the fleet to the southeast saw 4 of the schooners belonging to the Continent At 4 in the After noon bore away for salem small breaze from S E At 7 Came to Ankor –

1. John Fisk Journal, AAS.

CAPTAIN SETH HARDING TO GOVERNOR JONATHAN TRUMBULL ¹

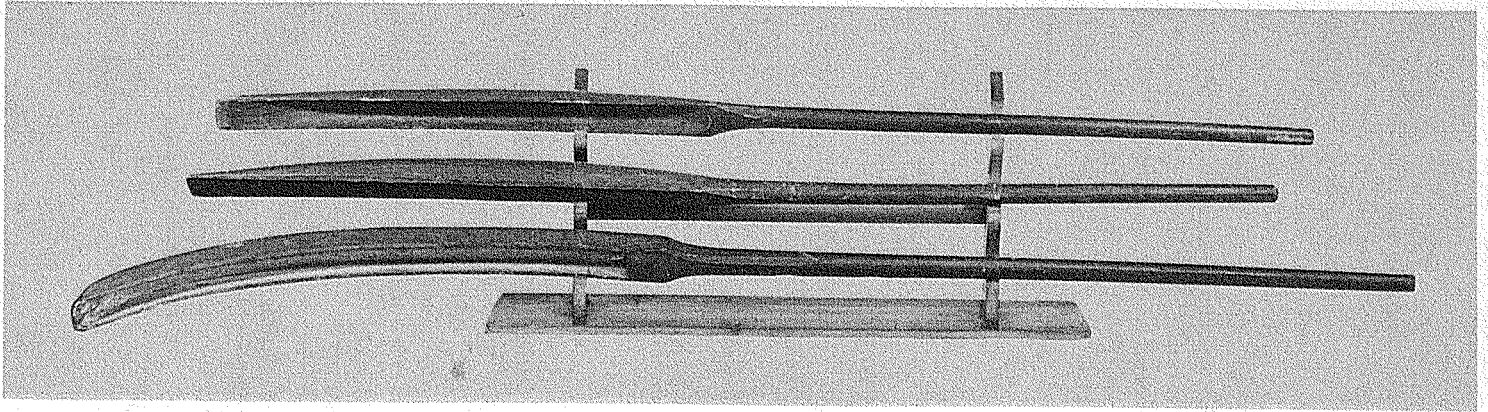
Sir

Boston 27th June 1776

your favour of the 21st Instant your Honour was Pleased to order me to Continue hear Til farther orders at that Time it appeared Sum Littel Chance of success Since I Look on the Chance to be small their has been Ever since Sundy Last 10 Ships Cruseing of[f] Boston Harbour 2 of them men of war 8 hilenders troops by the best acc[oun]ts it appears that the Troops at Hallifax Saled the 10 Instant for New york in Number 150 Sale Shall give your Honour acc[oun]t of my Captures in a few Days at Present think their is but Littel Chance hear Hope your Honour will think proper to give me orders to procead to New London By the Next Post your Honours orders Shall puntually follow the State of this action is not in print for wise Reasons the Capts of the four schooners Dispute with Each-other one sais you Did not fight and you Did not fite and so they go on I have thought proper to Libel for $\frac{3}{4}$ of the Ship *George* and $\frac{3}{4}$ of the Brig *anabeler* and my purporshon of the Ship *Lord How*. What I shall Recover I Cant tel til after tryall The 10 sale of Ships of[f] the Harbour is the Last Bound to Boston by the Best accts I am with Due Respect [&c.]

Seth Harding

1. Trumbull Papers, V, 99a, ConnSL.



Skeets used for wetting sails.

Continental Journal, THURSDAY, JUNE 27, 1776

Boston, June 27.

Monday last came from Newbury-port a young man belonging to this town; who informs us that he left Halifax 30 days ago, that the troops were all embark'd on board the transports said to be destin'd for New-York or Boston, but it was generally believed for the former; that they had at that time no reinforcements, except about 300 from the West Indies, who were blown off this coast last fall; that provisions were very scarce; that he saw Master James Lovell, who was cruelly confin'd here in goal by order of Gen. [Thomas] Gage, for 10 months, and from thence taken with the Bunker-Hill prisoners and carried to Halifax, and committed to prison, where he remained when our informant came away; that he kept up his spirits with surprising firmness amidst the accumulated insults and injuries he had received, and had petitioned General [William] Howe for tryal or to be liberated, or sent to England for tryal; that Gen. [William] Brattle and Simon Tufts mess'd together in a little chamber over a grog shop; and that Sir Francis Green was busy in distributing the arms treacherously detained from the inhabitants of this towm, to the refugees and others of the core, in case of being call'd upon to assist in the diabolical purpose of butchering and enslaving the good people of these Colonies.

Sunday Morning were discover'd standing in for this Harbour, 12 or 13 Sail of Vessels, who have been plying on and off in a strange Manner ever since. We hope in our next to be able to give a good Account of them.

The Eastern Post informs us, That another Fleet was seen off Cape Ann Yesterday.¹

1. The same fleet described in preceding paragraph.

GOVERNOR NICHOLAS COOKE TO MAJOR GENERAL ARTEMAS WARD ¹

Sir,

Providence June 27th 1776.

Commodore Hopkins together with Capt Saltonstall of the *Alfred* and Capt Whipple of the *Columbus*, being called to Philadelphia by the Congress the Command of the Fleet hath devolved upon Capt Biddle of the *Andrew Doria*, who I am informed sailed from Newport on Tuesday last on a Cruize, whether he hath returned or not, I am uncertain. In this Circumstance I thought it prudent to open your Letter to the Commodore in order to give every Assistance in my Power in the publick Defence. I shall immediately send the Letter by Express to Newport to Capt Biddle to meet him in Case he hath returned; which is all I can do, as it is not in my Power to give any Orders to the Fleet. The *Columbus* is fully manned and fit for the Sea, the *Alfred* is also fit for the Sea, but hath not above half her Compliment of Hands, neither of them have any Orders, and consequently cannot proceed to Sea. The Sloop *Providence* is now in Boston Bay, and I imagine Capt Biddles Cruize is the same Way. The *Cabot* Capt [Elisha] Hinman got into New-London on Tuesday Evening last from a Cruize. Upon the whole I do not think it probable that any Assistance can be expected upon

this Occasion from the Ships here. I am with great Esteem and Regard Sir
[&c.]

Nich^s Cooke ²

1. Ward Papers, MassHS.

2. Governor Cooke on this date also wrote to Captain Biddle informing him that he had given General Ward "the State of the Fleet," Nicholas Biddle Papers, HSP.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Thursday, 27th [June]

Voted, That Cap.[Jehiel] Tinker of the *Crane* galley be impowered to receive so much the stores of pork, beef and peas, and any other provisions, lying at Saybrook in the care of Cap. Dickinson,² belonging to this Colony, taken out of the brig *Minerva*, as he shall need for the use of said galley, and all the bread, and 1 bb. rum; and Cap. E. [Ephraim] Bill is directed to order and see the same delivered accordingly, taking his receipt therefor and the same transmit to his Honor the Governor.

Voted, That said Cap. Tinker may receive two of the nine pounders of the continental cannon at N. London, for the use of his galley; and Mr. [Nathaniel] Shaw [Jr.] is directed to deliver the same accordingly.

And Calvin Ely is appointed Master of said row-galley, and Elias Lay Second Lieutenant.

That a drummer and fifer be allowed the same wages as in the land service.

That Cap. Tinker purchase and provide a drum for the use of said galley, to be by him kept and secured for the use of the Colony. *And copies of the above given him.*

1. Hoadly, ed., *Connecticut Records*, XV, 458.

2. Elsewhere the name is given as Dickerson.

"MEMORANDUM GOODS RECEIVED FROM ON BOARD THE BRIG *Cabot*
ELISHA HINMAN COMMANDER JUNE 27TH, 1776." ¹

- 16 Casks Coffee
- 1 hhd & 3 barl Sugar
- 2 small boxes ditto (Ventures) given to the people
- 1 Cask & 13 bags Ginger
- 37 bags Cotton
- 1 Cask pimento
- 2 Qr Cask Rum
- 10 Kegs do (being Ventures) given to the peopl[e] ²

Ship's Stores

- 3 barrels flour2 barl baked in to Bread & taken off
- 1 Teirce Rice taken off
- 1 bar Oatmeal taken off
- 28 bar Bread24 taken off

1 barl Salt 1 barrel Suet taken off
 2 pr Gunn Carriages & 2 Carriage Guns 3 pounders Sold by
 Capt Hinman
 1 pr Carriages deld [Hoysteed] Hacker
 in the *Hampdon*

Water Cask

Old Sales Large Cable & anchor taken off the 21st Augt

1776

July 26 8 Musketts 8 do wth Bayonetts } deld the *Mifflin*
 2 Wall peases }
 14 Cartrage boxes 9 ditto 18 Deld *Ameri[c]an Revenue*
 5 Shott Bags
 4 barl of the above Bread wt [2]63 Nt deld Col Davis on his way
 to N York with the large morters.
 2 Wall peises Returned & delivered *Confederacy*³

1. Nathaniel and Thomas Shaw Collection, Ledger 38, YUL.
2. Private property of the crew of the ship *True Blue*, taken by the *Cabot*, returned to them and noted "given to the people."
3. The final entry is of a much later date.

LIEUTENANT JOSEPH DAVIDSON TO GEORGE WASHINGTON¹

Arm'd Sloop *Schuylcr* June 27th -1776

Since our Last We have In Company with Capt [William] Rogers of the Arm'd Sloop *Montgomery* Retaken 4 Prises, which was taken by the *Greyhound* Man of War bound for Sandy hook, 2 Brigs Belonging to Nantucket with oil one has near 500 Barrels on Board & the other 150 Also A Schooner & A Sloop the Schooner Belonging to Cape Ann Loaded with Molasses & some Sugar The Sloop Outward Bound Belonging to Rhode Island Loaded with flour & Lumber² We have Inteligence by one of the Prisoners that A fleet of 130 Sail, Sailed from Halifax the 9th Inst for Sandy Hook & that Genel How Is on Board the *Greyhound* which We Suppos'd Pass'd us 3 Days Ago We having observ'd A Ship to the Westward of us About that Time Standing for Sandy Hook, Capt Rogers has Apply'd to the Committee for A Guard which they have Supply'd us With & Shall Send the Prisoners as Soon as Possible

Joseph Davison Lieut

1. Washington Papers, LC.
2. Two of these four vessels have been identified by name; the brig *Speedwell*, from Brazil, taken by the *Greyhound* on June 21, and the sloop *Nonesuch*, from Rhode Island, taken June 23, 1776. The other oil brig had been taken June 22, and the schooner on June 19. See journal of the *Greyhound* for the above dates.

GEORGE WASHINGTON TO JOHN HANCOCK¹

[Extract]

New York, June 27, 1776.

. . . I would observe to Congress, that it is not in my power to send any Carpenters from hence to build the Gondolas and Gallies General Arnold mentions, without taking them from a Work equally necessary if not more so, here of the same kind and submit it to them, whether It may not be ad-

visable, as it is of great Importance to us to have a number of these Vessels on the Lake, to prevent the Enemy passing, to withdraw the Carpenters for the present from the Frigates building up the North River and detach them immediately, with all that can be got at Philadelphia, for that purpose.

I have the pleasure to inform you of another capture made by our Armed Vessels of a Transport on the 19th. instant with a Company of Highland Grenadiers on board; The Inclosed Extract of a letter from General Ward by last night's post, contains the particulars, to which I beg leave to refer you.

1. Fitzpatrick, ed., *Writings of Washington*, V, 183.

New-York Journal, THURSDAY, JUNE 27, 1776

New York, June 27.

The transport ship from Greenock, (having on board a company of the 42d Regiment) which was lately taken by one of Commodore Hopkins' fleet, who after taking out the soldiers, except the officers and their wives, ordered her to New port, but which was soon after re-taken by the *Cerberus*, and under the convoy of an armed sloop tender, sent for Sandy Hook; on their way, (back of Long-Island) met with the Continental armed sloop, *Schuyler*, which took both the tender and ship, and brought them into a place of safety. – The ship had on board, when last taken, 80 butts of porter, &c. with five commissioned officers, two ladies, and four privates, who were brought to town on Tuesday last.¹

The ship *Reynolds*, lately sent into Dartmouth, under the command of Capt. Thomas Truxton, one of Capt. [George] M'Aroy's Lieutenants, was from Jamaica for London, Heylock Rusden, Master, and owned by William Reynolds, Esq; merchant, of that place: Her cargo consists of 302 hogsheads of sugar, 174 puncheons of rum, 100 pipes of Madeira wine, 42 bags of pimento, 27 tons lignum vitae, and 7 tons of Fustic.

1. The transport *Crawford* taken by the Continental brig *Andrew Doria*.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, June 27, 1776

The Congress took into consideration the letter from Governor Trumbull; and, after some debate,

Resolved, That the further consideration thereof be postponed; and, in the mean while, that Governor Trumbull be desired to send to Congress, an account of the cannon left at New London by Commodore Hopkins, their number, size, bore and weight, and also an account of the other cannon there.

1. Ford, ed., *JCC*, V, 485, 486.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 27th June, 1776.

The Board thinking it necessary that Capt. Henry Dougherty should

have proper Instructions for his Government, the following were drawn up, approved of, and sign'd by the Chairman:

In Committee of Safety, 27th June, 1776.

Sir:

The Committee think it proper to give you the following Instructions to regulate your Conduct, as Eldest Captain of the thirteen Armed Boats, or Galleys, in the service of this Province:

You are forthwith to take upon you the Command of the said Armed Boats, and station them, at anchor, at the East side of Fort Island, and keep them at that station until otherwise ordered by this Board, or the necessity of the service shall require their removal.

You are to cause the said Armed Boats to be frequently exercis'd, and keep them in a compleat state of preperation to receive the Enemy; And the better to effect this immediately, take an exact survey of the present Condition of the said Armed Boats, and whatever may be wanting in their Equipments make a Report of to Capt. William Richards, who is appointed and directed to supply all their deficiencies.

The Officers must Constantly Lodge in their Respective Boats, and you are to take particular care that neither Officers or Men be absent from their respective Vessels any length of time, without your license in writing, or the leave of this Board, and you are not to suffer more than four Officers, and of that Number not more than two to be Captains, to be absent at any one time, nor any of them to be longer absent than forty-eight Hours at one time.

You are to cause fifty Rounds of Powder to be delivered from the Ammunition Vessel on Board each of the said Boats, for which the Respective Captains are to give Receipts, and all the powder now on Board said Boats to be put on Board the said Ammunition Vessel, and order her up immediately to this City, to deliver the same to the Commissary.

You are by all possible Means to establish such a proper sense of subordination in the Officers & Men of the Boats, that all the orders you think necessary to Issue be punctually and implicitly obeyed, a loose and Relaxed discipline utterly enfeebling every Military Establishment, however Respectable it may otherwise be in the Circumstances of Number & Force.

Should any accident or Circumstance happen in the Fleet that has the least tendency to effect the service, you are to give the earliest information of it to the Committee of Safety, that they, if they have the means of Remedy, may apply such as the nature of the case may Require.

These being the principal matters that have occurred to the Committee, they earnestly Recommend that you endeavour to promote the utmost Harmony between you & the Officers of the Fleet,

and between one another, on which depends so much the success of every undertaking where Men are to Act in Concert, and mutual assistance is required.

By order of the Committee.

Sign'd, Geo. Ross, Chairman.

To Capt. Henry Dougherty.

The Committee having Reason to believe that wicked & ill-disposed persons have seduced and inticed some of the Men belonging to the Boats, to desert the service and go into other employ, have thought it necessary to publish the following Resolve of Assembly:

In Assembly, Tuesday March 26, 1776.

Resolved, That any person or persons, whatsoever, within this Colony, who shall harbour and Conceal any Deserter (knowing him to be such) from the Continental Forces, or any other Forces raised within this or any other of the United Colonies, for the defence of America, shall forfeit and pay any sum not exceeding Fifty nor less than Thirty Dollars, or suffer three months imprisonment for each offence, being convicted thereof by the Testimony of one or more Witnesses, before any two Justices of the Peace of the City, Borough, or County, respectively, where such offence shall be Committed, who are hereby authorized to hear and determine all Offences contrary to the above Resolve; which Fine shall be deposited in the Hands of the Overseers of the poor of the City, Borough, or Township, where the offence is Committed, for the use of the poor of such place.

And the Committee give this Public Notice, that they are determined to prosecute with the utmost Rigour, any person who shall Harbour, Conceal, or in any manner employ any Deserter from the service of this Colony.

1. *Pennsylvania Colonial Records*, X, 617-19.

MEMORANDUM BOOK OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

[Philadelphia] 27th June.

Sloop *Chance*, Capt. Robinson, ² Rendevous, widow Forrest. 3 men belonging to Capt.[Nathan] Boyce ³ have enter'd to go in s'd vessel.

Taking measures to bring back the Boat men from the Privateers fitting out at Egg Harbour.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 484.

2. The Pennsylvania privateer sloop *Chance*, James Robertson, master, commissioned July 2, 1776.

3. Commander of the *Franklin* galley of the Pennsylvania navy.

Pennsylvania Evening Post, THURSDAY, JUNE 27, 1776

Philadelphia, June 27.

Two masters of vessels who were lately taken by the ministerial cruisers, and made their escape, report, that Lord Dunmore's whole army is now reduced to forty regular soldiers, and two hundred of the black fusileers, one

hundred and seventy-five of which last corps died on their passage from Norfolk to Gwyn's island.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON ¹

June [17]76 At Anchor off Cape Henlopen Light House
 Thursday 27 at 9 A M gave Chace to the N W
 Modr wth Rain P M in chace of a Ship & a Brig Running
 in for Cape May ² at 3 the Vessels being within the Banks,
 came too wth the Best Bower in 7 fm Light house W B S

1. PRO, Admiralty 51/4279.

2. The Continental ship *Reprisal* and the Continental brig *Lexington*.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Thursday 27th June 1776

Copy of Letter No 47 was sent to Wm Selby near Pitts-Landing, in Accomack County, in Virginia.

Ordered That Permit be made out for Seth Paddock of the colony of Massachusetts's Bay to load his sloop *May Flower* with provisions, or other commodities, not prohibited to be exported by congress, he giving security to this board, not to land his Cargo at any Port inimical to America, and to conform himself in all things, to the resolves of the Honorable Continental Congress.

The following memorial was presented, to the Convention, by the Council of Safety.

To the Honorable Matthew Tilghman Esqr President, and the other members of the honorable Convention,

The Memorial of the Council of Safety Sheweth, that at last December-Session it was resolved, that the sum of five thousand nine hundred pounds be appropriated to fortify the City of Annapolis, and place obstructions in the Channel of the river, and that the same should be laid out for the purposes afd by the Council of Safety thereafter to be appointed, if it should appear practicable to them to erect such fortifications, and lay such obstructions for that sum, exclusive of the Cost of Cannon, powder, and the like, as would prevent men of war approaching the said City. –

The Council of Safety have not raised any fortifications, in consequence of said resolve, because it was not practicable in their opinion to fortify the City, and place obstructions in the channel of the river, for the sum to which they were limited by the resolve. – they conceived it could not be done effectually without a much more considerable sum. – the river Severn between the two points, at the mouth thereof, is near fifteen hundred yards over, the channel upwards of eight hundred yards, in some places the water twenty feet deep and more, as will appear by a Chart there of, to which your memorialists beg leave to refer. – no obstructions have been thought of by them proper to be placed in the channel of the

river, but Chiveaux de frise, or piles, both those are liable to be soon destroyed by the worm. – if large piles could be driven down headed with Iron, they would be eaten so much with the worm, in the course of one season, that they would be easily born down by men of war, coming up under full sail with a brisk wind. – all obstructions of wood are liable to this objection, and therefore in their opinion not to be depended on. –

The Council of Safety endeavoured soon after their appointment to procure Cannon from Philadelphia or New York, but were disappointed, Mr Hughes hath not yet complied with his contract. – the want of heavy cannon was a further reason, why they could not proceed. – when they can be procured, your Memorialists are of opinion that Batteries may be erected at Greenbury's Point, the wind-mill point, Horn-point, and places adjacent, between that and the city on the South-side of the River, which may be of service, to prevent Landing, altho' they might not fully answer the purpose of preventing men of war approaching the place. –

Your Memorialists further observe that at the late Convention, it was thought expedient to appropriate part of the money for building three Row-Gallies, or Gondolas, so that there will not remain more than three thousand pounds currency, or thereabouts to be applied to the erecting fortifications. –

Under these Circumstances your Memorialists submit to the Honble Convention, whether they will direct the Council of Safety to endeavour to procure Cannon, and also buy up materials for erecting Batteries – giving them a discretionary power to draw on the treasury for such expences, as may be necessary, not exceeding a certain sum. – or whether your honors will direct the residue of five thousand, nine hundred pounds, to be laid out in throwing up breast-works, and making other defences within the city, to prevent the Enemy landing, and taking possession thereof.

By order and on behalf of the Council of Safety

Dan^l of S^t Tho^s Jenifer. P:

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

CAPTAIN JAMES HINDMAN TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen

Oxford June 27th 1776

At one oClock yesterday your Letter came to hand inclosing a Resolve of Convention giving information of Capt Montague's Conduct, with directions to be prepared to repel any violence offered by him, and to prevent his procuring provisions, should have been very happy to have received your Commands three Hours sooner, by that means I might have prevented Mr James Dickinson, Wm Thomas, John Stevens & Nicholas Martin going on-board the *Fowey* Man of War with several head of Sheep & Hogs, some as a present to the Governor others for Sale, Mr Dickinson inform'd me some

time before he set out that the Governor had permission from your Honors to take live Stock onboard the Man of War whenever she should come up and that He was to procure it for him, this Step has been taken by those Gentlemen without the Permission or Knowledge of the Committee of the County. Immediately on the receipt of your Letter, I hired a Boat put 20 Men onboard and sent in pursuit of them with orders to bring those Gentlemen with their Sheep and Hogs back again, about 8 o'clock in the evening my Boat met with them on their return having safely lodged all their Stock onboard the Man of War. I inform'd them of the Resolve of Convention and your orders to me; they have given me their Honor to attend at any time and place you may direct to answer for their Conduct. As I thought it necessary to inform you as soon as possible of this matter, have hired a Boat for the purpose in which Mr Anderson goes over & can fully relate to you every particular respecting those Gentlemen. shall be much obliged to you to send me by him an order for £100 or 150 as am getting the Soldiers Cloathes made up, and frequently purchasing little necessary Articles. I am Gentln [&c.]

James Hindman

1. Red Book, XIII, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO THE KENT COUNTY COMMITTEE OF
OBSERVATION¹

No 49.

Gentn Twenty two Barrels of Sulphur, sixty Barrels of Gun Powder, fourteen musquets, ten Bayonets, ten swivels & two Blunderbusses with their furniture, belonging to this province are lately arrived in Chingoteague in Accomack County in Virginia, and are now under the care of Colo [Thomas] Matthews of that County. — as waggons cannot be procured in any of the lower Counties, we request you would immediately hire and dispatch as many as may be thought necessary to convey the same from thence to Talbot Court-House; or to such place as Brigadier General [James Lloyd] Chamberlaine shall order and direct. We are [&c.]
[Annapolis] 27th June 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

PETITION OF CATHERINE SPROWLE AGAINST THE CONDUCT OF
LORD DUNMORE¹

27th June 1776 On Board His Majestys Ship the *Roebuck*. The petition of Catherine Sproule, Widow of the deceas'd Andrew Sproule [Sprowle] Esqr of Gosport in Virginia. —²

That whereas the memorialist did upon the 17th Currnt apply to Andrew Snap[e] Hammond Commander of his Majestys Ship the *Roebuck* for a flag of truce to go see her son John Hunter Jnr then and now prisoner at Halifax North Carolina. The said Capt Hammond gave her leave to go on board the *Otters* Tender to carry her the said Catherine Sproule on Board the *Ot-*

ter sloop of war Matthew Squire Esqr Commander with a flag of truce recommending her to the Commanding Officer there to permit her to go see her said son John Hunter at Hallifax: agreeable thereto Majr [James] Hendrick of the sixth Regiment of Continental troops recommended the said Catherine Sproule to Brigadier [Andrew] Lewis Commander at Williamsburg who recommended her to the Committee of safety who allowed her to write to her son but return'd her to Majr Hendrick to return her to the Fleet immediately as a person dangerous for the Committee of safety. Pursuant to the said order Majr Hendrick return'd the said Catherine Sproule on board the Fleet with a flag of truce where she was meet by an Officer from Lord Dunmore with express orders that she was not again to return to the Fleet but be sent back to the Committee of safety. Upon which the said Catherine Sproule apply'd to Capt Hammond to redress her grievances who informs her that he has no right to do so; therefore the said Catherine Sproule must take the Liberty of a free born british subject to conjure you as one of his Majestys Notory Publicks to protest against the said Lord Dunmore so as he may be liable for all the bad Consequences that may attend your petitioner and her property in Virginia. — That whereas also the above mention'd Catherine Sproule intends immediately for her native Country, and did apply through James Ingram Esqr one of the appointed Commesioners for Prizes to apply to Lord Dunmore to prove the will & Codecil of her deceas'd Husband Andrew Sproule Esqr & furnished him with Copies thereof & that the said Lord Dunmore has neglected to comply she the said Catherine Sproule also protests against such injustice that she may appeal to amore able Court.

Sign'd & delivered in the usual form & fees to Mr Thomas McCulloch one of his Majestys Notary Publicks for the Collony of Virginia. —

Before these Witnesses { B. Phillips acting Lieut of the *Roebuck*
Phillips Clark Ditto

[Endorsed] That Capt Hammond did not send the said Catherine Sproule with a Rebel flag of truce but put her on Board a Schooner then ready to sail for Glasgow under his Convoy

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

2. See previous volumes in this series.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Thursday, June 27th, 1776.

Orders granted Capt. [John] Calvert ² to Com[missar]y of Stores for 50 cutlasses, 1 Drum and Fife, 350 yards Oznaburg, and 10 lbs pump leather;

1. *Virginia State Papers*, VIII, 225, 226.

2. Captain of the galley *Norfolk Revenge*.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

Thursday June 27th 1776.

The Congress having applied to the president of the Council of Safety

of South Carolina for the purchase of twenty peices of Cannon, (double fortified Six pounders) imported into this province by Capt Thomas Nelmes in the Schooner *Little Thomas* which Vessel is now lying at New Bern; and Mr Edward Blake the half owner thereof having signified in a Letter to said Captain Nelmes, that the President of the Council of Safety had directions from that Board, to load the said Vessel from this province at the Expence of South Carolina and in case of Neglect, that he the said Edward Blake would pay the Expence of such Cargo.

Resolved That the Treasurers or either of them pay to the said Thomas Nelmes the sum of Six hundred pounds to enable him to procure a Cargo for the said Schooner for which Sum the Province of South Carolina is chargeable; and if not paid by that province the said Edward Blake to be chargeable for the same; and be allowed in their Accounts with the public.

Resolved That Richard Caswell Esquire Public Treasurer of the Southern District draw on the Continental Treasury in favor of Richard Ellis Esquire, for two thousand eight hundred & fifty Dollars being the Amount of his Claim for nineteen hundred weight of Gun powder imported for the use of the public; and be allowed in his Accounts with the public.

Resolved That Captain Thomas Nelmes be permitted to purchase a Cargo of Provision in this province for Bermuda.

Resolved That the Treasurers or either of them pay to Captain Joshua Hampstead the Sum of One hundred and twenty pounds for two hundred weight of Gun powder imported for the use of this province and be allowed in their Accounts with the public.

Resolved That Captain Joshua Hampstead be permitted to Export white Oak Staves from this province to the French West India Islands to the Amount of one hundred and twenty pounds being the Nett value of the Gun powder imported by him for the use of the public

Resolved, That Richard Ellis Esquire be permitted to Export White Oak Staves from this province to the French Dutch or Neutral West India Islands to the Amount of One thousand and forty pounds being the Nett value of the Gun powder imported by him into this province for the public

Whereas Richard Ellis Esquire of the Town of New Bern hath applied for Letters of Marque and Reprisal for his Armed Sloop called the *Heart of Oak*, Burthen about Seventy Tons, and hath also delivered in a Schedule of the Number of Guns and the Names of the Officers, the Provisions and Warlike Stores on Board and hath also given Bond and Security agreeable to the Resolutions of the Continental Congress for that purpose. And whereas the Commissions or Letters of Marque and reprisal issued by the said Congress for this province are not yet arrived.

Resolved That George Dennison Captain of the said *Heart of Oak*, William Troop Cheif Mate and second Mate, Officers on Board (the said *Heart of Oak*) be and are hereby permitted to Act against the Enemies of the thirteen United Colonies in manner and form as Letters of Mark are permitted by the Continental Congress.

Whereas eight Commissioners were appointed to fit out the Armed

Brigg the *Pensylvania Farmer* at New Bern and it appearing that a Majority of the said Commissioners cannot be with conveniency on any Occasion Collected whereby many delays and Inconveniences may arise

Resolved That Messrs Joseph Leech, Richard Ellis and David Baron three of the said Comissioners are herby impowered, and required to act and do all things necessary to the Management of the said Brigg and her Crew on Board according to the directions of the Congress and Provincial Council heretofore made; and lay an Account of their proceedings before the next provincial Congress.

Whereas Mr John Green of the Town of New Bern hath applied for Letters of Marque and Reprisal for an Armed Schooner called the *Johnston*, belonging to the said John Green, Andrew Blanchard, Edward Tinker and David Baron, of the County of Craven and Robert Salter of the County of Pitt and hath also delivered in a Schedule of the Number of Guns and the Names of the Officers the provisions and Warlike Stores on Board, and hath also given Bond and Security agreeable to the Resolutions of the Continental Congress for that purpose, And whereas the Commissions or Letters of Marque and Reprisal issued by the Congress for this province are not yet arrived

Resolved That Edward Tinker Captain, Reubin Doze Chief Mate, and Samuel Palmer second Mate Officers on Board the said Schooner *Johnston* and her Crew be and are hereby permitted to act against the Enemies of the thirteen United Colonies in manner and form as Letters of Marque and reprisal are permitted by the Continental Congress

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

Dear Sir,

Charlestown, June the 27th, 1776.

Could you not contrive this night to take up the enemy's buoys? I have ordered Gen. [John] Armstrong to send an hundred volunteers to ease Col. [William] Thompson's regiment of their heavy duty, for I find, that a part of Col. [Peter] Horry's regiment had most magnanimously refused to take this duty on them: We shall live I hope to thank them. . . . I am in hopes your bridge will be finished this night; you can then be reinforced at pleasure. I am, dear sir, yours,

Charles Lee.

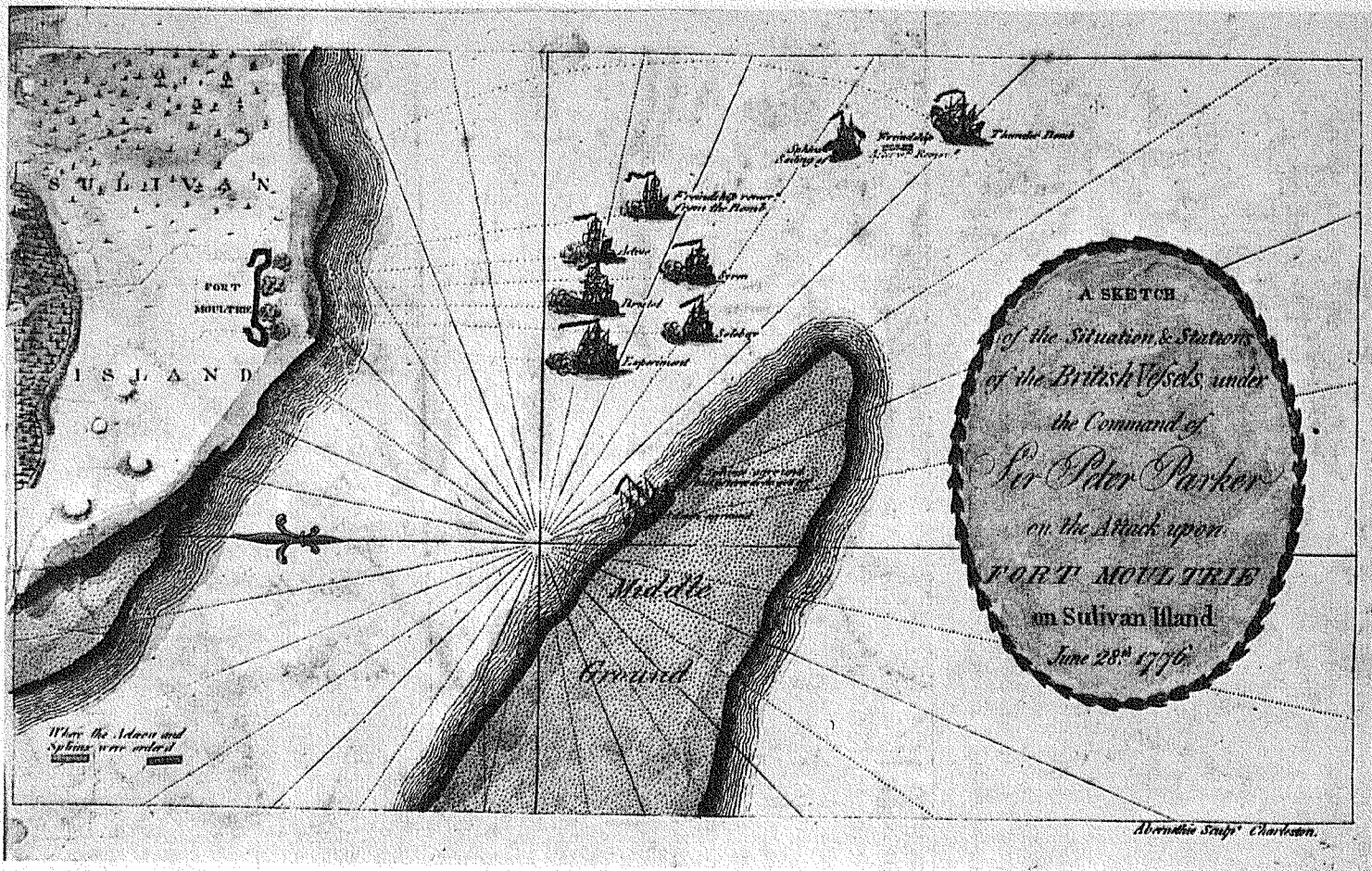
1. *Moultrie's Memoirs*, I, 165.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

Dear Sir,

Charlestown, June the 27th, 1776.

Some boats will possibly pass you to night from town on a scouting expedition, before 12 o'clock at night, their orders are to intercept some of the enemy's boats, and gain some important intelligence: I must desire, therefore, that you enjoin the whole sentinels on your Island not to challenge any boats passing from town, or to fire upon them, which would defeat



Where the *Adonis* and
Sphinx were ordered

A SKETCH
of the Situation & Stations
of the British Vessels under
the Command of
Sir Peter Parker
on the Attack upon
FORT MOULTRIE
in Sullivan Island
June 28th 1776

Abernethy Snr^s Charleston

the whole scheme; on their return, if they meet with success, they shall have orders to greet you with two cheers; and if the wind or tide is against their return to town, they will put into your post, and remain with you this night: I hope your bridge is finished, as I intend to reinforce you considerably. Yours,

Charles Lee.

1. *Moultrie's Memoirs*, I, 165-66.

JOHN WELLS' ACCOUNT OF THE BRITISH ATTACK ON CHARLESTON ¹

Charlestown [June 11 to June 27]

On the 12th there blew a violent Storm, in which an Hospital Ship and the *Friendship*, which were at Anchor on the other Side of the Bar, were obliged to put out to Sea, but returned in a few Days after. A Schooner, having on board some Provisions and Coals, drifted a little Way from the Fleet, was taken by one of our Pilotboats, and brought to Town. Her Crew took to their Boat, on observing the Pilotboat's Approach.

His Excellency the President,² on the 14th, proposed to the Militia under Arms, on Oath of Fidelity, which was voluntarily and readily taken by every one present excepting three. The next Morning it was proposed to the Country Militia doing Duty in Town, and to the Artillery Companies, where it met with their unanimous Assent.

A Sloop from the West-Indies for this Port, with a Cargo of Gunpowder, Arms, Rum, &c. having, in the Afternoon of the 16th descried the Fleet, attempted to make her Escape; but, through the Ignorance of her Pilot, run aground and bilged. Next Day she was discovered by the Men of War, and a Tender, with several Boats full of armed Men, came towards her. The Crew, being only 12 Men, unable to cope with such a Force, in the Situation the Vessel was in, quitted her. She was soon after boarded, set on Fire, and blew up with a great Explosion.

By some Sailors who deserted from the *Ranger* Sloop lying near Long-Island, we were informed, That the Land Forces were about 2800, [some say 3300]³ Men, under the Command of Major General Clinton, who had under him Major-General Lord Cornwallis and Brigadier-General [James] Vaughan.

On the 21st, our advanced Party at the N.E. End of Sullivan's Island fired several Shot at the armed Schooner *Lady William*, an armed Sloop, and a Pilotboat, lying in the Creek between Long-Island and the Main; several of which hulled them. For several Mornings and Evenings the Enemy threw Shells, and fired from Field Pieces on our advanced Post, but without any Effect.

A large Ship hove in Sight on the 25th in the Morning. She was thought to be the *Roebuck*, but we have since learnt she was the *Experiment*, Capt. [Alexander] Scott, of 50 Guns; next Day she came over, having her Guns out. On the Day following, the 27th, between nine and ten in the Forenoon, as soon as the *Experiment* had her Guns all in, the Commodore hoisted his Topsails, fired a Gun, and got under Way. His Example

was followed by several others of the Men of War; but a Squall coming on, and Wind shifting from S.E. to the opposite Quarter, prevented their coming much nearer at that Time. In the Afternoon the Commodore again got under Way, and came about a Mile nearer Sullivan's Island.

1. *South-Carolina and American General Gazette*, May 31 to August 2, 1776.

2. John Rutledge.

3. The brackets are those of the printer of the *Gazette*.

NARRATIVE OF MAJOR GENERAL HENRY CLINTON ¹

[Off Charleston, June 16 to June 27, 1776]

The first object of our attention after landing [on Long Island] was to ascertain the Situation and depth of the Ford. But to our unspeakable mortification & disappointment we discovered that the Passage across the Channel which separates the two Islands was no where shallower at low water than seven feet instead of 18 Inches, which was the depth reported. This of course rendered it impracticable for the Troops to take that Share in the attack of the Fort on Sullivan's Island which had been at first intended, and was agreed on only under the Presumption of there being a Ford. For, having only fifteen flat bottomed Boats left, not more than 700 Men with the assistance of every additional aid could be thrown on shore at a Time. And these would have to land thro' a high Surf in face of an Intrenchment well lined with musketry exceeding themselves in Number; exposed at the same time to a heavy fire from Batteries of Cannon as they rowed up, without a possibility of being covered while landing by either Battery, Frigate, armed Ship, Galley, or Gun boat. After this, even if they could effect a landing, they would have their ground to maintain under every Disadvantage, while the Boats were returning and bringing back another freight of Troops. Consequently the Attempt appeared to the General Officers as well as myself so full of temerity, that it was resolved on the 18th (which was the soonest we were certain of the fact) to send Brigadier General [John] Vaughan to the Commodore to state our Situation & consult with him upon the best Means of employing the Troops under these Circumstances in support of the attack by the Kings Ships whenever he should judge proper to begin it. General Vaughan was likewise directed to offer to the Commodore two Battalions to act on his Side, if he and General Vaughan (who was to command them) thought they could be covered in their landing and were likely to be of any essential Service.

It may well be supposed that I suffered no small uneasiness on seeing myself thus enticed by delusive Information, which offered an important object to my Grasp, to turn my face to the South, so contrary to the opinion I had but a few days before given to both the Minister & Commander in Chief; then drawn on in its Pursuit by unforeseen delays and accidents considerably beyond the time I had prescribed to myself or the Tenor of my Instructions admitted; and now after all likely to be foiled by this discovery, which from the confident assurances I had received there could not have been the slightest suspicion of.

Sir Peter Parker, in the answer he sent me by General Vaughan on the 21st, seemed to imply that he thought himself fully equal to the attempt with the Ships alone, and only expected from the Troops the best Cooperation in their Power when he made it. The 23d of June was accordingly named for the day of action. Unfortunately Contrary Winds prevented the Ships from moving for some days; whereby the Rebels had time to perfect another Battery and Intrenchment that was begun on the 22d. This being 500 yards back from their first Position on the Point, in very strong Ground with a much more extended front, having a Battery on the right and a Morass on the left, & abattis in front oblig'd us to make an entire Change in the Plan of operations on our Side. For it was apparent, that the few men I had Boats for, advancing singly through a narrow channel uncovered & unprotected, could not now attempt a landing without a manifest Sacrifice. Lord Cornwallis & I therefore took some Pains to explain & point out the Circumstances of our Situation to Mr Whitworth (one of Sir Peter Parkers Lieutenants), supposing that his Description (from having been on the Spot) might make the Commodore more clearly sensible of them, than any we could send him in a Letter. We at the same time informed him that the Troops could now do nothing more in Support of his attack than to cause a Diversion as occurrences should arrise; and that we should probably with this View land on the main apportée for an attack on the Rebel Battery at Haddrells Point, if the Commodore would be pleased to send a few Frigates to the Westward to enfilade the Communication between the Main & Sullivans Island. The Commodore in his answer to this Message, says,

[Here is inserted an extract from Parker's letter of June 25, 1776]

This letter was also accompanied by some Signals, by which I was to know when the Battery was silenced, when the Commodore took Possession of the Fort, when he landed his Seamen & Marines, and in short everything he was about.

I have transcribed these Extracts from Sir Peter Parkers Letter only to shew; that he expected nothing more from the Army, than a Descent on the Main in Cooperation with the Frigates he was to send to the Westward, and a Detachment from it to receive the Fort from his Seamen and Marines after he had silenced the Batteries with his Ships and taken Possession; which he seemed not to entertain the least doubt they alone were capable of effecting without the assistance of the Troops, or he certainly would have accepted the offer I made him of two Battalions to act under General Vaughan on his side. But how much soever I might have differed from Sir Peter Parker in opinion with respect to the facility of this acquisition, and the mode of accomplishing it; I could not explain to him my Sentiments on the Subject more fully than I had already done. I had now therefore only to wait his Hour of attack, and hold my few Boats & Troops in readiness to catch at advantages as they should happen to offer in the Course of it – intending in the mean time to make every Demonstration of landing that was likely to deceive the Enemy, until an opportunity should occur thro' the Cooperation

of the Frigates of doing so effectually on the main, and thereby supporting the attack of the Squadron to the full extent of our abilities. And I was not indeed altogether without Hopes that our joint Efforts might even yet prove successfull if the Ships should bring up as near the Fort as the pilots assured Sir Peter Parker in my hearing Presence was possible (about 70 yards); as the fire from the Ships Tops being so much above the Enemys Works would probably at that distance soon drive raw Troops (such as those assembled there were certainly at that time) from their guns, and it was not unlikely that our moving into their rear at that critical Moment might cause them suddenly to evacuate the Island.

1. Manuscript history of the Revolution by Sir Henry Clinton, CL.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA¹

[June] 27th The Commodore weighed at Noon between 12 & 1 – but came to an anchor on the Winds proving unfavourable.

1. Sir Henry Clinton Papers, CL.

JOURNAL OF H. M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES¹

June 1776
 Saturday 22 At anchor in Spen[ce]rs creek
 at 11 A M weigh'd by order and Run up the Creek towards the back part of Sullivans Island to cover the troops on Landing started the water and brought her on an Even Keel put one cable and stores on Bd the *Elizabeth* transport at noon got a ground
 at 11 P M Hove her off[f] and got a little further up the creek
 Sunday 23 At 10 A M hove the ballast over Board
 at 1 P M fired 2 guns for the transports boats to come to Lighten her at 3 came 5 Boats Do took out her guns and Shot and Cleerd her Hold got her about a mile further up the creek and Grounded again
 Monday 24 at Noon hove her about 2 Cable length found only 6 feet 8 inches there being 6 inches water less than we drew, only 3 feet at low water
 Tuesday 25 at 1 A M hove her about a ships length and finding there was not water enough to get up Cleard the boats and took in our guns and Shot and carried the Kedge anchor and Hawser astern the Creek not being broad Enough to wind her
 Wednesday 26 First part Sultry with small Rain Latter clear found we did not float
 Thursday 27 we did not float
 First part squally wt thunder and Lightning wt Rain Latter clear

1. PRO, Admiralty 51/4330.

JOURNAL OF H. M. ARMED SCHOONER *Hinchinbrook*, LIEUTENANT
ALEXANDER ELLIS ¹

June 1776 at a Single Ancker Among the Florida Keys Great
Mattacombe So end NWBN Distance 4 Mile
Thursdy 27 at 11 AM Saw a Sloop in the S W of us Verry good Woodg
and Waterg here
[Light Winds] Employ'd Settg up our Rigging & Watering
the Vessel took in Charge the Sloop *Liberty* Abr Aderly Master
Spoke a Schooner & Sloop belonging to [New] Providence.

1. PRO, Admiralty 51/4219.

GOVERNOR SIR BASIL KEITH TO VICE ADMIRAL CLARK GAYTON ¹

Sir Farm 27th June 1776
The Honble Mr Barrett one of His Majestys Council, came last night
from North Side, and informed me this day, that the Gentlemen of Charac-
ter and Probity told him, that an intended general Insurrection of the Ne-
groes of the Parish of Hanover was discovered a few days ago, which was to
have taken place after the 26th of July, as by that time the Negroes supposed,
not only the 50th Regiment would be gone, but almost all the Ships trading
to this Island, that in consequence of this alarm, several Slaves are already
taken up, and a great number of Cutlasses, and other Offensive Weapons
found secreted in different places – I suppose my not having official Informa-
tion of this very serious affair, from the Magistrates of that Parish, is only
owing to their wishing to transmit me exact intelligence of every particular.

However I submit to you the propriety of detaining the 50th Regiment
a few days till we learn the whole of this matter; I am urg[ed] to this early
application to you, for that purpose, having this moment received an Ac-
count of the *Squirrels* arrival; therefore apprehended that you designed,
sending them away directly – As you informed me, the armed Vessel you was
pleased to send for the Company of the 60th at St Lucea to sail as Tuesday
last, She must of course be already there, so that it is too late, to send coun-
termanding orders about that Company; however if things are in that dan-
gerous way I suppose both the Sea & Land Officers would see the necessity of
the Troops Remaining there, till further orders. I endeavour to conceal this
matter, but I am told it is generally spoke of – I am Sir with great Respect
[&c.]

Basil Keith

1. PRO, Admiralty 1/240.

28 June

JOURNAL OF H.M.S. *Blonde*, CAPTAIN PHILEMON POWNOLL ¹

June 1776 Moored off the Town of Trois Rivieres
Friday 28. at 6 A M unmoored Ship ½ past weighed & run over the
shoals of Nature de Bigot, at 9 Anchored off Point Champlain

in 7 fath water Three Transports passed us going down the river
 Fresh Breezes and clear Wr
 P M past us Three Transports going down the River the Boat employd fishing.

1. PRO, Admiralty 51/118.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776 Boston Light house SW. about 4 or 5 Leagues
 Friday 28. at 6 a m Do bore W $\frac{1}{2}$ S about 3 Leagues, at 10 Fired a Gun, and Made the Sigl for the Boats to go on Board the *Ocean* ² Fired Guns Occasionally at Noon the Sigl for a Pilot Still kept flying and in Company 9 Sail –
 First and Middle parts Light Breezes and Clear, Middle Modr and Cloudy wear as $\frac{1}{2}$ past 12 Sent the Cutter with an Officer, to Make his Observations, On Brewsters Island, Tacked Occasionally, to the *Ocean* Standing to Cover and Secure the Retreat of the Boats on that Service at 9 the Cutter returned hoisted her in Made Sail, and the *Ocean*'s Sigl to speak with her; at 11 Fired a Gun Made the Sigl and Tack'd

1. PRO, Admiralty 51/360.

2. The *Ocean* was an armed transport with sixteen carriage guns.

LIEUTENANT SAMUEL SMEDLEY TO GOVERNOR JONATHAN TRUMBULL ¹

Boston Harbour, Brig *Defence* 28th June 1776

Honourd Sr After My Respects to your Honour, & Famely I think it my Duty as A Friend to My Country to acquaint your Honour of our Battle with the Scotch Ship & Brig My Neglecting this Untill Now was by Expecting something of Truth of the Matter, Would have Been Mentiond in the Publick Prints, by some gentlemen of this Place to Acquaint this Continent of the Calm & Brave Conduct of our Worthy Capt.

We saild from Plimouth on Sunday the 19th Inst in the Morning after we got out of the Harbour we heard a Brisk and Continul Cannonading Towards Boston, But It being Very Foggy Could not Discover What it was, but exspecting the Fogg soon to Clear off[f] We Made the best of our Way Towards the Firing & at two P.M. the Weather Cleared off[f]. soon after we Discoverd from Mast Head one large ship Brig & four Sconers the Latter Making the best of their Way from the two We imediately toock them to be what we since found they are the wind being small we Did Not Come Up with the schooner[s] untill sun set when by Signals we Let them Know that we was a Friend. (One of the Capt Came On Board us Immediately & Told us that those two Vessels we Saw to Windward was two Scotch Transports with at Least three Hundred Men In & that the four Eight gun Sconers had Been attacking them Ever since Eight Clock in the Morning and found them too Warm for them, Capt [Seth] Harding Requested of him

how many Men they had all Lost He answered Not one, he told them they had Not Been Near Enough, Well Says the Capt Do you Trye Capt Harding answerd him that He had already Determend that.) and made the best of our way towards them and at Eleven at Night Found them anchor[ed] Small Distance above where the Light house Formerly stood. We Likewise Ran Close to them and Anchor'd Hailed them from whence they Came they answered from England Capt Harding ordered them Immediately to strike they Like Brave soldiers Refused & Immediately a Very heavy Fire Begun & at the End of Near two Hours we made them Surrender without the Loss of one man on our side While according to the Best accounts we Kill'd twenty beside many wounded. the Scooners all this While was at anchor some one Mile of[f] & some half mile None so Near as to Draw one shot from Either Ship or Brig while Our Brig was within Twelve or Fifteen Rods of the Enemy & Receivd all the Fire.² I Believe our Being so Near was great advantage to us they Being Very High that almost all their Cannon Shot Went over us, I Must Conclude by Beging your Honour's Pardon for Troubleing you with this Long tho Very True epistle [&c.]

Samuel Smedley

N B there is Now in the Bay Eight Transports With two Frigates supposed to be part of the same Fleet from Scotland – My Reason for Mentioni[n]g so Peticular about the above Scooners is Because they want to share Equal with us In the Prizes when it is the voice of amost all the People Here they accordg to Wrights should have but Small part if anything. which I suppose will Be soon Judged –Our wounded Is all Like to Recover soon –

1. Trumbull Papers, ConnSL.

2. This statement is in marked contrast to the recollections of Captain Samuel Tucker, of the Continental schooner *Hancock*, in a letter of March 6, 1818 to John Holmes. As Tucker's account is dated some forty-two years after the event, it can be accepted with large reservations. He wrote:

. . . I fell in with Colonel Archibald Campbell, in the ship *George*, and brig *Annabella*, transports with about two hundred and eighty Highland troops on board, of General Frazer's corps. About ten P.M. a severe conflict ensued, which held about two hours and twenty minutes. I conquered them with great carnage on their side, it being in the night, and my small barque, about seventy tons burden, being very low in the water, I received no damage in loss of men, but lost a complete set of new sails by the passing of their balls; then the white field and pine tree union were riddled to atoms.

Sheppard, *Life of Samuel Tucker*, 59, 60.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND ¹

[Providence] June 28

Voted that their be two Iron harths procured for the Ships. also that their be four Iron Cabooses sent for to New Yorke.

Voted that the Blacksmiths that engaged to do the Worke for the *Warren* be desir'd to meet [with] Committee tomorrow morning 9 oClock on Board the said Ship that they may determin who shd do the Work that is yet necessary to be done.

1. Journal R. I. Frigates, RIHS.

CAPTAIN NICHOLAS BIDDLE TO COMMODORE ESEK HOPKINS¹

Sir

New London June the 28th 1776

I arrived here the 26th of June in company with Capt [Hoysteed] Hacker in the *Fly*, Who sail'd for New York with a fair wind yesterday morning. There are several Vessels here outward bound. Capt [Thomas] Kennedy who commands one of them Shew me a paper signd by one of the Committe of Congress Directed to the Commander of Continental or Provincial Vessels of War Desiring they would Assist them in getting Clear of the Land And Another to the same purpose signd by General [Israel] Putnam. As soon as a favorable opportunity Offers I purpose going out a Head of them and to give them a Signal to Return in case I see danger.

Capt [John Paul] Jones has according to Your Orders gone to Boston. I shall send you with this the Account of Stores &c on board the [*Andrew*] *Doria* And have Ordered Capt Jones and Capt Hacker to transmit You theirs as soon as possible. I am Sir [&c.]

Nicholas Biddle

Esek Hopkins Esqr

Commander in Chief of the Continental Navy
in Philadelphia

1. Hopkins Papers, RIHS.

Connecticut Gazette, FRIDAY, JUNE 28, 1776

New-London, June 28.

Since our last the Brig *Cabot*, Capt. Hinman, the Brig *Andrew Doria*, Capt. Biddle, and the *Fly* Tender, Part of the Continental Fleet, have arrived here.

A considerable Number of Vessels, bound to different foreign Ports, are now lying in this Harbour, waiting a favorable Opportunity to put to Sea. Intelligence from Capt. John Davis, at his Station at Montauk.

Thursday, June 20. In the morning espied a ship S.E. from the point; and in the afternoon, one about E.S.E.

Friday, 21. One large ship under Block-Island – in the morning heard some heavy cannon about S.E.

Saturday, 22. No ships seen this day – several cannon heard about S.E.

Sunday, 23. In the morning saw a small sloop standing in from sea; when close in with the point, lay too a-hull, for some time, then made sail and stood for Block-Island – supposed to be a ship's tender.

Monday 24. In the forenoon saw a small sloop about half way from Montauk-Point to Block-Island, lying too a-hull – Just at night saw a brig coming in from sea.

Tuesday, 25. Early in the morning espy'd a brig under the west end of Fishers-Island, standing for New-London.

Wednesday, 26. Nothing seen at sea.

GEORGE WASHINGTON TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

New York, June 28, 1776.

I have wrote Congress about Carpenters on General Arnold's Letter, and having none to spare from hence, have pointed out the Necessity of their sending some from Philadelphia, if not there, withdrawing for the present those employed up the North River,² deeming it a Matter of infinite Importance to have a considerable Number of Gondolas on the Lakes, to prevent the Enemy from passing.

I have directed the Qr. Mr. General to procure and forward you the Anchors and Cables, Mill Saws and Files, if to be had.

P.S . . . Our armed Vessels at the Eastward, have taken some valuable Prizes, and also three more Transports safely brought in with about 320 or 30 Highland Troops well accoutred. Captain Bedel,³ one of Commodore Hopkins's Fleet took two also with about 150 more. He put all the Prisoners on Board one of the Prizes; we fear she is retaken. The Arms he took into his own Vessel. The other Prize was retaken and again taken by another of our Vessels.

1. Fitzpatrick, ed., *Writings of Washington*, V, 188, 189, 190.

2. The two frigates building at Poughkeepsie.

3. Captain Nicholas Biddle.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, June 28, 1776.

I this moment received a Letter from Lieut. [Joseph] Davison of the *Schuyler* Armed Sloop, a copy of which I have inclosed and to which I beg leave to refer you for the Intelligence communicated by him. I could wish General Howe and his Armament not to arrive yet, as not more than a 1000 Militia have yet come in, and our whole force, including the Troops at all the detached posts and on board the Armed Vessels, which are comprized in our returns, is but small and inconsiderable when compared to the extensive lines they are to defend and most probably the Army he brings. I have no further Intelligence about him than what the Lieut. mentions, but it is extremely probable that Accounts and conjectures are true. I have &ca.

P.S: I have inclosed you a General Return of the Army. The Accounts from the Lieutenant are certainly to be depended on, as some of the Prisoners in the retaken prizes were on board the *Grey Hound* and saw General Howe.

1. Fitzpatrick, ed., *Writings of Washington*, V, 190-94.

NEW YORK MARINE COMMITTEE TO WILLIAM MERCIER ¹

New York June 28th 1776.

Sir You are to proceed with all despatch to fire Island. on your arivill there you are to apply to Capt [William] Rogers, and receive of him Such Cargoes from on board of his prizes as you and he shall Judge necesseary to transept in Waggens Cross to Huntington with Intent to be brought to New York by water - for this purpose you are to Employ Carrages &c - with

good Coopers to trim the different Cargoes, before you cart them – and Observe to be very perticular in Keeping Seperate acct of the Cargoes, with the Expence on Same on Each Cargo in order to Settle the Salvage. –

as to the Vessells, as they cannot be brought round the East end at present, we have given Capt Rogers derrections how to act with them If you and Capt Rogers thinck you can leave the Vessell that is loaded with provision & Lumber with Safety there, in that case you are not to unload her untill further orders from any of us Send up all the papers you find on board the different Vessells and such prisoners as will be necesseary to Condemn the Vessell & Cargoes. We are Sir [&c.]

J. S. Sands. Joseph Hallett. Thos Randall.

1. Record group 45, NA, from original partly destroyed in the State Library fire, Albany, N. Y.

“EXTRACT OF A LETTER FROM NEW YORK, DATED JUNE 28.”¹

Certain intelligence is this minute arrived, tha[t] the armed vessels *Schuyler* and *Montgomery*, retook yesterday and brought into Fire Island Inlet, four prizes, viz. two brigs from Brazil, loaded with oil; a schooner belonging to Cape Ann, loaded with molasses and sugar; a sloop, with flour and lumber, from Rhode Island. One of the prisoners informed that General Howe is arrived at the Hook, in the *Greyhound*; that the fleet sailed from Halifax the 9th inst. being 130 sail. and may be soon expected at the Hook. . . . Yesterday there were eleven sail at the Hook.

1. *Pennsylvania Packet*, July 1, 1776.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Friday Morning June 28th, 1776.

In Provincial Congress, New-York, 28th June, 1776.

Gentlemen – We have received information that six men, viz: Thos. Butler of New-York, Richd. Guildersleeve, Ebenezer Conklin and Solomon Ketchum, Junr. of Huntington, and Jonn. Armstrong and Elisha Reeves of Southhold, belonging to the sloop *Montgomery*, Capt. William Rogers, did, on the night of the 19th inst. desert from Fire island. We think it necessary that every measure should be taken to discourage such desertions, and therefore request you to use your endeavours to secure said deserters, especially such of them as belong to your district, and cause them to be returned to the said Capt. Rogers as soon as possible, who has offered a reward of 2 dollars besides reasonable charges for each man thus secured and returned to him.

1. *New York Provincial Congress*, I, 508, 509.

CHRISTOPHER CHAMPLIN TO THE CONTINENTAL CONGRESS¹

The Petition and Memorial of Christopher Champlin of Newport in the Colony of Rhode Island – humbly sheweth

That in July 1775 your Memorialist dispatched the ship *Peggy William* Barron Master to the Address of Captn St Croix of New York who contracted with Mr Jacob Watson and other Merchants to carry a Load of Wheat to Falmouth and a Market, with which she left New York the 4th September and on the 11th in a violent Hurricane lost two of her Masts with the Sails Rigging and Spars appertaining thereto, both Boats, Cabouse and all her Water except two hogsheads with other Damage, in which wrecked Condition the Master attempted returning to New York; but for Want of sails and Westerly Winds prevailing could only fetch Block Island Sound; from whence she was by a Pilot conducted to Stoning Town and from thence by an armed Schooner to Norwich in Connecticut, at which Place your Memorialist with upwards of £400 Sterling Expence repaired said ship and compleatly acquipped her to proceed on her Voyage agreeable to Charter party and had reladed 2000 Bushels of her said Cargo of Wheat on board: And in Obedience to your Honors Orders of November 15, 1775 presented the Committee of Norwich with Captn [Seth] Harding (who now commands a Continental Brig from New Haven) to take command of said Ship of whom they approved. At the same Time prayed Liberty for said Ship to proceed agreeable to your Honor's Orders. Whereupon the said Committee of Norwich on the 6th of December resolved she should not then proceed—The River of Norwich in a short Time after closing with Ice your Memorialist was obliged to unlade and dismantle said Ship and pay her Seamen, by which Prohibition and the various Consequences attending it your Memorialist is deprived of near £450 Sterling Freight with a Heavy Charge of near 1300 Dollars fixed upon him exclusive of the Repair of said Ship; and the Freighters having protested against him for Nonperformance of the Charter party who a second time petitioned your Honors for Liberty to proceed which being granted the 9th of February and by Order of the said Freighters was by James McComb laid before the Committee of Norwich who prayed Liberty for the said Ship to proceed agreeable thereto; Whereupon the said Committee resolved on the 12th of March that your Honors general Orders of the 26th of February, prohibiting all Vessels from sailing to Great Britain, entirely superceded your particular Permission of the 9th February for the said Ship to proceed and therefore she could not be allowed to proceed; and in a few Days after was published your Honors final Prohibition of the 6th of March forbidding all commercial Intercourse with Great Britain and whereby your Memorialist is entirely cut off from any apparent Relief unless by the Rectitude of your Honors Impelled by the strongest Proofs your Honors have constantly shewn to alleviate and grant Redress your Memorialist has at much Expence come to lay his singular Case before you Praying he may have such Relief as the Wisdom and Equity of Your Honors shall judge adequate to the great Loss and Expence which is fixed upon him in Consequence of the singular predicament under which his Ship has been placed, and may further arise in Consequence of his not being able to fulfil his Charterparty the Freighters having since sold the Wheat at much

Loss – All which your Memorialist submits to your Honors and as in Duty bound shall pray –

Philadelphia June 28. 1776

Chris: Champlin

1. Ship *Peggy* Papers, NHS.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

Philad'a, 28th June, 1776.

Resolved, That Mr. John Emmes be appointed Lieutenant on Board the Fire Brig't; that his pay be 17 Dollars p month.

1. *Pennsylvania Colonial Records*, X, 619, 620.

RECEIPT FOR TWO SHARES OF THE PENNSYLVANIA PRIVATEER
BRIGANTINE *General Putnam* ¹

Received Philadelphia 28th June 1776, of Willm Barrell Two hundred pounds, being in full for the first payment towards Two Shares in the Brigantine *General Putnam*, for himself and Mr Joseph Barrell of Boston, agreeable to the Votes of said Company, and wch I Promise to account for as Treasurer thereto – £200.0 –

P John Sparhawk

1. Stephen Collins Accounts, vol. 13, LC.

JOURNAL OF H.M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME ¹

June 1776 Cape May N N E 7 a 8 Miles

Friday 28 8 AM saw 18 Sail of Pirates and Merchant men at anchor off Cape May bearing N N E 7 a 8 miles

P.M saw a sail in the N E standing in for Cape May weigh'd & stood for the Cape as did the *Orpheus* & Tenders – came too in 7 fm

1. PRO, Admiralty 51/506.

MARYLAND COUNCIL OF SAFETY TO WILLIAM SELBY ¹

No 47.

To Wm Selby, near Pitt's Landing, Accomack Co[un]ty

Sir The Council of Safety has agreed with Mr Jesse Hollingsworth to send a quantity of flour from Baltimore Town to Pitt's Landing, to be carted across from thence to Chingoteague-Inlet, to be put on board the schooner *John*, Captn Speake, now lying there. – We therefore request the favr of you to give Captn Speake, or Mr Beck every friendly assistance in your power to convey the said flour from the Landing across to his vessel – the favour will acknowledged, and any reasonable expence, which you may incur therein, will be paid by us, as this vessel is loading on Account of the Province.

[Annapolis] 28th June 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

CONTRACT TO BUILD TWO GALLEYS FOR THE PROVINCE OF MARYLAND ¹

Memorandum of Agreement made this 28th day of June Anno Dom – 1776. Between the Council of Safety for and on behalf of the province of Maryland of the one part and Galloway and Steward of Annl County Gent of the other part – the said Galloway and Steward have Agreed to build and compleat in a Workmanlike manner two Row Gallies or Gondolas for the publick Service agreeable to a Draft now proposed to the Council of Safety on or before the 30th day of october next, to hire and find Workmen and Labourers and all necessary provision and also all other materials proper for constructing and compleating the Hulls Masts and Yards of the said Row Gallies and keep an account of all expences whatever incurred in building said Gallies or Gondolas. – And the Council of Safety agree on behalf of the province to furnish such Sums of money from time to time as may be necessary to carry on the Work and will also make the said Galloway and Steward an allowance for the use of their Ship Yard whilst the said Vessells are building as well as for their own Services in and about Superintending the building said Vessells. –

on behalf of the Council of Safety. –

Dan of St Tho^s Jenifer

P.C.S.

Galloway & Steward

1. Executive Papers, Box 2, Md. Arch.

WILLIAM LUX TO THE MARYLAND COUNCIL OF SAFETY ¹

[Extract]

Snow Hill 28 June 1776

. . . The swivels that came in Capt Speak [Francis Speake] & small Arms lie at Colo Watts, if you will please to give orders to me I will carry them to Annap[olis] in our Schr and one cask of Powder, that in case of an attack from some of the little tenders we may defend her she will have 20 men on board. I am sorry they have committed such depredations as its contrary to the Governors promise, consequently the convention will be justified in making him amenable. I saw two of Capt Nicolsons men that had been taken by them on Friday on board a sloop belonging to one Mr Smith. . . .

1. Correspondence of Council of Safety, Md. Arch.

CATHERINE SPROWLE TO CAPTAIN ANDREW SNAPE HAMOND, R.N. ¹

On Board the Schooner *Betsy* 28th June 1776

Sir As I chearfully own my self under your protection I presume again to beg the Glorious Liberty of a free born British subject that of being first tried before Condemn'd. –

I am now barberously condemn'd to leave this Fleet by a Governor that was himself but alittle while ago protected and supported by my ever Dear deceas'd Husband! surely with my assent & concurrence, at least my then behaviour to both Fleet and Army that protected him Demonstrated. Which I flatter my self the Officers of both will do me the common Justice

to attest. How the worthy Mr Sproule has been harrassed & at last fallen a sacrifice; you your self knows: may not that satisfy a jealous Governor without persecuting his poor Widow whose last advice was to fly, but not till she had settled his affairs so as not to be lost to her or his heirs &c. Not so much as allow'd her to take a family Inventory, or to pack up my own parafamalia! Allow me good sir again to insist upon the well known British Liberty, that of being tried & then if I am Condemn'd I shall have the Satisfaction to carry that trial and Condemnation with me to convince my Friends at home & those in the Fleet here, that I did not fly off as afugitive Culprit. If you deny me this justice (even to a Criminal) you must Dr Sir excuse me if I take the necessary steps for my own safety which as a poor weak defenceless Woman ought to claim pity from the Humane Capt Hammond

– to Dear Sir

Your Afflicted & Obedt Servant

[Endorsed] A Day after the above letter was wrote Capt Hammond waited on Mrs Sproule on Board the Schooner *Betsy* & told her that he had spoke to the Governor on the Contents of her letter, but that he could not bring him to reason. –

Therefore advised her to go directly home and apply for Justice & that he would answer when called upon –

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

JOURNAL OF THE VIRGINIA CONVENTION ¹

[Williamsburg] Friday, June 28, 1776.

Resolved, That the petition of Lucretia Pritchett, executrix, and William Churchhill, executor, of Joseph Pritchett, deceased, praying to be allowed for Minny, a negro man slave belonging to the estate of the said Joseph Pritchett, who behaved with uncommon bravery in an engagement with a piratical tender, and was killed by the enemy in attempting to board her, is reasonable, and that the sum of 100 l. be allowed to the said estate for said slave.

Mr. [Archibald] Cary, from the committee of the whole Convention, reported, according to order, the amendments to the Ordinance for establishing a board of Commissioners, to superintend and direct the naval affairs of this colony; which he read in his place, and afterwards delivered in at the clerk's table, where the same were again twice read, and agreed to.

Ordered, That the said Ordinance, together with the several amendments, be fairly transcribed, and read a third time.

1. *Virginia Convention*, 77, 78.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Friday, June 28th, 1776.

Capt. Calvert settled his acc[oun]t for Disbursements for his Galley.² Ballance due him, £24.19.6½. Ordered a warrant issue to him for the same.



Charles Dee Esq.
Major General of the American Forces

A warrant to Capt. John Calvert for £95.15.0, for his board, wages, travelling expenses, &c. in fitting his Galley.

Ordered, that Capt. [Samuel] Hannway, with the quota of marines recruited by him, repair immediately on board Capt. Calvert's Galley, to enable him to enter into actual service.

Order to Mr. [Gabriel] Maupin. Same to deliver 25 Musquets and Bayonets to Capt. [William] Mitchell, for his marines.

1. *Virginia State Papers*, VIII, 227, 228.

2. The galley *Norfolk Revenge*.

PURDIE'S *Virginia Gazette*, FRIDAY, JUNE 28, 1776

Williamsburg, June 28.

Last Monday a ship of war, with a transport or two, arrived at Gwyn's island, where it is thought they have landed between 2 and 300 troops, from the number of tents which have been erected.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

Dear Col.

[Charleston] June 28th 6 o'clock, A.M.

I shall send you immediately a reinforcement. If the bridge cannot be finished without taking down the old . . . take it down without ceremony, but it would be better to have both Yours

Charles Lee ²

1. *Moultrie's Memoirs*, I, 166.

2. This date Lee also cautioned Moultrie "not to throw away your ammunition." Moultrie noted: "This letter was written to me during the action." *Ibid*.

JOHN RUTLEDGE TO COLONEL WILLIAM MOULTRIE ¹

Dear Sir,

[Charleston] June 28th.

I send you 500 pounds of powder. I should think you may be supplied well from Haddrell's. . . . You know our collection is not very great. Honor and victory, my good sir, to you, and our worthy countrymen with you.

Yours, J. Rutledge.

P.S. Do not make too free with your cannon. Cool and do mischief.

1. *Moultrie's Memoirs*, I, 167.

JOURNAL OF H.M.S. *Bristol*, CAPTAIN JOHN MORRIS ¹

[June 1776]

Friday 28th

In five fathom Hole within Charles Town Bar
10 A M made the Signal to weigh, Do weigh'd & came to
Sail At 20 Minutes after [10] OClock the Rebels began firing
on the *Active* & us, 1/2 past Do the *Active* came too off the
East Bastion of Sulivans Island, the *Experiment* came too off
the West Bastion & part of the Curtain, the *Solebay* on the
West Bastion ho[ve] off the Curtain Dis[tan]ce two Cables
length in 7 fm Water, The Fort fired very brisk whilst we

were plac[ing] the Ship, The other Ships wth us began to Engage.

The first part fresh Breezes & Cloudy the middle & latter parts Light Breezes P M kept a continual firing at the Battery on Sullivans Island as did the *Active Experiment*, & *Solebay*, the *Sphynx*, *Actaeon* & *Syren* got a ground $\frac{1}{2}$ past 1 Do the *Sphynx* & *Syren* got off At 2 Do we silenc'd the Fort untill $\frac{1}{2}$ past 3 Do during which time the Rebels fired one Gun let go the small Bower Anchor with a Spring to it, which was the Gunners Breeching Hawser, At 4 Do the Rebels shott away our two Springs, Do the Ship swung to the Ebb, in swinging the Enemy raked us very much, we & the other Ships kept constantly firing, the Enemys Shott went thro' & thro' us At 10 Do cut the best & small Bower Cables & back'd & fill'd the Ship from the Fort, left two Bower, a Stream, & Kedge Anchors At 11 Do sent orders for the *Experiment* to Anchor in Safety, The *Actives* Cable being shott away she sail'd ashore Do sent the Boats of the Fleet to assist her,

1. PRO, Admiralty 51/137.

JOURNAL OF H.M.S. *Experiment*, CAPTAIN ALEXANDER SCOTT ¹

June 1776

Sullivans Is NWbN 4 Miles

Friday 28

AM at 10 Commodore made the Signl to weigh, weigh'd & made sl at $\frac{1}{2}$ past 11 the *Active* brot up against the Etermost part of Sullivans battery $\frac{3}{4}$ past we brot up a Stern & within the *Bristol* & veer'd to $\frac{1}{2}$ a Cable, began [to fire] a little before 12 o'Clock

Modte & fair the 1st, latter Cloudy P M from Noon to $\frac{1}{2}$ past 5 warmly engag'd wth. the Rebels, when they ceased fire, find to appearance we have done but little damage to the Battery the Embrazures only being defaced, at 6 veer'd out a whole Cable in order to bear wth the spring, broadside on the Fortification, some minutes after the Rebels renew'd their fire, $\frac{1}{2}$ pt 7 finding the Tide of Ebb making down, Let go the Small Br & continued the Action untill $\frac{3}{4}$ pt 8 when we recd the Commodores Ordrs to cutt or Slip, Cutt both Cables & drop'd off wth the Tide, at 10 Anchd wth the Spare one in 8 fms & veer'd to $\frac{1}{2}$ a Cable - 10 Men Kill'd & abt 40 dangerously woundd, & 3 Voluntrs Killed & severl woundd the Main & Main topmt do, & Fore Yds very much Shot, likewise Main & Mizn Stays cutt wth the Rigging & Sails.

1. PRO, Admiralty 51/331.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS ¹

June 1776

At Single Anchor in five fathom Hole

Friday 28

Little wind & Rain at 10 the Commodore Made the Sigl to

Acquaint the General the ships were ready to make the Attack on the Fortifications on Sullivan's Isld $\frac{1}{2}$ past the Sigl to weigh weighed & came to sail as did the *Bristol Experiment Active Sphynx Syren Actaeon* at 11 the *Active* began to fire soon after the *Bristol & Experiment* began $\frac{1}{2}$ past Anchd with Bt Br & veer'd to $\frac{1}{2}$ a Cable brought our Broadside to the Battery, instantly we began to fire.

At Anchor against the Fortifications of Sullivan's Battery Mod: breezes & ffair. p m the Battery kept up a heavy fire, hove overbd it taking fire the Spritsail Maintop Gallt Studg sail & the old F:T: Staysl that was Condemned the 5 May last foun]d both our springs shot away carried out the Kedge Anchor Hawser to prevent the Ship's Stern from swinging into the Battery at 4 p m the Ensign was shot away at 5 the Commodore's Lieut came on bd ordered us to moor with our B[ow]ers Do verrd away & moord ship $\frac{1}{2}$ on the S[mall] Br & 1 Cable & $\frac{1}{2}$ on the Bt Br $\frac{1}{2}$ past 5 p m carried out the Stream Anchor & Cable to prevent the Ship from tending to the Ebb $\frac{1}{2}$ past 7 Swung the Ship to the Ebb & Engagd with our Starbd Guns at 9 the Comodore hauld off soon after the *Experiment* both Ships much damaged in their Masts & Hulls $\frac{1}{2}$ past 9 the Comodore's Lt came on bd & ordered us to leave the Battery Cut away the BtBr & stream Cables with the Kedge & Hawser got a spring on the S.Br to cast the Ship the right way cut away the S:Br Cable & spring & got under sail at 12 Anchd with sheet Anchor in $6\frac{1}{2}$ fs

1. PRO, Admiralty 51/909.

JOURNAL OF H.M.S. *Syren*, CAPTAIN TOBIAS FURNEAUX ¹

June 1776
Friday 28

Anchored in 5 Fathom Hole The Light House $W\frac{1}{2}So$
A M. at 9 the Commodore made a Signal to Signify to the Land Forces his intentions to Attack the Fort on Sullivans Isld with the Ships of War under his Commd $\frac{1}{2}$ past 10 weighed P Sigl 2 Divisions, the first consisting of 4 sail Vizt The *Active* (who lead the Van) the *Bristol, Experiment & Solebay*; the 2nd Division of 3 Sail Vizt The *Sphynx, Actaeon & Syren*: The *Thunder Bomb & Friendship* were before placed, the latter to cover the former; about $\frac{1}{2}$ past 11 the *Active* Anchd against the 3 Guns on the face of the Et Bastion, The *Bristol* bro't up against 5 Guns on the C[ur]t[a]in & 2 Guns on the flank of the Et Bastion; the *Experiment* against the 4 Wt mt Guns on the C[ur]t[a]in & 2 Guns on the flank of the Et Bastion; the *Sphynx, Actaeon & Syren* were to place themselves to the Wt wd of the Fort, to Infilade the Works, but the *Sphynx* who led the Van (of the line) not having a Pilot that knew the Channel, run ashore, as did the *Actaeon* who followed her, about $\frac{1}{2}$ a

Cable to the Et wd We struck & fell on board the *Actaeon*, but immediately paying ground off: got into deep water; before 12 the Bomb having thrown several Shells the Engagement became general between the Ships & Fort—Carried out our Stream Anchor & Cable to the Et wd

Mode & Clear P.M. before finding it impossible to get to our Station as we could not warp out of the [S]watch we were in, fired some Shot at the fort, & finding they reached, continued a brisk fire 'till past 3, when the fort was Silenced; But not having Men enough to land the Rebels were Reinforced from the Main, & about 1/2 past 4 the fire was renewed on both sides, & continued 'till near [8] at which time the Fort was again Silenced, the Commre having suffered considerable damage both in the Hull & Masts of his Ship, & having lost a Number of Men, drop'd out as did the *Experiment*, *Active* & *Solebay*; the *Sphynx* cut away her Bowsprit, the *Actaeon* having drifted across her bows, sent our Boats to their Assistance, the *Sphynx* in Warping off Cut our Kedge Anchor & 2 Hawsers; the *Actaeon* still on shore & had carried out one of her lower Anchrs—The *Active* in dropping down got a ground, sent our long boat with the stream Anchr & Cable to her Assistance, (which she lost) The *Actaeon* attempting to heave off by the Bowr Anchr (carried out) parted the Cable, when lying directly in the line of Fire from the Fort, without any Ship to cover her, & not the least probability of getting her off, she was set on fire (the People being first removed) Departd this Life Jno Pridmore Seamn

1. PRO, Admiralty 51/930.

JOURNAL OF H.M.S. *Sphynx*, CAPTAIN ANTHONY HUNT¹

1776/June Five fm Hole of[f] Charlestown
 Friday 28 Modt & cloudy . . . A M @ 9 weigh'd p sigl of the Commodore Sr P Parker, as did the *Experiment*, *Bristol*, *Active* (which led the van) *Actaeon*, *Syren*, & *Solebay*, & 1/2 pt 10 we got aground. @ 1/2 past 11, the *Actaeon* dropping onbd us, carried away our Bolsprit & all the Rigging, took out shot & lightned her abaft, @ noon warp'd off
 Do Wr @ 4 P M warp'd down the Bay, as did the overmentd ships. *Active* & *Actaeon* aground, @ 9 came to in 7 fm, sent out Boats to help them off.

1. PRO, Admiralty 51/922.

JOURNAL OF H.M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES¹

June 1776 At anchor in Spencers creek
 Friday 28 at 1/2 past 10 A M Sr peter parker begun to Engage the Battery

on Sullivans Island Sent a boat and 12 men up the Creek to Assist in Landing the troops . . . at 7 P M the firing Ceas'd

I. PRO, Admiralty 51/4330.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 28th This morning the Commodore weighed without a signal and the Men of War were carried down to the Attack of the Fort on Sullivans Island in the following order vizt

28th June. *Active* Frigate Capt [William] Williams leads
Bristol 50 Guns Commodore Sir Peter Parker
Experiment 50-12 pounders Capt [Alexander] Scott
Solebay Frigate Ca Simmonds [Thomas Symonds]
Acteon do Ca [Christopher] Atkins
Syren do Ca [Tobias] Furneaux
Sphinx do Ca [Anthony] Hunt

The Cannonade began about 20 minutes before 12 and was kept up with the greatest vigor most part of the day, but it was thought that the position of the Fleet was too distant from Battery abt (800 Yards) to avail themselves of the advantages to be sought for on such attacks, vizt the fire from the Tops with swivels & small arms.

The Three last mentioned Frigates which were destined for Heddrels point unfortunately ran aground very early in the day - The *Syren* & *Sphinx* got off, the latter with the loss of her Boltspirit by running foul of the *Acteon* but the *Acteon* could not be moved. In the beginning of the attack the Bomb threw several Shells but most appeared to fall short, and the Mortar, (as it was afterwards understood) was soon rendered useless by the bursting of the Bed

During the attack of the Fleet the General made his dispositions in the manner before concerted by cannonading the Rebel works from the flats, and passing the Creek with the Army to be in readiness to begin his operations upon the appearance of the Frigates off Heddrels point, but as it was not thought prudent to expose the Kings Troops to a manifest sacrifice, whilst the Battery attacked by the Fleet was still in possession of the Rebels, and before any protection could be brought to Heddrels point to support the intended operations of the Army, the day was spent in observing the movements of the Fleet, which continued the Cannonade till near 9 oClock and then hauled off.²

1. Sir Henry Clinton Papers, CL.

2. The account concludes as follows: "next morning [the *Actaeon*] was set on fire and quitted. The unhealthy Climate of South Carolina at that Season of the Year The Loss sustained by the Fleet, and the tenor of the Generals instructions, were deemed sufficient reasons for deferring any further attempt for the present, and to proceed to the Northward to join Sir William Howe. -"

NARRATIVE OF MAJOR GENERAL HENRY CLINTON ¹

[Long Island, Friday, June 28]

This long menaced Attack took place at last on the 28th of June About eleven o'clock in the morning we saw the *Active*, *Bristol*, *Experiment*, *Solebay*, and three other Frigates, moving towards the Fort on Sullivans Island (in the order in which they are here placed), but no Signal whatsoever as agreed on to prepare the Troops.² Every thing was however got in readiness on our side for the Troops acting as Events should suggest. Every Demonstration was accordingly made of an Intention to land on the Island, and every Diversion by Cannonade & other ways as long as the Sands remained uncovered; Small armed vessels were at the same time ordered to proceed near the Shore as if to cover a Descent (which how ever all got aground); the Boats were drawn up, and the Troops so disposed that in an instant they could attempt a landing on either the Island or the Main as Circumstances during the attack by the Ships should direct. But soon after the leading Ships had taken their Stations we had the mortification to discover that the three Frigates (which were intended to favor the attack by the Troops on the Battery at Hadderells Point) were stuck fast on the Bank behind the Commodore, and that the Ships engaged with the Battery on Sullivans Island had brought up at too great a Distance (800 yards at least³ to avail themselves of the fire from their tops, grape shot, or musketry. From hence we soon grew apprehensive that no serious Impression could be made, and even every instant expected to see the Ships draw off. To our great Surprise however the Cannonade still continued without any favorable appearances (that we saw) until night, while the Troops remained all the Time on the Sands anxiously looking out for some Signal to let them know what the Squadron was doing But not suspecting that the Kings ships could have suffered so materially, and supposing that the attack would be renewed the next morning, the Troops were held in readiness, and the best Disposition possible was made of all our light Ordnance to enable them at the proper time of Tide to risk one Effort on the Island, should Necessity require it — which I must however confess would have been a Step not to be justified, but in Case of the Success or Distress of the Kings Ships, to take advantage of the one or to relieve the other. Break of day discovered to us that the Squadron had given up the Contest & retired, leaving one of the frigates aground which was afterwards burnt; and to this was soon added the melancholly Intelligence, that their attack was attended with very considerable Loss, which fell principally upon the two fifty Gun ships. Nothing therefore was now left for us to do but to lament that the Blood of brave & gallant Men had been so fruitlessly Spilt, and prepare for reembarking as soon as possible.

1. Manuscript history of the Revolution by Sir Henry Clinton, CL.

2. This is in error. The journals of the *Solebay* and *Syren* each specify that the Commodore gave the signal to notify the General that he was about to attack.

3. According to the *Bristol's* journal, she anchored two cable lengths off the island, which would place the distance closer to 1200 feet than the 800 yards claimed by Clinton.

COMMENTS BY MAJOR GENERAL HENRY CLINTON UPON THE NAVAL
ATTACK ON SULLIVAN'S ISLAND ¹

[June 28, 1776] ²

The Materials with which Fort Sullivan is constructed form no considerable part of its strength. The Piemento Tree, of a spongy substance, is used in framing the Parapet & the interstices fill'd with sand. We have found by experience that this construction will resist the heaviest Fire. —The Passage between Long Island & Sullivan's Island was represented as fordable at Low water, but this representation was founded in a mistake, there remain'd therefore no method of crossing but in Boats under the Fire of the enemys Cannon & breastworks. The Ships were prepar'd for the attack upon the 14th of June which was prevented by contrary winds till the 28th.

In this interval the enemy form'd strong entrenchments and mounted some peices of Heavy Cannon on the East end of Sullivan's Island to command the passage — it therefore became impracticable for us to cooperate with the ships as originally intended. —Yet, in this situation of affairs, Sr P: Parker conceiving the force of the Ships adequate to the reduction of the place, on the morning of the 28th made the Signal for the attack. — The Judgment, The Spirit, the conduct of Lt Riddle who commanded the *Experiment* after Capt Scot [Alexander Scott] had lost his arm, the whole Squadron is in a great measure indebted to for its preservation. For any further particulars relative to this affair and for the motives which determin'd the Commodore to make the attack in which he knew he could receive no assistance from the army, I must refer you to accounts from other hands —

From this account it appears — that it would have been highly imprudent in the Land Forces to have attempted the passage; — That Sr P: Parker knew at the time of his making the attack that they did not intend it, and yet had made no preparations to possess himself of the Fort, which otherwise he might have done during the time that the Fire was silenced, and the enemy had abandon'd it. —

[Endorsed] Attack upon Fort Sullivan. June the 28th 1776

1. Additional Manuscripts, vol. 25, 490, BM, NCDAH Transcript.

2. This document probably was prepared at a later date during the controversy as to who was at fault in the disastrous attack. However it fits better chronologically at this point.

“ACCOUNT OF THE ATTACK MADE UPON SULLIVANS ISLAND OFF CHARLES TOWN, BY SIR PETER PARKERS SQUADRON, GIVEN BY MR WILLIAM CHAMBERS MASTER OF A SLOOP WHO WAS PRESENT IN THE ACTION, ON THE 28TH JUNE 1776” ¹

May 31st 76 Left Cape Fear & proceeded to Charles Town, were Join'd by the *Ranger* Sloop, with Six Transports from Plymouth
June 1st Came to in the Bay of Bulls, nothing material done but clearing the Ships for Action 'til the 4th when the Fleet came too off Charles Town Barr

- 6th The Frigates with most of the Transports got in safe over the Barr
- 15th The Transports with General Clinton Saild from here, to Spencers Inlet, & there land'd the Troops, about Five Miles from Sullivans Island
- 16th A Flag of Truce, was sent to the Fort but was Fir'd at, so was oblig'd to return, in this manner we lay expecting the attack every day, 'til the 26th instant, when a Ship in the Offing Salut'd the Commodore, & Came too off the Barr, which prov'd to be the *Experiment* Captain Scott, from Antigua
- 27th The *Experiment* got over the Barr in the Evening & Got her Guns in again
- 28th The Commodore made the Signal for the Attack of the Fort of 19 Guns, 32 Poundrs on Sullivans Island, the *Active* lead the Van, the *Bristol*, *Experiment*, and *Solebay* came up next & began the Attack with great Bravery at ½ past 10 in the Morning

The *Sphinx*, *Actaen*, & *Syren*, were intend'd to pass under cover of the rest, & to rake the Fort likewise, then to attack another of Six, 18 Prs, Situat'd on a place call'd Mount Pleasant on the Main, but had the Misfortune to run ashore on the Middle Ground, through the unskilfulness of the Pilots, the *Sphinx*, & *Syren*, got clear off, the former was oblig'd to cut away her Bowspreet to get clear of the *Actaen*, who Stuck fast, much expos'd to the Enemy's Shot, laying end on; to them so that she could not bring any of her Guns to Bear on them, About 3 o'Clock in the Afternoon, the Fort was Silenc'd til ¼ past 4, at which time the Rebbels were seen by General Lee; to run from their Quarters, he being Situat'd on Mount Pleasant to observe the Action, on which he Fir'd on his own People, and Forc'd them to their quarters again, and sent over to Sullivans Island a Reinforcement of 500 Men (as we are informd since by Deserters who are coming Dayly) when the[y] open'd the Fort again & Fir'd very Briskly, until about 10 at Night, at which time our Ships were so Disabl'd, that the Commodore thought it most prudent to draw them off, leaving the *Actaen* stil onshore, at 4, in the Morning try'd to heave her off but broke the Cables, orders were immediately given to Scuttle the Ship the Rebels at the same time Firing on her from Fort Sullivan a Boat, was sent onboard the Commodore to know how to proceed but the Fort continuing to Fire on her, and no Satisfactory answer from the Commodore, orders were given to set her on Fire, & every Person to leave her as fast as possible

29th

A List of the Kill'd & Wounded –		
<i>Bristol</i>	46	86 { Captain [John] Morris, lost his Hand, since Dead of his wound, & one Midshipman
<i>Experiment</i>	43	75 { Capt'n Scott, lost his Right Arm and was very ill when I came away ²
<i>Active</i>	1	2 (Lieut Pike, his Head Shot
<i>Solebay</i>	1	7
NB. Three Midshipman Kill'd belonging to the <i>Experiment</i>		
	<hr style="width: 50%; margin: 0 auto;"/> 91	<hr style="width: 50%; margin: 0 auto;"/> 170
	<hr style="width: 50%; margin: 0 auto;"/> 261 Kill'd & Wound'd, Including Seven Officers	

An Account of the Different Regiments at the aforementioned Attack, with the General Officers, Vizt

General Clinton
Lord Cornwallis
General Vaughen

15th Regiment

28

37

46

54

57

33

Total 7, – with the light Companies of the 4th & 44th from Boston –

NB. the above never came to Action

1. PRO, Admiralty 1/240. The account was forwarded by Vice Admiral Clark Gayton to whom Chambers had made his report.
2. *Ibid.*, in an N.B. to the account, Chambers wrote: "I was with the Fleet, until the 21st July 1776, before I sail'd for Jamaica, at which time the *Bristol* was over the Barr and taking in her Guns, the *Experiment* & all the other Men of War, in Five fathom Hole, excepting the *Solebay*, which Sail'd with General Clinton, & the Transports to Join Lord Howe, at New York, whom I sail'd in Compy with on the 21st July 1776.–"

JOHN WELLS' ACCOUNT OF THE BRITISH ATTACK ON CHARLESTON ¹

[Charleston June 28]

Next Morning, June the twenty eighth, the following was the Disposition of the Ships of War: The *Friendship*, at the Distance of about a Mile and a Half from Sullivan's Island, covering the *Thunder Bomb*; the *Solebay*, *Sphinx*, *Bristol*, *Active*, *Experiment*, *Actaeon* and *Syren*. About Half an Hour past ten o'Clock in the Forenoon, the *Thunder* began throwing Shells on Fort Sullivan and the *Active*, *Bristol*, *Experiment* and *Solebay* came boldly up to the Attack in the Order their Names are put down. A little before eleven o'Clock the Garrison fired four or five Shot at the *Active*,

while under Sail, some of which struck her; these she did not seem to regard till within about 350 Yards of the Fort, when she dropped Anchor and poured in a Broadside. Her Example was in a few Minutes followed by the other three Vessels, when there ensued one of the most heavy and incessant Cannonades perhaps ever known. The Bomb Vessel was at the same Time throwing Shells, a Firing was heard from the advanced Post at the N.E. End of the Island, and more Vessels were seen coming up. Our brave Garrison, (consisting of the 2d Regiment of Provincals, a Detachment of Artillery and some Volunteers) under all these Difficulties, which to the far greater Part were entirely new, encouraged by the Example of their gallant Commander Col. William Moultrie, and the rest of the Officers, behaved with the cool Intrepidity of Veterans: Our Cannon were well served, and did dreadful Execution. About twelve o'Clock the *Sphinx*, *Actaeon* and *Syren* got entangled with a Shoal called the Middle Ground. The two first ran foul of each other: The *Sphinx* got off with the Loss of her Boltsprit, but the *Actaeon* stuck fast. The *Syren* also got off. Much about the same Time, the Bomb Vessel ceased firing, after having thrown upwards of 60 Shells. We have since learnt, that her Beds got damaged, and that it will require much repairing before she is fit for Service again. In the Afternoon, the Enemy's Fire was increased by that of the *Syren* and *Friendship*, which came within 500 Yards of the Fort.

Till near seven o'Clock was the Enemy's Fire kept up without Intermission. It slackened considerably after that, and they only returned the Garrison's Fire, but generally twenty Fold. At half after Nine, the Firing on both Sides ceased, and at 11, the Ships slipped their Cables.

About the Time the Ships came up, an armed Schooner and Sloop came near our advanced Post, in order to cover the Landing of their Troops, and every other Preparation for that Purpose was made: The Soldiers even got into their Boats, and a Number of Shells were thrown into our Intrenchment, but did no other damage than wounding one Soldier. Notwithstanding which, they never once attempted to land. At the advanced Post were stationed, Col. [William] Thom[p]son with his Rangers, some Companies of Militia, and a Detachment of Artillery. They had one 18 Pounder and two Field Pieces, from which they returned the Enemy's Fire. They were reinforced in the Afternoon with Col. [Peter] Muhlenburg's Virginia Battalion.

General Lee was at Haddrell's Point at the Beginning of the Action, and went in a Boat, through a thick Fire, to the Fort, where he staid some Time. He says, in the whole Course of his Military Service, he never knew Men behave better; and cannot sufficiently praise both Cit[izens]² and Soldiers, for their Conduct and Intrepidity. The [be]haviour of two Sergeants deserves to be rememb[ered]. In the Beginning of the Action, the Flag Staff was [shot down] which being observed by Sergeant [William] Jasper, of the [2d Regiment] he immediately jumped from one of the ba[stions to] the Beach, took up the Flag, and fixed [it in its] Staff; with it in his Hand, he mounted the [and] notwithstanding the Shot flew as th[ough directed

at] him, he leisurely fixed it. Sergeant [McDouglas of Capt. Francis] Huger's Company, while exerting him[self in a dis]tinguished Manner; was cruelly shat[tered by a cannon] Ball; in a few Minutes he expired: [] these remarkable Words;" My [brave lads I am dying] but don't let the Cause of Liberty [die with me] His Comrades felt for him – the g[eneral immedi]ately removed his mangled Corpse [with care and] called aloud," "Let us revenge that [brave man.]"

1. *South-Carolina and American General Gazette*, May 31 to August 2, 1776.

2. The brackets from this point to the end of the account indicate a blotch across the right hand margin of the page, in which some words are indecipherable.

DIARY OF MAJOR BARNARD ELLIOT OF THE FOURTH SOUTH CAROLINA
ARTILLERY ¹

[Charleston] 28. June

Ten Minutes before Eleven OClock this Morning the Bomb Ship threw a Bomb of 13 Inches diameter into Fort Sullivan which fell upon the Magazine there, but did no considerable damage, at the same time the *Bristol* of 50 Guns, *The Experiment* of 50 Guns, *The Syren* of 28, the *Acteon* of 28, *The Active* of 28, *The Sole Bay* of 28, the *Sphynx* of 20 Guns, *The Friendship* of 26 Guns, all weighed Anchor & drawing up their Courses bore down to Fort Sullivan, The Fort fired as soon as the 2 50 Gun Ships came within Distance & the *Syren* which three made the first line, they immediately dropt Anchor with Springs on their Cables & began a Smart Cannonade, which was return'd with Coolness & deliberation from the Fort, the Second line of frigates supported the first and an incessant fire was kept up till Eleven OClock at Night. When the Ships as well as the Fort ceased firing, the first because they were much Shatterd & had the following Numbers killed & wounded, *Bristol* on board of which was Sr Peter Parker Commodore, lost her Captains Arm, 44 killed & 30 Wounded, & all her Masts tore to Splinters, & she prodigiously hull'd. *The Experiment* had 57 killed & 30 Wounded, and her Capt. killed. *Active* had her first Lt kill'd & 1 Mariens Eye & Cheek Shot away. *Sol-Bay* Capt. Hurt 2 killed & 4 Wounded, *Acteon* run on shore, *Sphynx* lost her Bow sprit, and otherwise much damaged, *The Thunder* Bomb beds were shattered, & she unfit to continue the Bombardment, And the latter because they had no more powder, the loss at the fort was but ten men killed & 22 Wounded, so Wonderfully did God appear in Our behalf, that the Men of War cut their cables in the dead of Night & Stole away to their old Stations to refit.

1. Laurens Collection, SCHS. While Elliott dated his entry June 28, that part of it listing enemy losses, must have been inserted at a later date, as there was no way the defenders could have learned of the British casualties the day of the action.

29 June

GOVERNOR SIR GUY CARLETON TO CAPTAIN CHARLES DOUGLAS, R.N. ¹

Commodore Douglas

Chambly the 29th June 1776

Sir I inclose you an extract of a letter which I have just received from Mr

[John] Robinson of the Treasury, and as I doubt not you will see the necessity of dispatching the ships therein alluded to, I must beg you will give orders for the departure of those already unloaded, and of all others as fast as they can be discharged by the Commissarys of Provisions I am &c.

1. Guy Carleton Letter Book, BM.

GOVERNOR SIR GUY CARLETON TO CAPTAIN THOMAS PRINGLE, R.N.¹

Chambly 29th June 1776

Sir I yesterday wrote to Commodore Douglas, acquainting him that a number of Officers and seamen would be required, for carrying on His Majestys service upon the lakes, but as the Transports, from which I am in hopes of being supply'd in part with men, are now going down the river, and to prevent the loss of time, I think it necessary to beg you will undertake to raise as many Voluntier sailors from these ships, without distressing any of them, as you may be able to engage, for the encouragement of whom you may offer them any sum not exceeding Forty five shillings Hallifax Currency per month I am &c.

1. Guy Carleton Letter Book, BM. Pringle had been detached from the British armed ship *Howe* to command the naval force forming on Lake Champlain.

GOVERNOR SIR GUY CARLETON TO CAPTAIN PHILEMON POWNOLL, R.N.¹

Sir

Chambly 29th June 1776

I enclose you a copy of a letter which I have this day written to Captain [Thomas] Pringle and beg of you to undertake the same service as also to stop the Transport ships from passing Three Rivers for a little in order to give as much time as possible for the execution of this plan, communicating the same to Commodore Douglas, to whom I shall also write upon the subject. I am &c.

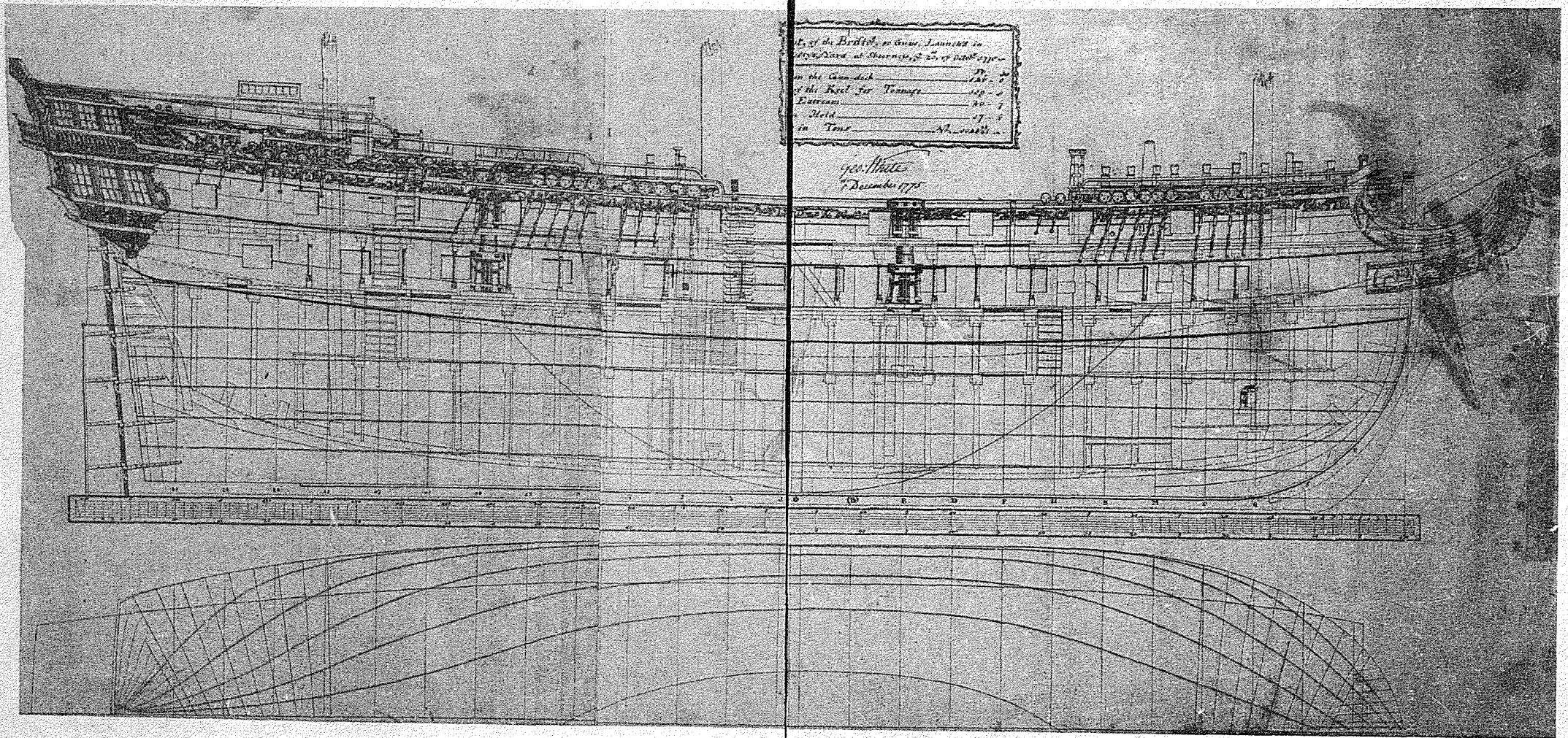
1. Guy Carleton Letter Book, BM. Pownoll commanded H.M.S. *Blonde*, in the St. Lawrence River.

JOURNAL OF CAPTAIN HENRY DEARBORN ¹

[On board H. M. S. *Scarborough*] 25 [June]

At 12. O.Clock to-day we sail'd from Cumberland with a fresh Breeze.

26 at 8..O Clock this morning we came to anchor at the mouth of Anapolis Harbour, seven Leagues from the Town, from Fort Cumberland to this place is thirty Leagues, Anapolis lays on the east side of the Bay of Fundy, the Land at the Mouth of the Harbour, is very Mountanious, and Barren, as is almost all the Land on this Coast which I have seen, - at 3.O.Clock P:M: we weighed anchor and put up the river, and at 6 of the Clock, Came to Anchor at Anoplis Town, which appears to have 50 or 60 Houses in it, and a fortification; several miles before we come to the town, there are some Inhabitants, On both sides the River, where there is several very good Orchards, the Land in general, is Cold, spruce bad looking land, but there is very find Marshes here, which makes a very pretty appearance, as we sailed up the river.²



Profile and half-breadth plans of HMS Bristol, 50 guns.

27 We apply'd for leave to go ashore to-day, but was refus'd the weather is very pleasant. . . This afternoon I was seized with a violent pain in my head, and soon afterwards, I was seized with a sickness in my stomach, after vomiting very heartily I felt some relief at my stomach, but the pain in my head increas'd, I was visited by the Surgeon of the ship, who said I was in a high fever, & urged me to take a puke, which operated very well upon me, after heaving up a large quantity of bile, I found myself much better, and a tolerable nights Rest.

28 I find myself very weak and something feverish, I have had blood let, after which I felt much better, I am now in hopes of escaping a fever, which last Night, I was much afraid of.

29 The weather is very fine, we hear today that the *Milford* ship of twenty-eight Guns, has taken a Privateer of eighteen Guns, belonging to Newbury Port, Commanded by one [James] Tracy,³ we bought some veal to-day at 6d sterling p. pound, which is very Cheap, call'd here, at 7 O Clock we left the *Scarborough*

1. *Dearborn Journal*.

2. *Journal of the Scarborough* reads: "Wednesy 26. at 4 A M set steering sails at 8 Haul'd down the steering sails at ½ past came too with the Best Bower in 17fms water & veer'd to ⅓ of a Cable Rogers point WSW the Gutt [of Annapolis Royal] S E at noon fir'd 2 Guns as a Signal to the *Viper* in the Harbr at ½ past 1 P M weigh'd & made sail at 3 pass'd by the *Viper* at 4 came too in Annapolis Harbr with the Bt Br in 7 fms water veer'd away & moor'd the Church E N E & Goat Island S W b W. Thursy 27. A M Empd occasionally [P.M.] watering & working up Junk, unbent the Main Sail. sent the *Vipers* men on board her," PRO, Admiralty 51/867.

3. *Yankee Hero*, taken June 6, 1776.

"EXTRACT OF A LETTER FROM CAPT. ROGERS, OF THE SHIP *John*,
DATED HALIFAX, JUNE 29."¹

On Sunday the 23d instant was brought in here the *Yankee Hero* American privateer of 18 carriage guns, and 10 swivels, Captain James Tracey commander, which was taken, after some resistance, by the *Milford* frigate; the captain of the privateer and twelve men were wounded, and four killed.

1. *London Chronicle*, August 3 to August 6, 1776.

The Freeman's Journal, SATURDAY, JUNE 29, 1776

Portsmouth, June 29, 1776

Last Sunday arrived at Falmouth, Casco Bay, a large French sloop in 19 days from Martinico, laden with Rum, Wines, Drugs, Linnens, Cloths, &c. The master informed us there are a number of Vessels on their passage bound to this and other ports; also assures us the French in general are firm friends to the American cause.

PETITION OF WILLIAM TUPPER TO THE MASSACHUSETTS GENERAL COURT¹

To the Honorable The Great and General Court or Assembly of the Colony of the Massachusetts Bay in New England Now Siting

The Petishon of William Tupper of Machias in the County of Lincoln

agent for the Committee of Correspondence, Inspection & Safety Humbly Sheweth that Your Petitioner Desires the Direction of your Honers what way and Manner Aught to be taken to bring forward the Tryall of the Sloops *Unity* & *Polley* the Schooners *Margueritta Diligent*, and *Satmeqush*, all which were taken Since the Nineteenth of Aprill 1775 in Machias Harbor by the Inhabitants there of with the assistance of Some Seamen that was present and of Neighbors Called in for that purpose.

Your Petitioner makes this applycation to your Honers mor pertickelerly as two of the Said Vesails are Employed in the Servise of the Colony ²

Also your Petitioner informes your Honers That the Said Committee have Discovered a Dischar[ge] of a Mortgage which Ichabod Jones Made to Jonathan Longfellow Esqr on the Seventh Day of July Last past, and, the Consideration Given to obtain the Discharge was a Note of hand which is Not yeat payd Nor be Come payable the Note is for £85 or £86. Some Shillings &c: With Interest and your Petitioner Desires your Honers Directions on the Said Discharge as it was made after the Said Ichabod Jones fled. And your Petitioner [as in duty bound &c.]

W^m Tupper

[Watertown, June 29]

1. Mass. Arch. vol. 181, 112.

2. The *Unity* and the *Polly* were taken in Machias harbor, and the *Margaretta* by Jeremiah O'Brien in the *Unity*, on June 12, 1775. About a month later the *Diligent* and her small tender blundered into Machias harbor and were seized. The *Margaretta*, renamed the *Machias Liberty*, and the *Diligent* were the two vessels taken into the colony service.

INVENTORIES OF THE CARGOS OF THE THREE VESSELS WITH HIGHLAND TROOPS CARRIED INTO BOSTON ¹

Inventory of the Cargo taken out of the Ship *Lord Howe*. Boston, June 19, 1776.

76 small arms, 1 ditto, 12 ditto, are 89 muskets; 82 bayonets; 71 cartridge-boxes; 65 bags bread; 1 barrel pease; 2 pounds powder; part of a cask of currants; 1 cask and part of a cask vinegar; 3 hogsheads rum, one part out; 6 casks mess pork; 6 casks mess beef; 17 casks ship's provisions; 13 barrels oat meal; 11 barrels pease; 1 barrel barley, 1 ullage ditto; 4 barrels flour; 1 barrel herring; 9 bags bread; 2 hogshead and 1 barrel ditto; part of a cask hair powder; 1 cask canteens and camp kettles; 54 blankets; 1 barrel meal; 2 bags tent pins and mallets; part of 10 coils cordage; a keg molasses; 4 bundles iron hoops; 1 box candles; 1 bundle hammocks; 6 iron spades; 3 boxes bullets; 3 pair hand screws; 1 iron pot; 1 box containing 93 cutlasses; a box containing a markee and materials; 100 canvass knapsacks, 36 hatchets taken out and carried up.

Inventory of the Cargo received out of the Ship *George*. Boston, June 22, 1776.

20 fusees; 31 small-arms; 6 kegs bullets and shot; 6 bundles paper for cartridges; part of a bag flints; 2 kegs part filled with cartridges; a cask containing a few books and 1 bundle bedding; 2 trunks and 2 portmanteaus; 1 black trunk; 1 bundle; 1 black canteen; 1 red bundle; 1 chest; 1 portman-

teau; 3 casks porter; 1 cask hams; 3 casks bottled wine; 7 hogsheads and part of a hogshead rum; 361 black shoulder belts; 74 bundles and 1 bag gun straps; 1 field bed and 2 bundles binding; 4 markees; the Quartermaster's camp equipage; Colonel [Archibald] Campbell's ditto; a bundle ditto not directed; 3 field tents and materials; 6 bundles tent poles for markees; 12 bundles common tent poles; 7 bundles leather bullet pouches; 3 cartouch boxes; 6 kegs bullets and shot; 23 camp tents; a remnant of ticklenburg; 1 cask and 2 bundles tentpins; 1 cask tin canteens, and 69 loose; 10 tin pans; 23 camp kettles; 1 package tents stools; 82 canvass knapsacks; 199 hair knapsacks; a bale containing 80 blankets; a bale containing 50 watch-coats; 1 box black plumes; 4 bundles soldiers' clothing; 1 bundle stockings; 3 pairs shoes; 2 bags with belts and knapsacks; 2 pieces plaid; 7 bonnets; 2 pieces and part of a piece duffel; 144 soldiers' blankets; 33 beds; 85 pillows; a bale of brown paper; 44 hatchets; 1 bundle twine; 1 cask sheathing nails; 2 casks 5-penny nails; 1 set small weights; 2 iron spades; part of a cask currants; 15 barrels pease; 6 barrels flour; 2 barrels barley; 9 barrels pork; 27 barrels beef; 19 kegs butter; 15 barrels oat meal; 2 tierces and part of a tierce vinegar; 2 barrels herring; 1 bag rice; 74 bags bread; 14 hogsheads bread; water cask. Inventory of a Cargo of the Brigantine *Annabella*, as far as taken out. Boston, June 29, 1776.

31 small-arms, by Captain [Daniel] Waters. Received into the store from the sloop as follows: 240 pairs of shoes; a bale of tents, quarters 23; 2 cables 12½ inch; 1 ditto 11 inch, 20 fathom; 1 piece junk; 8 barrels and 3 ullages of oat meal; 1 cask pease; 3 casks pork; 9 casks beef; part of a cask vinegar; 1 box candles; 1 tierce rum; 1 hogshead rum; 8 sails and a bundle old canvass, delivered to Mr. Barrett; 6 iron spades; 2 shod shovels; a piece sheet lead; 1 firkin butter; 1 crosscut saw; 4 tent poles; 5 pack saddles; 2 anchors; 1 small ditto, iron stocked.

Received by brig *Defence*: 3 barrels and an ullage of flour; 2 barrels pease; 43 cartouch boxes; 17 leather bullet pouches; 18 bayonets; 16 shoulder straps; sundry rigging and clocks; 3 long bolts for shackels; 1 bundle iron hoops; 126 empty casks, small and great.

Received by the *Warren*: 30 small-arms; 47 cartouch boxes; 16 belts; 42 leather bullet pouches; 25 gun straps; 36 cutlasses; 39 bayonets; 8 boxes candles; 4 pair shoes; 1 drum; 1 halbert; 1 old ensign.

Received by the sloop: 1 anchor, 11 cwt. 3 qr. 12 lbs.; a parcel of loose bread; 10 water casks; some rigging and blocks; a cabin stove; a piece of junk; a bag containing nails; 8 casks mess beef; 4 ditto pork; 6 casks ships' provisions; 1 barrel oat meal; 2 hogsheads rum; 1 keg bullets; 3 pack saddles; a part of a cask beef; part of a barrel herring; about 7 chaldrons coal.

1. Force, comp., *American Archives*, 4th VI, 1113-14. These inventories, while unsigned, were made out by John Bradford, Continental agent at Boston.

JOURNAL OF H. M. S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776

Cape Codd S S E Distce 2 or 3 Leagues

Saturday 29 at ½ past 6 [A.M.] wore to Eastwd at 7 brought too and

Made the Sigl for the *Ocean*, at Noon Reced on Board 12 Tuns of water from the different Transports in Company 9 Sail.

First part Modr and hazey Latter Do and thick Foggy wear at 2 p m Fired a Gun, and Made the Sigl for all Masters of the Transports, at 3 hoisted in the Cutter, and at 6 made Sail at 8 the Eastermost part of Cape Codd South 4 Leagues in Company 9 Sail

1. PRO, Admiralty 51/360.

Providence Gazette, SATURDAY, JUNE 29, 1776

Providence, June 29.

Capt. Daniel Bucklin, in the *Montgomery* Privateer from this Place, has retaken, and sent into Dartmouth, the Brig *Betsey*, formerly of this Port; she had been taken by the *Argo* Frigate, and condemned at Antigua,¹ from which Place she was bound to Ireland, with 135 Puncheons and 18 Tierces of Rum.²

Yesterday Capt. Samuel Chace arrived here from the West-Indies, having on board 10 Pieces of Cannon, a Quantity of Sail-Duck, some Powder, Salt Petre, Brimstone, &c.

1. "Brig *Betsey*, and one negroe Thomas Wood [master], taken by the *Argo*, William Garnier." See Admiral Young's Prize List, May 1, 1776, Volume 4, 1375-77.

2. She had been renamed the *Rover*.

INTERROGATION OF JAMES WATSON, A SEAMAN ON BOARD THE
PRIZE BRIGANTINE *Rover*¹

Interrogatories answered by James Watson of New York.

June 29th 1776

Interogo 1st Where was you Shipped on board the Brigantine called the *Rover*, And at what Time? -

Answer At the Town of St Johns in the Island of Antigua, about the 30th Day of May or first of June 1776.²

Intero 2nd Was you on board the said Brigg when She was taken by the Privateer *Montgomery*, Capt Daniel Bucklen Commander?

Answer Yes. -

Quest. 3. At what Time was the said Brig: taken? -

Answer On the Eleventh or Twelfth Day of June AD: 1776 -

Interog. 4th Do you know who were the Owners of the said Brig at the Time She sailed from Antigua?

Answer Messrs Hunter and Tayler, Merchants in Antigua, as I was informed by the Clerk of the Stores there.

Interog: 5th Was the said Hunter you mentioned the Capt of said Briga

Answer No. it was one Mr Hunter a Merchant at Antigua.

Interog: 6th Did Capt Hunter shew any uneasiness at the Time when he discovered said Privateer? -

Answer Yes, and he said that he would not be taken and carried into

America for Five Hundred Pounds, and Jibed the Brigg and made all the Sail he could to get away.

Interog: 7th Did you see the Capt or the Mate of said Brigg, heave overboard any papers, at the Time She was taken –

Answer Before the Sloops Boate came onboard, I saw the Mate come out of the Cabin, with a Bundle of Papers, and went forward and hove them overboard. –

Interog: 8th Did you over hear Capt Hunter say that he owned any part of the said Brigg & Cargo

Answer No, not until a few Minutes before She was taken, when he said he owned part of said Brig: and Cargo and expected to loose it. all and would take a Dollar for his part. –

Interog: 9th Do you know what Countryman the said Capt Hunter is?

Answer – I have often heard him say before he was taken that he was an Englishman born, and valued himself upon being so. But after he was taken he said he was born in America though begotten in England, and that he had Property in America. –

Interog. 10th Why did you alter your Name from James Watson to James Vandike?

Answer – Because I left the *Argo*, one of the Ships of his Britanic Majesty, which took the said Brig. when called the *Betsey*, and being afraid I should be taken up in Antegua. –

Interog: 11. What Character did Capt John Hunter bear in Antigua, had he the Name of being a Friend to America in the present Contest with Great Britain and with what persons did he keep Company, in Antigua? –

Answer – I can not tell whether he was a Friend or a Foe to America but he kept Company with one Mr Tweedy who was there said to be a great Foe to America who said that he would stand Hangman for all the Americans. –

James Watson

[Endorsed] Providence ss. In Providence June 29th AD: 1776 –

The aforementioned James Watson in his own proper Person came and made solemn Oath to the Truth of all the several Answers to the aforewritten Interrogatories on this Sheet of Paper, and by him subscribed; Capt John Hunter late Commander of the Brigantine *Rover*, being present at the Time and Place of Caption – Before me –

Jn^o Foster Judge of the Court for Tryal of
Prize Vessels

1. Admiralty Papers, vol. 9, R. I. Arch.

2. On the crew list, among the papers found on board the *Rover*, James Vandyke was signed on June 1st, 1776. The balance of the crew were John Hunter, master, April 26; Edward Webb, mate, May 3; Shewell Posten, James Terres, Robert Cullis and Francis Boyce.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, June 29, 1776.

The Accounts communicated yesterday thro' Lieut. [Joseph] Davison's

Letter are partly confirmed, and I dare say will turn out to be true in the whole. For two or three days past three or four Ships have been drop[pl]ing in and I just now received an Express from an Officer appointed to keep a look out on Staten Island, that forty five arrived at the Hook to day, some say more, and I suppose the whole fleet will be in within a day or two. I am hopeful before they are prepared to attack, that I shall get some reinforcements but be that as it may, I shall attempt to make the best disposition I can for our Troops, in order to give them a proper reception, and to prevent the ruin and destruction they are meditating against us.

1. Fitzpatrick, ed., *Writings of Washington*, V, 199, 200.

JOURNAL OF LIEUTENANT COLONEL SAMUEL BLACHLEY WEBB ¹

[New York] Saturday, 29th June.

This morning at 9 o'Clock, we discovered our Signals hoisted on Staten Island, signifying the appearance of a fleet. At 2 o'Clock P.M. an express arrived, informing a fleet of more than one Hundred Square rig'd vessels, had arrived and anchored in the Hook – This is the fleet which we forced to evacuate Boston; & went to Halifax last March – where they have been waiting for reinforcements, and have now arrived here with a view of puting their Cursed plans into Execution. . . . Expresses are this day gone to Connecticut, the Jerseys, &c., to hurry on the Militia.

1. Worthington C. Ford, comp. and ed., *Correspondence and Journals of Samuel Blachley Webb* (New York, 1893), I, 150, 151. Hereafter cited as Ford, ed., *Webb Papers*.

GUNNERS' AND CARPENTERS' STORES SHIPPED TO FORTS CONSTITUTION AND MONTGOMERY ¹

A Return, made New York June 29th 1776, to his Excellency George Washington Esqr General & Commander in Chief of the Forces of the United Colonies, of Sundry Articles, Shipp'd, for the Forts Montgomery & Constitution, in good Order, by Hugh Hughes Assistant Quarter Master General, on Board the Sloop *Liberty* Henry Palmer Mastr And to be Delivered to the Commanders of those Forts, or their Order.

Short Shingles	5000	Pounds of 8d Nails	112
Barrells of Powder	50	Pounds of 6d Nails	50
Hinges	18 pair	1 Casks of 10d Nails	290 lb
Stock Locks	18	1 Cask of 20d Nails	326 lb
Box of Glass 7 by 9	1	Large Deck Nails –	200 lb

his
Henry X Palmer
mark

Israel Smith

1. Washington Papers, LC.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Saturday Morning, June 29th, 1776.

The application of Joseph Dwight for a commission as letter of marque

for the brigantine *Enterprize*, burthen 160 tons, accompanied by a report or manifest of her warlike stores, was read.²

Ordered, That a commission issue.

Thereupon, the said Joseph Dwight, commander of said brigantine, and William Bell of Philadelphia, merchant, and Archibald Mercer, entered into bonds conformable to the regulations of the Continental Congress.

The application of Stewart Deane, for a commission as letter of marque for the sloop *Beaver*, with a manifest of her warlike equipments, was read.³

Ordered, That a commission issue.

Thereupon, the said Stewart Deane and James A. Stewart, master and owner of the said sloop, entered into bonds conformably to the regulations of the Continental Congress in such cases made and provided.

1. *New York Provincial Congress*, I, 510.

2. "The warlike stores of the Brigantine *Enterprize*, with the names of [f] the Officers, viz: 10 carriage-guns, four pounds; 12 blunderbusses; 20 cutlasses; 20 spears; 7 rounds of powder, with ball. Joseph Dwight, Commander; Moses Lynn, Mate; Harman Courter, second Mate; John Merrit, Carpenter; John Thompson, Gunner; Robert Mercer, Boatswain; 20 men. Gentlemen: I do hereby request a Commission as a letter of marque [f]or the above Brigantine. Joseph Dwight. June 29, 1776." Force, comp., *American Archives*, 4th, VI, 1439.

3. *Ibid.*, 1438-39, "The warlike stores on board the Sloop *Beaver*, with the names of the Officers, viz: 6 carriage-guns, each of four pounds; 12 blunderbusses; 20 cutlasses; 20 spears; 70 rounds of powder for each gun, with a proportion of ball. Stewart Deane, Master; John Haster, first Mate; John Smedran, second Mate; 20 men to be shipped at New-London."

JOURNAL OF H. M. S. *Chatham*, CAPTAIN JOHN RAYNOR ¹

June
 Came to an Anchor at Sandy Hook The Light House
 bears EBS dce 1 Mile
 Saturday 29 AM Calm at 4 Sounded 20 fm White & Red Sand at 5
 Saw the Land from NWBW to WSW. Sounded 17 fm fine
 sand at 8 the *Centurion* Joined Company at Noon 112 sail
 in sight -
 Fresh Breezes & Clear Wr Laying too for Water to go over
 the Barr. at 3 Made sail at 5 Made the signal for Anchor-
 ing, Came too at Sandy Hook with the fleet Consisting of 120
 Sail, and Made the signal for Mooring, Veer'd away & Moor'd
 NNWBSSE found riding here H M Ships *Phoenix* & *Grey-*
hound with 8 Sail of Transports.

1. PRO, Admiralty 51/192.

JOURNAL OF H. M. SLOOP *Senegal*, CAPTAIN ROGER CURTIS ¹

June 1776
 Saturday 29th at 3 A M the *Centurion* join'd the Fleet set Top Gt Sails
 & TKd at 5 lost Log and 2 lines at 7 saw the land NWbW
 9 or 10 Leags at 8 out all Reefs 109 Sail in sight at 11
 High Land of Never Sink N W 4 or 5 Leags At Noon
 Sandy Hook light House NWbW. 3 or 4 Leags
 Fresh Breezes & Hazey at 1 P M. got on board a Pilot from

the Adms tender, at ½ past 2 running round Sandy Hook Point at 3 running up Amboy River at ½ past brot too with the small Br In 5 fam Veer'd away and moord NW & SE. Never Sink SEBS 3 Leags Wst pt Long Island NEbe 5 Leags at 12 out Yawl to bring on board a Canoe who had come from Staten Island, with a Gentn & servant & one Rifle Man who run from the Rebels –

1. PRO, Admiralty 51/885.

JOURNAL OF H. M. S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

June 1776 Moor'd off Sandy Hook The Light Ho EBN Distance 1 Mile

Saturday 29th Saw a Fleet to the S E Sent the Pilots out in the *Shuldham* [tender].
Fresh Breezes and Cloudy with Lightning in the first part. P M Anchor'd here his Majestys Ship *Chatham*, Vice Adml *Shuldham*, *Centurion*, *Rose*, *Swan* & *Senegal* with a Fleet of Transports, Saluted the Admiral with 15 Guns, which he Returned.

1. PRO, Admiralty 51/693.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY¹

In Committee of Safety,

Philad'a, 29th June, 1776.

This day Henry Fisher's Receipt for the Guard Boat sent down to Lewis Town, and the sundry Articles hereafter mentioned, was deliver'd this Board, Vizt:

Armed Boat *Eagle*.

- 1 four pound Canon & 40 Rounds of Cartridge.
- 2 Swivels 60 do.
- 4 priming wires & 2 Belts.
- 2 priming Horns & 1 Bunch of Match.
- 1 former for the Guns.
- 2 sponges & rammers for swivels, & 1 large Worm for do.
- 2 Lint Stocks, 1 Lanthorn, 1 Half Hour Glass.
- 2 platers, 1 Mug, 1 Can, 1 tinder Box, 1 Mop, 1 Pot.
- 6 Lances, 1 Compass, 2 Tents.
- 1 Tea-Kettle.

Rec'd the above articles of Capt. Charles Lawrence, June 6, 1776.

Sign'd Henry Fisher.

1. *Pennsylvania Colonial Records*, X, 620.

JOURNAL OF H. M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME¹

June 1776 At Anchor off Cape May

Saturday 29 3 AM saw the above Sail² – weigh'd & gave chase as did the

Orpheus & Tenders – she prov'd to be an arm'd brigg laden with Powder &c which we run on shore & brought our Ship to Anchor abreast of in order to cover our boats which we sent to destroy her – by some accident she blew up and we lost our Masters Mate & Six men with the Long boat swivels muskets, pistols Long boat oars Sails &c.³

P M weigh'd and came to Sail as did the *Orpheus* & Tenders

1. PRO, Admiralty 51/506.
2. The brigantine *Nancy*, Hugh Montgomery, master.
3. See Lambert Wickes' letter of July 2, 1776.

JOURNAL OF H. M. S. *Orpheus*, CAPTAIN CHARLES HUDSON¹

June [17]76 Cape Henlopen WBN 4 or 5 Le[agues]
 Saturday 29 at 4 AM gave Chase to a sail to the No ward ½ Past 8 came too wth the Bt Br in 6½ fm at 9 sent two Boats man'd & Arm'd wth *Kingfishers* to destroy the Chace which had run on Shore she Prov'd a Brig from the West Indies wth Amunition set her on fire & Blew her up,² on which Service we had one Man Wounded & Several of the Boats Oars lost the *Kings[fisher]* lost 7 Men & her Long Boat.
 at 2 weigh'd & made Sail

1. PRO, Admiralty 51/4279.
2. A schooner from the West Indies, with ammunition, merchandise etc., driven on shore and blown up, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487. See also journal of the *Kingsfisher* and footnote.

LUX & BOWLY TO DANIEL OF ST. THOMAS JENIFER¹

Sir.

Baltimore 29th June 1776.

We are just now informed by Mr [Jesse] Hollingsworth that he has your Instructions to unload the Brig *Fortune* and discharge her from the public service – As she has been long loaded and the whole time fully manned and held in readiness to sail and of course her disbursements very high, We are desirous to know upon what terms, she is to be discharged; for which purpose our Mr. [William] Lux, who, we expect will be in Annapolis on Monday on his return from the Eastern shore, will wait upon the Honl Council of Safety – or if he should be disappointed and not return so soon, D. Bowly will then be down – In the meantime we have desired Mr Hollingsworth to wait, 'til we had been with you. We remain Sir [&c.]

Lux & Bowly

To the Prest of the Council of Safety of Md

1. Correspondence of Council of Safety, Md. Arch.

WOOLSEY & SALMON TO JOHN PRINGLE¹

[Extract]

[Baltimore] 29 June

there is [an] order to Unload Your Brig, but we have Refused to Deliver a Barrel untill they give us from Under their hand they will pay us the freight, we Suppose they will be Affronted, but we would Rather they ware

than we should trust them too much,² our Govener [is] gone but he & Capt. Montague [George Montagu] have Broak the Truce by taking of Number of People without Permission & in that number many Servants, which has put our Convention into aflame, and Disappointed the Goveners friends much, we think it fortunate for the Province that he has behaved so, as it will make our Province in Generall better whigs, Let us have the Perticulars of the N York & [illegible] affairs next Post, we shall write by Private hand on Tuesday and send Your Acct You will be Concerned in the Privateteer *Harlequin* Comanded by Wm Woolsey one twenty fourth we are as much & by which we Expect that boath You & us will make a Verry large Estate, she is now only waiting for her Swivells, which we are Endeavouring to Borrow Untill You send us some to Replace them, the Concern Intends fitting another Vessel of the same kind out as soon as they are Clear of this on[e], Your Brig goes Pretty well, but it would take a Large sum to fit her out.

W. & S.

1. Woolsey & Salmon Letter Book, LC.
2. The brig *Rogers*.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Saturday 29th June 1776

Ordered That the Treasurer of the Western shore pay to Isaac Vanbeber one hundred and eight pounds, for Demurrage of Brig *Hannah*. –

Mr [Thomas] Smyth having first withdrawn, the Council of Safety agreed to allow him & Messrs Galloway and Steward, eight Pence Currency pr Pound for all the Iron, which they shall furnish, and use in building the Gondolas contracted for, on Behalf of this Province.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md: Arch.

JOURNAL OF THE MARYLAND CONVENTION ¹

[Annapolis] Saturday, June 29, 1776

The committee of claims bring in and deliver to Mr. President the following report, to wit.

Your committee of claims have examined the charter – parties and other papers relative to the brig *Fortune*, the property of Messrs. Lux & Bowley, and the brig *Rogers*, chartered of Mr. George Woolsey, and are of opinion that an allowance be made to the former for the demurrage of the brig *Fortune*, of three hundred and ninety-three pounds twelve shillings currency; and to the latter, for demurrage of the brig *Rogers*, four hundred and six pounds fifteen shillings and eight pence currency. All which is submitted to the consideration of the honourable Convention. Signed per order,

John Johnson, clk. com.

Which was read and agreed to.

1. *Maryland Convention*, 12.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

June 1776

At a Single Anchor at Gwins Island in Virginia

Saturday 29th at 4 in the morning a Sail having been seen, weighed and gave chase, the *William* Transport with one of the officers on board her, in Company at 7 went aground on Windmill Bar, employed getting her off: the *Fowey* arrived here from Annapolis with his Excellency Governor Eden. Fresh breezes and cloudy weather, at 6 in the afternoon hove her off of the Bar, and weighed and run into deeper water: Anchored in $4\frac{1}{2}$ fathoms Windmill point NW $\frac{1}{4}$ No 5 miles and Cherry point SWt 7 Miles:

1. PRO, Admiralty 51/796.

ORDINANCE CREATING A BOARD OF COMMISSIONERS FOR THE VIRGINIA NAVY ¹

[Williamsburg, June 29]

Whereas the naval preparations of this colony will be carried on with greater expedition and success if proper persons are appointed, whose business it shall be particularly to superintend and direct the same:

Be it therefore ordained, by the Delegates of Virginia, now met in General Convention, and it is hereby ordained by the authority of the same, that Thomas Whiting, John Hutchings, Champion Travis, Thomas Newton, jun., and George Webb, esquires, be, and are hereby appointed and declared a board of commissioners for the purposes herein after mentioned; and the said board shall, as soon as possible, assemble at such convenient time and place as may be appointed by the person first named of the said board, and being so assembled, and having taken an oath, to be administered to the member first named by any two other members, and afterwards by him to the rest of the board, well and faithfully to execute the duties of his or their office, shall proceed to the election of a person to preside over the board, who shall be called first commissioner of the navy. And the board shall also appoint a clerk, and such other assistants as they may judge necessary, who for their services shall receive such salary or reward as may be judged reasonable and adequate thereto by the General Convention, or Legislature. And the board shall have power to adjourn from time to time, and to such place as they may think fit or convenient. And if any exigency should require an intermediate meeting of the board, the first commissioner, and in case of his absence any other member of the board, may convene the same, and proceed to business in the same manner as if such meeting had been holden at the time to which it was adjourned.

*Provided always, that a majority of the board shall have full power and authority to enter upon and execute the duties to them by this ordinance assigned; and in case of the death, sickness, or absence of the first commissioner, may choose any other of their members to preside *pro tempore*.*

And be it farther ordained, by the authority aforesaid, that the business of the said board shall be to superintend and direct the building of all vessels, whether such as are employed for the immediate annoyance of the enemy, or for expediting the transportation of troops over rivers; to manage the outfits of the same, furnish them with necessary ordnance, victualling, provisions, and naval stores; to take under their care the publick rope-walk already erected, or to erect other rope-walks and dock yards, as occasion may require; to contract with workmen builders, or other persons, for these purposes; to provide as large quantities of timber for ship-building as to them shall seem fit; to audit and pass all accounts of the expenditure of money, howsoever incurred in the naval department; to recommend proper persons to the Governour and Council, or the executive power, to fill vacancies in the navy or marines, who are to be approved or commissioned by him or them; to inform themselves of the state of the navy, as often as possible, by requiring proper returns and reports from the officers thereof; to draw warrants upon the treasury for the sums of money necessary for the purposes aforesaid; to keep an accurate list thereof; to cause their proceedings to be fairly recorded; to hold them in readiness to be laid before the Convention or Legislature, whenever thereto required; to remove or suspend all officers in the naval department, upon neglect of duty or misbehavior; and generally superintend and direct all matters and things to the navy relating.

Provided always, that nothing herein contained shall be construed to empower the board to alter, or in any manner affect, any contract heretofore made by the Committee of Safety with builders or other persons, to build vessels without application to them for that purpose made by the Legislature (in which case they shall determine upon the dimensions, form, size, and burthen of the same) to draw warrants upon the treasury at pleasure, without having them counter-signed by the executive power, or to interfere in any manner with the jurisdiction of the court of admiralty.

And be it farther ordained, That the board shall forthwith provide for, and superintend, the building, preparing, and outfitting of the two row-gallies directed to be built for the defence and protection of the counties of Northampton and Accomack, and of the boats necessary for the commodious transportation of troops over the several navigable rivers.

And be it farther ordained, That no member of this board, after he shall have accepted the said office, and undertaken to perform the duties thereof, shall hold any military office whatsoever, or be capable of sitting or voting as a member of the legislature; and that each of the commissioners by this ordinance appointed shall receive twenty shillings for each day's attendance at, or traveling to or from the board, in full satisfaction for his services and expenses.

1. *Ordinances Passed at a General Convention of Delegates and Representatives, from the Several Counties and Corporations of Virginia Held at the Capitol, in the City of Williamsburg, On Monday the 6th of May, Anno Dom: 1776 (Williamsburg, 1776), 42-44.*

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Saturday, June 29th, 1776.

Ordered, that Capts. Gregory and Phipp be requested to appraise the Carboose [*sic*], sails and other articles on board the *Oxford* prize which may be wanting by Capt. [James] Cocke for his cruizer, and that the same, as soon as appraised, be delivered to him.²

1. *Virginia State Papers*, VIII, 229.2. The brig *Raleigh*.BENJAMIN HARRISON, JR. TO ROBERT MORRIS ¹

[Extract]

Williamsburg 29th June 1776

. . . Our Attempts to get Tokely² Maned have hitherto been unsuccessful, & will be so till you obtain the Order of Congress that I wrote for two Posts ago, The Tobacco can not be transported to the Eastern Shore at present, unless Lord D[unmore] removes from his present Station

1. Papers of Robert Morris, Accession 1805, LC.

2. William Tokely, master of the brig *Fanny*.BRIGADIER GENERAL ROBERT HOWE TO THE CHAIRMAN OF THE NORTH
CAROLINA COUNCIL OF SAFETY ¹

Charles[ton, South Carolina]

June 29, 1776

Sir,

The necessity we have for powder, & the certainty of your having it replaced from Virginia, induces me to request of you, (by the desire of Gen. Lee) to despatch with the utmost expedition, as large a quantity as you can possibly spare, as the safety of this place, may probably depend upon it.

As the General has enclosed, open for your perusal, his account of yesterday's action to the Convention of Virginia, I shall not trouble you farther, on that occasion than to add, that the consequences of the action, have been more decisive, than we then thought; many dead bodies having been found; & the ship which was burnt, that was took for a 28 Gun Frigate, proves to be the *Acteon* of Thirty two guns. The enemy withdrew from the Fort with precipitance & confusion. Our people boarded the ship on fire, turned her guns upon the foe, & fired upon them, we hope with effect, saved some of the things, - & quitted her, just before she blew up. As farther particulars occur, I shall do myself the honor to transmit them; & am with the greatest respect, Sir [&c.]

Robert Howe.

1. Robert Howe Papers, UNCL.

DIARY OF MAJOR BARNARD ELLIOTT OF THE FOURTH SOUTH CAROLINA
ARTILLERY ¹

[Charleston] 29th June

Genl Orders Parole Sullivan Countersign Moultrie.

Genl Lee thinks it his duty in the most Public Manner to return his

thanks to Colonel Moultrie & his Garrison for their brave defence of the Fort in the late attack. As likewise Col: [William] Thompson & the Corps under him for their Spirited & Gallant behaviour, in preventing the Enemy from making good their landing on the East End of Sullivan Island.

This Mornng the *Acteon* was fired upon from Our Fort, the Enemy left her & put fire to her & by night she was burnt down.

1. Laurens Collection, SCHS.

JOHN RUTLEDGE TO COLONEL WILLIAM MOULTRIE ¹

Dear Sir,

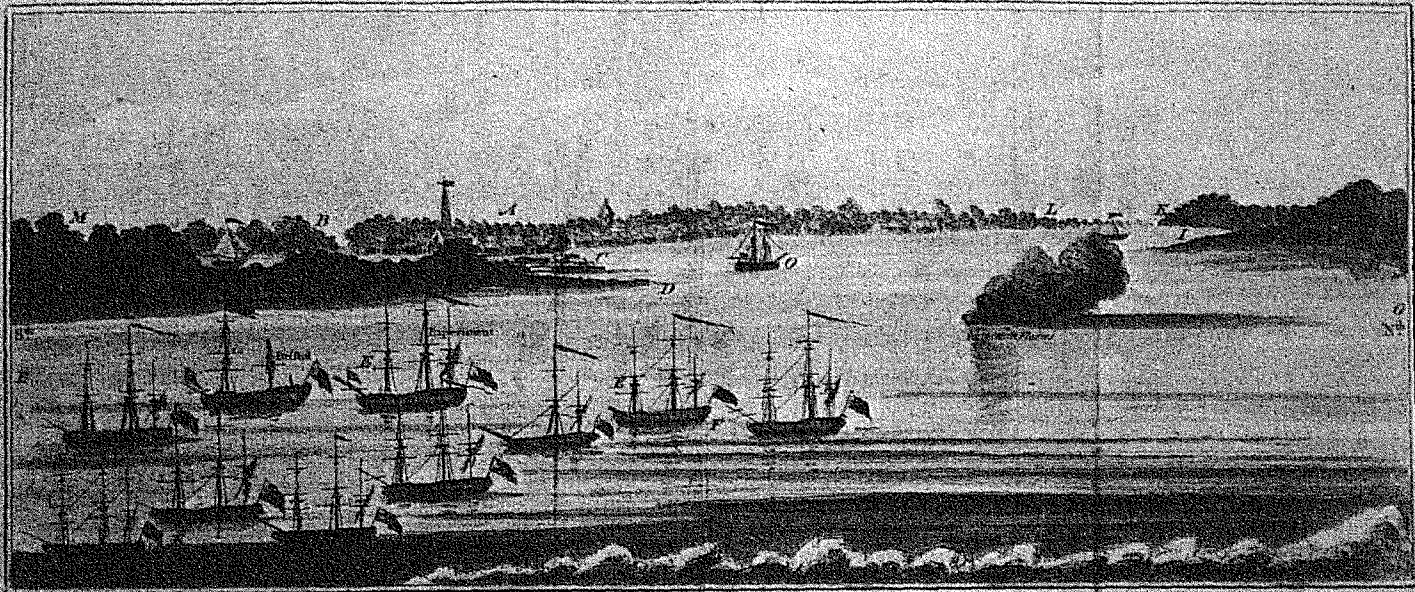
[Charleston] June 29th, 1776.

My very particular thanks are due to you, and the brave officers and men in your garrison, for their heroic behaviour of yesterday. I beg that you will receive them yourself, and make them acceptable to the gentlemen, officers, and soldiers. Seeing the necessity of supporting you properly, I will strain every nerve to supply you with ammunition: no man would go a greater length than myself in this matter; but, my good sir, you know the scantiness of our stock: I send you 1500 pounds, and think more cannot be spared: Indeed to do this, I have been obliged to get 2000 pounds from Dorchester: We must not wholly exhaust ourselves for the forts; small arms must decide the matter at last.

I daily expect powder from Eustatia, then I hope to supply you plentifully; if those gentry think proper to revisit you, after saying what I have done, you will not need any caution, to spare your powder: I beg and entreat of you only to fire your heaviest guns very slowly, only now and then, and take good aim; if a brisk fire is kept up on your side, to attempt, by any means, to equal theirs, your ammunition will soon be expended, and what shall we do then . . . I, therefore, once more request most earnestly, that you will observe this advice: I send this powder upon [Owen] Roberts' pressing it much, in consequence of a letter from Capt. [Barnard] Beekman; but yet I think it cannot be wanted, I mean, what you have had, cannot have been near expended; I think you had 21 rounds to each gun, besides the 500 pounds sent yesterday, and surely nothing like that quantity could have been fired yesterday: I presume there must be a good deal made up for the guns, that were not fired, which Beekman has not thought of when he was writing to Roberts: pray, sir, have this matter investigated, and let me have a correct state of it by the bearer, Capt. [James] Legaré, or any other good hand, coming up soon, let me have it; acquaint me if any thing, and whatever you may think material, or proper for me to know. I should mention, and you will please to communicate to the garrison, Gen. Lee's sentiment, which he thus expresses to me, 'Their conduct is such as does them the greatest honour, no man ever did, and it is impossible ever can behave better.' I hope you will caution the men with their field pieces, at the advanced guard, and the riflemen also there, not to expend their ammunition in random shot, or unnecessarily. Dear sir, yours,

J. Rutledge.

1. *Moultrie's Memoirs*, I, 168-70.



LONDON, Engraved & Published according to Act of Parliament Aug^o 26th 1776, by W^m Paden Corner of St^s Martin's Lane Charing Cross.

A N. W. & V. View of CHARLES TOWN from on board the Bristol Commodore, Sir Peter Parker Kn^t, &c. &c. taken in Five Fathom Hole the day after the Attack upon Fort Sullivan by the Commodore's Spec^t Squadron, which Action continued 9 hours & 30 minutes.

A Charles Town, B Ashley River, C Fort Johnston, D Cummins's Point, E Part of Five Fathom Hole where all the Fleet rode before & after the Attack of Fort Sullivan, F The Station of the best of Frigate the Solberg, G Mount Pleasant, H Part of Mount Pleasant, I Part of Ring Island, K Wm. King's Island, L Cooper's Island, M Juncus Island at the Southern Point is Fort Johnston opposite the Center of Mount Pleasant Three Miles and a 1/4 distance, N Breakers on Charles Town Bar, O Relics Schooner of 12 Guns.

*To Commodore Sir Peter Parker Kn^t, &c. &c. This View is most humbly Dedicated and presented by
Lt. Colonel Tho^s James R^{et}. R^{et}. of Artillery, Five Fathom Hole, South Carolina, June 29th 1776.*

JOURNAL OF H.M.S. *Active*, CAPTAIN WILLIAM WILLIAMS¹

June 1776 At Anchor in five fathm Hole
 Friday 28th AM Light Airs and Rain till 9, then fair at 1/2 past 10 Do the Comodore fired a Gun loos'd His Fore Sails and Made a Weft of his Ensign being the Private Signal to Weigh 1/2 pt 11 Anchor'd in 1/4 less 4 fathm Abreast of the Fortification On Sullivans Island and within 1/2 Gun Shot of their Batterys The Rebels immediately began a brisk fire On us With Thirty Six Pounders. The *Solebay* Rowed Guard. Modte & fair at Noon the *Bristol* Comodr Sir Peter Parker Anchd about Our Length a Head of us and the *Experiment* about as far a Head of Him both which Cover'd the Curtain and the *Solebay* a head of him Who Cover'd the West Bastion we Cover'd the face of the Et Bastion & began a brisk fire wch Continued with great Warmth till 9 in the Evening When the *Bristol Experiment* & *Solebay*, Cut & Sliped & Went Off from the Batterys without Random Gun Shott, at 10 we Sliped the Small Br end for end and Cut the Best Br in the Splice, lost Two Bowers & two Do Anchors, but in Casting Unfortunately got a Ground,
 Saturday 29th at 2 She fluted hove her off and Run her down And Anchd by the *Bristol* in 7 fm f[ro]m 11 PM till 2 AM we was greatly within point blank of their Batterys the *Actaeon* & *Syren* struck on the Middle Ground, the *Syren* gott off, but the *Actaeon* bilg'd and Burned. Lost Shott and Hove Overboard [in] the above Engagement Boatwains Stores of Different [de]nominations as appears by Expence Book, Gunners Stores of Different Denominations part which was Sunk the Long-boat, Missing, and Shott away at the Same Time as appears by Expence Book, Carpenters Stores [of] Various Sorts Broke Shott away Cut and Lost As [ap]pears by Expence Book, Our people employed as [m]uch as they Could in righting the Ship after the [a]bove Engagement. Light Airs & Calms, Very hot and Sultry, All the Squadron as well as Ourselves Very Assiduously Employ'd [r]epairing the Damages received engaging the Batterys On Sullivans Isle which Shattered us all very Much being no less than 32 pounders.

1. PRO, Admiralty 51/5.

JOURNAL OF H.M.S. *Bristol*, CAPTAIN JOHN MORRIS¹

June 1776 In five Fathom Hole
 Saturday 29 At 3 A M a Boat came from the *Actaeon* to acquaint the Comodore, that the Ship coul'd not be got off – Employed getting the Dead out of the Ship & clearing the Decks, At 10 Do saw

the *Actaeon* blow up, found one of the Quarter Deck, one of the Main, & two lower Deck Guns Dismounted Captain [John] Morris lost his right Arm in the Engagement.

First part light Airs & Cloudy, middle Calm, latter part light Airs & fine Weather, P M Employed knotting & repairing the Rigging · Carpenters Employed stopping the shott Holes in the sides & Ca

1. PRO, Admiralty 51/137.

JOURNAL OF H.M.S. *Experiment*, CAPTAIN ALEXANDER SCOTT ¹

June 1776 At Anchor 5 fathm hole near Charlestown
 Saturday 29 at 8 AM found the *Actaeon* on fire, within reach of the Rebels Shot, cutt away & Lost in the above Action, Boatswains, Gunrs & Carprs stores, of different Denominations particularly a Boat & Small Br Anchor & Cables, two Cable, an Azimuth & steering Compass, and a Six Poundr being Shott [in] two & old Fore Course
 Do Wr P M Variously empd about the Riggg

1. PRO, Admiralty 51/331.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS ¹

June 1776 At Anchor off Cummins Point
 Saturday 29 at 6 A M finding the *Acta[e]on* could not be got off they set her on fire shifted our Birth further down Anchd with sheet Anchor in 4 fs found one Man killed & 6 wounded & 2 of our 9 Pounders dismounted

1. PRO, Admiralty 51/909.

JOURNAL OF H.M. SLOOP *Ranger*, CAPTAIN ROGER WILLS ¹

June 1776 Moor'd in Ranger Creek
 Friday 28th heard Several Guns fir'd saw from the Mast head the fleet [un]der sail running up to Sullivans Isld, saw the firing from the Isld & Ships.
 First and Latr parts Mode Midl light airs wth Thundr Lighg & heard from Noon till 8 (PM) a very heavy Cannonading between the [Fle]et and Sullivans Isld, the Captain went up and [illegible] in the Evg and saw one of the Frigates onshore,² at 10 the Firing Ceased.
 Saturday 29th at 4 (AM) the Captain went up the River, at ½ past 5 he saw the Frigate on [fi]re, at 11 she blew up, Empd as before –
 First part Mode & Cloudy wth rain Midl light airs latt Mode & Cloudy at (pm) sent an Officer and a boat up the River to assist the *St Laurence* [Sc]hooner,

1. PRO, Admiralty 51/769.

2. The *Actaeon*.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Camp Long Island

29th June 1776

Commodore Sir Peter Parker Knt

As I am anxious to hear from you since your attack of yesterday, and supposing you must be busily employed after the Engagement by seeing no boat from you on her way to this Island – I have sent Capt [William Glanville] Evelyn one of my Aid de Camps to wait upon you for such information as you may think proper to give him, and at the same time to acquaint You with our Situation.

I hope to hear on his return of your Welfare & have the Honor to be &ca

H C.

1. Sir Henry Clinton Papers, CL.

“PARTICULARS RELATIVE TO THE ATTACK [ON SULLIVAN’S ISLAND]” ¹

Saturday June 29th

Observations

At 10 oClock the first appearance of an intended attack by the Fleet yesterday was the Commodore losing his sails & getting under weigh, the Flood [tide] was then made strong – The General however ordered the Artillery upon the sands & the Mortar Battery to fire upon Signal.

As the Tide rose very fast it was reported to the General that the Artillery could stay no longer with safety – The Sloops & Schooners were ordered down which got aground, reporting they had sounded & found a Bar across their head – As therefore there was no one single thing that could go down to cover our landing, till such protection could be obtained, it was thought rash by all to attempt it, and the flat bottomed boats were ordered in a situation equally apporteé to make a diversion on Sullivans Island or a Main as occasion might require.

The Commodore having promised to send Frigates to shew themselves between the Island & Haddrels point – the Troops were immediately passed to their different Stations, and the Artillery ordered to land on the Sands as soon as they could be placed there – part of them being sent to the Green Island –

At eight oClock the Genl went over to the Troops, heard that the Raft d’eau the only thing that could give us the least feeble protection was gone adrift, and anchored under the ennemys fire. the Field officers commanding the attack was such a one as he lamented to be obliged to lead Troops to, he believed it would be necessary to attempt it, & asked them whether they thought their men were steady enough to begin in the night or rather wished to wait for day

They all seemed to agree that their Men would be more steady in the day, and that they should dread night attacks with such young Troops.

The General & Lord [Charles] Cornwallis were clearly of the same opin-

ion and all thoughts of the attack were put off till next morning – when to the Genls great surprize he found the Commodore & Ships returned to their former Station, having left a Frigate aground.

1. Secret Dispatch Book, Germain Papers, CL. The “particulars” were probably written by Sir Henry Clinton.

JOURNAL OF THE BERMUDA ASSEMBLY ¹

Die Saturni, June 29th, 1776. Ante Meridiem.

The Committee of this House appointed on Wednesday last to meet a Committee of the Council to draw up an Address to His Majesty, came in and reported to the House the Result of their Conference; which was read as follows, viz.: –

Bermuda.

At a Committee of Council and Assembly appointed by both Houses, held at the House of Copeland Stiles, Esqr., on Thursday and Friday, 27th and 28th of June, 1776.

Present: –

Of the Council:

The Hon. Thomas Smith,	} Esqrs.
Jonathan Burch,	
John Harvey,	

Of the Assembly:

Copeland Stiles,	} Esqrs.
George Bascome,	
James Tucker,	
William Hall,	
John Jennings,	
Stephen Judkin,	
St. George Tucker,	
Daniel Hunt,	
Nathanial Jones,	

The Committee of the Assembly having made several Representations of the Distress of these Islands to the Committee of the Council, the Majority of the Committee of the Council agreed with the Committee of Assembly that an Address be presented to His Majesty by the Council and Assembly in the words following, vizt: –

To the King's Most Excellent Majesty: –

The Humble Address of the Council and Assembly of Bermuda.
Most Gracious Sovereign:

We your Majesty's Most Dutiful and Loyal Subjects the Council and Assembly of your Majesty's Bermuda or Somer Islands in America, with all humility beg leave to approach the Throne and testify our dutiful and affectionate attachment to your Majesty's sacred Person and Family, the most Zealous regard to the British Constitution and Government and the most unfeigned Solicitude for the Happiness and Prosperity of that Parent State which we have ever been taught to consider with the utmost Reverence. We have long regarded the unhappy Difference between the Mother Country and her American Colonies with the utmost anxiety and have beheld the Progress of them with unfeigned

sorrow and Concern, not only as the Source of innumerable Misfortunes to the whole British Empire by the Suspension of Trade and the introduction of intestine War, the greatest of Civil Evils, but as the immediate Fountain of a Torrent of Calamities by which we are likely to be overwhelmed in this unhappy Island; unless the Hand of Providence, thro' the gracious Interposition of your Majesty, shall save us from the Destruction which Threatens us on every side. We therefore with humble hope and Confidence in your Majesty's Paternal Regard to the Welfare and Happiness of a People whose Hearts have ever glowed with Loyalty to your Majesty, and your illustrious Progenitors presume to lay before your Majesty a full and candid state of the Distresses we have suffered, and are likely to feel in a still greater extreme by the operation of some of the late Acts of the British Legislature.

From the earliest settlement of these Island our local Circumstances have obliged us to rely on the Continent of North America for sustenance, as the supplies of Provisions necessary for our subsistence could only be drawn from thence, these Islands not affording above a fourth part of the Quantity necessary for the support of the Inhabitants. Having no internal staple of Commerce these supplies have been usually procured from the hire of our Vessels, which have almost immemorially been employed as carriers from the Continent to the West Indies. This with the advantage we derived from gathering Salt at Turks Islands and carrying it to the American Market has been the only means of procuring that Subsistence from other Parts, which our own Country was incapable of affording.

We heard therefore with terror of the Resolutions of the Americans to withhold all Trade and Intercourse with every other part of your Majesty's Dominions after the 10th of September, 1775. Self Preservation gave the alarm, and in such an Exigency there was no alternative but an application to the American Congress, setting forth the Situation of the Island, and requesting a Dispensation of that Resolve in favor of a People who without their aid must inevitably Perish, or a Submission to all the Horrors of Famine and General Distress. When such Motives (and such alone) influenced their conduct, the Inhabitants of Bermuda assured themselves that the Father of His People would not take umbrage at a measure dictated by the most powerful and irresistible Law of Nature. The People therefore imprest with those sentiments deputed some Persons from the several Parishes to make application for that purpose in May, 1775. At that time we scarcely knew of the dawning of Civil War, and cherished hopes that it might still be prevented from breaking out by an amicable and honourable Reconciliation. Altho' this pleasing hope has been blasted by the Event, yet we flatter ourselves that your Majesty will regard with a

favourable eye a Measure which if reprobated by the Malevolence of some, or the Misinformation and Ignorance of others was yet Dictated by necessity and most urgent of human Incentives. But we had scarcely begun to felicitate ourselves on the Dissipation of this impending Cloud of Evils before another impregnated with still more dreadful Calamities arose by the operation of the Law prohibiting all Trade and Intercourse with the American Colonies. The loss of our Trade we considered as one of those General Misfortunes from which in times of state Convulsions we could not expect to be wholly exempt. But when we beheld ourselves precluded from the means of procuring a Subsistence, our souls thrilled with horror at the Reflection. The dire alternative now left was to behold those whom the Ties of Blood and nature rendered still dearer to us than ourselves, sinking beneath the Weight of Famine and distress without the power to relieve their wants or to hazard our all and even our Liberties and Lives in obtaining Provisions for their support.

In Vain might it be suggested by our Enemies or by those who are unacquainted with our Situation that we might procure the necessary supplies from Great Britain, Ireland or the unprohibited Colonies in America. The remote situation of the Former the exaggerated prices of Provisions there, and the want of a Staple to purchase them with are Obstacles insurmountable by an indigent People, and from the latter we have found from Experience that it was in vain to hope for supply as the productions of the Florida's and Nova Scotia are scarcely adequate to their internal Consumption and the great interruption given to agriculture by the Disturbances in Canada has effectually prevented all Exportation from thence. We have therefore been compelled by our Extreme Exigencies to adopt a Conduct which those Exegencies alone could have suggested, since we have ever paid the most implicit Obedience to every Act of the supreme Legislature of the Nation by which our vital Existence has not been immediately endangered.

To your most Gracious Majesty, therefore as the Guardian and Parent of the People, we now sue for Redress of those Calamities which must inevitably involve your faithfull Subjects of these Islands in utter ruin and Destruction, unless by your Majesty's Gracious Interposition the supreme Legislature of the Realm should be induced to make such Provision in our Behalf as may remove those dreadful Evils with which we are at present threatened.

From various concurring Circumstances we are induced to apprehend that some unfavourable Representations of the People of Bermuda have been made to your Majesty, and that their Conduct has been stigmatized as undutiful and Disloyal. But we humbly trust most gracious Sovereign that such Representations will make no Impression in your Royal Breast, For there are not in your Majes-

ty's extensive Dominions a People whose Hearts are more firmly attached to their Sovereign and the British Constitution than your Majesty's Subjects of Bermuda, and therefore with submission we presume to hope that the Depredation on our Magazine cannot be imputed to them as a Crime, as from the remote and unguarded Situation of it, that Robbery could have been easily perpetrated by a very inconsiderable Number of Men. The ample Reward offered by the Legislature for the discovery of the Offenders demonstrates our thorough Detestation and and abhorrence of that Transaction, and tho' no Information has been given against any Individuals, yet we have the strongest Reason to believe that it was perpetrated by the Crews of two American Vessels, perhaps sent for that very purpose.

If we have been charged with resisting Government, we humbly conceive that our Conduct will appear to have been ever directed to it's support. If your Majesty will graciously condescend to lend an Ear to the following authentic Relation of the altercation between Capt. [John] Tollemache, of your Majesty's Sloop *Scorpion*, and some of the Inhabitants of these Islands: In September last application was made by a Lieutenant of the *Scorpion* to purchase for Exportation some Rice detained here by an Act to prevent the Exportation of Provisions then lately passed. The holder of the Rice declining to sell it the Lieutenant attempted to take it by Force which occasioned a Resistance on the part of the People and his design was frustrated. This produced a remonstrance Letter from Capt. Tollemache to the Justices of Somerset and Port Royal. The Inhabitants of those Parishes returned an answer expressive of their disapprobation of a Measure adopted in direct opposition to the Law of the Country but declared their cheerful acquiescence in the Determination of their Representatives who by adjournment were to meet the Ensuing Week in General Assembly, and at the same time preferred [*sic* proffered] a Petition to His Excellency the Governor requesting that they might be permitted to meet at the Day appointed, willing to refer the Dispute to them as the delegated Guardians of their Rights and Safety. To them His Excellency by an immediate adjournment refused to communicate the Requisitions of Capt. Tollemache, and by that means put it out of the power of the People to accomodate him with the supplies required.

This Act done in support of the Laws of our Country and for the preservation of our Lives, having been represented as an outrageous Insult on Government, we think it necessary to explain to your Majesty that any unfavourable Impressions which Malice or Prejudice might have attempted to make in your sacred breast may be utterly obliterated and expunged. That your Majesty and your illustrious Line may long reign over a free and happy People, and

that the British Constitution and Empire may continue to flourish with the greatest splendor under such happy auspices is the ardent and sincere Wish of your Majesty's most Loyal and affectionate Subjects of Bermuda.

John Lewis, Clerk of the Committee.

Resolved that the said Result of Conference is the Opinion of this House, and Ordered that it be laid before the Council for Concurrence.

Eodem Die. Post Meridiem.

Moved that the Address to His Majesty contained in the Result of Conference passed this Day, be fairly transcribed and signed by the President of the Council and Speaker of the Assembly, and that the same be transmitted to London by the first convenient opportunity in order to be laid before His Majesty. Ordered accordingly.

1. Journal of the Votes of the Assembly, 1684-90, Bda. Arch.

"EXTRACT OF A LETTER FROM JAMAICA, DATED JUNE 29, 1776." ¹

A pamphlet has been circulated here under the title of "Common Sense," which was sent hither from America. It is written with great virulence against the English administration; and its design is to stir up the colonists to assert their independency on the mother country. There are many false assertions in it, one of which Admiral Gayton had thought proper to contradict in the *Jamaica Gazette*, in the following words:

I have seen a pamphlet published in Philadelphia, under the title of *Common Sense*, wherein the Author says, that 40 years ago there were 70 and 80 gun ships built in New England: In answer to which I do declare, that, at that very period of time I was in New England, a midshipman on board his Majesty's ship *Squirrel*, with the late Sir Peter Warren, and then there never had been a man of war built of any kind. In 1747 (after the reduction of Louisburgh) there was a ship of 44 guns ordered to be built at Piscataqua by one Mr. Messervey, she was called the *America*, and sailed for England the following year; when she came home, she was found so bad, that she never was commissioned again. There was afterwards another ship of 20 guns built at Boston, by Mr. Benjamin Hollwell, which was called the *Boston*, she run but a short time before she was condemned, and those were the only two ships of war ever built in America; therefore I thought it my duty to publish this, to undeceive the Public in general, to shew that what the Author has set forth is an absolute falsity.

Clark Gayton.

1. *London Chronicle*, August 27 to August 29, 1776.

"EXTRACT OF A LETTER FROM ST. JOHN'S, ANTIGUA, DATED JUNE 29." ¹

On Wednesday [June 26] went into English harbour, a very large northward sloop, loaded shiefly with superfine flour, taken by his Majesty's ship

Portland. – And on Thursday arrived in the harbour of St. John's a topsail schooner, loaded with flour, taken by his Majesty's ship *Roebuck*.

1. *London Chronicle*, August 20 to August 22, 1776.

INVOICE OF GUNPOWDER SHIPMENT FROM ST. EUSTATIUS ¹

Shipped by the grace of God, in good order and well conditioned, by Jas. Smith, in and upon the good schooner pilot boat called the *Lovely Lass*, whereof is master, under God, for this present voyage and now riding at anchor in the roads of St. Eustatia and by God's grace bound for Philadelphia or some port in North America, to say, ten half barrels, containing five hundred weight of gunpowder, on the proper account and risk of the shipper, and consigned to Mr. Joseph Donaldson, merchant, Philadelphia, or to such committee or council of safety as may be appointed at any other port she arrives at, being marked and numbered as in the margin, and to be delivered in the like good order, and well conditioned, at the aforesaid port of Philadelphia, &c. (the danger of the seas only excepted) unto Joseph Donaldson, or such committee or council of safety or to their assigns, he or they paying freight for the said goods settled already with primage and average accustomed. In witness whereof, the master or purser of the said schooner hath affirmed to 3 bills of lading, all of this tenor and date; the one of which three bills being accomplished, the other two to stand void. And so God send the good schooner to her desired port in safety – Amen.

Dated at St. Eustatia, June 29, 1776.

John Taylor.

1. *New York Provincial Congress*, II, 238.

30 June (Sunday)

COMMODORE MARRIOT ARBUTHNOT TO VICE ADMIRAL RICHARD HOWE ¹

(Copy)

Halifax the 30th June, 1776

My Lord The Eleven Sail of Transports having kept pace with the *Renown* in equipping themselves to proceed to their destination; I have ordered Captn Banks to take them under his Convoy and directed the *Hope* Captain Dawson to assist in performing that Service, as at this Season the Fogs are intollerable.

The *Milford*, Captain [John] Burr arrived here yesterday to Victual and Water, which I have compleated to four Months, and ordered her Commander to Sea immediately: as at present not one Ship of War is on this Coast, and many small privateers are hovering near Boston, and I am very apprehensive will soon find their Way to our Neighbourhood: so soon as they learn the State of the Coast.

Permit me my Lord most earnestly to represent to your Lordship the necessity of a Ship to be stationed at this, because it is a place where all the Rebellious Subjects are confined, but no place is to be found for that purpose, the few Prisoners which General Howe brought Hither he was obliged to ask for the Province Goal, a small miserable Place, and since his

Departure 7 out of 12 have broke their Confinement & escaped to Windsor where they have been secured; be assured Sir, it is with the utmost reluctance, I trouble you with Prisoners, or about them, but I have not a Centinel to place over them, or to do any other the smallest Service in the Defence of the Yard: I have not even a Boats Crew: the want of which I had well nigh been prevented from paying my respects to your Lordship.

The Hospital my Lord is another Distress that I am deficient in Language to express my feelings about.

Provisions are at this place, and the Circumstances of the Place such, that no part of the Orders of the Commissrs of Sick & Hurt have been able to have been complied with: they have conceived that the Inhabitants of the Place would have received them and that the Surgeon would have lodged and boarded them for fifteen pence a day: no person is to be found that will recieve those people, neither can a proper place be procured to make an Hospital of, without hiring an old house, and put in repair at the Kings Expence perhaps about 150 Pounds, not that at present do I know of such a one: but if some Care is not taken before the Winter, very disagreeable will be the Lot of those poor People who may be put sick on shore: The Commissrs of the Sick presuming that Boston would be the place where the greatest part of those Men would remain sent the Surgeon to that place & thought little of this the Contrary is the fact for when the Fleet sailed from hence last, Mr Dickson of the Hospital Ship, put all his miserable Objects on shore to us to be taken care of and if a place could have been found, we should not have had fewer than [*sic* than] One hundred since here I have been; this I have represented to Admiral Shuldham & now beg your Lordships Excuse for this long detail.

Yesterday in the afternoon arrived the *Malaga* Transport with one Company of Hessians, which I immediately caused to be watered, to embrace the opportunity of sailing with this Convoy.

I am sorry to acquaint your Lordship of the unfavourable Situation we are likely to be in, if visited in the Interior parts of the Province, as you will perceive by the inclosed Deposition[*] with three others to the same effect and confirmed by Lieutenant Flood, and Mr Franckland [Michael Francklin], both whom returned from Cumberland, the latter was the Lieut Governor, a very sensible Man, who I sent to that place to give me Information, & also to call in the Military to his assistance in disarming the Suspicious, & confining the Notorious; very active he has been, and brings me unfavourable Accounts of the Disposition of the people, however he has inrolled near 100 who have taken the Oath of Obedience.

I am not under any apprehension except the laying Waste the Province, with those St Johns Indians who however I think so soon as they know for Certain the fate of the Rebels in Canada, will not be induced to Act: notwithstanding I am informed great Pains have been taken to bring them over

May I pray that your Lordship will order the Captains stationed in the

Bay of Fundy to correspond with me upon occurrences proper to be communicated.

I cannot at present recollect any other Circumstance to trouble you with, except annexing the State of the Kings Ships at this place and to acquaint you that the Hay Ships are every moment expected, when the *Niger* shall not lose a moment in joining your Lordship.

The *Tamer* has been on Shore and is otherwise in so bad a Condition that I am apprehensive she must be Caren'd before she can leave this place.

Permit me to ask your Lordship that if it is your wish in future, that such Ships that may arrive here with accidents, and have not had an opportunity of receiving your Lordships Order on that head, may be caren'd should I think there is an absolute necessity: and repair them as the Circumstances of their Defects may require: the particulars of which, your Lordship will always receive from &c.

M^t Arbuthnot

[*] Which Deposition contains an Affidavit of there being 1500 Rebels being within three days march of Cumberland which is since proved not to be true.

1. PRO, Colonial Office, 5/125, 28c.

MASTER'S LOG OF H.M. ARMED VESSEL *Canceaux*¹

Remarks &ca – Sunday 30th June, 1776. –

- 8 [A.M.] Goose Island S W. The west end of Cowdre WSW. about 2 miles, at noon the west point of Goose Island SbS. The White Rock NWbN. 1 Mile The Church on the S E Shore SEbE about 2 Miles
- 1 [P.M.] Strong breezes and Cloudy, hauld down Steering Sails Handd T.Gt Sails, in 2 reefs Topsails Sailing to the Westd on the South side of Crane Island a short mile You will have 3 or 4 fm till you bring the house to bear, NW, then you depen to 6 or 7 fm At 4 Madame WNW, East end of the Island of Orleans NNW, dist from shore 2 Miles, Bellschaise W S W. Half past 5 Saluted Commodore Douglass with 13 Guns, Do returnd 11, at 6 came too with the Small Bower [blank] fms [blank] bottom and moord up and down the River, found at Quebec H. Ms Ships *Isis*, *Juno* and *Lizard*.²

1. PRO, Admiralty 52/1638.

2. The *Canceaux* was completing a convoy voyage which had begun at Halifax June 11, 1776. Under convoy had been a brig and five schooners. Of interest were the following incidents of the voyage: On June 15, in Canso Gut, Lieutenant Schanks had sent the cutter ashore "a Pressing," the only result being the loss overboard of "a Cutlash and Scabard." The frigate *Pearl*, on a cruise and the frigate *Surprise* were spoken June 24 and June 26, respectively, off Barnaby Island in the mouth of the St. Lawrence River. On June 28 a petty officer, with some hands, was sent ashore wooding off the mouth of the Saguenay river, and four men deserted. Two of them were brought on board the next day, having been captured by "the Indians," *ibid*.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Friday 28th of June 1776 [Salem harbor]

People employed getting Sundres on board
fair weather

Remks on Satterday 29th of June 1776

All hands employd in getting stores on board

Remks on Sunday 30th of June 1776

At 9 in the morning came to sail stood out in the bay at 3 in the After noon bore away for Cape Ann harbour in company with 6 private[ers] At 6 came to Ankor in Cape Ann harbour

1. John Fisk Journal, AAS.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, June 30, 1776.

I have the honor of transmitting you an extract of a letter received last Night from General Ward. If the Scheme the Privateers had in view, and the measures he had planned, had been carried into Execution, the Highland Corps will be tolerably well disposed of, but I fear the fortunate event has not taken place. In General Ward's Letter was inclosed one from Lieut. Col. Campbell ² who was made Prisoner, with the Highland Troops: I have transmitted you a Copy. This will give you a full and exact Account of the Number of Prisoners that were on board the four Transports, and will prove beyond a possibility of doubt, that the evacuation of Boston by the British Troops, was a matter neither known or expected when he received his Orders. Indeed so many facts had concurred before to settle the matter, that no additional proofs were necessary.

When I had the Honor of addressing you Yesterday, I had only been Informed of the arrival of Forty five of the Fleet in the Morning; since that I have received Authentic Intelligence from sundry persons, among them from General [Nathanael] Greene, that one hundred and ten sail came in before Night, that were counted, and that more were seen about dusk in the offing. I have no doubt, but the whole that sailed from Halifax, are now at the Hook.

1. Fitzpatrick, ed., *Writings of Washington*, V, 201, 202-03.

2. See Campbell's letter of June 19, 1776.

CAPTAIN JOHN SMITH TO ROBERT VAN RENSSELAER ¹

Sir:

New-York, June 30, 1776.

I mentioned to you yesterday evening that, as I heard there were to be some British officers, who are now prisoners in this or the neighbouring Governments, to be sent to Canada, in exchange for some officers of the Continental Army, who are now prisoners there, I would be extremely obliged to you if you will be so kind as to mention to the Congress that the officers of the Forty-Second or Royal Highland Regiment, who are prisoners in this Government and Rhode-Island Government, would be much obliged to the

Congress if they could be amongst the number of officers that may be exchanged. Lieutenant Robert Franklin and I are the two officers of that regiment that are prisoners in this Government,² and Lieutenant Harry Monroe and Ensign John Campbell are the two officers that were carried prisoners of that regiment into Rhode-Island, by Captain Biddle, of the brigantine armed vessel *Andrew Doria*. I hope you will be good enough to excuse this; and if you will be kind enough to let me know the result or answer of the Congress, I will be much obliged to you. I am, with great respect, sir, [&c.]

John Smith

Capt. 42d or Royal Highland Regiment.

To Robert Van Rensselaer, Esq., or any of the gentlemen appointed by Congress for the disposition of Continental prisoners.

1. Force, comp., *American Archives*, 4th, VI, 1150-51.
2. Smith and Franklin were on board the recaptured ship *Crawford*.

JOURNAL OF H.M.S. *Chatham*, CAPTAIN JOHN RAYNOR ¹

June 1776 [Anchored at Sandy Hook]
 Sunday 30 at 8 AM Made the signal to Unmoor & hove into $\frac{1}{3}$ of a Cable -
 at 1 PM the *Phoenix* weighd & made sail up towards the Narrows at 2 Made the signal for the *Phoenix* to come to an anchor. Carried out the Stream Anchor to Steady the ship

1. PRO, Admiralty 51/192.

DIARY OF DR. THOMAS MOFFAT ¹

[On board H.M. Sloop *Swan*]

June 26th light breeze SE course W by North saw to Lar[board] two ships standing for the Fleet also two Brigantines steering close to the Wind. Noon Latitude 39 56 N Longitude 73.2. Sandy Hook distant 19 Leagues; Thermometer 75. The *Swans* tender returns before sunset from the *Cerberus* Frigate and *Merlin* Sloop of War with a whaling Brig from Brazil with one who had Joind the fleet. The *Cerberus* reports Block Island W by North distant 22 Leagues.

June 27th the Morning calm, A M wind NE course WSW Latitude 39.55 N Longitude by Ship reckoning 73.15. W Sandy Hook island 16 Leagues: by the *Cerberus* account 43 Leagues. From the Mast Head two sail descryd steering after the fleet. P M the *Cerberus* made sail to the Eastward and *Senegal* to the Northward. Thermometer 72 - near midnight the *Senegal* joind the Fleet.

June 28th Wind N E course [blank] Latitude 39.53 Longitude 74.3 West. Thermometer 72 Sandy Hook distant by Ship account 12 Leagues by the *Cerberus* 34 leagues as observd from Block Island P M Captn [Henry] Bellew of the *Liverpool* Frigate came aboard the *Swan* reported that she left the Land yesterday distant 12 Leagues G[eneral Wil-

liam] Howe in the *Greyhound* Frigate arrived at Sandy Hook on Tuesday the 25th that a few transports separated from the Halifax fleet were also arrived – that two transports with Highlanders were taken by the Rebels² that G[eneral Henry] Clinton or Sr Peter Parker in the *Bristol*, with Six Frigates had got over the bar before Charlestown that the Rebel army with Washinton were in the neighbourhood and in [New] York city that west India commodities Salt Linnen and many other articles were scarce and very dear.

June 29th Wind SW saw the Land steerd WNW The *Centurion* Joind the fleet P M 3 o'clock came to anchor off Staten Island.³

June 30th Six o'clock morning an officer from the Admiral brought orders to weigh and come under the *Chathams* stern, after some preparations to move the Fleet it was postpond Thermometer 78

1. Thomas Moffat's Diary, LC.

2. The *Crawford* and *Oxford* transports, taken by the *Andrew Doria*.

3. Moffat was in error. The anchorage was at Sandy Hook.

FRANCIS LIGHTFOOT LEE TO WILLIAM LEE¹

[Extract] : Philadelphia June 30th 1776 –

Dear Brother Our affairs in Canada are at length brot to a conclusion, and we have now to contend with all the bad consequences, which have been apprehended from the Enemy's being in possession of that Country. . . . Our Army, being 7000 brot off all their artillery, stores, baggage & provisions; having destroyd all the forts, & bridges behind them. they are now at Crown point, where they propose to make a stand against Burgoine's Army, assisted by Canadians & Indians; by keeping the mastery of Lake Champlain, if possible, which is much to be doubted, as he has bro't with him a great number of vessells ready framed. At New York Genl Washington has not 19000 men, & 50 of Howe's fleet are now at the hook, none of the militia is yet come in, & Genl Washington is apprehensive they will not, till it is too late. and there is reason to fear they will never join the army at Crown point for fear of the small pox, or if they do, that they [will] be rendered useless by it. add to all this, that it is certain great numbers in the province of N York will join the Enemy. a horrid plot was lately discoverd in the City, to deliver up our Army to the Enemy by spiking the Cannon, & blowing up the Magazine, & some say to assassinate the Genl – We have not yet the particular[s] but many are in goal; they had debauched two of the Genl's guards, one of whome is executed. There you have a full view of the situation of our affairs; from which I dare say you will agree with me, that we are in a most perilous state, from which nothing, but some extraordinary event, can extricate us. – We have advice, that the crew of one of the ships that sailed from this port last winter, loaded by the Congress, confined the Capt & carried her into Bristol and discovered the signals by which all the other ships were to distinguish their friends from their Enemies upon their arrival on this Coast.² – I have nothing to ballance this dismal Acct, but that we have taken about 700 of Frazer's high-

landers; & that depending on the goodness of our Cause, we have not lost our spirit. —

1. Francis Lightfoot Lee folder, VHS.
2. The snow *Dickinson*.

“ACCOUNT PRISONERS ON BOARD CAPT. BELLOW’S [HENRY BELLEW]
Liverpool MAN-OF-WAR, JUNE, 1776.”¹

Francis Knox, Master.	Dav’d King, Mariner.
Jno. Will’m Dean.	Cha’s Johnson,
Hugh King, Master.	Jas. Colwell, Gent’n, a Pass’r.
Jno. Verding,	Henry Geddice, do. do
Jos. Darby,	Wm. Adamson, Master.
Sam’l Dodds,	Alex’r M’Donald, Mariner.
Eman’l Dodds,	Christ’r Sozman, do
R’d Rollison	Jno. Manning, do

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 421.

WILLIAM ADAMS TO MATTHEW TILGHMAN¹

Windsor, June 30, 1776.

I wrote two letters to the honourable Convention, acquainting them that I had received a bad fall from a horse, which had bruised and sprained my shoulder so much that I have not been able to ride these three weeks, and still continue so painful that I can scarce rest of nights, and if I were able I do not think it would be prudent to leave home at this time of immediate danger, when all the country is in such confusion, and expects to be plundered by a large number of tenders now in our Sound, piloted and conducted, as we believe, by our own people, who are gone to them in great numbers, and from whom worse treatment is expected than from the tender-men — as one Wallace, in Dam Quarter,² has revenged himself on Mr. William Roberts, by plundering him, and then carrying him off on board the tenders, tied hand and foot, as I hear from authority; and this morning I hear they are landing on Nanticoke Point, and that they have burnt Mr. Samuel McChestor’s house.

I hope, under these circumstances, the honourable Convention will excuse me I am, sir, [&c.]

William Adams.

To the Hon President of the Convention of Maryland.

1. Force, comp., *American Archives*, 4th, VI, 1140.
2. Dames Quarter, Somerset County, Maryland.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND¹

[H. M. S. *Roebuck*, June 1 to June 30]

1st June. The *Otter* came up to escort a Brig, laden with Provisions from Antigua for the use of the Army, and Sailed back to her Station the next day.

Govr Eden of Maryland sent his secretary with a letter to me, to inform me that he could stay no longer at Annapolis with any degree of safety to himself, and desired me to send one of the Kings Ships to recieve him onboard, which I sent him word I should do, when either of them could be spared.

8th A schooner arrived from North-Carolina, which brought an Acct that Sir Peter Parker & Genl Clinton had left Cape Fear the 31st of last month, and were sailed to the southd (as was supposed) to attack Charles Town; and a Passenger onboard informd me that he had left St Augustine abt a fortnight ago and that the People were in the greatest distress imaginable for want of Provisions. I therefore imediately dispatched My Tender with a Supply of Flour & Beef, and every thing that could be collected in the Fleet for the relief of the Garrison; by which oppertunity I wrote to Sr Peter & the General to acquaint them of our Situation and in the Strongest terms recommendd the Island & Harbour to their attention as a Post proper to be kept for recruiting the Army & Fleet station'd to the So wd

10th

During all this time the Troops & Marines were constantly employed, as well as the People capable of working in the Fleet, in fortifying the Island. a Fort was erected at each end, and a line thrown up a Cross the Narrows point, forming it into a kind of redoubt. Frequent firings were held on both Sides but without any mischief on our parts. The Enemy did not Escape quite so well: but we were never able to get any certain account of their loss.

The Negro Troops, which had been inoculated before they left Norfolk, got thro' the disorder with great success, but the Fever which had been so fatal to them there, followed them also to the Island; so that notwithstanding the Corps was recruited with Six or eight fresh Men every day, yet the mortality among them was so great, that they did not now amount to above 150 effective Men. The detachment of the 14th Regt also became very weak, and the few Men of the New raised Corps were all down with the small Pox: so that we were still under the necessity of keeping the Marines on Shore to do the Common duty. This appeared to be the more necessary, as several deserters wch came in from the Enemy all agreed that they meant to attack us as soon as their Cannon were mounted, and that they worked day & night to finish a Battery they were erecting opposite to our Forts; all then that could be done, in this situation, untill the Island was put in a better state of defence was to harass the Enemy with the Tenders; which I kept constantly moving about, and making descents upon different parts of the Coast; in order to supply the Island with Stock, which they did to great advantage, & took several of the Enemys Vessels.

Govr Eden being under great apprehensions that the Committee of safety at Annapolis might change their mind, and not permit him to leave the Province, unless the Ship went up immediately for him, again applied to me & I dispatched the *Fowey* upon that service, and by Calms & contrary winds she did not join us again at Gwins Island untill the 30th June, when she returned with the Governor, and several Gentlemn desireous of getting a passage to England. During the time of her absence I had several People come on board from the Eastern shore of Maryland, to inform me that since the declaration of the Colonies for Independance, a great majority of the People there, and in the lower Counties of the Delaware, had come to the resolution to take up Arms in favr of Governmt. I thought it material to encourage this loyal Spirit of the People, but at the same time saw the necessity of their being quiet, untill they should be certain of their Numbers, and that every Man should be well supplied with ammunition. For this purpose I dispatched Captain [George] Montagu to the *Tangier Sound* to deal out ammunition to some particular Persons appointed to receive it.²

24th The *Lively* arrived from Halifax & New York with a Victualer under her convoy, and brought me dispatches from the Admiral, and then proceeded directly for South Carolina.

My Pilot boat returned from the Delaware which brought me a letter from Capt [Charles] Hudson of the *Orpheus*, acquainting me that he had sent the *Liverpool* to New York for Provisions, and that he would remain with the *Kings Fisher* at the Mouth of the Delaware untill I came to releave him; which I determined to do at all events as soon as the *Fowey* returned from the Eastern Shore.

1. Hamond, No. 5, UVL.

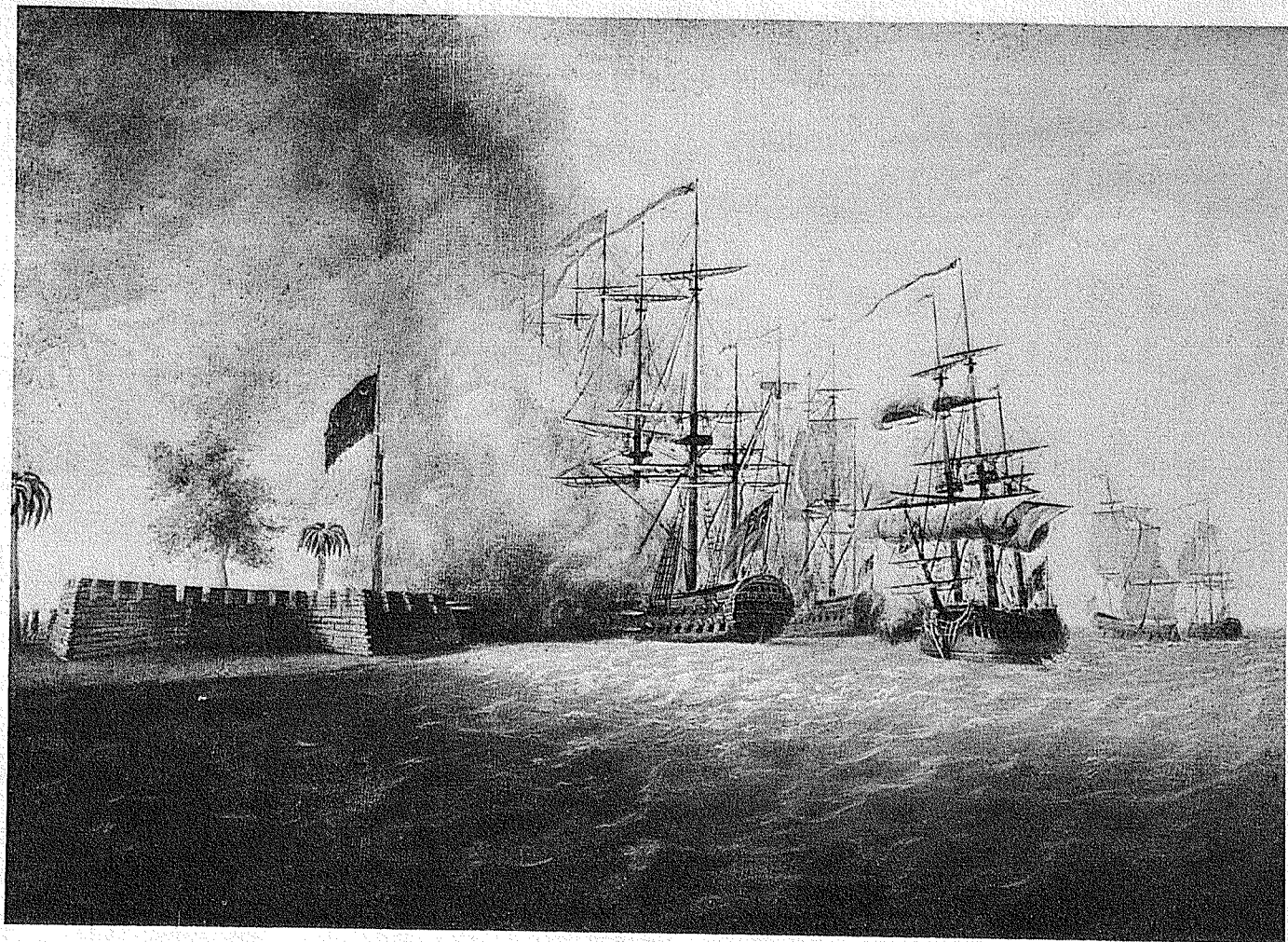
2. Hammond's recollections are at fault. The Declaration of Independence was not enacted before the *Fowey* returned with Governor Eden on June 30, 1776.

RICHARD HUTSON TO THOMAS HUTSON ¹

Dear Brother

Montpelier, June 30th 1776

I take the earliest opportunity of communicating the glorious News. The British Fleet & Army have both been shamefully repused. On Friday night last the ever memorable Twenty eighth of June between 10 and 11 o'clock the Signal having been given by the Admiral, seven Men of War & Two Bomb ketches weighed anchor, & got under way. One of the Men of War ran aground before she came up. the rest anchored off of the Fort on Sullivan's Island. The Admiral's ship of Fifty Guns, one of Forty four Guns & two of Twenty eight lay abreast about five hundred yards as Col [William] Moultrie thinks, from the Fort. the other 2 Men of War a little farther, & Two bomb ketches about three quarters of a mile. About a quarter after 11 the Admiral gave the signal for the attack, when one of the other Vessels



"Sir Peter Parker's Attack Against Fort Moultrie, June 28, 1776."

fired a gun at the Fort, which was immediately returned; upon this the Admiral poured in a Broadside and to it they went.

They kept up an incessant heavy Fire till Nine o'clock in the evening. I arrived at Fort Johnston about an hour after the Engagement had begun, where I had a full View. A more awfully pleasing sight I never beheld. I could wish you had seen it. The Land Forces on Long Island in the meantime, strained every Nerve to effect a Landing on the Back: but the Eighteen Pounder with Grape shot spread Havock, Devastation and Death, and always made them retire faster than they advanced. The Gallant [Charles] Lee was in the Fort during the hottest of the Engagement, walking the platform with the [greatest] coolness and self possession issuing the necessary orders. He has seen in his time, he says, many Bombardments and Cannonadings, but none comparable to this in one day. He is extravagant in his encomiums on the men. No veterans, he says, could have behaved better. The second Regiment have immortalized themselves. They had the whole Management of the Fort. Ten brave Fellows fell. One Sergeant, Two Corporals, and seven Privates. Two and Twenty men were wounded seven of whom have fractured Limbs. The Sergeant above mentioned McDougal by name rival Epaminondas in fame; when breathing his last, "My brave Lads, he cries, I am just expiring, but for Heaven's Sake let not sweet Liberty expire with me." There were but two Officers wounded, and they slightly - Lieut. Henry Gray received a Swivel Ball in his breast, but the force was so far expended that the wound was very superficial. Lieut. Thomas Hall received a blow on his Cheek from a Piece of a Hand spike, wh[ic]h was shattered by a Ball - There was not a single Man killed on our side at the back, and but one wounded. It is imagined that the Enemy left a great Number there. Col [William] Thompson commanded that Post. The Men of War are greatly dismantled, especially the Admiral's Ship wh has lost her Mizzen Mast, and is otherwise much damaged. Col Moultrie's paid particular attention to her. We do not know what number of men they have lost. Five have been taken up on the Beach and buried and a number of skulls have been found.

They sheered off the next morning like Earless Dogs, and fell down near where they lay before, having first set fire to the one aground, in which affair they betrayed evident marks of the greatest Trepidation and Confusion, for they left all of the Guns loaded, and when they went off, by the Fire's coming to them, one side of the ship being towards the Fleet several of the shot fell very near the Shipping. They left a vast quantity of Powder on board which occasion an enormous Explosion. Our men in the Fort were entirely out of Powder once for the space of an hour, when they received a Supply from Town. Had the Enemy known this how easily might they have landed and taken Possession. We expended Five Thousand Weight of Powder and it is thought, that they expended forty times as much say Two Hundred Thousand Weight. We have lost no Balls for Col Moultrie says that he has picked up more of theirs than he fired away. You would be surprised to see how little Impression they have made on our Fort. One of

their first shots cut away our Flag staff and our merlons are stuck full of Balls, but otherwise the Fort is just in statu quo. The officers and men at Fort Johnston were wishing for sufficient Handspikes and strength to move the Fort a little nearer. They fired three shots by way of Trial, but could not reach them. They express great anxiety lest they should go off, without giving them an opportunity of reaping any Laurels. If they make any further attempt here, I am of opinion it will be to pass the Forts and give the Town a Cannonade, but I am rather inclined to think that they will favor you with a visit to Beaufort. I am yrs &c

Richd Hutson.

[Thomas Hutson, Esquire at Cedar Grove, Prince William County]

1. Charles Woodward Hutson Papers, UNCL typescript.

JOURNAL OF H.M.S. *Experiment*, CAPTAIN ALEXANDER SCOTT ¹

June 1776 At Anchor 5 fathm hole near Charlestown
 Saturday 30 A M at 8 weigh'd & drop'd farther down wth the Tide, at 10 came too wth the Sheet Anchor in 6½ fms veer'd to ½ a Cable, Carprs stopping the Shot holes between Wind & Water Fresh Gales & fair P M people empld knotting & splicing the standing rigg, Carprs &ca as before, Laid out the stream Anchor to steady the ship 8 down TopGt Yds at 10 Weigh'd the Br Anchor & shifted our birth.

A Scott ²

1. PRO, Admiralty 51/331.

2. Captain Scott having lost his left hand, relinquished command of the *Experiment* this date.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

[June 1776] Anchor'd in St Mary's River
 Thursday 27. First & Middle pt light Airs & Clear, Latter Sultry with Thunder Lightning and heavy rain at 6 hove up our Anchor & put service on them a strong Tide running from the rivers - People variously Empd & under Arms.
 Friday 28. Light Airs with Calms The Pilot boat in, saw nothing but heard the Rebels were reinforcing St Jully's Fort - recd some fresh Beef from Cumberland Island, sent the Boat up the River with Provisions to the Sick Men and Troops at 11 the Cutter returned
 Saturday 29 Do Weather, saw a Brigg off the Bar, sent the Boat Manned & armed to speak her, the boat returned found her to be from St Augustine to procure a load of Lumber, People under Arms as before,
 Sunday 30. Gunners empd Cleaning Arms, Carprs as before greased down the Lower Masts
 Light Breezes & Clear Weather the first part Midle & Latter fresh Breezes and Squally with rain, the brigg at Anchor off the Barr, People under Arms.

1. PRO, Admiralty 51/4330.

1 July

GOVERNOR SIR GUY CARLETON TO CAPTAIN PHILEMON POWNOLL, R.N.¹

Sir

Chambly 1st of July 1776

I inclose a list of certain materials, which are required for Transporting the armed Vessels from Chambly to St Johns, by land, if you can furnish the whole or a part, I must beg you will send them to Chambly by the most expeditious means; but if you should be unable to assist us therein, please to send the list together with the enclosed letter ² to the Commodore in all expedition, or if you supply us with a part, still send on the letter and list marking on the letter such things as you shall have supplied, that we may have the rest from the Commodore I am Sir &c

1. Guy Carleton Letter Book, BM.

2. *Ibid.*, Carleton to Captain Charles Douglas, R.N., July 1.

GOVERNOR SIR GUY CARLETON TO LIEUTENANT GOVERNOR HECTOR CRAMAHÉ ¹

Sir

Chambly the 1st of July 1776.

I have already written to you, and pressed you on the subject of procuring us boats; I must desire to be informed, as soon as possible, how you are likely to succeed, and if you meet retardment, or think you shall not get us any, that you will send us all the workmen you can collect from every where around you. I am &c

1. Guy Carleton Letter Book, BM.

PROCEEDINGS IN ADMIRALTY COURT AGAINST AN UNKNOWN AMERICAN SLOOP AND CARGO ¹

Nova Scotia Court of Vice- Admiralty	}	Thomas Bishop Esqr Commander of his Majestys Ship of War <i>Lively</i> VS A Certain Sloop unknown and Cargo
--	---	--

10th. June 1776 Libel fil'd and entred Order made thereon as on file

Thomas Porter Captain of the mainmast of the *lively* being duly sworn Deposeth that some time in May last ² they took a Sloop off of Cape Ann the people on board her quitted her before they took her that they found no Papers on board or any Person whatever that they brought her into this Port of Halifax and further saith not –

12th June 1776

his
Thomas X Porter
mark

Sworne before me

Cha^s Morris junr Reqr –

[Endorsed] July 1st 1776 Court open'd by making Proclamation as usual Decree Pronounc'd as on file whereby the above unknown

sloop and Cargo was Condemn'd as lawfull Prize to the Captors thereof

Court adjourn'd without Day –

1. Vice Admiralty Register, vol. 5, 1769–1777, N.S. Arch.

2. The sloop was taken on April 28, 1776; not in May. See journal of the *Lively* for that date.

JOHN LANGDON TO WILLIAM WHIPPLE ¹

Dear Sir –

Portsmouth 1st July 1776

Your favo'r of the 17th ulto is now before me the Money is come to hand, but had not to[tal][e]d it, suppose it right. I've just receiv'd a Letter from Providence by which I find the furnace will not have done till about the first of August for themselves, and then are ready for me and Mr [Thomas] Cushing provided I have it [in] my power to contract for them, which I've desired in several of my former Letters, pray send one Word, whither I may Contract at Providence or not. – I think it absolutely Necessary to have the Hands shipped, as they are now to be had, and when the Guns come, shall be ready, otherwise shall not get out this Season, if we wait till the Guns arrive, and then have the Men to get, and Provision, this matter is most strangely Neglected, the Ship laying here with every Rope Completely rove, all finished and Men of all denominations ready to Enter, but cannot; its very unfortunate; a number of Seamen have been waiting for three Months, and now suppose will go to Providence, as they have got the Furnace, they can say who shall have the first Ship to Sea tho' ours might have very well been out on a Cruize by this; which would have been one Month before any on the Continent, – I think it would be best when the Officers are appointed to have Orders to have Forty or Fifty Seamen & some Marines for Guard –

I am ready to send the Names of most of the warrant Officers, but as I should be glad to consult with the Commission Officers, who are the most proper Persons, should think there could be no inconvenience in sending Blank Warrants; the Commissions for the Commission Officers will be some time before shall get them, and then to send up the Names of Warrant Officers & get them filled up; will bring it to ab[ou]t September – We must have immediately a number of Men and different Officers to take Care of these Men – Pray always bare in mind the Guns, Powder, Provision & Men. –

I Observe what you mention about Agent, I have determined to resign my Seat in Congress, and I do hereby resign in Consequence of being appointed Agent, indeed if I was not appointed Agent beleive should not come, our Colony no doubt will send another at your or Brother [Josiah] Bartletts return of you shall think it Necessary, therefore shall thank you to have the matter settled, immediately and bring it with you, as you may very well take a ride down and go back again soon, I've wrote you by all means to bring my Carriage home with you and my Trunk white Hat and Sword blade left in my Chamber. –

Pray should I be appointed let my Orders or Commissions be Explicit

whither I am to transact all Prizes taken by Continental Vessells, and every matter particular – if another must be sent in my room I suppose the Court will choose one, the next time they meet suppose in August. – If it will be of any Service and it can be done without the least Trouble, I can leave my Business with somebody for Six Weeks or two Months, and core up, so as to spell you, & then come down with the appointment of Agent, but this only by the by, for if the least risque or Trouble in it, say nothing about it. —

I hope you'll immediately with Brother Bartlett, get this settled,² and that you'll take my Carriage and things, and come off immediately and you can take care of matters here for me whilst I come up if that matter can be brought about, it will do, for few Weeks, how ever have it settled some how, either to come up for few Weeks, to releive you and then to take my appointment as Agent or point Blank, to resign intirely I have mention'd this to several of our Court already, that should I be appointed agent my Seat in the House would be of Course vacated, I shall in form mention it to the House at their next Meeting. —

Pray make my best Respects to Mr [John] Hancock and beg him to mention, in the Letter to Mr Cushing or Captain [John] Bradford; Joseph Russell as Vendue Master for the Continental Business, as he well knows him to be [a] very suitable person, my Respects to his Lady likewise if you please. —

My kind respects to Mr Thos & Isaac Wharton to Madam Wharton, and also to the young Ladies – Mrs Hannah & Mrs Polly also to my Old Friend Mr [John] Alsop, and ask him why he dont get married, he'll be as old as I am, by and by then no young Quaker will have him, I wish to see you as soon as may be Your Friend [&c.]

John Langdon

N B – pray send or bring me the Phamphlet called the fall of British Tyranny a play –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. *Ibid.*, Langdon wrote a similar letter to Josiah Bartlett this date.

JOHN LANGDON TO JOHN BROWN ¹

Sir –

Portsmouth 1st: July 1776

Your favo'r p post I've receiv'd and shall take Care, as soon as your Sloop arrives from Mount Desert, to give Captain Jacobs every assistance in my power, more especially as you intend fitting her out for a privateer, shall take care to give the Letter to Captain Jacobs which you inclos'd for him. – my services this way none would be more ready to serve then Your [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO NICHOLAS BROWN ¹

Sir –

Portsmo 1st: July 1776

Your favo'r of the 19th ulto is now before me, by which I see you'll

have done casting of Cannon; for the use of your Ships in about 4 or 5 Weeks, I've wrote to Philadelphia for Orders, to contract with you, for Guns, as I am convinced you can give them to me, as soon as they can to the Southward, I shall depend on having the next Cannon to your's. I am amazed at the [Marine] Committee, that they did not contract with you early, if they had, my Ship might have been at Sea.

We are compleatly rigged & finished; wait intirely for Guns, could also have ship't all our Hands; the last three Weeks, but the want of Guns prevented our putting Hands in pay, shall inform you as soon as have Orders. -With great respect, I am [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

ADVERTISEMENT FOR CLAIMANTS TO INSPECT CARGO OF PRIZE
BRIG *Elizabeth* ¹

Notice is hereby given, that the Brigantine *Elizabeth* and Cargo, (Peter Ramsey late master, bound from Boston to Halifax) retaken and brought into this port by Commodore Manly and others, in the service of the united colonies, are to commence invoicing at Portsmouth, the 24th day of this instant July (in preparation for sale, agreeable to a resolve of the honorable Continental Congress) and to continue till the whole is completed.

All persons legal claimants to any part of said brigantine and cargo, are desired to attend on said day, that their interest may be selected. Those persons interested, and neglecting to attend duly will be depriv'd the benefit of claiming, as all goods that may not be legally claim'd, will be invoiced for the use of the continent and captors, & sold accordingly.

Joshua Wentworth, Agent.

Portsmouth, New Hampshire, July 1, 1776

N.B. There were four negroes taken with said brig, viz: A negro man named Adam, John Rowe, Esq owner. A negro man named Scip, Harrison Gray Esq: owner. A negro woman named Belinder, Benjamin Austin Esq: owner. A negro woman named Brada, a widow Kitpath, owner.

1. *The Freeman's Journal*, July 6, 1776.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Monday July 1st 1776.

Resolved, that there be a Company of Ship Carpenters, immediately agreed with, to enter into the Continental Service, & ordered to Albany, there to be under the direction of Genl Schuyler, or other commanding Officer. That they provide themselves with suitable tools, at their own Expence, & that necessary waggons be provided to transport their Tools, & Baggage to Albany, and that three pounds p Man be advanced in part of his Wages, to enable him to equip himself, & March to Albany, And that those Carpenters who have no tools, be provided therewith, deducting the cost

thereof from the Wages of such deficient Carpenter – That a Master workman be appointed to command this Company, whose Wages & allowance, together with those of the Company, be conformable to a memorandum of an agreement transmitted by Genl Schuyler the 25th Inst

1. Mass. Arch., vol. 35, 118, 121.

JOHN BRADFORD TO JOHN HANCOCK ¹

Dear Sir

Boston 1st July 1776

Duty obliges me to Acquaint you with the Situation I found our Little navy in, on my entering into that Department, you Remember sir, I hinted in a former Ltr that it wanted great Regulations. I found the Captains all at variance Each taxing the other with being a thief and a Robber, and all open mouth'd again Ayers [John Ayres] for being a Coward, the Unhappy disputes among those Captains has been the means of loosing two transports owing to a dispute between the Capts [Daniel] Waters and [William] Burke, who were Vulgar enough to quarrel on the Sabbath morning in hearing of their Boats Crews on a Wharfe at Marblehead, and wou'd have got to Blows, had not people prevented it. two Sail Appearing Burke went out and gave Chase, came up with them and Engaged them for a very considerable time, whilst Waters Look'd on and was only an Idle Spectator, for want of his Assistance the ships are lost to us, and Waters has sundry times Solemnly declared he wont sail in Company with Burk, tho not in my hearing.²

The Sailors are uneasy, they Complain they've been Choud'd out of their prize money by the Agent Colo [Jonathan] Glover. by being told that their shares wou'd be but trifling and have bot them for a fourth part of their real value; Those Complaints have been handed my by Mr [Jeremiah] Powell Mr [Henry] Bromfield and others of our fellow Citizens. you'l please to observe sir I was not known to those people, for when I Recd. my orders to Act they were aboard, I emediately on Receiving your orders to call on the Agents for a Settlement Obeyed yr directions, and shew to Colo Glover That Paragraph of your Letter, Yet when those prizes were brot. in he came to Boston and us'd all the Rhetoric he was master of to endeavour to perswade me that my Appointment was to Superintend over the whole, but that they were still to Act as before, I reply'd that I shou'd be guilty of the greatest unpoliteness and ingratitude to my Constituents and in short shou'd disgrace my self to Suffer Colo Glover to incommode him self, so much as to leave his home to do my Business whilst I was only a Spectator; he Reluctantly gave up the point and went home may I hope for so much Indulgence from you sir as to say at what Period I commenc'd Agent; it was After my Appointment the powder ship was taken, so were the two prizes wch were Carried into Lyn with provision & wine ³

I beg leave to ask if a captain shou'd be wanted for either of the Scho[one]rs wou'd not the Service be impeded, as General Ward says he has no power to commission, its true he gave Capn [John] Skimmer a Brevet, But he wou'd be much better pleas'd with a proper Commission

The Fleet wch has been so long parading before our harbour is (I be-

lieve) gone off. I sent a message to the General Wednesday mornng to enquire if he had inform'd Commodore Hopk[ins] of the Fleet being in our Bay, he answer'd in the Negative, on wch I emediately dispatch'd an Express, but I find he was gone to Philada the Governor Called the Commee of Safety together, and Confer'd with the Person who had the Command of the ships But he refused mooving without the Consent of Capt Bidle [Nicholas Biddle], who was out on a Cruise, General Ward wrote too by the Express I sent –

I see not the least probability of coming at any money from Mess Glover & Bartlet for the Reasons offered in my last. that they know not the amount of the Ordnance Brigs Cargo nor the value of the English Goods taken by order of the General, they say, these suppose, they shant have more money than wil pay the people.

As it must be known to the Enemy that the Fleet and Army are gone hence, I beg leave to offer a hint for your Consideration, would it not be improving the Schooners to Advantage to send two or three of them a months Cruise to the Southward in pursuit of Jamaica ships, long experi[ence] has taught me to know the track of those vessells in their homeward bound voyage, and I am Convinced that in a month Cruising they may take as many as they could man with double their Compliment of men, therefore, it wou'd be expedient to carry a Greater number for that purpose – this is the proper season to meet them but it will soon be past –

I am Sorry to Acquaint you Sir, that the Fleet have carried their trophies off with them, for Fryday last [June 28] they sent a boat ashore to the Light house Island and carried off the pendant & Jack that was fix'd to two staffs erected for that purpose, our people saw them from the forts, but thought it best not to fire on them,⁴ At last one of the Coal vessells is arriv'd here, And the other put out from Newbury Saturday last, but the wind has not favour'd her, and she is not yet got in. I will have her loaded in twelve hours after she arrives, the Reason of this long detention was, the fleet being before the harbour. I am fearful you will think I am too prolix, I therefore take my leave by earnestly wishing for a Continuance of your health being with the Strongest Attachment [&c.]

Jn Bradford

1. Walter Fuller Don Collection, SI.

2. An engagement between two transports and an armed schooner on June 8, 1776, was recorded in the journal of H.M. Sloop *Hope* for that day, and described by Captain Aeneas M'Intosh of a company of the 71st Highland regiment on board one of the transports, *Public Advertiser*, London, August 20, 1776.

3. Bradford refers to the powder ship *Hope* taken May 12, and the brigs *Jane* and *William* captured May 7, 1776. He was appointed Continental agent for Massachusetts April 23, 1776.

4. See journal of the *Flora*, June 25, 1776, "sent the Cutter ashore to Boston Light house."

CAPTAIN SETH HARDING TO GOVERNOR JONATHAN TRUMBULL ¹

Hond Sir

Boston 1 July 1776—

I now enclose for your Honors perusal, an Inventory of as much of the Cargoes of the Ships *Lord How*, *George* and Brigantine *Annabella* as have

come to hand,² neither of the Vessells are yet unloaded, their are some Coals & a few other articles in Each – The prize Brigantine *Annabella* remains on the rocks – we hope we shall be able to gett her off, in the spring Tides

I expected to have receiv'd your Honors orders about returning to New London, as I believe the prospect of taking any more prizes is over – There has been ten sail, Men of War and Transports Cruising in the Bay for some days – we suppose them to be the last of the Highland Fleet – They disapeard on Fryday noon, having we suppose receiv'd intelligence of the evacuation of Boston.—Having nothing new for your Honors detention –I remain your [&c.]

Seth Harding

1. Trumbull Papers, V, 104a, ConnSL.

2. See inventories for the *Lord Howe*, *George*, and *Annabella* under June 29.

“EXTRACT OF A LETTER FROM BOSTON, JULY 1.”¹

Last Saturday Commodore Bank's first Lieut. killed in the engagement with Capt. Mugford, was found by a fifer on Deer-island. – had in his pocket, five guineas and four dollars, a gold watch, and by his side a silver hilted sword.

1. *Pennsylvania Ledger*, July 27, 1776.

Newport Mercury, MONDAY, JULY 1, 1776

Newport, July 1.

Mr. Samuel Buffum arrived in town last Thursday, in 4 weeks from Liverpool, 15 leagues from Halifax, and informs, that they had certain intelligence the day before he came off, that all the troops at Halifax were then embarked, to the amount of 10,000, but where bound was not known; that they had been embarked and disembarked several times before; that there were 10 sail of men of war in the harbour of Halifax; that the number of store ships which had arrived from England, and the many American vessels carried in there, had made provisions pretty plentyful; that the small pox had been very rife among the troops, but was much abated; that the people of Nova Scotia in general are very much in favour of the Colonies, but can do nothing.

Mr. Buffum further says, that he sailed from Isaac-Cape to Liverpool with Captain Elkanah Andrews, of Dighton, with a cargo of rum, &c. &c. and that Capt. Andrews went there with intent to get a new register for his vessel, and to trade out of that place, where he landed about 40 hogsheads of freight for one John Thomas, a noted Tory, who ran away from Plymouth last fall; and that Capt. Andrews finding his vessel would be liable to seizure, put out of Liverpool again as soon as the could, and came this way.

Last Friday went up Narraganset Bay, the brig ——— Capt. [Samuel] Chace, from Curacoa, with 7 tons of powder, some arms, 10 cannon, &c. on account of the United Colonies.¹

Captain Joseph Mount came to town yesterday from the Eastward, and says his vessel, himself being on board, was cut out of Egg-Harbour last

March by a tender belonging to the *Phoenix*; ² that he was carried to Halifax, which place he left the 28th of May; that while he was there Capt. Martindale, and all his officers were brought in from England, ³ having received the pardon of King George, but as soon as landed they were apprehended by a party of soldiers and committed to close jail, in which Capt. Mount himself was 2 days with Capt. Martindale, who was in good spirits, and told Capt. Mount that he expected to be set at liberty soon.

1. See *Providence Gazette*, June 29, 1776.

2. The sloop *Wanton*, cut out of Cranberry Inlet, March 22, 1776; Shuldhams's Prize List, May 23, 1776.

3. Captain of Washington's brig *Washington*, taken in December 1775. See previous volumes this series.

NATHANIEL SHAW, JR. TO WILLIAM SEVER, KINGSTON ¹

Sir

New London July 1 1776

the bearer Capt [Daniel] Adams shew me a paper from you empowering him to purchase a number of Gunns to arme one of your Provence Brigs. ² – I had just now purchased fifteen Four & Six pounders a pr Swivels Shott &c. as pr Invoice which he will deliver you Amounting to £907.9.2 which I intended for a Privateer – but Capt Adams has prevailed on me to let you have them, and that you might not be disapointed I have taken the Guns out of my Vessel discharged my people &c. and have agree'd to wait for the Money untill he can go & Inform you & return here with it – and shall rest satisfied that he will comply with his promise – Indeed no other person should have them. I am Sir [&c.]

To William Sever Esqr or in his Absence
to Messr Watson & Spooner a Plymouth

1. Shaw Letter Book, YUL.

2. The guns were wanted for the Massachusetts colony brigantine *Rising Empire*.

JOHN COTTON TO BARNABAS DEANE ¹

Sir/

Middletown July 1st 1776 –

I Received yrs of the 28th June and a Greeable to yr Desire have Sent the Boat To Hartford after the Sparrs they will Take in what you have to Send down. I would have you Send Me Down 20 or thirty wt of Tallow for the Ri[gg]ing] and Some White Lead if you have any the Oacam I will See about and if I Can Gett 4 of 5 hhds Wt I have Nothing perticular Only the Ship Goes on Briskly – Desire the Blockmaker to Send Me the Blocks that I Wrote for [&c.]

John Cotton –

To Mr Barnabas Deane Mercht, in Wethersfi[e]ld

1. Barnabas Deane Papers, ConnHS.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

[Extract]

Albany July 1st 1776

If any Cutlasses, Stink pots and Hand Grenades can be got I beg they may also be sent for the Use of our armed Vessels . . .

1. Washington Papers, LC.

GEORGE WASHINGTON TO MAJOR GENERAL ARTEMAS WARD ¹

[Extract]

New York, July 1, 1776.

Sir: I received your Favours of the 20th. and 23rd. Ulto. and am happy to hear of the further Success of our armed Vessels in the Capture of the Transport with the Highland Grenadiers.² If they have been fortunate enough to take the 11 Ships mentioned in your last, I suppose we are in Possession of a large Share of the Highlanders ordered against us.

A Fleet has arrived at the Hook, which we suppose to be General Howe's, having received authentic Intelligence of his sailing from Hallifax on the 9th Ulto., with 132 Sail. One Hundred and ten came in on Saturday, more were in the Offing and a few had got in two or three Days before. We expect he will make an Attack, as soon as possible, and I am making every Preparation to receive him.

As we are extremely deficient in Arms here, and in great Distress for Want of them; I shall be glad if you will send all of those taken from the Highlanders, which you conceive can be possibly spared. Let them be sent immediately to Norwich, to the Persons there who were entrusted with the others, with Directions to forward them without Delay by Water, if there shall be no Risk; if there is, by Land.

1. Fitzpatrick, ed., *Writings of Washington*, V, 209, 210.

2. The ship *Lord Howe*, with the Grenadier Company of the 71st Highland Regiment.

JOURNAL OF LIEUTENANT COLONEL SAMUEL BLACHLEY WEBB ¹

[New York]

July 1st – By express from Long Island, we are informed that the whole fleet weighed Anchor and came from Sandy Hook, over under the Long Island shore, and Anchored abt half a mile from the shore – which leads us to think they mean a descent upon the Island this Night . . . We have also received Intelligence that our Cruisers on the back of Long Island, have taken and carried in one of the enemy's fleet laden with Intrenching Tools.

1. Ford, ed., *Webb Papers*, I, 151, 152.

New-York Gazette, MONDAY, JULY 1, 1776

New-York, July 1.

The Number of Transports now at Sandy-Hook, we hear amounts to 113 Sail, and we have not the least Reason to doubt, that General Howe is in this Fleet. From the number of Troops now here, and those on their Way, from different Parts of the Country, it is computed our Army will soon amount to 25,000 Men.

A Boat from the Fleet was reconnoitring in our Harbor last Saturday Night, but a Shot from one of our Batteries soon made her tack about.

Last Thursday Week the Privateers *Montgomery* and *Schuyler*, of this Port, retook and carried safe into a Port to the Eastward, two Whaling Brigs from Brazils, belonging to Nantucket, a Schooner belonging to Cape-Ann,



W. Hill del.

W. Hill sculp.

The HON^{BLE} S^R W^M HOWE,
Knight of the Bath, & Commander in Chief of his Majesty's Forces in America.

London: Published at the Art Director's Office, No. 174, in Edin. Street, Pall Mall.

with Sugar and Molasses, and a Sloop from Rhode-Island with Lumber and Flour.

On board one of the Whalers, (Capt. Bunker) came Passenger, William Hallock, of the Whaling Brig *Elliot*, of this Port, who on the 19th of May, was taken and carried into Antigua, having on board 250 Barrels of Oyl, and gives us the following Account, viz. That Capt. Helms, with 400 Barrels was carried into Antigua also; and Capt. Jenkins, into Dominica[a], with 150 Barrels; that Capt. Jagger with 400 Barrels, had got into Guadeloupe; and Captain Darling, with four hundred barrels more, had arrived at St. Lucee; that Capt. Pinkman with 200 Barrels was left on the Brazil Coast, and he supposed all the other Whalers were well.

One of the above-mentioned Vessels was taken by the *Greyhound* Frigate, Captain Dickerson [Archibald Dickson], from Halifax for New-York, having General Howe on board. The Ship sailed from Halifax the 9th of June, in Company with a Fleet of 130 Sail.

We hear that four more Transports with Troops, besides those already mentioned, have been lately taken, and carried into some of our Ports to the Eastward.

JOURNAL OF H.M.S. *Chatham*, CAPTAIN JOHN RAYNOR ¹

July [1776] [Anchored at Sandy Hook]
 Monday I AM Light Winds & very foggy –
 at 3 PM the fog clear'd away. at 4 made the signal Weighd
 made sail in Company with the fleet at ½ past 5 past HM
 Ship *Asia* in the Narrows at 7 Came too in Gravesend Bay
 with the fleet & Moor'd with the Stream Anchor at 9 PM
 Came on a thick fog with thunder & Lightning

1. PRO, Admiralty 51/192.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Monday, July 1, 1776

Resolved, That this Congress will resolve itself into a committee of the whole, to take into consideration the resolution respecting independency:

Resolved, That the Declaration be referred to said committee.

The Congress resolved itself into a committee of the whole. After some time, the president resumed the chair. Mr. [Benjamin] Harrison reported, that the committee have had under consideration the matters referred to them, and have agreed to the resolution, which they ordered him to report, and desired him to move for leave to sit again.

The resolution agreed to by committee of the whole being read, the determination thereof was postponed, at the request of a colony, till to morrow.

Resolved, That this Congress will, to Morrow, resolve itself into a committee of the whole, to take into their farther consideration the declaration respecting independence.

1. Ford, ed., *JCC*, V, 503, 504-06.

LIST OF OFFICERS RECOMMENDED TO CONGRESS BY MARINE COMMITTEE ¹

In Marine Committee

[Philadelphia] 1st July 1776 -

Officers recommended to Congress

For the *Warren*

Robert Adamson first lieutenant
 James Sellers second do.
 Richard Marvin third do.
 John Granis Capt. of Marines

For the *Providence*

William Baron first lieutenant
 Benjamin Page third do.
 Silas Devall Captain of Marines
 Wm. Jennison 1st lieut of Marines ²

For the *New hampshire* [*sic Raleigh*]

Thomas Thompson Captain
 Peter Shores first lieutenant
 Jno Wheelwright second lieutenant
 Josiah Shackford third do.
 George Jerry Osborne Captain of Marines
 Stephen Meads first lieutenant do.
 Nathaniel Thwing second do. -

extract from Minutes

T Matlack secy.

1. Papers CC, Miscellany, NA.

2. These final recommendations of the Marine Committee differ somewhat from those of the Rhode Island Committee for building the two frigates, which appointed commissioned officers without the sanction of the Continental Congress. According to the committee's record book, the appointments were:

	<i>Ship Warren</i>	
John Grannis	Capt. of Marines	June 14, 1776
George Stillman	1st Lieut. Marines	June 14, 1776
Barnabus Lothrop	2d Lieut. Marines	June 14, 1776
James Sellers	2d Lieut.	June 20, 1776
	<i>Ship Providence</i>	
Capt William Barron	Master	May 22, 1776
Silas Devol	Capt. of Marines	June 20, 1776
William Barron	1st Lieut.	June 20, 1776
Benjamin Page	3d Lieut.	June 20, 1776
Seth Chapin	2d Lieut. Marines	June 24, 1776
Avery Parker	1st Lieut. Marines	July 6, 1776
	(if he enl. 33 men)	
John Channing	2d Lieut.	July 8, 1776

In addition, two of the men listed in the Marine Committee recommendations were appointed, but unassigned to either ship; James Sellers, as a third lieutenant, "wth his Inlisting 12 good Seamen" May 31, and William Jennison, a 1st Lieutenant of Marines "on his Inlisting Twenty five good Men" May 29, 1776. Journal R. I. Frigates, RIHS.

JOSIAH BARTLETT TO JOHN LANGDON ¹

[Extract]

Philadelphia, July 1, 1776

I am truly sorry that guns &c for the ships cannot be got as soon as wanting; but so it happens – the Committee appointed for that purpose have not been able to procure them yet – as to naval affairs I must refer you to brother Whipple who continues on the Marine Committee alias Board of Admiralty and who will while here inform you from time to time what is to be done in your department as Agent for New Hampshire. . .

1. William Whipple Papers, Force Transcripts, LC.

DIARY OF CHRISTOPHER MARSHALL ¹

[Philadelphia] July 1st 1776 –

. . . past 10 went to Coffe house thence to Court house the tryal of Ship *Juno* & [a schooner *Thistle*] ² which I am informed were both condemned, the Sd Jury insisted that the Kings arms in Court room should be took down the Same I am enformed was done . . .

1. Diary of Christopher Marshall, HSP.

2. *Thistle* was condemned with *Juno* this date.MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 1st July, 1776.

By order of the Board, Robert Towers, Commissary, was directed to deliver Capt. Nath'l Falconer, for account of Congress, 12 Cutlases & 28 lb Musket Ball.

By order of the Board, Robert Towers was directed to deliver Mr. [Joseph] Moulder 4 pieces of Russia Sheeting, for awnings for the Shallop for accomodating the Fire Raft Men.

By order of the Board, an order was drawn on Jno. Nixon, Esq'r and others, the Committee of Accounts, in favour of Mr. John Williams, for £100, towards the payment of a Gondola he is building.

1. *Pennsylvania Colonial Records*, X, 621, 622.

“AMOUNT OF MEN IN ACTUAL PAY, OFFICERS INCLUDED, IN THE
SERVICE OF THE PROVINCE OF PENNSYLVANIA, TO THE FIRST
JULY, 1776.” ¹

[Extract]

As P the Muster Rolls, vizt,

	[Commander]	[Number of Men]
The Navy, viz.,		
The Ship <i>Montgomery</i> ,	Samuel Davison,	109
Floating Battery,	John Henesy,	111
<i>Congress</i> ,	John Hambleton,	43
<i>Franklin</i> ,	Nathan Boyce,	48
<i>Effingham</i> ,	Hugh Montgomery,	25

<i>Dickenson,</i>	John Rice,	33
<i>Chatham,</i>	James Montgomery,	34
<i>Hancock,</i>	Thomas Moore,	38
<i>Warren,</i>	Thomas Houstin,	18
<i>Burke,</i>	James Blain [Blair],	21
<i>Cambden,</i>	Richard Eyres,	35
<i>Bull Dog,</i>	Alexr Henderson,	43
<i>Washington,</i>	Henery Dougherty,	45
<i>Experiment,</i>	Lt. Benj. Thompson,	26
<i>Ranger,</i>	Lt. Robt. Hume,	28
		———— 657
Sloop <i>Etna,</i>	Wm. Gamble,	4
Sloop <i>Sally,</i>	Martin Wirt,	7
<i>Sallamander,</i>	Charles Lawrence,	13
Schooner <i>Lydia,</i>	James Simpson,	5
<i>Porcupine,</i>	Robt. Tatnell,	12
<i>Brimstone,</i>	Wm. Watkin,	10
Sloop <i>Hetty,</i>	Henery Hoover,	3
<i>Eagle,</i>	Jacob Hance,	10
Sloop <i>Terror,</i>	Robt Hardie,	11
<i>Vulture,</i>	Wm. Greenaway,	11

———— 86

[Total] ——— 743

Lod'k. Sprogel, M.M.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 780-781. From the *Congress to the Ranger*, the vessels were thirteen galleys, or gondolas. In the second group, the *Sallamander*, *Porcupine*, *Brimstone*, *Eagle*, and *Vulture* were armed boats, or barges; the *Aetna*, a fire sloop.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Monday 1st July 1776

Ordered That the Treasurer of the Western Shore pay to Captn James Nicholson five hundred and fourteen Pounds, for one month's pay of the ship's Crew on board the *Defence*. —

Ordered That said Treasurer pay to Messrs Lux & Bowly three hundred and ninety three pounds, twelve shillings for Demurrage and Detention of Brig *Fortune*.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE MARYLAND CONVENTION ¹

[Annapolis] Monday, July 1, 1776.

On reading and considering the memorial of the Council of Safety relative to fortifying the harbour of the city of Annapolis, and it appearing that cannon could not be procured, and that even if it could, the sum appropriated is not sufficient to erect such fortifications and place such obstruc-

tions in the river as was expected by the Convention, Resolved, That a sum not exceeding ten thousand pounds common money, exclusive of the cost of cannon, powder, gallies, and the like, be appropriated to the defence of the city of Annapolis; and that the same, or so much thereof as may be necessary, be laid out and expended for that purpose, under the direction and orders of the Council of Safety, in lieu of the said sum heretofore appropriated in the session of December.

1. *Maryland Convention, 13.*

MINUTES OF ST. MARY'S COUNTY COMMITTEE OF OBSERVATION ¹

Court House in Leonard Town July 1st 1776.

In Committee.

Present, Coll Abraham Barnes in the chair.

Majr James Eden	Colo Jno H Read
Majr Samuel Abell	Maj Ignatius Fenwick
Capt John Smith	Mr Wilfred Neale
Capt Edward Abell	Mr William Taylor
Capt Gerard Bond	Mr Henry Tubman
Capt Vernon Hebb.	Mr Nicholas L. Sewall.

On reading a letter from Danl Wolstenholme Esq Collect[or] of his Majesty's Customs on North Potowmack, setting forth that by advice of his physicians, he intended to leave this province and return to Great Britain, his native country, on account of his infirm State of health, for which purpose he had obtained a warrant, from the Right Honorable the Lords Commissioners of His Majesty's Board of Treasury in London. Yet the peculiar Circumstances of the times, joined to his own inability to prosecute the intended voyage had unfortunately prevented him from embracing the opp[or]tunity, within the time limited by the aforesaid warrant. By which means he is utterly disenabled by peculiar circumstances from making a second application to their Lordships for a renewal of it, and hoping under such a predicament to be able to justify his conduct in his proposed departure finds himself under the necessity of making immediate application to this committee for the grant of such a passport as may enable him to leave the province with safety to himself and that security to his property, which he hath ever hitherto enjoyed so soon as he can with convenience to the present situation of his affairs, procure a passage for that purpose.

Thereupon Resolved unanimously, that the said Daniel Wolstenholme Esq have leave to depart this province (with his effects unmolested) to Great Britain at any time hereafter as shall by him be judged most convenient for his health and private concerns, and that the Chairman make out a passp[or]t, to be delivered to the said Danl Wolstenholme Esquire agreeable to this Resolve.

(Copy)

Test. Timothy Bowes, Clerk.

1. Correspondence of Council of Safety, Md. Arch.

“NARRATIVE BY THOMAS BENNET OF COLONEL DANIELSON’S MASSACHUSETTS REGIMENT – DANIEL HAWKINS OF BOSTON, ROBERT SCOTT, & EDMUND ALLSTON OF NEW HAMPSHIRE, AND JAMES SCOTT OF VIRGINIA, DESERTERS FROM THE FLEET, WHICH ATTACKED, AND WERE BEATEN OFF BY, THE FORT AT SULLIVANTS ISLAND ON FRIDAY THE 28TH JUNE 1776.”¹

[Endorsed] taken the 1st. July 1776

They are all Americans and had been taken by the Enemy at Sea, Bennet Hawkins & Scott in the Sloop *Sally*, Hamilton [*sic* James Scott] and Allston in the Brig *Friendship*

The *Bristol* of 50 Guns commanded by Sir Peter Parker, greatly damaged in her Hull, large Knees & Timbers shot thro’ and smashed – if the Water had not been very smooth it would have been impossible to have kept her from sinking – all the Carpenters in the Fleet had been called to her Assistance –

Mizzen Mast shot away

Main Mast badly wounded by three several Shott – Foremast by two –

Rigging Sails & Yards much damaged

The Captain of the Commodore lost his left Arm above the Elbow – he was sent yesterday (30th June) to England in a Brig – the Commodore’s Breeches torn off – his Backside laid bare, his Thigh and Knee wounded – he walks only when supported by two Men

44 Men killed & 30 wounded, among whom were many Midshipmen, & petty officers, 20 of the wounded dead since the Action – talked in the Fleet, that the two large Ships would go over the Bar again, and proceed to English Harbour in Antigua to be repaired –

The *Bristol* when lightned as much as possible draws 18 Feet 7 of Water –

Experiment of 50 Guns on two Decks all 12 Pounders a slighter built Vessel, than the *Bristol*, exceedingly damaged in her Hull, several Ports beat in one – her Mizen Mast hurt – but uncertain of Particulars –

Killed 57 of whom the Capt was one – wounded 30, several since dead – draws when lighted 17 Feet Water – the general opinion that neither of these large Ships will go safely over the Bar again –

Solebay – 28 Guns 2 Men killed 4 wounded –

Active – 28 – Lieut killed 4 wounded –

Acteon 28 – *Sphynx* 20 – *Syren* 28 all got aground – the first in coming up – the two latter in running away – the *Sphynx* cut away her Bowsprit – the *Syren* got off – *Acteon* (by the assistance of a friendly English Seaman) remained fast – burnt & blown up by her own People –

While she was on fire, Mr Millegen one of our Marine officers, & a Party of Men boarded her, brought off her Colours – the Ship’s Bell, and as many Sails & Stores as their Boats could contain –

The *Thunder* Bomb lay at a considerable Distance throwing Shells at

the Fort, & by overcharging had shattered the Beds and damaged the Ship so much as to render it necessary for her to go into Dock before she can act again.

The *Friendship*, a hired armed Vessel of 26 Guns of various Sizes, covered the Bomb, as did the *Syren*, who also fired very briskly at the Fort Re-cochet Shots –

The whole Fleet badly manned & sickly – particularly the *Syren's* Crew and 2/3d short Allowance of Provisions & Water – they have had no fresh Meat since their Arrival (1st of June)

Lord Wm Campbell had been very anxious for the Attack, & proposed to take all the Forts with only the *Syren* & *Solebay* –

Lord Cornwallis has the Chief Command of the Land Forces – he and General Clinton are both ashore with the Troops at Long Island – his Lordship some Time ago had urged Sir Peter Parker to attack on the Sea Side, otherwise he would march up, attack and take the Fort and complain of Sir Peter's Tardiness – the Commodore replied, Lord Cornwallis might march his Troops when he pleased – but the Fleet required fair Wind; the first that happened, he would proceed against the Fort – the Genl at that Time beleived we had no Troops out of Garrison, but he was soon better informed – being since repulsed & drove back with Loss – he remained quiet and left the Commodore to enjoy the Glory of being defeated alone [This must have been a mistake, from Lord Cornwallis's having the command when the fleet left Cork, in Ireland] ²

The Negro Pilot Sampson who is exceedingly caressed, was on Board the Commodore, & put down with the Doctor out of Harm's Way –

When the Fleet sailed from Ireland, the Number of Troops was about 4000, but 11 Transports had been seperated from the Rest, & not since heard of –

The former Deserters from on Board the *Ranger* Sloop who had seen all the Land Forces, said the Amount was from 1300 to 2000 at most –

Between 9 & 10 O'Clock the Night of the Action, the Commodore & the other Ships began to steal away – they made no piping, nor waited to heave up their Anchors, but slipped their Cables. –

The Commodore has only 1 anchor & Cable left.

About 2 O'Clock on Friday (when the Fort was waiting for a Supply of Powder) some of the Men of War's Men mistaking the unavoidable Silence for a Surrender, cryed out, the Yankees have done fighting – others replied, by God we are glad of it, for we never had such a Drubbing in our Lives – we had been told the Yankees would not stand two Fires but we never saw better Fellows – all the Common Men in the Fleet spoke loudly in Praise of the Garrison – brave fine Fellows –

The Seamen in general are desirous of getting on Shore to join the Americans –

One Mr Neil, a Deserter from Col. [Christopher] Gadsden's Regiment

had informed the Commodore, that before he left Fort Johnson, he had spiked up all the Cannon, & that the Fort might be easily taken. –

A Report in the Fleet that no Quarters would be given to the Americans, & that £5000 had been offered for Genl Lee.

True Copy

John Hancock

1. Washington Papers, LC.

2. The bracketed sentence was introduced by the original copyist.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Monday, 1st July, 1776.

Ord[ered], that the General ² be requested to deliver to the order of Colo. George Mason the 2 pieces of cannon, 18-pounders, now before Gwinn's Island, as soon as the same can be spared from thence, and to engage a proper person to convey them to Mrs. Webb's landing, on Piscataway creek, for the use of the Rowe Galleys on Potowmack River.

Mr. James Hubbard having returned an Inventory of the Cargo on board the *Oxford* Prize – It is ordered, that he proceed to sell the s'd Goods as soon as appraised, at public auction, for ready money (except the Blankets and Tent and all of waistcoats and Barrel of powder), rendering an acc't of sales and paying the money into the Treasury subject to future order.

Mr. Hubard re[turn]d to the Comm'ee the 54 Guineas found on board the *Oxford* prize, w'ch are or'd to be sent to the Treasury to be exchanged for continental currency.

A warrant to Arch'd Cary, Esq'r, for £400 upon acc't for the building Rowe Galley, and for use Chester[fiel]d County, £57.10.0 for powder furnished the public.

Colo. Cary is desired to deliver 300 lbs. of the powder purchased of Chester'd county to Capt. [George] Muter for his Rowe Galley.³

A warrant to Jos. Jones, Esq'r, for use Col. Fielding Lewis for £1,800 upon acc't, to enable him to pay the private adventurers their share of the goods lately imported in Rappa. and taken into the public store. £1,000 upon acc't, for the expenses of the Navy in Rappa.; also £500 upon acc't, for use Comm[issio]n's Gun Factory.

Colo. Fielding Lewis is directed to average the wages of the officers and seamen belonging to the vessels that sailed from Rappa. on the public acc't, as well as on the acc't of the private adventurers.

A warrant to Capt. Thos. Nelson for use David Thompson, for £15.6.1, for sundry rigging and other necessaries furnished Capt. Robt. Tompkins rowe Galley.⁴

1. *Virginia State Papers*, VIII, 229, 230, 231.

2. Brigadier General Andrew Lewis.

3. The galley *Hero*.

4. The galley *Henry*.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

Dear Colonel,

Charlestown, July the 1st, 1776.

[Isaac] Huger's regiment have offered themselves to work at your fort. I believe a corps of blacks would have answered better, but the president and vice-president think otherwise. You must desire the baron, to throw up the redoubt I ordered near on the beach, to prevent their landing. The carpenter's I hope will soon finish the gate. I have applied for six horses, and hope I shall procure them for you. Five deserters are just arrived here from the ships-of-war. Inclosed I send you a list of the murders your garrison will now have to answer for, but I hope it will sit light on their consciences. I am, Dear Colonel, yours.

Charles Lee

P.S. I must request that your garrison may be kept more vigilant than ever, and that Col. Thompson and his corps do not relax; for it is almost proverbial in war, that we are never in so great danger as when success makes us confident. . . . Let the bridge be finished as soon as possible.

1. *Moultrie's Memoirs*, I, 171-72.COLONEL CHRISTOPHER GADSDEN TO COLONEL WILLIAM MOULTRIE ¹

Dear Sir,

Fort Johnson, 1st July, 1776.

I most heartily congratulate the colony on the drubbing you gave those fellows the other day, and only wish you had had powder enough, that it might have been complete. Inclosed I send you a copy of a letter I sent Gen. Lee this morning, containing the information I received from five honest fellows, Americans, that got away last night.

If they come up again they are determined to come as close to the forts as possible, in order I suppose to command us more easily from their tops, two of these men were on board the *Commodore* in the action, they say, your first fire killed a man in the tops, upon which the *Commodore* ordered them all out of the tops, when whence, they assured us there was not a gun fired. The *Sphinx* lost her bowsprit by running foul of the *Acteon*, and they were obliged either to cut away their bowsprit or the *Acteon's* mainmast. These men all belonged to the *Acteon*, and two of them were drafted on board the *Commodore* just before the action. I fired three cannon at the *Syren*, merely to please several of my officers which fell far short as I expected. We admired your behaviour, but could do no more. My compliments to all your corps. We drink their healths every day . . . If you will send this account to Gen. [John] Armstrong I shall be obliged to you. Yours, sincerely,

Christopher Gadsden.

P.S. As soon as the action began, the *Commodore* ordered to be put into a place of safety, negro Sampson, a black pilot.

C.G.

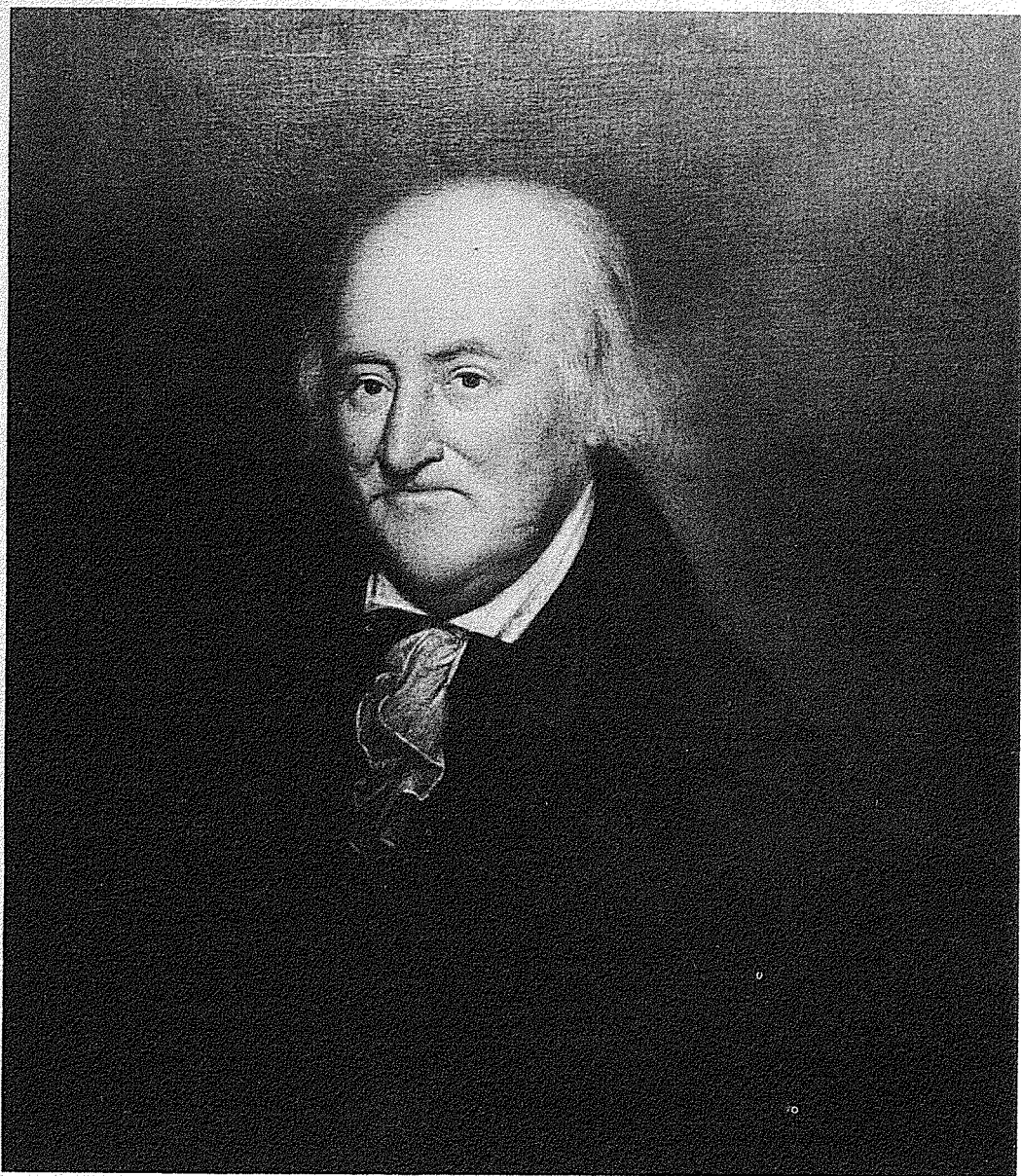
1. *Moultrie's Memoirs*, 170-71.

MAJOR GENERAL CHARLES LEE TO GEORGE WASHINGTON ¹

My Dr General

Charlestown July the 1st 1776

I have the happiness to congratulate You on a very signal success (if I may not call it a victory) which We have gain'd over the Mercenary Instruments of the British Tyrant – I shall not trouble you with a detail of their manouvres or delays – but defer it to another time when I have more leisure to write and you to attend – let it suffice that having lost an opportunity (such as I hope will never again present itself) of taking the Town which on my arrival was utterly defenceless, the Commodore thought proper on Fryday last with his whole Squadron consisting of two fifty's six Frigates and a Bomb (the rates of which You will see in the inclosd list) ² to attack our Fort on Sullivan's Island – They drop'd their anchors about eleven in the forenoon at the distance of three or four hundred yards before the Front Battery – I was Myself at this time in a Boat endeavoring to make the Island, but the wind and tide being violently against us drove us on the Main – They immediately commenc'd the most furious fire that I ever heard or saw – I confess I was in pain from the little confidence I repos'd in our Troops – the Officers being all Boys; and the Men raw recruits – what augmented my anxiety was that We had no bridge finish'd of retreat or communication and the Creek or Cove which seperated it from the Continent is near a Mile wide – I had receiv'd likewise intelligence that their land troops intended at the same time to land and assault – I never in My life felt Myself so uneasy – and what added to my uneasiness was that I knew our stock of ammunition was miserably low – I had once thoughts of ordering the Commanding Officer to spik[e] his Guns and when his ammunition was spent to retreat with as little loss as possible – however I thought proper previous to send to Town for a fresh supply, if it cou'd possibly be procured and order'd my Aid de Camp Mr [Francis Otway] Byrd who is (a lad of magnanimous Courage) to pass over in a small Canoe and report the state of the spirit of the garrison – if it had been low I shou'd have abandon'd all thoughts of defence – his report was flattering – I then determin'd to maintain the Post at all risks – and pass'd the Creek or Cove in a small boat in order to animate the Garrison in propria persona – but I found They had no occasion for such encouragement They were pleas'd with my visit and assur'd me They never woud abandon the Post but with their lives – the cool courage They displayd astonishd and enrapturd me – for I do assure You, My Dr General, I never experiencd a hotter fire – twelve full hours it was continued without intermissio[n] The noble Fellows who were mortally wounded conjur'd their Brethren never to abandon the Standard of liberty – Those who lost their limbs deserted not their Posts – upon the whole They acted like Romans in the third Century – however our works were so good and solid that We lost but few – only ten kill'd on the Spot – and twenty two wounded – seven of whom lost their legs or arms – the loss of the Enemy, as you will perceive by the inclos'd list was very great – as I send a detail to the Congress I shall not trouble you with a duplicate – but before I finish, You must suffer me to recommend to your es-



Christopher Gadsden.

teem Friendship and Patronage my two young Aid de Camps Byrd and [Jacob] Morris whose good sense integrity activity and val[ou]r promise to their Country a Most fruitfull crop of essential services – Mr [Daniel] Jenifer of Maryland a Gentleman of fortune and not of the age when the blood of Men flows heroically, has shewn not less spirit than these Youngsters – I may venture to recommend in these high terms because the tryal was severe –

Colonel Mou[li]trie who commanded the Garrison deserves the highest honours – the manifest intention of the Enemy was to land at the same time the Ships began to fire, their wh[illegible] regulars on the East end of the Island – twice They attem[pted] it and twice were repuls'd by a Colonel [William] Thompson of the S-Carolina Rangers in conjunction with a body of N- Carolina Regulars – upon the whole, the S- and N- Carolina Troops and Virginian Rifle Battalion We have here, are admirable Soldiers – The Enemy is now return'd to their old Station on this side the Bar what their intention is I cannot divine – One of the five Deserters who came over to us this day is the most intell[i]gent Fellow I ever m[et] with – the accounts of their particular loss and situa[tion] are his, and, I think, They may be depended upon – for God's sake, My Dr General, urge the Congress to furnish me with a thousand Cavalry – with a thousand Cavalry I cou'd insure the safety of these Southern Provinces; and without Cavalry I can answer for nothing – I proposd a scheme in Virginia for raising a body without almost any expence, the scheme was relish'd by the Gentlemen of Virginia, but I am told that the project was censur'd by some Members of the Congress, on the principle that a Military Servant shoud not take the liberty to propose any thing – this opinion I sincerely subscribe to when our distance from the Sovereign is so small and the danger so remote as to admit of proposing deliberating resolving and approving but when a General is at a vast distance and the Enemy at close to him I humbly conceive that it is his duty to propose and adopt any thing without other authority than the public safety – from want of this species of Troops We had infallibly lost this Capital, but the dilitoriness and stupidity of the Enemy saved us – I this instant learn that the Commodore is fixing buoys on the bar which indicates an intention of quitting the place – it is probable that they will bend their course to Hampton or Cheasepeke Bay –

I am extremely happy, Dr General, that you are at Philadelphia for their Councils sometimes lack a little military el[e]ctricity –

I have orderd the Adjutant General to send you a return – I mean only a return of the strength of this place – I suppose it will be imperfect for it is an Herculean labour to a S- Carolina Officer to make any detail – God bless, You, My Dr General and crown you with success – as I am most entirely and affectionately Yours

Charles Lee³

I am made quite happy by the resolution of Congress to keep Canada had it been relinquish'd – all wou'd have been lost –

1. Washington Papers, LC.

2. See *Narrative of Thomas Bennet et al.*, July 1, 1776.

3. *Ibid.*, Lee wrote a similar letter to John Hancock on July 2.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN HENRY BRYNE, H.M.S. *Hind* ¹

(A Copy)

Whereas the Lords Commissioners of the Admiralty have directed me to appoint Convoys to the homeward bound trade from these Islands, You are hereby required and directed to Compleat the Victualing &c. of His Majesty's Ship *Hind* under your Command to three Months; and proceed to Basseterre at the Island of St Christopher's, and make known to all Merchant Vessels as are bound to Great Britain or Ireland, that you are appointed to Convoy them, and direct the Masters of said Vessels to put themselves under your Command, and obey such Orders and directions as they may receive from you, and to take the utmost care they do not loose Company with His Majesty's Ship *Hind* under your Command; You are to Sail from St Christopher's the 7th July with all such Merchant Vessels as are then ready, and on no Account to remain longer there; you are to proceed with said Convoy on their way to Europe one hundred Leagues clear of the Island of Anguilla and are then to open the Secret Orders you will receive herewith, for your farther proceedings, and are Strictly to comply therewith for which this shall be your Order.

Given under my Hand at English
Harbour Antigua, the 1st July 1776.

Jam^s Young

[Enclosure]

Secret Order

Whereas I have directed you by my Order of this date, to take Charge of the homeward bound trade from these Islands, and Convoy them from St Christopher's on their way to Europe 100 Leagues clear of the Island of Anguilla, and thence have recourse to these Secret Orders for your farther proceedings.

You are hereby farther required and directed to proceed with said Convoy as far to the Northward as the Latitude of 27° No and then leave them to proceed of their Voyage; transmitting a List of all Vessels which come under your Convoy to the Secretary of the Admiralty, and deliver me a Copy of the same when you return, after performing the above Service, You are to proceed forthwith to English Harbour Antigua, Speaking all Vessels you may fall in with on your passage, and taking as Prizes all American Vessels, agreeable to former Orders, for which this shall be your Order:

Given under my Hand at English
Harbour Antigua the 1st July 1776.

Jam^s Young.

1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS ¹

Sir.

English Harbour Antigua, the 1st July 1776.

I am now to desire you will be pleased to acquaint my Lords Commissioners of the Admiralty, that the 18th June I received the inclosed Letter

marked No 1, from the Master Shipwright of His Majesty's Yard here; Complain- ing of the great defects discovered by him in Searching his Majesty's Ship *Argo*, on which I immediately Ordered a careful and Exact Survey to be taken on the defects complained of on board said Ship; and now inclose for their Lordships information, the Report thereof marked No. 2.

I am of Opinion the Repairs necessary to be done to the *Argo*, to make her fit for Service or to be hove down, would not only be a very great Ex- pence to Government; but also employ all the Artificers of the Yard for a great length of time, and prevent the other Ships of the Squadron being hove down or receiving such other necessary repairs as they may want, I have therefore determined to send His Majesty's Ship *Argo* to England with the next Convoy which will sail from hence, on or before the 1st day of Au- gust next, and I flatter myself their Lordships will approve of my doing so, and likewise on duly Considering the representations I made them in my dispatch of the 7th April last, they will also be pleased to send out Speedily a Considerable Reinforcement of Ships to this Station. The expectation of American Cruizers coming into these Seas is now general. I have therefore Ordered Captain Bryne of His Majesty's Ship *Hind* to Convoy the Trade that Sails from hence the 7th Instant Considerably farther than their Lord- ships directed me by Letter of the 20th February last, Copy of Captain Brynes Orders are also inclosed and marked No 3—

The other Papers marked No. 4. 5. 6. 7. 8. are Copies of a General Order, I found it necessary to give to the King's Ships under my Command, a List of Prizes taken since the 1st June last, List of the Appointment and Removal of Officers in the Squadron between the 1st April and 30th June 1776. The State and Condition and Disposition of His Majesty's Ships and Vessels under my Command, which you will likewise be pleased to Com- municate to their Lordships. I am Sir [&c.]

Jam^s Young

1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

Sir.

English Harbour Antigua, the 1st July 1776.

I entreat you will be pleased to acquaint my Lords Commissioners of the Admiralty, that on the 22d June last died here, The Honble Robert Christian Esqre Judge of the Court of Admiralty for the Island of Antigua, and that I take leave to recommend to their Lordships favour The Honble Edward Byam Esqre of this Island, to Succeed the late Mr Christian as Judge of the Court of Admiralty. I can with great justice and propriety as- sure their Lordships that Mr Byam is every way qualified for the Employ- ment was Surrogate to Mr Christian during his Sickness, and has since ob- tained the temporary Appointment from the Commander in Chief of these Islands for the time being: He is also a Member of the Kings Council, Treasurer of the Island, and a Gentleman very much Esteemed by the Inhabitants. I am Sir [&c.]

Jam^s Young

1. PRO, Admiralty 1/309.

“DISPOSITION OF HIS MAJESTY’S SHIPS AND VESSELS UNDER THE COMMAND OF VICE ADMIRAL YOUNG AT BARBADOES AND THE LEEWARD ISLANDS, &c. THE 1ST JULY 1776.”¹

Ships	Commanders.	Where Stationed &c.
<i>Portland.</i>	Vice Adml Young	} On a Cruize, Orders as of last Account.
	Capt. T. Dumaresq	
<i>Argo.</i>	Wm Garnier	Refitting at English Harbour, to sail for England with the August Convoy.
<i>Seaford.</i>	John Colpoys	} On a Cruize Orders as p last Account Order'd to Sail from St Christopher's with the Convoy for Great Britain & Ireland, the 7th Instant.
<i>Hind.</i>	Henry Bryne.	
<i>Hawke.</i>	Robt P. Cooper.	Cruizing off the Island Barbadoes.
<i>Pomona.</i>	Thos Eastwood.	Cruizing among the Leeward Charribee Islands, St Eustatia, St Croix, and the adjacent Virgin Islands.
<i>Endeavour</i>	Lieut. Fras Tinsley.	Fitting for Sea.

Jam^s Young.

1. PRO, Admiralty 1/309.

2 July

New-England Chronicle, FRIDAY, AUGUST 2, 1776

Halifax, July 2.

Thursday morning last arrived here from her station in Boston Bay, the *Milford* Frigate, Capt. [John] Burr.

Yesterday evening arrived here his Majesty's Frigate *Brune*, in 8 weeks from Portsmouth, and two transports, having on board a number of the Foot Guards and some Foreign troops.

JOSHUA WENTWORTH TO GEORGE WASHINGTON¹

Sir

Portsmouth July 2d 1776

I was Honour'd with your Favor of 15th Ulto p post, Inclosing resolves of the Honble Continental Congress wch fully answers the purpose of my request to Stephen Moylan Esq, and shall persue, a Mode consistent toe the resolves – and as they point the line of duty shall Omit troubleing your Excellency any further I should not have been so pressing to Mr Moylan had I been posses'd of the Continental resolves, Previous to your Excellencys favoring me with them –

I am inform'd the Gentlemen that Petition'd the Congress have not receiv'd any determination; nor do I suppose the former resolves will be Counteracted to avail Prejudicial to the Captors. –²

The Agents of your Excellencys appointment to the Wester'd of this Port, I here are confirm'd by the Continental Congress, I presume to Solicit your Excellencys recommendation, for my confirmation If you stil

think me worthy of that trust – I am the more enduced to trouble Your Excellency, as I was first Honour'd with your Commission,³ & vainly attempt to assure you Sir that my Study shall be to Merritt the Confidence of the Continent being with Respect [&c.]

Josh Wentworth

1. Washington Papers, LC.
2. Four Continental schooners, which had captured the brig *Elizabeth*, carrying Tories and pilfered goods from Boston for Halifax, and carried into Portsmouth in early April.
3. Congress, on June 25, had approved the appointment of John Langdon as Continental agent for New Hampshire. He superseded Wentworth who had been in that capacity under Washington's appointment since the fall of 1775.

American Gazette, TUESDAY, JULY 2, 1776

Salem, July 2.

We hear that Captain [Joseph] White in a Privateer Schooner¹ belonging to this Place has taken and sent into Beverly a large Sloop with One Hundred and Fifty Puncheons of Rum, said to be [bound from An]tigua to Ireland, which he took in his Passage for the West-Indies.² This is the second Prize he has taken and sent home.³ When the above Sloop left him, he was in Chace of Two other Vessels.

1. The Massachusetts privateer sloop *Revenge*, of 12 guns, 16 swivels and 85 men, *Mass. Arch.*, vol. 6, 339.
2. The sloop *Betsey*, bound from Antigua for Ireland, *New-England Chronicle*, July 4, 1776.
3. *Ibid.*, June 20, 1776, White's first prize was the brig *Fanny*, Richard Blythe, master, with 130 hogsheds of rum, from Antigua, libeled against June 20, 1776.

PETITION OF BARTHOLOMEW PUTNAM TO THE MASSACHUSETTS
GENERAL COURT¹

To the Honble the Council & House of Representatives of the Colony of Massachusetts Bay, the petition of Bartholomew Putnam of Salem Humbly sheweth –

That he & his partners, at a very considerable expence have been fitting for the sea the sloop named the *Rover* of about seventy tons burthen, armed with six carriage guns, eight swivels & two cohorns, besides small arms & other hand weapons, & to be manned with sixty men, to cruize against the enemies of the United Colonies; that she will be completely equipped & ready to sail in ten days, provided she can be furnished with a sufficient quantity of powder; that your petitioner & his partners find it impossible (contrary to their expectation) to purchase this essential article of private persons – 'tis not to be had – and hence are obliged to apply to your Honours, & pray the commissary may be permitted to sell them three hundred weight, which with the small quantities they hope to procure elsewhere will enable the vessel to proceed on her cruize without delay. And should she be successful – your petitioner begs leave to suggest, that the emolument will not be merely personal & private – every instance of success will be doubly beneficial to the Colonies, by diminishing the wealth & strength of our enemies, and in the same proportion adding to our own. But without the supply of powder abovementioned, the vessel must stop – and not only the probably advantages that might accrue to the owners & the public from suc-

cessful cruizes, but the great expence incurred in fixing her thus far, must be lost: Your petitioner therefore most earnestly prays your Honours to grant his request.

Barth^o Putnam

[Endorsed] In the House of Representatives July 2 1776

Resolved that the Commissary General of this Colony be and he is hereby directed to sell and deliver to Capt Bartho Putnam three hundred pounds weight of Gun Powder out of the Colony Stores & that he receive of said Putnam five Shillings a pound for the same.

Sent up for Concurrence

Tim^o Danielson Spr p Tem

In Council July 4th 1776

Read & Concurr'd

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 210, 6, 7.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Tuesday July 2d 1776.

Resolved, That Capt Batchelor [Josiah Batchelder] be directed to discharge the Schr called the *Charlestown* Cutter & her Crew, from the Service of this Colony, & deliver the said Schr to her lawful Owner, & pay him the hire that may be due to him for her Service. also to settle the Portlidge Bill, & pay the Master & people that belong to Said Schooner the Wages that are due to them, and to Receive, & take Care of all the Public Stores now on board said Schooner that belong to this Colony, and lay his Accots before this Court for allowance, & payment of the same.

Resolved, that Capt Batchelor be directed to hire, & fit out a small Vessel, & employ a Master, & a suitable Number of Men, to Man her for the purpose of Cruizing, obtaining, & giving Intelligence of the enemy's fleets &c and when said Vessel is fit for the Sea, the said Batchelor is directed to send the Master, to the Council, or Committee of Council to receive such Orders, & Instructions as will be necessary

It is further Resolved, that the Receiver General be, and he is hereby directed to pay out of the Public Treasury the sum of fifty pounds to said Batchelor to enable him to carry this Resolve into execution he to be accountable to this Court for the same.

Whereas there are two Row-Gallies now building, in this Colony, which are nearly ready for the Sea, but no Establishment having been made for them, & a Recess of this Court is likely soon to take place – therefore – Resolved, That the Establishment for the Row Gallies, shall be the same with that for other Vessels of War belonging to this Colony; and that the Committee for fortifying the Harbour of Boston be a Com[m]ittee during the next recess of this Court, to recommend to the Hon: Council, suitable Persons to command said Gallies, which Persons shall be Commissionated by the Honble Council.

1. Mass. Arch., vol. 35, 131, 132, 133–34.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

Lebanon, Tuesday 2d July, 1776.

Capt. Jona. Lester's account for building the row-galley *Shark*, amounting to £861 16 6½ in whole, having been inspected and examined by a sub-committee at Hartford, is now allowed. He had received by orders from this Board £100 and £300, and £4 of B.H. [Benjamin Huntington] Esq. The balance being £455 5 11½ is ordered now to be drawn for. *And order given, delivered said Lester.*

Voted, That an order be drawn on the Pay-Table in favor of Cap. Jona. Lester for the sum of £50, as so much advance pay for him and a company of 25 carpenters, now raising under him, at the request of Gen Schuyler, to be employed at or about Crown Point, in building batteries &c. &c. To be refunded by said general in behalf of the Congress. *Order given.*

Voted, That the owners of the privateer sloop *Broome* be authorized to receive of Mr. Nathl Shaw junr a quantity of powder, not exceeding five hundred pounds, for the use of said privateer, to be principally in cannon powder; and said Shaw to receive the pay at the delivery for the use of the Colony, at the rate of five shillings and four pence per pound. *Order given, delivered Capt. Elipt Thorp.*

1. Hoadly, ed., *Connecticut Records*, XV, 459, 460.

MASTER'S LOG OF H.M. BRIG *Halifax*¹

Remarks on Tuesday July 2d 1776 Sandy Hook 133 Lgs Dist
 8 [A. M.] Saw a Sail to the Wt Wd Standing to the Soward
 9 gave Chace found her to be a Schooner
 11 Fired 4 p[ounde]r Shotted at the Chace
 12 Fired Several Shott at the Chace & Brt too
 1 [P.M.] Fird a 4 pr and Made the Chace bear down under our
 Stern Brt too Hoisted out the Boat and Sent her on Board
 found her to be the Schooner *Rose Noble* 5 days from Nan-
 tuckett Bound to Barbad[o]es laden wt Lumbr and fish took
 the people
 2 out sent a Miden and 3 Men on Bd Hoisted in the Boat
 3 wore and brt too on the Other Tack
 7 Made Sail *Venus* and Prize in Company -²

1. PRO, Admiralty 52/1775.

2. The *Venus* was a transport under convoy; the prize not identified on any prize list.

JOURNAL OF H.M.S. *Cerberus*, Captain JOHN SYMONS¹

July 1776 Block Island N25. 42 W. 14 Leagues
 Tuesday 2 at 5 A M saw a Sail to the No ward gave Chace at 6 spoke
 the Chace the Ship *Betsey and Polly* from New York wth Provi-
 sions bound to Sandy Hook² sent her under Convoy of the
Merlin.

1. PRO, Admiralty 51/181.
2. Howe's Prize List, March 31, 1777, reads: "*Betsy and Polly*, ——— Hilton, master, ——— Hilton owner," from New York for Sandy Hook with "Provisions for Govr Tryon," PRO, Admiralty 1/487. Apparently this vessel was so far off her course that she aroused Captain Symons' suspicion.

BRIGADIER GENERAL JOHN SULLIVAN TO GEORGE WASHINGTON ¹

[Extract]

Crown Point July 2d 1776

... I am now fortifying this place & will Endeavour to have it as Strong as possible & fix as many Galleys to Command the Lake as I can — I have Sent for Some person Acquainted with those Constructed at Philadelphia that we may have Some of that [kind] Built if it is agreeable to your Excellency; I have wrote General Schuyler for his advice, which hope Soon to Receive — in the Interim I shall be procuring as much timber & boards as possible — I hear that a Number of Militia are ordered here. I dont think them necessary at present but should they be Sent I wish it might be Such as have had the Small pox as there is no avoiding it in our Camp. as the Air is pure at this place & the Army can have fresh provisions & good water I hope they will Soon Recruit — if they Should Sure I am that we Shall have Enough to fortify & hold this place & at the Same time Command the Lake, A Lieut which I Sent to Reconnoitre at St Johns & Chamblee has Returned and Says that he Counted about a hundred & fifty tents at St Johns twenty five at St Rays & fiteen at Chamblee That the Regulars are very Busy in fortifying at St Johns he saw no Boats Except a Canoe & one Batteau at Chamblee he Dispatched two of his men from St Johns to give me Intelligence who have not Since been heard of I fear the Indians have Entrappd them — ²

1. Washington Papers, LC.
2. Sullivan wrote a similar letter to John Hancock on this date, Papers CC (Letters from General Officers), 160, 15, NA.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH ¹

[New York]

July 2d. — Between 10 and 11 o'clock A.M. four British men-of-war, and several tenders, came through the Narrows, and anchored near the watering-place on Staten-Island. In the afternoon, they cannonaded towards the island. A little before sun-setting, about 40 sail of transports came up to the ships of war. The Americans lay on their arms during the night.

1. Abbatt, ed., *Heath Memoirs*, 41.

JOURNAL OF LIEUTENANT COLONEL SAMUEL BLACHLEY WEBB ¹

N. Yk July 2d [1776] —

Att 9 oClock this morning the whole Army was under Arms at their several Alarm Posts, occasioned by five large Men of War coursing up thro: the narrows — We supposed them coursing on to attack our Forts — never did I see Men more chearfull; they seem to wish the enemies approach — they came up to the watering place, about five miles above the narrows, and came

too – their tenders took three or four of our small Craft plying between this and the Jersey Shore – Att 6 oClock P.M. about 50 of the fleet followed and anchored with the others –

1. Ford, ed., *Webb Papers*, I, 151, 152.

JOURNAL OF H.M.S. *Chatham*, CAPTAIN JOHN RAYNOR ¹

July 1776 Came too at Gravesend Bay
 Tuesday 2 AM Clear Wr Made the Signal for Weighing at 11 the Wind shifted More round to the Norward. Obliged the Fleet to come to an Anchor –
 Fresh Breezes & Clear Wr PM Sent six flat bottom Boats away Mann'd & Arm'd to land the Troops on Staten Island.

1. PRO, Admiralty 51/192.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Tuesday, July 2, 1776

The Congress resumed the consideration of the resolution agreed to by and reported from the committee of the whole; and the same being read, was agreed to as follows:

Resolved, That these United Colonies are, and, of right, ought to be, Free and Independent States; that they are absolved from all allegiance to the British crown, and that all political connexion between them, and the state of Great Britain, is, and ought to be, totally dissolved.

Agreeable to the order of the day, the Congress resolved itself into a committee of the whole; and, after some time, the president resumed the chair. Mr. [Benjamin] Harrison reported, that the committee have had under consideration the declaration to them referred; but, not having had time to go through the same, desired leave to sit again:

Resolved, That this Congress will, to morrow, again resolve itself into a committee of the whole, to take into their farther consideration the declaration on independence.

The Congress being informed, that, in obedience to their order, Captain Whipple and Captain Saltonstal were come to Philadelphia; Whereupon,

Resolved, That the Marine Committee be directed to enquire into the complaints exhibited against them, and report to Congress.

1. Ford, ed., *JCC*, V, 506–07.

NOTES ON CAPTAIN HECTOR McNEILL'S TESTIMONY BEFORE THE
 CONGRESSIONAL COMMITTEE INVESTIGATING THE CANADIAN CAMPAIGN ¹

Capt. Hector McNeal. July 2 [1776].

Lived last year in Quebec. He came out of it on 24th. Nov. on Carleton's proclamation for all to go out who would not take arms. He staid at point au Tremble (6. leagues from headquarters) till 6th. May. When he

came out of Quebec, the army had been before it but had retired to be recruited, Montgomery being expected. The army then in a dreadful situation for want of clothes, shoes &c. Had this blockade been kept up the place must soon have fallen. He might have prevented the enemy from getting a single cord of wood carried in. They would also soon have wanted provisions. But on the retreat from before, great stores of Wood and provisions were carried in. Arnold arrived at Point levi the 9th. Novemb. crossed a week after. The men Arnold had were sufficient to have kept up the blockade had they had ammunition and clothes. After the 2d approach to Quebeck the army was well supplied with provisions till about beginning of April. When clothes came (with Genl. Montgomery) they were tolerably clad, tho' not well, and especially not for that country. When Montgomery came, he brought but a very small supply of ammunition: so that he was unable to use his cannon till he sent for a supply of powder from St. John's. He brought but about 5. barrels of powder at first and no cartridge paper. Montgomery had intended to attack the upper town with the wind and snow in his back. But he changed his mind and attacked the lower town with the wind in his face. The army was dissatisfied with being kept after the time of their enlistment was out, and were in some measure constrained by Montgom. Some of the men, 3. companies particularly were against storming. He thinks the short enlistments have been of infinite prejudice, and occasioned great confusions. That no service can succeed while that is the case. When matters went in the least ill, the soldiers were very difficult to govern. As soon as Montgomery was killed, the troops being dispirited and dissatisfied went away in droves. He thinks Wooster's going was lucky, as he kept the men there, which he thinks Arnold could not have done: that the New York troops particularly were dissatisfied with Arnold because he wrote some letter which appeared in the newspapers, reflecting on them. The fact was true that they did retreat, but it was by order of Colo. [Donald] Campbell who commanded them on the death of Montgomery. It appears that the guard who fired on him immediately abandoned their post (for which the capt. of the guard was afterwards broke). If Campbell had gone on he would have taken the lower town and formed a junction with Arnold's party. The firing of that guard had ceased before Campbell retreated. After that defeat their distresses grew, very cold, few men and hard duty. The snow 5. f. deep. The small pox was sent out of Quebeck by Carleton, inoculating the poor people at government expence for the purpose of giving it to our army. It had just begun to appear in the army before Montgom's death, after which it spread fast. Orders were given against inoculation, but they would inoculate. Of those who took it in the natural way 1. in 4. died. Of those who inoculated themselves and had no assistance of Doctors 1. in 20.

When Genl. Wooster arrived which was Apr. 1st. there were something upwards 2700. men in all of whom 800 were sick. Of these there were 1653. whose times were out the 15th. of April. Provisions were then

scarce and Genl. Wooster told them he would not give them provisions if they went away. They threatened to plunder the inhabitants, upon which he refused to let them go at all. There was a mutiny by 15 which was quelled by Colo. [James] Clinton. From 1st. Jan. to 1st. March never had more than 700 and sometimes not more than 500. fit to do duty and 26. miles of line to occupy. Does not think it appeared adviseable to retreat from Quebec sooner because a reinforcement was expected. But a fleet of 13. vessels appearing in the river, there being but 6. days provisions left a council of war determined to retreat. A sudden change of the wind brought up 3. of the ships sooner than was expected which occasioned a more precipitate retreat. He thinks it was a blunder, since a retreat had been concluded on, that the men were not called from their several posts. Genl. [John] Thomas arrived the 2d of May. The retreat was the 6th. Genl. Wooster left it the morning of the retreat. The blame of provisions not going to Quebec he supposes lay on this side the lakes. He never saw any embezzlement of provisions. At the time of the retreat he does not think there was a barrel of pork between lake George and Quebec for the army. Provisions were dealt out by a Commissary and with great care and regularity. He had never seen any thing in Genl. Wooster but the greatest care. Things were carried on more harmoniously under him than would have been under Arnold after the discontent against him. If the troops had had provisions they might have stopped at Dechambeau, and maintained themselves till reinforcements would have reached them. But he thinks those troops would not have staid there whose time was out the 15th. April. He thinks 1000. men might have been kept there, which would have done. 12. days before the retreat Genl. Wooster had sent an engineer with 36. men and 4. carpenters and 2 blacksmiths to fortify Dechambeau. Genl. Thomas staid there with 500 men, after the retreat, till want of provisions forced him to leave it. The deponent then came out of the country. He met no provisions going down till he came to point au fer, the 18th. May. 5 battea loads. flour was sent by some of our friends to Dechambaud before the army left it. He found them building one galley at Chambly. They were building a house for their blacksmith to work in. There were about 1. doz. carpenters there. The Schooner on lake Champlain wanted a foresail, and running rigging and was not armed. But he met 2. waggonloads of cordage near Albany going up. Besides the Schooner, there is a sloop taken in the spring, and a row galley taken at St. John's. The row gallies had no sails. They were carried down in the winter to Point au tremble to cover powder. ² The sloop wanted rigging but her sails would do. She had no guns aboard.

Another material want before Quebec was medicines. Another the Indian traders going from Montreal and carrying goods &c. to the Indians. One Goddard, Richd. Walker and one Larimy went with 2000. half Joes to the Indians to invite them come down. This was known a month before the Commissioners went out there, and some person on suspi-



— DAVID WOOSTER, Esq. —

Commander in Chief of the Provincial Army against QUEBEC.

London, Published as the Act directs 26 March 1778 by T. D. Hart.

cion of being concerned with them had absconded from Montreal before the Commissioners went there. 32. slays with merchandize had also gone up to them. Genl. Wooster had 7. of them brought back.

1. Boyd, ed., *Jefferson Papers*, I, 434-36. The committee appointed June 24, 1776 "to inquire into the causes of the miscarriage in Canada," had been authorized "to send for such Persons and Papers as may tend to throw Light upon the Subject," Ford, ed., *JCC*, V, 474.
2. Probably "convoy," "convey" or "carry" rather than "cover."

MARINE COMMITTEE OF THE CONTINENTAL CONGRESS TO CAPTAIN
JOHN BARRY ¹

Capt John Barry

Philada July 2nd 1776

Sir As we find our coast is now lined with Men of War of too great force for you to cope With, We think it can be of little use for you to remain cooped up at Cape May, and as the frigate you are to command is not yet launched, her guns & anchors not yet ready,² We think it a piece of justice due to your Merit to allow you to Make a cruize in the *Lexington* for one or two Months, in hopes that fortune may favour your industry and reward it with some good prizes – We send you a printed copy of the resolves of Congress respecting prizes, by which you Will learn what to take and what to let pass, a list of the Agents you have already, and to them your prizes must be addressed – We think North Carolina is likely to remain unmolested by the Men of Warr, and, if so, your prizes may probably get safe in there – Cape May or Egg-Harbour may also be safe places, however you must use your own discretion in this respect

If you gain any intelligence during this cruize that you think may be useful, convey it to us as soon as possible – Capt [Isaiah] Robinson of the Sloop *Sachem* has also liberty to make a cruize and probably it may be advantageous that you go in concert –

Wishing you success & honor We are sir [&c.]

[Endorsed] Copy from the Original

July 13. 1776

(Signed by the Marine Committee)

Ty Matlack Secy Mar: Com: Copy J Hancock

1. Dreer Autograph Collection, Signers, vol. 3, HSP.

2. The frigate *Effingham*, building in Kensington, on the Delaware River, north of Philadelphia.

THOMAS SLATER TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Philad'a, New Goal, July 2nd, 1776.

To the Hon'll Committee of Safety:

Gentlemen: – I am sorry to Trouble so often, but for fear of Misscarried, for I never Receiv'd anny answer from your Hon'rs. If agreeable, My Request is that I should Bee glad to receive the Money that is allow'd for me, as Mr. [Sachervel] Wood sends provisions for too days at once, and the Bread is Mouldy sometimes & the Meat Teanted before Eaten. The weather so Warm and Cooking all in one room where there is nine persons Confin'd, which, for my part, I must Confess, without Enlargement I cannot say what will be the consequents, for I have not been well this ten days past. And,

may it please your Hon'rs to gie me Inlargement or Mooved into some other rooms, as There is four & five in them, and hoping it would be of Means of Enjoying my health more better, and as I wrote to your Hon'rs, I never received anny Bed or Bed close from Capt. [Charles] Alexander, nor yet but few cloathes, and having not money to purchase, It goes verry hard in Lying on a rug. May it please your Hon'rs to permit me to go out Goale on the same conditions that Sanders, one of the Souldiers, did. I should be verrey Glad, and as for absconding or assisting anny one of his Majeste's forces, I will not, you may Depend, upon oath, as I expect I shall not bee Exchanged, if any such Exchange should be, for I never was on there Books to my knowledge, nor asked to enter into there service, which, I must confess, that if the time was to bee recalled I would endeavor to get into Chrestan Creek, let the Consequents be what it would, but I Expect, if Cought, to have had no Mercy, as having had some of the men-of-war Goods on Bord. Gentle-men, I hope you'l Excuse my Long Petition. From [&c.]

Thos. Slater.²

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 608.

2. Master of the brig *Betsey*, taken by Charles Alexander, in the Continental schooner *Wasp*, May 8, 1776, in the mouth of Christiana creek.

JOSEPH HEWES TO SAMUEL PURVIANCE, JR.¹

Dear Sir

Philadelphia 2d July 1776

When I wrote to you last I believe I mentioned to you only two lieutenants for the Ship.² It was a mistake. Three are allowed to each of the Frigates, so that, when Capt Nicholson sends up a recommendation for Sea Officers he should put down three lieutenants – Part of Genl Howe's army is arrived at Sandy Hook – We must expect warm work in that quarter in a few days I am with respect, Sir [&c.]

Joseph Hewes

1. Purviance Papers, 262, MdHS.

2. The frigate *Virginia*, building at Baltimore.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety,

[Philadelphia] July 2nd, 1776.

The Committee appointed to prepare an Address to the Public, Reported an Essay, which, being Read, amended, and approved, was ordered to be inserted upon the Minutes, and to be publish'd in the News Papers of this City, ² and is as follows:

To the Inhabitants of Pennsylvania:

This Committee, too much occupied in the various & multiplied business of the department in which they are placed, have seldom troubled the public with addresses' and indeed little occasion has been afforded for them, especially in Justification of their own Conduct, while general acquiescence in their Authority prevailed, and entire confidence in their integrity and abilities remained, but they are not so blinded by Self Love, or so lost in

their own importance, as not to perceive lately that both Confidence and Authority are considerably shaken and impaired; not resting on a foundation altogether popular, their existence has been beheld with Jealousy, & by an opposition formed on mistaken or unworthy principles, their Conduct in almost every branch of the public service has been traduced & Vilified. In the Honest discharge of duty they have been obliged to stand the unmerited reproaches of many individuals, as well as of some public bodies. After accumulated mortifications, why they still continue to keep their seats, ought to be accounted for, lest they justly be supposed insensible to the feelings of Men of Honour, but it is necessary first to state the transaction which has principally given rise to this Address.

About the beginning of last month the Committee appointed Captain Sam'l Davison Commodore, and Commander-in-Chief of the Naval Armament, equipped for the defence of the River Delaware. The Motives to this appointment, at a Board of thirteen Members, when there was not one dissenting voice, were such as these:

1st. That during his Continuance in the Service as Captain of one of the Armed Boats, he was Conspicuous among the officers for care and attention to his duty, and, while he maintained a strict discipline, he had the address to conciliate the regard & affections of his Crew, and always kept his Boat well manned.

2nd. That having, on the Return of Capt. Davison from a short Voyage, in which he was spared from the service of their Province to go into that of the Congress, and while perfect harmony yet existed between this Board and all its Officers, & on a deliberate estimate of the comparative merits of each, given him, though a Younger Officer, the more important Command of the Floating Battery, in which the same superior good Conduct was observable, the Committee acted but consistently with themselves in elevating him to a still higher Rank.

3rd. A Clamour having been formerly excited against a superior Officer, because, as was said, he had not been of the Fleet, & some of the Officers have since declared they would Yield Ready obedience to any Commodore, if taken from their own Establishment, even though he should be the youngest among them, the present appointment, as it prevented the necessity of going out of the Fleet, was considered rather as Conciliatory than as administering cause of uneasiness and discontent; they were well aware of the obvious Military Maxim, to which they had Run Counter, of Advancing Men according to Seniority, but this Maxim, though perhaps proper in old establishments, where a long course of service in the lower classes are supposed to confer the necessary Qualifications for the higher, may and ought occasionally to be dispensed with in the formation of new ones, where there can be but a slender pretext for Qualifications; from this cause merit is to be sought out

and prefer'd wherever to be found, though ambition should be disappointed, or delicacy offended. In many Instances have the Congress departed from this fundamental maxim, and their Country has been benefited by it. The Resistance of the Officers of the Armed Boats to this appointment, and their Indecent remonstrances are well known – they were countenanced and supported by Men whose decision on Publick questions influence in some degree the public Opinion. Mutiny was justified and abetted, and disobedience triumphed over Authority. The Committee thought it their duty to adhere to the appointment they had made, the Conference of Committees interposed by the following resolution, agreed to immediately before their dissolution.

'That it be recommended to the Committee of Safety of this province, to confine the Command of Commodore Davison to the Ship-of-war and] floating Battery belonging to the Province, and to Issue no [orders] to the Captains or other officers of the Row Gallies, Fireships or Fire Rafts, through the said Commodore, until the Convention meets, and that it be recommended to the Captain other Officers of the Row Gallies, &c., to pay all due obedience to the Committee of Safety, until that time, and until a New appointment shall take place.'

The Board, astonished and surprised, would have remonstrated against it, not without Hope that on a fair and impartial state of the Question, those who, from the nature of their appointment, could have nothing in View but the publick hapiness, and who could not have been insensible of the benefit of good order and discipline, would have recalled this hasty determination, which may be so fatal to both, but the dissolution would not allow the necessary time.

The Committee doubt not the purity of the intention which produced this Resolution, and by which their power in so important a Branch is so greatly mutilated, if not altogether destroyed; They well know the regard due to the Representatives of the People, & are disposed to submit to the recommendation, tho' wounded and dishonoured by it, But they would have it understood that the Continuance of many of their Board under such Circumstances is of necessity, as no Body of Men can at present be appointed to supply their places, and as they perhaps may, fettered in their Authority as they are, still render some small services to their Country; they however think it incumbent on them to declare that many bad Consequences may probably proceed from a divided Command. Military Authority is not of a nature to be participated, and when attempted, the greatest mischiefs commonly flow from it. Should this unfortunately prove so in our case, the Committee are not responsible; they have performed their Duty, and look forward with pleasure to the short period of a few weeks,

which is to deprive them of the seats they have held, of late so much to the dissatisfaction of some Men, and uneasiness to themselves.

Upon application of John Maxwell Nesbitt, Esq'r, a Commission was granted to John Hunn, Commander of the Schooner *Security*, of 30 tons Burthen, 8 Carriage Guns, & 11 Men.

Upon application of James Craig & Wm. Erskine & Co., Owners of the sloop *Chance*, James Robertson, M'r., burthen 30 tons, 6 Carriage Guns and 34 Men, a Commission was granted to him, the said Capt. James Robertson

1. *Pennsylvania Colonial Records*, X, 623-27.

2. Printed in the *Pennsylvania Packet*, July 8, 1776.

ADVERTISEMENT IN THE *Pennsylvania Evening Post*, TUESDAY,
JULY 2, 1776

To be Sold. The brigantine *Two Friends*. She is a prime sailor, but three years old, and carries nine hundred and fifty or a thousand barrels of flour.

The schooner *Mary-Ann*. She is a prime sailor, but four years old, and carries four hundred and fifty barrels of flour.

The schooner is loaded and ready to go, and will be sold with her cargo, or alone. She has an inventory suitable and complete. The brig may be fitted for sea with a very small expence, and the schooner requires none. Both vessels are very good, but any gentleman inclining to purchase may have them viewed by proper persons. Inquire for Mr. John Parry, on board the brig, at Vine-street wharf.

CAPTAIN LAMBERT WICKES TO SAMUEL WICKES ¹

[Extract]

[Copy]

Cape May Rhode July 2nd 1776

Dear Brother - This will inform you of my Proceedings since I left Philadelphia which Place we left the 1st May but was detained at the Fort Island 20 Days by the Comeing up of the *Roebuck* & *Liverpool* Ships Warr as soon as they came down we followed them & went out on a short Cruize of 10 Days then returned hear again dureing this Time Nothing very materal happened more than convoying several Vessails off & bringing some more safe in one of which was a large Ship from Jamaca taken by the Sloop *Congress* a Privattear belonging to Philad, the Prizes Cargo was very valueable as it concisted of Sugar & Rum ² we have bin blocked up hear ever since our Return by a Fleet of british Ships Warr & nothing more had happened since our Return untill Friday the 28th June when we ware informed by the Gaurd at Cape May that there was a Brigg about 4 or 5 Leagues to the East ward of Cape May standing in a long Shore. We recd this Information at Dusk & thought it best to let the Captns Barry of the Brigg *Livingston* [*sic Lexington*] & [John] Bauldwin of the Schooner *Wasp* to go out to thier Assistance it being light Winds & the Chance difficult we could not get out with the Ship. I ordered our Barg to go & assist in getting

the Brig & Schoner out & was strongly solicited by our Brother Richd, to let him go to command the Barge which I refused several Times but at las was prevailed on to let him go. they streched out and came too an Anchor about 3 or 4 Miles to East ward of Cape May all Night as it was so dark they could not see the Brig in the Morning they saw the Brigg 3 Leagues Dist to the Et Ward 32 Men Awarr & 2 Tenders in Chace the Brigg & Schoner finding it impossible to be of any Service streched into the Rhode when our Brother Richd pushed off[f] into thier Assistance & borded her in Defiance of the Man Awarr who was so near as to fire often at them on getting on Bord thought it most prudent to cut her Cable & runn her a Shore in order to save her Cargo if possible as it concisted of Powder Arms Rum Sugar & dry Goods they got her a Shore, where they soon were joined by Captn Barry in his Boat, By this Time the *Kingfisher* had got in so near as to heave her Shott far over them and keep up very heavy Fire on them Not with standg this they got to work and landed the Goods as fast as possible, on their seeing this they maned four Boats in order to bord the Brigg if possible these Boats were soon beat off[f] & sent back from whence they came when they returned thier Fire with redoubled Fury from the *Kingfisher* who had then anchored about 3 or 4 Hundred yards from the Brigg after firing for near half an Hour they maned 5 Boats & sent them to make a second Attack as our People still continued landing the Cargo as fast as possible from the Time the 5 Boats left the Ship they keep up so constant a Fire from the Ship that they obliged our Men to leave the Brigg & take to the Beach where they fought the five Barges for about half an Hour during which Time they killed several of their Men which they saw fall over bord besides others wounded they got Possession of the Brigg at last who blew up in about five Minutes after they borded her and allso blue up one of their Boats and a great Number of their Men on this Accident happening the other 4 Boats made off as fast as possible in a shattered Condition weakly maned the Loss sustained on our Side was the Life of our dear Brother who was shott through the Arm and Body by a Cannon Shott 4 or 5 Minutes before the Action ended. we have this Consolation that he fought like a brave Man & was fore most in every Transaction of that Day this is confessed by Captn Barry whome was present all the Time he is much regreted by all the Officers in our Fleet & particularly Captn Barry who says a braver Man never existed than he was, in him I have lost a dear Brother & a good Officer which I know not where or how to replace there was one Man belonging to the Brigg wounded whom I think will dye this was all the Loss on our Side, we gage that they Lost from 40 to 50 Men at least & one of thier long Boats, the Train that blew the Brigg up was laid by our People before they left the Vessal but we are not certain whether they or us set it on fire. We saved 265 half Barrels of Powder 50 Muskets 2 three Pounders three Swivels & about £1000 wort[h] dry Goods out of her in about 4 Hours the Action lasted from 8 A.M til M.D³ youl recv from Allen Moore Esqre one Bal Sugar & one Bagg Coffe I arrivd just at the Close of the Action Time enough to see him expire a noble Contest in the Arms of Victrtory, he

was buried very decently the 30th June in the Meeting House Yard at Cape May when the Clergymen preached a very decent Sermon youl disclose this Secret with as much Caution as possible to our Sisters Please give my Love to Nancy the Children & our Sisters & my Compliments to all our Relations from your affectionate Brothr

Lamb^t Wickes

P.S. I am now going a Cruize to the Westindies – the Coffee comes by Duck Creek –

L. W.

1. Scharf Collection, Ms. 1999, MdHS.

2. The Jamaica ship *Juno*.

3. Luke Mathewman, first lieutenant of the *Lexington*, gives a brief account of the action: Early in March, 1776, I entered into the service of my country as Lieutenant of the Brig *Lexington*, Captain Barry, the services on board which vessel met the approbation both of the commanding officer and the public, particularly in saving 270 barrels of powder from a vessel run ashore near Cape-May, under the fire of two frigates; afterwards blowing her up with about 30 of the British, who had boarded her.

The Magazine of American History, II, 175–76

WOOLSEY & SALMON TO JOHN PRINGLE ¹

[Extract]

[Baltimore] 2 July

we are Sorrey for our Losses in Canady, but we hope in the end, it will make us Better Soldiers, Indeed we must Expect a Little Drubbing, at first for want of Experience but if we can do torraybill this Campain, we think the Next we will flog them, –

our Goveners gone from the Province but behaved so Verry Bad on going off[f], such as Bracking the Truce by taking Peoples Servants, that we have no Expectation of his going home on the Contrary we think he will take an Active part against the Province. of Course Your Letters would not get a Passage soon to England, if they had gone with him The Brig is Certainly to be discharged & You will be allowed 406 £ so that You may Plan some other Voyage, for her as soon as theres any Prospect of getting a Vessel out at there Present theres none, ²

1. Woolsey & Salmon Letter Book, LC.

2. Pringle's brig *Rogers*.

GEORGE WELLS TO DANIEL OF ST. THOMAS JENIFER ¹

Sir/

Baltimore July the 2d 1776.

According to desire I beg leave to acquaint you, that I am providing Materials for going on with the Rowe Gallies, & am satisfied to build them on the same terms with Mr Stephen Stewart. I would have done myself the pleasure of waiting on you now, but that Material business carries me to Philadelphia, but at my return, will do myself that honour, Please to let me know per return of Bearer, the necessary dimensions &c And am [&c.]

George Wells

1. Correspondence of Council of Safety, Md. Arch.

JOURNAL OF THE MARYLAND CONVENTION ¹

[Annapolis] Tuesday, July 2, 1776.

James Dickinson, William Thomas, John Stevens. and Nicholas Martin, according to an order of the 28th of June, appeared before the Convention, and upon inquiry into their conduct, it appearing that only 12 sheep, 3 lambs, and 7 shoats were carried on board the *Fowey*, as a present to governor Eden, before they had any knowledge of the truce having been broken; it is therefore the opinion of this Convention, that the said gentlemen were not in any degree criminal in going on board the *Fowey* with such live stock, and that they be discharged.

1. *Maryland Convention*, 15.THOMAS ENNALLS TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentl

Cambridge July 2d 1776.

On Saturday the 25th Ulto. I received information by Express from Col Wm Travers (of the Corps of the lower part of this County) that there were five Tenders then in Hoopers Straights; that they had landed on Hopkins's Island & had taken upwards of sixty head of Cattle from that place, together with two young men and every thing else that was valuable on the Island; that they had committed considerable depredation on the Somerset Shore, and thrown that County into the utmost confusion, and he expected they would commit further ravages in this County. In consequence of this information I ordered Col John Ennalls & Major Robert Harrison to go down to that neighbourhood (it being forty miles from this place) to get further information respecting the circumstances and to take such steps as should appear to them to be necessary on the occasion. They immediately went down and I am informed by them that on their arrival there, they found affairs circumstanced as above related. The Tenders had gone down the Bay wth their plunder a few hours before they arrived, but the Militia of that Corpse were still upon duty, many of them being much fatigued and anxious to go home; they were all discharged except about forty, who were left to keep a look out. In the evening of that day there appeared in Nanticoke Sound, one large Ship and seven other Vessels supposed to be tenders. This gave the Inhabitants great uneasiness and anxiety, they therefore ordered such part of the Militia as cou'd readily be collected to assemble to prevent the Enemy from committing further damage. I am further informed by them that they found many of the people in that part of the County very lukewarm in the opposition, difficult to be got together, and when collected in such bad discipline they are not (in their opinion) to be relied on, paying but little regard to the instructions of their Officers. Things being in this situation, I have thought it advisable to order part of the Militia under my command to march down to their assistance, & I flatter myself we shall be able to prevent their landing in that quarter, but should the enemy continue there a few days, and keep the Militia on duty numbers of the Inhabitants must unavoidably lose a considerable part of their crops, their Wheat being now ready to cut.

Capt Woolford is at this time with his Company on the Borders of Nanticoke near the mouth of that River, to guard that neighbourhood, where his assistance is much wanted.

I must further beg leave to inform you that our Militia are badly fitted with Arms. I am clearly of opinion, that not one half of them have effective Guns, neither have we a Sufficient quantity of Powder & lead (particularly the latter) should we have occasion to make use of those articles –

I have this moment received an Express from Hoopers Straights by which I am informed that the Ship of War is now in the Mouth of Nanticoke, two of the Tenders in Hungar River & one in Fishing Bay close to the shore, that the people are in great confusion, and much harassed by them. I have not the least doubt but they are in the like, or a worse situation in Somerset County. I think it my duty to give you this information as early as possible, and doubt not you will give such assistance as the exigency of our affairs require. I have the honor to be Gentn [&c.]

Tho^s Ennalls.

1. Correspondence of Council of Safety, Md. Arch.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Wilmington] Tuesday July 2d 1776.

Resolved That Christopher Neale Esquire Judge of the Court of Admiralty at Port New Bern do immediately proceed on the Trial of the Brigantine *William* seized as British property and now lying at the said Port agreeable to the Resolves of the Congress.

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

JOURNAL OF H.M.S. *Bristol*, CAPTAIN JOHN MORRIS ¹

[July 1776]

In Five fathom Hole off Charles Town

Tuesday 2nd A M Employed unrigging the Mainmast, & getting out the Stump of the Mizen Mast, this Day Superseded by Request, on Account of my Wounds received & bad State of Health ²

1. PRO, Admiralty 51/137.

2. Captain Morris lost an arm in the engagement.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS ¹

July 1776

At Anchor off Cummins Point

Tuesday 2 P M hove up the Anchor & run up towards the Battery fired a 9 Pd Shot at a Boat near the *Actains* wreck.

1. PRO, Admiralty 51/909.

JOURNAL OF H.M. SLOOP *Nautilus*, CAPTAIN JOHN COLLINS ¹

July 1776

Moord of[f] Saint Georges Town Bermuda

Monday 1. AM Exercised great guns and small Arms, Cleard Hause Fresh breezes and Clear Wr PM Sent our Boat out in the offing to Speak some Vessels.

Tuesday 2. AM the Boat Retd with a Schooner from So Carolina, a Prize,²
Punish'd Nathani[e] Hoskins Seaman for Insolence & Drunken-
ness
Mod. and fair Wr PM Sent a Petty Officer & 4 Men onbd the
Schooner

1. PRO, Admiralty 51/629.

2. Not listed in Howe's prize lists.

VICE ADMIRAL CLARK Gayton to PHILIP STEPHENS¹

Squirrel, Jamaica

July 2nd 1776

Sir

Herewith you'll receive Duplicates of what I wrote by the last Pacquet, and I beg leave to acquaint their Lordships that His Majestys Ship *Pallas*, the Honble Captain [William] Cornwallis arriv'd here the 21st of last Month, that he left the *Atalanta* at Barbadoes, and expect her arrival every Day.

I beg leave to acquaint their Lordships that the *Squirrel* did not arrive with the Company of the 50th Regiment that I inform'd them I had sent her for 'till the 27th of last Month being detain'd by exceeding hard Gales of Wind, & Lee Currents. I immediately order'd the Embarkation of those Troops, & they would have Sail'd the next Morning for North America, agreeable to their Lordships directions, had I not received a letter from the Governor & Council desiring the Detention of the 50th Regiment for a few Days, as they had just received an Account of an Intended Insurrection of the Negroes of the Parish of Hanover, which I comply'd with, and Inclosed I transmit their Letter, for their Lordships information I this day received another Letter from them; informing me; that from the Papers & Information laid before them, there did not appear, any longer a Necessity; for the further detaining that Regiment. I have therefore given Captain [Charles] Thompson, of His Majestys Ship *Boreas*; orders to proceed with the Three Transports to New York, & if Major General Howe; should not be arriv'd to gain the best information he is able of his Destination, and proceed with the Transports (as we have Accounts of the Troops leaving Boston, the Middle of last March, otherwise I should have directed him to have gone there; agreeable to their Lordships orders) and after he has seen them in Safety, at New York, or wherever Major General Howe may be, to return and Join me with all possible dispatch. I have likewise order'd the respective Masters of the Transports to apply to Vice Admiral Shuldhham, or the Commanding Officer of His Majestys Ships for such further directions as he shall think fit to give for their return to Great Britain with the Commissiond & Non Commissiond Officers, and Invalids, which I hope will meet with their Lordships approval.²

I likewise orderd Captain Thompson to take under his Convoy; all such Merchant Ships & Vessels as were bound to England or North America, and see them in Safety as far as layd in his way.

I beg leave to acquaint their Lordships that I judged it more for his Majestys Service & the Safety of the Trade for the *Pallas* to take the July

Convoy than for her to have gone with the Transports to North America, as she would be able to see them clear home, & more especially as I have received an Account of the Rebels having taken Three of our Homeward bound Trade, this Account came by a Letter from the Agents to the Royal Assiento Company at the Havannah to Mr Foord (one of the principal Merchants here) who communicated it to me, & Inclosed is a Copy of their Letter for their Lordships information ³

I likewise beg leave to acquaint their Lordships that when I received the express from Captain Barkley, the 5th of last April informing me of the Intention of the Rebels of Intercepting our Homeward bound Trade, I sent for Mr Foord and desir'd he would communicate it to the rest of the Merchants, and at the same time gave it as my opinion that it was extreem hazardous trusting their Ships without a Convoy, especially those with Bullion, which however they paid no Attention to, I am exceeding sorry the Trade has suffer'd through their Misconduct, & hope the *Antelope* will fall in with those Privateers.

I have the pleasure to inclose their Lordships a Letter I received from Lieutenant Cobb, of the *Florida* Surveying Sloop, from Pensacola, informing me of the Rebels, being totally Routed out of Canada. ⁴ I further beg leave to acquaint their Lordships, that I have order'd William Platt (which I've before acquainted them; of my having apprehended for an Act of Piracy) with the three Evidences, onboard the *Pallas*, & have given Captain Cornwallis directions to dispose of them as my Lords Commissioners of the Admiralty shall direct: by her I shall transmit them the several Affidavits.

With regard to the Disposition of His Majestys Ships & Vessels under my Command, I beg leave to acquaint their Lordships, that the *Maidstone* has Careen'd and that I shall fit her for Service as fast as possible The *Squirrel* in her last Cruize for the Troops, has Sprung her Fore Mast in such a Manner, that she must have a new one before she can proceed to Sea. The *Racehorse* Sloop which I have lately purchased is gone to the North Side of the Island, for a Company of the 60th Regiment, in consequence of an Application from the Governor ⁵ – the *West Florida* is fitting for the Mississippi, the *Porcupine* Schooner, I shall order to be Careen'd as soon as the *Maidstone* Hauls off, and employ them in the best manner possible for His Majestys Service, as I shall a Brig which I have order'd to be purchased, she is a very fine Vessel of about 130 Tons burthen, and capable of bearing a Master & Commander; with proper Officers, & Eighty Men. I submit it to their Lordships consideration putting the *Racehorse* & her; on that Establishment as they are both fine Vessels, and am, with great respect, Sir [&c.]

Clark Gayton

1. PRO, Admiralty 1/240.

2. The *Boreas* sailed July 3, with her convoy of three transports for New York, PRO, Admiralty 51/125.

3. See Guerci and Riesch to Gayton, May 19, 1776.

4. See Charles Cobb to Gayton, May 21, 1776.

5. See Basil Keith to Gayton, June 27, 1776.

3 July

GOVERNOR SIR GUY CARLETON TO CAPTAIN CHARLES DOUGLAS, R.N.¹

Commodore Douglas

Chambly the 3d July 1776

Sir I wrote to you some time past to beg you would send me all the Artificers which could be found, for the purpose of boat building; and not having had the favour of an answer, my impatience, in this so essential point, obliges me again to urge, that you would have the goodness to order up to us, all those Artificers that are called of the navy, and said to be intended for Hallifax, and if there should be others still remaining, of those that are denominated Quarter master General's Artificers, I must likewise beg your assistance towards hurrying them up to us in the most expeditious manner.

When the ships arrive which contain provisions and the materials ready to form the armed boats or Vessels, I beg the provisions and materials may be forwarded preferable to any other things, and without waiting to go with the Troops, should any arrive at the same time. I am Sir &c.²

1. Guy Carleton Letter Book, BM.

2. *Ibid.*, Carleton sent a copy of this letter to Lieutenant Governor Cramahé urging him to "assist all in your power in the matter to which it relates."JOURNAL OF H.M. SLOOP *Viper*, CAPTAIN SAMUEL GRAVES¹

July 1776

Mount Desert W $\frac{1}{2}$ S 12 or 13 Leags

Wednesday 3d At 5 A M Wore Ship at 6 out 2nd reefs at 7 Our 1st reefs at 8 Saw the Land Mount Desert W N W Distce 8 or 9 Leags Read the Articles of war & Abstract of the late Act of Parliament to the Ships Company at 11 Seizd the *May flower* Schooner²
at 1 P M Saw a Schooner in Shore hoisted a boat out to speak her at 3 Fired 2 Guns as a Sigl for the boat to return in 1st reef Topsls at 4 Tackd Ship at 12 Tackd

1. PRO, Admiralty 51/1039.

2. *May Flower*, S. Crosman, master and owner, from Piscataqua, on a fishing voyage, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.JOHN BROWN TO WILLIAM GREENLEAF¹

Sir

Boston 3 July 1776.

You will deliver Mr Joseph Webb as much Copper from Martin Gogs Shop, as may be necessary for making a Copper Boiler for the use of the Colony Brig *Independence* Yours[&c.]

John Browne

Mr Schf: Greenleaf

1. Record Group 45, Subject File AC, Box 9, NA.

LIBEL AGAINST THE BRIGANTINE *Rover*¹

Providence ss

To the Honorable John Foster Esq Judge of the Court of Justice appointed for the Tryal of Prize Causes through-

out the Colony of Rhode Island & Providence Plantations
&c

Daniel Bucklin of Providence in the County of Providence Mariner Commander of the private Sloop of War called the *Montgomery* mounted with Ten Carriage Guns and Fifty Men commissioned by the Hon Nichs Cooke Esq to Cruise against the Enemies of the united Colonies comes into this Hon Court and gives your Honor to understand and be informed that on the Twelfth Day of June A D 1776, being on a Cruise on the high Seas he together with his Crew on Board said Sloop captured and took the Brigantine *Rover*² with her appurtenances, commanded by John Hunter navigated with Seven Men together with her Cargo consisting of One Hundred and Thirty five Hhds and Thirty Tierces of Rum and Six Thousand Staves. which said Brigantine with her Cargoe was bound from the Island of Antigua to the port of Dublin in Ireland; but the Informant gives your Honor further to understand that said Brigantine and said Six Thousand of Staves were condemned at a Court of Vice Admiralty in Antigua as American property and was afterwards loaden with the aforesaid Cargoe for supplying the Enemies of the united Colonies. and which said Brigantine with her Cargoe &c – the Informant hath sent into the port of Providence within your Honrs Jurisdiction. Wherefore he humbly prays that your Honr would take the Premises into Consideration and order such process and Ino-vations as the Law in such Cases requires or otherwise proceed in the prem-ises in such Manner as to Right & Justice shall appertain

John Colins Proctor for said
Bucklin & Compy

[Endorsed] Bill – Daniel Bucklin vs Brig: *Rover*

Received July 3: 1776

1. Admiralty Papers, vol. 9, R. I. Arch.

2. *Ibid.*, included among the papers found on board the *Rover* were the proclamation condemning the *Betsey*, Thomas Wood, master, taken by H.M.S. *Argo*, dated April 3, 1776, and the new register of the vessel as the *Rover*, of seventy tons burden, owned jointly by the master, John Hunter, and John Taylor, a merchant of Antigua. *Rover* was condemned as a legal prize on July 22, 1776.

OWNERS OF THE RHODE ISLAND PRIVATEER SLOOP *General Greene*
TO GOVERNOR NICHOLAS COOKE¹

Sir,

East Greenwich July 3d 1776

We the Subscribers all of East Greenwich and Warwick – in the Colony of Rhode Island Merchants request your Honor to grant a Commission or Letters of Marque and Reprisal to John Garzia Commander of the Sloop *General Greene* of which we are Owners, she is burthened about Thirty Tons, carries Four Carriage Guns Three Pounders and Twelve Swivel Guns, manned with Thirty Men; and fitted with a suitable Quantity of Muskets Blunderbusses, Cutlasses, Pistols, Powder, Ball and other Military Stores. She hath on board seventeen Barrels of Beef and Pork Twenty four hd. weight of Bread with some Flour Rice Beans Pottatoes Ephaim Wee-

don is First Lieutenant, Francis Bradfield Master and Philip Pearce Second Lieutenant. We are with great Respect Sir [&c.]

Silas Casey	Jacob Greene for self
Wm Arnold	and Griffin Greene
Nicholas P Tillinghast	Richard Mathewson
	John Reynolds ²

1. Maritime Papers, Letters of Marque, R. I. Arch.
2. *Ibid.*, owners' bond, \$5,000, was executed this date, and the Congressional Instructions were acknowledged by John Garzia, along "with my Commission."

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

[Lebanon] Wednesday, 3d July, 1776.

Letters of Marque &c. prepared for Capt. [Eliphalet] Thorp, present, part owner of the privateer *Broome*.

Col. Saml Mott laid in his account for reconnoitring the harbours of N. London and Stonington &c. and the fortifications, places for fortifying, in surveying and planning, in attending the works &c.,

105 days of 3½ months at £ 12	£42 0
14 weeks board and horse keeping, at 15s.	10 10

Deducting £ 4 16 0 by him for charges after he was in another commission, remainder, being £48 14 0, and order given. *Delivered said Mott 4th inst.*

1. Hoadly, ed., *Connecticut Records*, XV, 462-64.

BRIGADIER GENERAL JOHN SULLIVAN TO MAJOR JOAB HOISINGTON¹

Dr Sir – Crown Point, July 3d 1776.

I this moment recd yr favor of the 28th ult., am much obliged by yr kind offer of assistance, but have the pleasure to inform you that at present our army, weak and reduced by sickness as it is, will be fully sufficient to oppose any force wch may be sent against us at present; I am well convinced that the Enemy have neither Boats to transport any army nor armed vessels upon the Lake to defend themselves against us; for wch reason I Suppose they will be very careful about making any attempt upon us at present; perhaps some future day we may find ourselves under the necessity of embracing your generous offer; – in the mean time beg you & those friendly Americans to hold yourselves in readiness either to defend yourselves, or repair to this place as occasion may require. Dr Sir, I am, &c

Jn^o Sullivan.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 189.

"EXTRACT OF A LETTER DATED CROWN-POINT, JULY 3, 1776."¹

Just as I closed my last letter to you we heard the enemy's cannon, and expected an attack at the Sorel; we prepared ourselves to receive them, but they did not approach that day. We had certain information that between five and ten thousand had arrived in Canada; that the greater part were within a few leagues of us; and that the Indians and Canadians, with

some Regulars from near the Cedars, were preparing with a large body to take possession of a narrow part of the Lake, on this side of St. Johns, and cut off our supplies of provisions and stores, while another part gets up the river St. Lawrence, and takes possession of Chambly. We had not above three thousand troops in Canada that were fit for duty, and a number equal to them were sick with the small-pox and other disorders, who, consuming the same quantity of provisions as the healthy, were a burden to us. We had many places to hold. The enemy's shipping were masters of the St. Lawrence, and riding triumphant wherever they pleased. Above Deschambault there is no place that can be so fortified as to prevent vessels from passing. At several places between Chambly and the mouth of the Sorel the river St. Lawrence runs within a league, the mouth of which last river if the enemy once possessed, (which would have been done on the north side without coming near our batteries,) our retreat would be effectually cut off; and in case they should make any attempt that way, we had no prospect of a reinforcement to enable us to keep possession of Canada. In short, as we saw it was impossible, whilst the enemy commanded the waters of the St. Lawrence, it was agreed in Council that this place, being of the greatest consequence, ought to be fortified and secured, and we should immediately leave Canada and come here.

The enemy considering us intimidated, and apprehending we would not fight, sent several Indians and Canadians to line the waters and observe our motions. Colonel [Anthony] Wayne and [Thomas] Hartley having information that some persons were seen at the place where Captain Adams was killed, took a party over in the evening; when they saw a man on the top of the house looking at them, upon which they pushed forward through a swamp, found fresh tracks, saw Indian wigwams and fires; they pursued them for some distance, and took a fine horse and saddle, which some regular officer had been riding, but night prevented their overtaking the enemy. It was proposed that a party of one thousand men should go from the Isle-aux-Noix, by land, to the Isle-la-Motte, whilst the rest went in batteaus. Colonel Hartley was of the party, with two hundred and fifty Riflemen out of his Regiment. They scoured the country, traversed disagreeable swamps, and destroyed the house, mills, &c., of the traitor McDonald before mentioned, who had fled the morning before they got to his house. Near the house, finding fresh tracks and fires, they renewed their pursuit, but could not overtake the enemy.

1. Force, comp., *American Archives*, 4th, VI, 1252-53. The writer was an officer of the 6th Pennsylvania battalion.

ROBERT BOYD, JR. TO GEORGE CLINTON¹

[Extract]

New Windsor 3d July 1776.

Yesterday I was informed that all the Carpenters have Quit work on the Frigates at Poughkeepsie, the report is on acc't of their wages being lower'd;² if this report be true no doubt the Honorable Congress have solid Reasons for it which at present I cannot devise, but think now's the time

that the greatest Harmony should subsist, and that labour undone may be of much worse consequence than giving a little Extra wages. In times of Public commotion there will allways be a shifting of Property that's very visible, But (as I have often mentioned to you) I cannot see the difference is very great as to the Public welfare, who are in Possession of it, nay I think its much better shifted out of the hands of Numbers (who now Possess large Quantities of it) even to ship Carpenters; than that they should much longer enjoy it.

1. Hugh Hastings, ed., *The Public Papers of George Clinton, First Governor of New York* (New York and Albany 1899), I, 245.
2. According to the narrative of Abraham Leggett, the reason does not seem to be because of wages. He wrote: "in '75 the Troubles with England commenced, and nothing to be done, and I had an opportunity to get in public service. I agreed to go on to Pokipsey and do work on the two frigates that was to be built there by order of the Continal Congress then sitting in Philadelphia. On the first of Februry 1776 several that was Engadgd and walk'd to Pokipsey eighty-three miles - there I was Engadgd Till the first July. I then with several others formed ourselves in a company under the command of Barnardus Swartout all Volunteers - the times began to appear very Interesting - the British Fleet and large army was at Staten Island." Charles J. Bushnell, ed., "The Narrative of Major Abraham Leggett," *The Magazine of History*, XXVI, Extra No. 101 (New York, 1924), 45.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, July 3, 1776.

Sir: Since I had the honor of addressing you and on the same day several Ships more arrived within the Hook; making the number that came in them, 110, and there remains no doubt of the whole of the Fleet from Hallifax being now here. Yesterday Evening 50 of them came into the Bay and Anchored on the Staten Island side. Their views I cannot precisely determine, but am extremely apprehensive, as a part of them only came, that they mean to surround the Island and secure the whole stock upon it. I had consulted with a committee of the Provincial Congress on the Subject, and a person was appointed to superintend the business and to drive the Stock off. I also wrote to Brigadier General [Nathaniel] He[a]rd and directed him to the Measure, lest it might be neglected, but am fearful it has not been effected.

Our reinforcements of Militia are but small yet: Their amount I cannot ascertain, having not been able to procure a return. However, I trust, if the Enemy make an Attack, they will meet with a repulse, as I have the pleasure to inform you, that an agreeable Spirit and willingness for Action, seems to Animate and prevade the whole of our Troops.

1. Fitzpatrick, ed., *Writings of Washington*, V, 214-15.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH ¹

[New York]

[July] 3d. - The British troops landed on Staten-Island. A part of the stock had been taken off. The inhabitants, who were about 350 men, were supposed to be generally opposed to the revolution.

1. Abbatt, ed., *Heath Memoirs*, 41.

DIARY OF ENSIGN CALEB CLAP ¹

[New York]

July 3rd, about Ten O Clock A M three large Menofwar came up through the Narrows with two Tenders, they came to an Anchor, Against Stratton [Staten] Island, about 12 o Clock –

After those Ships appeared this side the Narrows A Signal was Hoisted, two Guns fired from the North Battery, and the whole Army was immediately under Arms, ready to Receive them About 5 O Clock P, M. the Ships was under Way and moved up Slowly fired several Shots on the People on Stratton Island –

General [Israel] Putnam with a Detachment of 5 or 6 Hundred Men is gone on to Long Island in order to prevent the enemys Landing this sudden alarm put the Citizens in the greatest confusion they are moving out of Town as fast as Possible

I conclude almost all the sloops and Craft that Lay about the Town are gone up the Rivers (North and south)

About 6 o Clock two Ships come through the Narrows, up to the other Ships –

About half Past Sevin O, Clock About 43 Sail come through the Narrows and joined the rest of the Fleet

July 3rd, after the Ships hove in sight, our People on Stratton Island drove off[f] about 400 Head of Cattle; soon after that the enemy Landed, and is Reported that took about 30 of our Men –

July 3rd, at Night it is Reported that some Tory Shot one of our Sentries, supposed with white Powder, he was Shot through the ancle

July 3rd, at Night it is Reported that there was an Officer (Supposed to be a Captain) took Prisoner by our People, besides the other Regulars –

July 3rd, at Night A Schooner went Up by Stratton, our People went up with two 12 pounders and fired so that they Left the Sloop but had not a boat of her

1. *The Historical Magazine*, 3rd series, III, 136-37.

CAPTAIN EPHRAIM MANNING TO GEORGE WASHINGTON ¹[July 3, 1776] ²

To his Excellency Genl Washington

May it please your Excellency –

Last Night about 12 oClock I recd your Excellencies Orders to give my Assistance in taking the Stock off[f] Staten Island – beg leave to inform your Excellency, that by the Advice of all my Officers, I left the Island Yesterday about 3 oClock P.M. the Inhabitants being unfriendly & the Enemy so near & my Party so small, had I staid any longer we must have fallen into their Hands, as they were surrounding the Island with their Shipping, & not long after we crossd the Ferry there came up two Armd Vessels, which I did (with the Assistance of an Officer of the Train & one three Pounder) my Endeavour to drive back & in some measure Effectd –

I am now About 5 Mile up in the Jersey side, (my Men being very much fatigued) where I wait your Excellency's Commands. As their is a large Number landed & continually landing, beg leave to hint to your Excellency, whither a larger Party than I have at present under my command, will not be necessary –

I am, with the greatest Respect your Excellencies [&c.]

Wednesday 8 oClock A. M.

Ephraim Man[ning]

1. Washington Papers, LC.

2. Date approximated by The Library of Congress.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. ¹

July 1776

In Gravesend Bay

Tuesday 2d

at 8 A M Fired a Gun and made the Signal to Weigh Do Weigh'd and came to Sail, in Company with the *Greyhound* & *Rose* at 12 came too in the Narrows with the Small Bower in 10 fm Water Veer'd to $\frac{1}{3}$ Cable Open'd a Cask of Beef No 70 Conts 180 ps Lost in Soundg a Hand Lead & Line

First part fresh Breezes with Rain. Midl & latter fresh Gales and Clear, at 3 P M Weighed and run in shore Straton Island distance $\frac{1}{4}$ Mile came too wth the Bt Bowr Veer'd away to half a Cable, fired Several shott at a party of Rebels onshore,

Wednesdy 3d

A M Weigh'd the Bt Bower & let go the Small, Moor'd Ship with the Stream, Fired a Gun and made the Signal for the Troops to Land Anchd here the Admiral with a Number of Transports from Graves End Bay Bedlows Island NNE Red Hook NEB East

First and Midl parts fresh Breezes & Clear latter light airs and fair P M Anchor'd here some Transports from Graves End.

1. PRO, Admiralty 51/693.

JOURNAL OF H.M.S. *Rose*, CAPTAIN JAMES WALLACE ¹

July 1776

Anchd In Sandy Hook Road

Monday 1st

First part light breezes and foggy at times Midle Calm, with Thunder, Lightning and hard rain, latter Cloudy, PM at 4 the Adml made the Sigl to Weigh, do Weigh'd and Came to Sail as did the Fleet, Steering up for New York, left riding at the Hook H M Sloop *Swan*, at 7 Anchor'd in Gravesend Bay, 4 fm the Church NEBN and the So point of Long Island NWBN Do Anch'd the Fleet,

Tuesday 2d

AM at 8 weigh'd and came to sail with the *Ph[o]enix* and *Greyhound*, Clear'd Ship for Action, Steering through the Narrows. at $\frac{1}{2}$ past 11 Anchor'd off the N Point of Stratten [Staten] Island $6\frac{1}{2}$ fm Do Point WNW Do Anch'd the

Ph[o]enix and *Greyhound*, the Tide of Ebb making strong the Fleet could not get through the Narrows.

Squally with rain at times PM at 4 Weigh'd and run close to the Watering Place, Anch'd the Adml made Sigl for the Granadiers & light Infantry to land, at 9 they landed, at 10 Weigh'd and drop't further out,

Wedsey 3d A M the Amdl and Fleet under Way turning up, Read the Articles of War &c to the Ships Compy PM Anch'd the Adml and part of the Fleet,

1. PRO, Admiralty 51/805.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

July 1776 In Gravesend Bay

Tuesdy 2nd at ½ past 7 AM weigh'd & Came to sail as did the fleet at 10 Do sail'd through the Narrows between Long Island & Staten Island at noon new york in sight Bearing NE Depart'd this Life James Essex Marine. Clear'd Ship for Action First Part Light airs wt rain at 1 PM Anchor'd near Staten Isld as the tide of Ebb made out strong against us & part of the Fleet without the Narrows at ½ past 4 Weigh'd & sail'd nearer the shore & anchor in 6 fathm water wt the best bower & moor'd wt the stream anchor at 7 PM the Troops began to Disembark

Wednesy 3rd 6 AM the sigl was made on board the *Ph[o]enix* for the troops to Land when moor'd Hill point NNW½W Bedlers Island NNE Nices point of Long Island SEBS the Bluff of Staten Island S by E½E Diste off shore a Cables Length –
Light Breezes & Variable Vars Empd the Long boat Empd waterg

1. PRO, Admiralty 51/420.

JOURNAL OF H.M. SLOOP *Senegal*, CAPTAIN ROGER CURTIS ¹

July 1776 At single Anchor In Gravesend Road.

Tuesday 2d 4 AM Weigh'd pr signl from the Adm in Compy with the *Phoenix*, *Rose*, and *Greyhound*, & first division of Transports, and run thro' the Narrows, but falling little Wind & drifting NW with the tide of Ebb. at Noon bore down with [1] division to the Fleet.

1 PM Anchor'd here with the best bowr in 15 fam Veerd away to ½ a Cable at 5 the tide of Flood making weigh'd & work'd up with the first division of Transports at 8 Anchor'd off the NE pt of Staten Island in 8 fam & veer'd to ½ a Cable and begun to disembark the Troops at 11 finish'd disembarkg the Transports not being able to get up

Wednesday 3d at 8 AM finish'd Landg the 1st Brigade
 Fresh Breezes –
 at 6 P M Weigh'd p Signal at 8 made Sail and run thro'
 the Narrows at 10 Anchd wth the small Br in 8 fam
 abreast the Wt bank Long Island Wt end No 2 Leags Light-
 house SSE 4 Leags

1. PRO, Admiralty 51/885.

JOURNAL OF H.M.S. *Chatham*, CAPTAIN JOHN RAYNOR ¹

July [1776] Gravesend Bay
 Wednesday 3 at 7 AM Made the signal for weighing at 8 weigh'd & Made
 sail with the Fleet. turning thro' the Narrows. the rebels
 kept a Constant firing of Small Arms from Long Island at the
 Shipping as they passed by at ½ past 11 Came too with the
 Fleet in 13 fm Water. Lost from the Best Bower Anchor One
 Buoy & Buoy Rope
 Strong Gales & Clear Wr at 6 PM Weighd at 7 Came too in
 6 fm water the Rebels kept a Constant firing with a twelve
 Pounder which they had on long Island. at the remainder part
 of the fleet in Coming thro the Narrows Anchord here the
Centurion with the rest of the fleet –

1. PRO, Admiralty 51/192.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, July 3, 1776

Resolved, That the Marine Committee be empowered to contract with
 shipwrights, to go to Lake Champlain, on the following terms:

To allow each man at the rate of 34 dollars and two-thirds per month;
 one month's pay to be advanced, upon their giving security, if required:

Each man to be allowed one ration and a half, and one half pint of
 rum, a day:

Their tools and arms to be valued:

Two-thirds of their wages to be paid, monthly, to whomever they shall
 leave the power of receiving it:

Their pay to commence from the day they sign articles, and continue
 until they are discharged, with an allowance of one day's pay for every
 twenty miles, between the place where discharged, and their respective
 homes.

Agreeable to the order of the day, the Congress resolved itself into a
 committee of the whole, to take into their farther consideration, the Decla-
 ration; and, after some time, the president resumed the chair, and Mr. [Ben-
 jamin] Harrison reported, that the committee, not having finished, desired
 leave to sit again.

Resolved, That this Congress will, to morrow, resolve itself into a com-
 mittee of the whole, to take into their farther consideration, the Declaration.

1. Ford, ed., *JCC*, V, 507, 508-09.

JOHN ADAMS TO ABIGAIL ADAMS¹

[Extract]

Philadelphia July 3, 1776

Your Favour of June 17. dated at Plymouth, was handed me, by Yesterdays Post. I was much pleased to find that you had taken a Journey to Plymouth, to see your Friends in the long Absence of one whom you may wish to see. The Excursion will be an Amusement, and will serve your Health. How happy would it have made me to to have taken this Journey with you?

I was informed, a day or two before the Receipt of your Letter, that you was gone to Plymouth, by Mrs. Polly Palmer, who was obliging enough in your Absence, to inform me of the Particulars of the Expedition to the lower Harbour against the Men of War. Her Narration is executed, with a Precision and Perspicuity which would have become the Pen of an accomplished Historian.²

I am very glad you had so good an opportunity of seeing one of our little American Men of War.³ Many Ideas, new to you, must have presented themselves in such a Scene; and you will in future, better understand the Relations of Sea Engagements. . . .

Yesterday the greatest Question was decided which ever was debated in America, and a greater perhaps, never was or will be decided among Men. A Resolution was passed without dissenting Colony "that these united Colonies, are, and of right ought to be free and independent States, and as such, they have, and of Right ought to have full Power to make War, conclude Peace, establish Commerce, and to do all the other Acts and Things, which other States may rightfully do." You will see in a few days a Declaration setting forth the Causes, which have impell'd Us to this mighty Revolution, and the Reasons which will justify it, in the Sight of God and Man. A Plan of Confederation will be taken up in a few days.

1. Butterfield, ed., *Adams Family Correspondence*, II, 27-28.

2. In the Pierpont Morgan Library is John Adams's acknowledgment, of July 3, to Miss Polly Palmer, for her letter of June 15, 1776. It states, in part: "I will inclose to you a Declaration, in which all America is remarkably united. - It compleats a Revolution, which will make as good a Figure in the History of Mankind, as any that preceeded it. - provided always, that the Ladies take Care to record the Circumstances of it, for by the Experience I have had of the other Sex, they are either too lazy, or too active, [to] commemorate them. . . . Howes Army and Fleet are at Staten Island. But there is a very numerous Army, at New York and New Jersey to oppose them Like Noahs Dove, without its Innocence, they can find no Rest."

3. Abigail Adams described, in her June 17 letter, her visit to the Connecticut brig *Defence*, then lying in Plymouth harbor.

PENNSYLVANIA COMMITTEE OF SAFETY TO THE COMMANDING OFFICER
OF THE PROVINCIAL TROOPS AT THE BARRACKS¹

Sir: -

[Philadelphia] 3d July, 1776.

It being judg'd expedient to remove Lieutenants Boger and Ball, Prisoners of war, stationed at Germant'n, from that place to York Town, and those Gentlemen having refused to give the Parole required of them pre-

vious to their removal and necessary upon that occasion, you are hereby required to order a discreet officer with a suitable guard, to proceed to Germantown and take into Custody the said Lt's Bager [Boger] and Ball, if they still refuse to sign the Parole, convey them forthwith to York Town, and there deliver them to the keeper of the Common Goal to be safely kept until this Committee or the honbl'e Congress shall discharge them.² Provided, that if the said officers shall freely sign the Parole, the officer may send back the Guard and proceed with s'd Prisoners to York Town, and deliver them to the Care of the Committee, there to reside agreeable to the terms thereof.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 445.

2. *Ibid.*, 409, 410, an undated return of British prisoners in York Town, York County, lists: "Richard Bogyr, 2d Lieut. of his Majesties Ship *Liverpool*, taken at Sea off the Cape of Virginia, the latter end of March, 1776 [*sic* April 7]. George Ball, 3d Lieut. of the *Roe-buck*, taken 28th March, 1776, off Cape Henlopen. Robert Chase, Lieut. of the *Gaspee* [*Gaspee*], taken November 20th, 1775, in the River St. Lawrence."

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 3rd July, 1776.

Capt. West [*sic* Martin Wert] was directed to deliver Commodore Davison the whole Quantity of Ammunition that he now has on Board the Ammunition Vessel.

By order of the Board, John M. Nesbitt, Esq'r, Paymaster, was desired to advance two Months' pay to Lieut. [John] Emmes, of the Fire Brig't.

1. *Pennsylvania Colonial Records*, X, 627-29.

Pennsylvania Gazette, WEDNESDAY, JULY 3, 1776

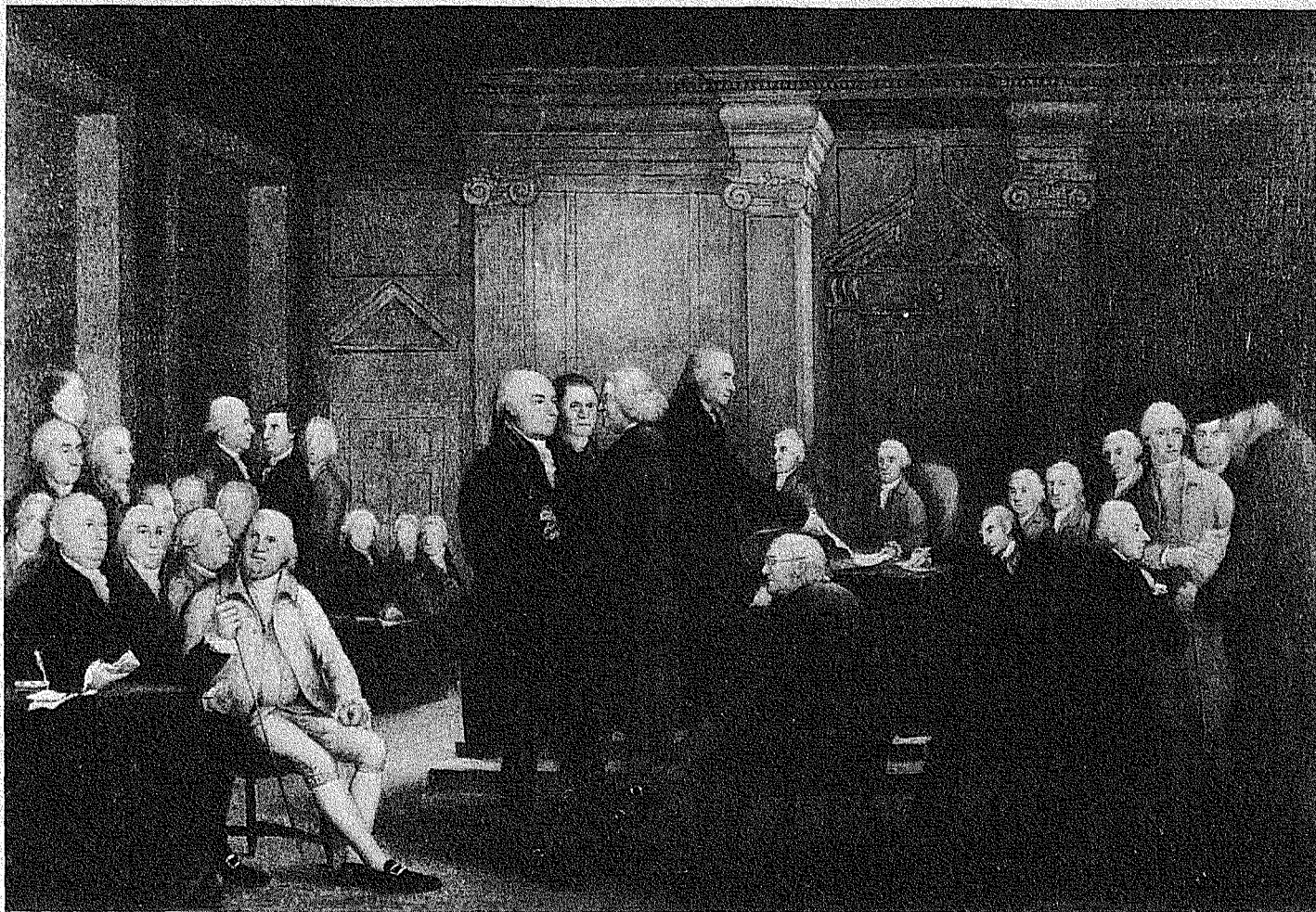
Philadelphia, July 3.

Yesterday the CONTINENTAL CONGRESS declared the UNITED COLONIES FREE and INDEPENDENT STATES.

Yesterday Captain [William] Meston, late of the snow *Dickenson*, of this port, arrived here from Bristol, but last from the West-Indies. — He sailed from this place last February, bound for Nantz, but the Mate, assisted by the crew, seized and confined the Captain on the coast of Portugal, and then altered their course for London; the southerly winds driving them into Bristol Channel, they arrived at Bristol the 8th of April, when the mate proposed to set off immediately for London with all the letters and papers on board for the inspection of government. The vessel was detained at Bristol till the determination of government concerning her should be known.¹

The following Captains, belonging to this port, were at the Bay of Honduras the 24th of last February, viz. [Edward] Spain, John Green, [John] Taylor and Phillips; also Capt. [George] Buchanan. of Baltimore.

1. See Volume 4, 1024-25.



"The Congress Voting Independence, July 4th, 1776."

JOURNAL OF H. M. S. *Orpheus*, CAPTAIN CHARLES HUDSON ¹

July 1776. Cape May WBN 20 Leagues
 Wednesday 3 at 4 AM Gave Chase to two sail in the N Et at 6 fired a Six Pdr & spoke one of the Chase a Schooner from Egg Harbour for the Wt Indias ² sent an Officer & 4 Men on board & made sail
 Fresh Breezes & clear Wr at one P M in 1 Reef Topsails & hove too, at 8 made Sail at 11 In 2 Reef Topsails saw too sail in the SW: Qr gave Chase sent a Boat Mand & Arm'd to the Chase a B[rig] from Philladilphia for Burdeaux in France ³ sent an Officer & four men on board & gave Chase to the SWt

1. PRO, Admiralty 51/4279.
2. *Fidelity*, William Willis, master, from Philadelphia for the West Indies, with flour, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.
3. *Ibid.*, *Polly*, Philip Lacey, master, belonging to the Congress, from Philadelphia for France, with oil, flour and spermaceti candles. William Hodge, who was bound for France with instructions issued May 30, 1776, by the Secret Committee, was a passenger on board the *Polly*. He destroyed his papers before the capture by the *Orpheus*, Papers CC (Other Reports of Committees of Congress), 37, NA.

JOURNAL OF H. M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME ¹

July 1776 do [Cape Henlopen] N 80 Wt 104 Miles
 Wednesday 3 6 AM saw 2 Sail to Leeward gave Chase as did the *Orpheus* & Tenders – saw the *Orpheus* bring too her Chace
 12 PM saw 2 Sail gave Chase at one the *Orpheus* to the other both Ships came up with their chase & took them laden with bread, flour, beeswax & Tobacco from Philadelphia bound to port L[ouise] ²

1. PRO, Admiralty 51/506.
2. The prize taken by the *Kingfisher* was bound to the West Indies. She was the *Peggy*, Thomas Patten, master, from Philadelphia, with flour, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

GEORGE WOOLSEY TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen Balt 3d July 1776
 The Length that the Troubles between Great Britain & the Colonies have run to & the Impossibility of this Province being an idle Spectator make me think that every Inhabitant of this Province should render what Service his Abilities are capable of Induced by these Motives & these only, I now offer my Services to the Public, as Captn of one of the Gondolas.

I would not desire to be first on the List, if any Man more capable than myself offers at the same Time I think that few will offer, who have had much more Experience than myself. As I have a Wife and Family, and am confident that my pay in the Service will not support them (If you should

think proper to give me the Command of one of these Vessels.) I must endeavour to have my Business carried on by some careful Hand. Therefore would wish when I am not in actual Service, that my Station might be in the River patapsco that I might have it in my Power to inspect my Affairs as often as my Duty to the Public will permit. On these Terms you may depend on the Public receiving all the Services in my Power. And if acceptable to you Please write to me on this Subject soon, as I think any Man who commands one of these Vessels should go to Philadelphia to make himself acquainted with the working them. I would therefore on a Certainty of being appointed go to Philadelph[ia] for that purpose. I would also wish to know my Rank (if appointed), and who they are if any are before me in Rank. I am Gentlemen [&c.]

Geo: Woolsey.

1. Revolutionary Papers, Box 9, Md. Arch.

JOURNAL OF THE MARYLAND CONVENTION¹

[Annapolis] Wednesday, July 3, 1776.

On motion, Resolved, That the Council of Safety be empowered to fit out, as soon as may be, three vessels with a number of guns, not exceeding ten each, and also any number of armed boats not exceeding six, for the service and defence of this colony, and to order such of the vessels in the service of this colony as they may think necessary, to cruise on the eastern shore, for the protection thereof.

1. *Maryland Convention*, 10.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY¹

[Williamsburg] Wednesday, July 3rd, 1776.

Same [warrant] to Capt. James Barron for £121.18.10 for pay roll of boat *Liberty* to 25th June, also for use Capt. R'd Barron for £100.7.3 for Do. of boat *Patriot* to 25th June.

Ord[ered]. that the Boat formerly taken by Capt. Barron, late the property of John Mitchell, now up James River, be delivered to Capt. Barron, or his order, to be by him employed in the public service.

A warrant to Capt. James Barron, £96 upon acct in part of the prize money of Brig *Fanny*, to be distributed in equal proportions among the men concerned in taking the s'd Brig.

Same to Capt. Thos Lilly for £162.19.3 for pay of workmen on Brig *Liberty*.

1. *Virginia State Papers*, VIII, 234, 235.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY¹

Wednesday July 3d 1776.

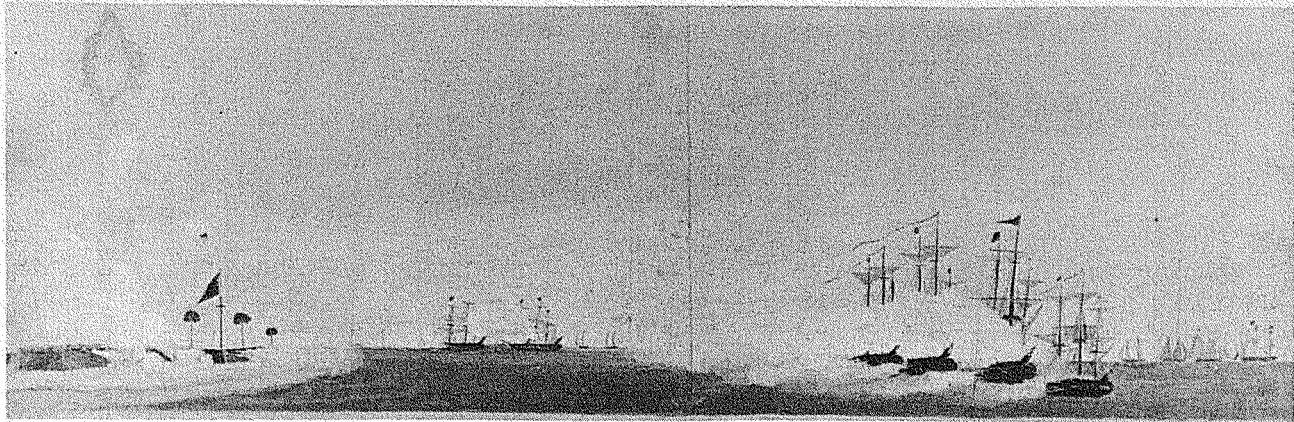
Resolved That Mr David Baron be permitted to Ship to the French, Dutch or Neutral West India Islands twenty six thousand and four hundred White Oak Staves, Fifty two thousand red Oak Staves, two thousand five

hundred White Oak Hogshead heading, and Fifty thousand twenty two Inches Shingles, The said David Baron first entering into Bond with Security before the Commissioners for the port of New Bern in the sum of three thousand pounds that he will import into this province, the whole Amount of the Nett proceeds of the above Articles, in Arms Ammunition and Salt the danger of the Seas and Enemy excepted.

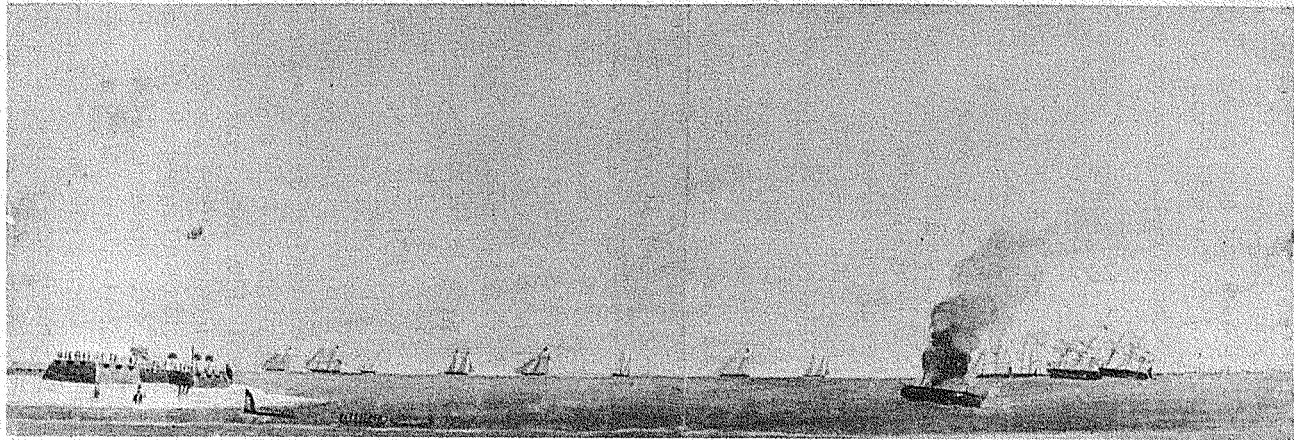
1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774-1776), NCDAH.

“EXTRACT OF A LETTER FROM CHARLESTOWN, SOUTH-CAROLINA, DATED
JULY 3, 1776”¹

On Tuesday the 4th ult. the British fleet, consisting of ten ships of war and thirty transports, appeared off our bar. So formidable an armament would have alarmed us had we not been conscious of the justice of our cause, but trusting that the Almighty would support and protect us in this glorious struggle for liberty, the most righteous of all contests, we were resolved to make the most vigorous opposition in our power. – We had information two days before that there were in at Bull’s, so that their arrival was not altogether unexpected. – As we were ignorant of the mode of attack intended by the enemy, General [John] Armstrong ordered so[me] breast-works to be thrown up at such places as he thought they would most probably attempt to land, little thinking they would bend their whole force against Sullivan’s island fort. So great a number of vessels, as you may suppose, could not get over the bar immediately, nor did they until Sunday the 9th, on which day Generals Lee and Howe arrived here. Lee immediately saw the defenceless state our town was in, and the impossibility of keeping it if attacked in such a situation, he accordingly next day drew up all the men in town, in number about one thousand, told them the absolute necessity of some breast-works being thrown up round the town, pulling down the houses on the wharves, &c. The people expressed the greatest alacrity in doing it immediately, – OLD and YOUNG, HIGH and LOW, RICH and POOR, WHITE and BLACK, ONE WITH ANOTHER, set about the work, and for several days were constantly employed in making such preparations for a defence of the town as were thought necessary, the enemy all the while lying within twelve miles of the town. On the tenth their last and largest vessel, the *Bristol* of fifty guns, came over the bar, having previously taken out all her guns and stores, and that night a very smart gale of wind came on, which lasted two days, and drove off the vessel that had her stores on board, who never could beat up again till Tuesday the 25th, when she and the *Experiment*, another fifty gun ship, appeared off the bar, and both came over the next day. During this interval the enemy landed their troops, in number about two thousand effective men, on Long-Island, which is at the back of Sullivan’s, with intent, we supposed, either to attack us in front and rear at the same time, which certainly was a very good plan if they could have effected it, or to land on the main, get possession of Ha[d]drell’s point, and by that means cut off the retreat from Sullivan’s, if they silenced the fort; and



"The unsuccessful attack on the Fort on Sullivan's Island on the 28th June 1776."



"The morning after the engagement on Sullivan's Island. The ships of war having retired a few miles below the Fort are on a heel repairing damages and particularly stopping shell holes between wind & water. Despatch boats and other vessels are seen a few miles off passing and repassing between the fleet & Genl Clinton's army on Long Island to the East of Sullivan's Islnd."

on Friday last, the 28th, they convinced us that the former was their scheme, for at three quarters of an hour after ten o'clock in the morning, their bomb-ketch began to play on the fort at Sullivan's, to divert their attention while the ships advanced to make their attack, and at half past eleven o'clock the following ships were all engaged, the *Bristol* of fifty guns, *Experiment* fifty, *Solebay* twenty-eight, *Syren*, twenty-eight, *Active* thirty six, *Acteon* thirty-six, and *Sphinx* twenty – the *Sphinx* had her bowsprit shot away the first shot that was fired at her, which sent her out of the line, the *Acteon* was drove ashore by another shot as it is said, but that is of no consequence, for she could not be got off, and the next morning the enemy set her on fire, leaving almost all her stores on board, some of which however we have got, and shall get most of her guns; the ketch was totally disabled, after discharging about twenty shells, by one bursting which split the bed of the mortar. – The five first vessels continued a very heavy cannonade, one of the most fierce ever known, without ten minutes intermission in the whole, in which by the most moderate calculation they could not have fired less than twelve thousand times, till nine o'clock at night, when they ceased, lying the whole time within four hundred yards of the fort, and about three o'clock next morning they very quietly retired to their former station. The *Bristol* has lost her mizen mast, and her main mast is also much disabled.

Monday morning, five sailors, who deserted from the *Bristol*, gave us the following intelligence, viz. the Commodore was wounded in the breech, Capt. of the *Bristol* his arm shot off, forty-four men killed, and thirty wounded; *Experiment*, Captain and fifty-seven killed, and thirty wounded; *Solebay* three or four killed; they can say nothing as to the killed and wounded of the other vessels. The Captain of the *Bristol* sailed for England on Sunday, to carry them the good news, I suppose. Our whole loss at the fort was ten killed, three of whom by their own imprudence, and twenty-two wounded. The fort is as good as ever it was. The conduct of Col. Moultrie, his officers and men, merits the highest applause, and reflects the greatest honour on them. Lee was present almost the whole fire, and declares both officers and men behaved with the greatest coolness and intrepidity; they behaved as well as ever men did, as well as men could do. Unfortunately for us nearly all the ammunition at the fort was expended by three o'clock, and it was some time before they could even get a small supply; if we had had double the quantity there, in all human probability neither of those fifty gun ships would have got off; as it is, the *Experiment* has three or four ports knocked into one, and is otherwise terribly shattered. It is astonishing and almost incredible to think that a palmeto log fort with twelve guns (those were all they could bring to bear on the vessels) and three hundred men should make such havock with so formidable a fleet of British vessels. At the time of attacking the fort, their troops endeavoured to land on the island, and were twice repulsed by [William] Thompson's rangers, about three hundred men. Be assured the foregoing account is true in every particular. There are many other circumstances of the spirit and bravery of individuals, which would appear still more incredible

for young soldiers, that I have not time to relate. I expect in about ten days we shall have another brush with them, and doubt not but through the divine favour we shall be equally successful.

1. *Pennsylvania Evening Post*, July 23, 1776.

MASTER'S LOG OF H. M. ARMED VESSEL *Cherokee* ¹

July 1776 Moored in Savannah River Georgia
 Tuesday 2 The first part Strong gales and squally with rain Thunder and Lightning the middle and Latter parts fresh breezes and fair at 8 PM sent our boat man'd and Armed (in Company with two boats belonging to His Majestys Sloop *Raven*) to the Carolina Shore
 Wednesday 3 at 8 AM the Boats returned with 33 Sheep and some poultry which was delivered on board the *Raven*.

1. PRO, Admiralty 52/1662.

JOURNAL OF H. M. SLOOP *Raven*, CAPTAIN JOHN STANHOPE ¹

July 1776 Moor'd off Cockspur in Savannah River.
 Tuesday 2d (A M) the people [employed] Occasionally. First part fresh gales and Squally Wr with Rain Thunder and Lightning, middle modt breezs latter Calm. Mannd & armd the Longboat and sent an Officer in her to the Carolina Shore, together with the *Cherokees* boat & a Canoe with Negroes to get Stock
 Wednesdy 3d (A M) at 3 departed this Life John Jose, Sailmaker. The Boats returnd with a variety of Stock.
 Modt Wear The Longboat watering.

1. PRO, Admiralty 51/771.

"A LETTER FROM BARBADOES, DATED JULY 3 [1776]." ¹

The armed schooner *Apollo*, of ten guns, has taken and brought into Carlisle-bay three American vessels, viz. A snow and two sloops, from Cape Nichola Mole, where they had delivered cargoes of lumber, &c. and had reladen with powder, &c. The French have several cruizers in the West Indies, to prevent, as much as possible, their vessels from trading with the Americans.

1. *London Chronicle*, August 31 to September 3, 1776.

4 July

JOURNAL OF H. M. SCHOONER *Magdalen*, CAPTAIN JOSEPH NUNN ¹

July 1776 off Sorel [St. Lawrence River]
 Thursday 4 Fresh breezes and Cloudy Wr P M sent the seamen who Entered to serve on the Lakes to Champlain.

1. PRO, Admiralty 51/4252.

JOURNAL OF CAPTAIN HENRY DEARBORN ¹[On board H. M. S. *Viper*, June 30] ²

This morning we come to sail with a good Breeze,³ we are extremely well Treated by Capt [Samuel] Graves, and the other officers on Board at 7 O Clock this evening we are abreast of Grand Manan.

July 1 We have very little wind, the weather is very Cloudy, at 12..O..Clock We have a brisk Breeze and a thick Fog.

2 The weather remains Foggy, we have a light Breeze; our General Course is S.S.W. but as the weather is thick, and we not willing to fall in with the Land until it is Clearer, we keep running off and on waiting for the weather to clear up.

3 The weather is clear, we are in sight of Mount Desert, we have a fresh Breeze at N.W. We are steering for Machias, at 3..0..Clock, as we were about entering Machias harbour, we espied three small sail to windward, the Capt sent a barge after them at 6. 0 Clock the barge Return'd with a small fishing Schooner as a prize,⁴ they inform'd the Capt that there was a small privateer along shore, which fired several shot at them, at seven O Clock the Capt orderd about 20 hands on board the schooner Which they had taken, with some Blunder-Busses and [o]ther arms, and sent them off, after the Privateer, which was in sight when the Schooner left the ship, which was about sunset.

4 We are cruising up and down from Mount Desert to Machias waiting for the schooner which went after the privateer last Night, the weather is very fine – at 2 O Clock P:M: the Boats return'd with two small fishing boats and two men we anchor'd this night by an Island, Called Mespecky.

1. *Dearborn Journal*.

2. While Dearborn did not name the vessel to which he and Major Meigs transferred, her identity as the *Viper* is established by the captain's reference to the commander as "Capt Graves" and the journals of both the *Scarborough* and *Viper*, PRO, Admiralty 51/867 and 1039.

3. Journal of the *Scarborough*, Sunday June 30, 1776, "A M sail'd hence H: Majs Sloop *Viper*."

4. The *Mayflower*; see journal of the *Viper*, July 3, 1776.

JOURNAL OF H. M. SLOOP *Viper*, CAPTAIN SAMUEL GRAVES ¹

July 1776 Machias Harbour NE $\frac{1}{2}$ E 4 Leags.

Thursday 4 at 6 AM Seized a Schooner name unknown at 8 Tackd Ship at 10 out all reefs at 11 Fired a gun as a Sigl for the boat

Modt & hazey at 2 P M in 1st reef topsls at 3 Tackd Ship at 8 Came too with the best br in 17 f[m]s verred 1/3 Cable Mack Island NWBN Misspeca head SbW $\frac{1}{2}$ a Mile

1. PRO, Admiralty 51/1039.

MASSACHUSETTS COUNCIL TO CAPTAIN JOHN FISK ¹

By the Major Part of the Council

Capt Jno Fisk

The Sloop *Tirannicide* under your Com[m]and being in All Respects

Equiped in warlike manner, & being also well & properly man'd so as to Enable you to proceed on a Cruise,

You therefore are Directed Imediately to proceed on a Cruise not only against our unaturall Enemys, But Also for the Protection of the Trade of the united Colonys, and you are Directed not to Cruise farther East than the Island Sable on the Coast of Nova-Scotia, nor farther South than the Lattitude of 35 north, nor further West than the sholes of Nantucket, untill the further Order of this Board unless forced so to Do by stress of Weather, always using every necessary precaution to prevent the Sloop under your Command from falling into the hands of the Enemy.

And whereas you have Received a Commission by force of arms to At[tack] seize & take on the high Seas all Ships & other vessells belonging to Inhabitants of Great Brittain, or others Infesting the sea Coast of this Continent, You are therefore Punctually to follow the Instructions already Delivered you for Regulating your Conduct in this matter and in all things Conduct your self Consistant with the trust Reposed in you.

Councill Chamber Watertown July 4. 1776 –

1. Mass. Arch., vol. 165, 400.

New-England Chronicle, THURSDAY, JULY 4, 1776

Boston, July 4.

To be Sold at Public Auction, at the House of Mr. Benjamin Burdick, in Marblehead, the 18th Day of July, Instant, The Ship *Hope*, burthen about 280 Tons, with her Boats and Appurtenances, now lying at Boston; and her Cargo, consisting of Powder, Fire-Arms entrenching Tools, of all Kinds, Carpenters Tools, of all Kinds, some Cordage, with a Vari[e]ty of other Articles, too Large to enumerate:¹ Also, the Brigantine *William*, about 100 Tons, lying at Lynn, with her Cargo, consisting of Fayal Wines.²

Colony of the Massachusetts-Bay, Middle District, ss.

Libels are filed before me in Behalf of the Officers, Marines and Mariners of the Continental armed Vessels, *Hancock*, *Lee*, *Lynch*, *Warren* and *Franklin*, against the Ship named the *Lord Howe*, of about 200 Tons burthen, commanded by one Robert Park; – against the Brigantine named the *Annabella*, of about 180 Tons burthen, commanded by one Hugh Walker; – and against the Ship named the *George*, of about 220 Tons burthen, commanded by one Archibald Bog. – Another Libel is filed before me, in Behalf of the Officers, Marines and Mariners of the Continental armed Vessels, *Lee*, *Warren* and *Lynch*, against the Ship named the *Anne*, of about 223 Tons burthen, commanded by one John Dennison. – Which Ships and Brigantine, are said to have been taken carrying Supplies to the Fleet and Army employed against the United Colonies, and armed Soldiers infesting the Sea-Coast of America, and brought into the Counties of Suffolk and Essex.³

Another Libel is filed before me, in Behalf of John Adams, Commander of the armed Sloop called the *Chance*, and his Company of Marines and Mariners, and the Owners of the same Sloop, against the Ship named the

Lady Juliana, of about 240 Tons burthen, commanded by one Christopher Stephenson, and taken and brought into the County of Essex; which Ship, her Cargo and Appurtenances, are said to have been, at the Time of Capture, the Property of, and owned by divers Inhabitants of the Island of Great-Britain.

And for the Trial of these Captures, the Maritime Court for the Middle District of the Massachusetts-Bay, will be held at the Court-House in Boston, on Tuesday, the Twenty third Day of July, 1776, at the Hour of Ten in the Forenoon: – Of which, this Notice is given, pursuant to the Laws of the Colony aforesaid, that the Owners of the Vessels taken as aforesaid, or any Persons concerned, may appear and shew cause, (if any they have) why the same Vessels, or any of them, and their Cargoes and Appurtenances, should not be condemned.

Tim. Pickering, jun. Judge of said Court.

Note. Persons claiming the Whole, or any Part or Share, either as Owners or Captors of any Vessels taken and libelled, must by Law, file their Claims before the Judge of the Court five Days before the Day set for the Trial, or they will be forever barred therefrom.

1. The powder ship *Hope*, taken by James Mugford, in Washington's armed schooner *Franklin*.
2. The *William* was taken by Samuel Tucker, in Washington's armed schooner *Hancock*.
3. These were the four transports, carrying part of the 71st Highland regiment, taken by Washington's schooners and the Connecticut colony brig *Defence*.

New-England Chronicle THURSDAY, JULY 4, 1776

Boston, July 4.

By a Number of creditable Persons who are arrived in Town from Halifax, which Place they left the 13th ult. we learn – that Gen Howe, with upwards of 140 Sail of Men of War, Transports, &c. with about 8 or 9000 Troops on board, sailed from thence three Days before they came away, supposed bound for New-York. – That, in this Fleet went fourteen volunteers under the command of Capt. Stantan [John Stanton], of the 14th Regiment, among whom are, Brigadier [Timothy] Ruggles and Son, late of Hardwick; William Tyng, John Hicks (whose Father was slain at Lexington by these very Ministerial Butchers, while fighting gloriously for his Country's Liberty) and John Howe, the two latter were Printers, and all three formerly of this Town. – That General Howe left behind one or two Men of War to guard the Dock-Yard, and the whole of the Marines, two Companies of the 14th regiment, a Detachment from the Train of Artillery, and all the Light Horse; besides which, all the Women and Children, and the sick and wounded Soldiers, were also left, under the Command and direction of General [Eyre] Massey. – That only 500 Recruits, as a Reinforcement, have, as yet, arrived there. – That strong Fortifications were erecting on the Citadel-Hill, and near the Dock-Yard, the General being in great Fear of an Attack from the Continental Forces. – That General Burgoyne, in the *Isis*, a 50 Gun Ship, arrived at Quebec with 4000 Troops, from England, the Middle of May. – That Major Meigs, who was unfortunately taken prisoner at Quebec the 31st of December last, was sent to Halifax in the *Niger* Frigate,

Captain Talbot. He is permitted to go to Connecticut on his Parole of Honour, but to return when called on. – That Captain Martindale, who was taken in one of our Privateers, with about 70 Men, and carried to England, was sent back in the *Grey hound* Frigate, and arrived at Halifax the latter End of May. –¹ That the Tories, who went from hence were in a miserable Situation, wishing they had never quitted [the] town, but tarried and taken the consequence. – And, that the Negroes, carried off when the Army and Fleet were obliged to evacuate the Town and Harbour, were sent to Louisburgh, to dig Coal for their tyrannical Masters. These Blacks were commanded by a Certain captain Lindsey.

By the above Persons we also learn, that the infamous Dr. John Prince, formerly of Salem, had been using his Influence to get an armed Brig fitted out there, to cruise for American Property; but could not find Men base enough to prosecute so scandalous an undertaking, there being two to one, of the Inhabitants, warm Friends to the glorious Cause of America.

1. Commander of Washington's brig *Washington*, taken in December 1775 by H.M.S. *Fowey*.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

[Lebanon] Thursday 4th July, [1776]

Cap. Theo. Stanton, of the galley *Shark*, exhibited his account of many sundrys for and about said galley, of £ 95 9 6, and [James] Tilley's bill for rigging &c. £ 34 2 2, total £ 129 11 8, and is allowed, and ordered that said sum be drawn for. *Order given*.

Voted, That an order be drawn on the Pay-Table for Capt. Theo. Stanton for £ 100, to be by him improved in purchasing provisions and necessaries for the galley, and render his account thereof. *Order given, delivered said Stanton*.

Whereas this Board are informed that vessels loaded with provisions frequently pass down the Sound, to go out to Sea, and in this critical time when the coasts are lined with ships of our enemies, who are in great need of our provisions, and without which they cannot carry on their hostile designs against us, and very many of our provision vessels having already fallen into their hands, and much of their supoport having been received and derived that way, and the danger at this time of their being taken being greater than ever,

It is therefore resolved and ordered, That Cap. Niles of the Colony's armed schooner *Spy*, now lying in the harbour of New London, or the commander of any other armed vessel belonging to this Colony, be and they are hereby directed, to seize and bring into port any such provision vessel or vessels which he or they may be able to discover and take, in or about said harbour, offing or sound, bound to sea, and the same hold and detain, and make report of the circumstances, cargo, and destination of such vessel or vessels, the master's name, place of abode, owners names, the licence by which they have sailed &c., to his Honor the Governor, and take his directions relative to the proceeding or further detention of such vessel.

Provided nevertheless, That if any vessel so taken shall appear to be fur-

nished with papers, clearances or authority from the Hono. Continental Congress, allowing such vessel to proceed to the port of her destination, and such vessel is not to be hindered or detained by said captain or commander: anything herein to the contrary notwithstanding. *Copy given.*

Orders for Cap. Stanton.

Resolved and ordered, That Cap Theo. Stanton, of the Colony row-galley *Shark*, shall and may from time to time have and receive a supply of salted beef and pork, and bread and stores sufficient for the support of the officers, sailors and marines in the service of this Colony on board said galley, of Capt. Jno. Deshon, who is directed to deliver the same, and that he, said Stanton, provide all other necessaries for their supply; and that he take order that the same be dealt out to them prudently and carefully, without spoil or waste with such fresh fish &c. as they take; and that he keep a just and exact account of the purchase and expenditure of such provisions and the same render to his Honor the Governor at the end of two months, for his consideration and further orders in the premises.

Further resolved and ordered, That the said Stanton do from time to time apply to and receive of Mr. Nathl Shaw at New London all such powder, shot and military stores as said Shaw shall judge necessary for said galley.

Further resolved and ordered, That said Stanton with said galley do for the present and until further orders make the harbour of Stonington his general place of rendezvous, and that he cruize from thence thro' Fishers Island Sound as far westward as New London Harbour and east and south of Fishers Island when opportunity presents that he may do it with prudence, and that he observe and obey such signals as Cap. Harding in the Colony brig *Defence*, and Cap. Niles in the armed schooner the *Spy*, or other his superior officer from time to time shall appoint and make to him. *Copy given, sent to Mr. B. Huntington.*

Allowed on account of Samll Wheat of Norwich, viz. To paid Daniel Latimer &c. to carting 4 guns and 1 load of carriages to Norwich for the use of the schooner *Spy*, £ 3 18 0. And order to be drawn accordingly. *Is done.*

1. Hoadly, ed., *Connecticut Records*, XV, 465-67.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST COMMODORE ESEK HOPKINS ¹

[New London, July 4, 1776] ²

Admiral Hopkins to boarding out the Sikest of his		
People to private houses @ 10/p Week		
1776 Apr	To pd Lucretia Mallason for boarding of	
	Edward Ingraham 4 Weeks	} of the <i>Alfred</i> .. £ 4..5..0
	John Holden 3½ do..	
	To pd Love Beebe for boarding	
	John Bingham 4 Weeks	} of the <i>Alfred</i> .....4..0..0
	Joseph Crage 4 do	

To pd Ann Stark for boarding				
Alexr Nelson	4 Weeks	} of the <i>Alfred</i>	.....	4.10..0
James Wood	5 do			
To pd Jane Fox for boarding				
Robert Rich	4 Weeks	} of the <i>Alfred</i>	.....	3.13..0
John Hannah	2 do			
Timo O hara	1½ do of the <i>And Doria</i>			
To pd Hannah Kittle boarding				
James Robeson	10½ Weeks	} <i>Alfred</i>	.....	6.15..0
John Perry	3 Weeks			
To pd Grace Rogers 1 Week & 6 Days Board		}	0.18..8	
of Samel Farguson <i>Providence</i>				
To pd Telemus Williams boarding				
John Miller	3 Weeks	} <i>Columbus</i>	.....	3..0..0
Peter Neil	3 do			
To pd Lucy Colfax boarding				
Barne Stinback	} 12 Weeks of the <i>Alfred</i>	.....	6..0..0	
Wm Hambleton				
Robt Robeson				
To pd John Hall for boarding of				
Samel Williams Cook of the <i>Alfred</i>	2 Weeks	}	8.10..0	
George Robeson	<i>Providence</i> 5 do			
Isaac Kimbell	ditto 5 do			
Hugh McKeene	<i>Cabot</i> 5 do			
To pd Sarah Skinner boarding				
Joseph Shields	<i>And Doria</i> 4 Weeks	}	6..8..7	
Richd Stewart	<i>Columbus</i> 8 do & 6 Ds			
	Carried over	.....	£ 48..0..3	
To the sum brot over			£ 48..0..3	
To pd Joseph Owen for bording				
John Johnston	6½ Weeks of the <i>Cabot</i>	}	5.10..0	
John Scott	4½ do of the <i>Alfred</i>			
To pd John Dennis for boarding himself		}	0.16..0	
1 Week & 5 Days <i>And Doria</i>				
To pd Ebenezer Webb boarding				
John Rily	<i>Columbus</i> 3 Weeks	}	3..0..0	
John Hart	ditto 3 do			
To pd William Harvey boarding		}	1.15..0	
John Simmons	3½ Week <i>Columbus</i>			
To pd Sarah Lewis for boarding				
Francis Higgans	12 Days <i>Columbus</i>	}	1.13..6	
Robert Pyser	11 do of ditto			
To pd Lucy Gailard boarding				
George Mirick	<i>Alfred</i> 2 Weeks	}	2.10..-	
John Ouneals	do 3 do			

To pd James Angel boarding John McNeal of the <i>Providence</i>	3..2..-
To pd Sarah Peniman boarding John Kessler & Thos Burnes <i>Columbus</i>	14..0
To pd Mary Harris & Guy Brooks for boarding John Moore of the <i>Alfred</i>	3..4..0
To pd Wido[w] Potter boarding W. Jinnings Doc <i>And Doria</i>	5.11..6
To pd John Owing boarding Walter Spooner & Gideon Whitfield Midshipmen of the <i>Alfred</i>	11.13..0
To pd do board Joseph Crage Master Armes the <i>Alfred</i>	1..0..0
To pd Joseph Owen for boarding John Gallard of the Ship <i>Columbus</i>	4.10..0
	£ 92.19..3
To pd Cloe Coit for board Mrs Appleby a Woman taking in the bomb Brig & 2 Daughters	15..0..0
To pr shoes for ditto	0..6..0
	108..5..3

Commissn 5 PCt5..8..3

Charged to Ship *Alfred*

1. Shaw Papers, Ledger 39, 8, YUL.

2. Date approximated from longest bill (12 weeks from April 8, 1776), and allowing a few days to make up the account.

NATHANIEL SHAW, JR.'s ACCOUNT FOR CARE OF THE
SICK FROM THE CONTINENTAL FLEET ¹

1776	Hospitale for the Sik of the Fleet	Dr
Aprl 10	To 12 lb Chocolat .. @ 1/8	£ 1..0..0
	To 6 Washing tubbs	0.11..0
	To 1 Shod Shovel	0..2..6
	To pd the Butchers Bills	52..9..7
	To pd the Bakers Bills	33..0..7
	To pd Doc Philip Turners Bill	15..1..0
	To pd Green Plumb the Saxton for buring 18 people	5..8..0
	To pd Jos Owen for Sundries del[ivere]d Willcox Surgeon	1.10..0
	To pd Sarah Poneman for sund[rie]s deld John Ernst Kessler Surgeon	3.18..6
	To pd Guy Richards Bill for Rum Meal Boards &c	34.15..6
	To pd Church & Hallam for Vinegar	0..9..4

To pd John Holt for ditto	0..8..0	
To 8 Cord wood	6..8..-	
To 20 Cord ditto	15..-..-	
To 2 Iron Potts	1..8..-	
To 77 Gal Melasses .. @ 3/	11.11.0	
To 61½ lb Candles .. . /10	2.11.3	
To 19 lb Coffee .. . 1/2	1..2..2	
To 20 bus Indian Meal 3/6	3.10.0	
To 1 lb Tea	0..5..0	
To 260 lb Rice .. . 33/	4..5..5	
To ½ bus Salt .. . 6/	0..3..0	
To 10 bus potatoes .. . 1/6	0.15.0	
To paid for Soap	1..9..8	
To pd for Carting Wood	0..6..0	
To pd Robt Manwaring for 39 G[allons] Milk	1.14.8	
To pd for Sand	0..9..4	
To pd for a Sheet	0.10.0	
To pd for Candles	0..3..4	
	Carried over	£200..5.10
To the sum brot over	£200..5.10	
To pd Roger Gibsons Bill	5..8.10	
To pd Mingo's Bill	0.12.6	
To pd Samuel Latimers Bill	1.19.3	
To pd Henry Typsons Bill	0..6..4	
To pd John Hews for Nursing	£ 3..3..0	
To pd Wm Harvey for ditto	2.17.0	
To pd John Clark for ditto	0.15.0	
To pd Reuben Hadlock for ditto	3..0..0	
To pd Boatswain Coit for ditto	12..0..0	
To pd Cathrine Hawkins for do	0.18.0	
To pd Mary Crocker for ditto	0.12.0	
To pd Mrs. Aplebey for ditto	1..4..0	
To pd Juday for Washing	1..4..9	
To pd Beulah for ditto	0.12.-	
To pd Patiance for ditto	0..6..6	
To pd Wids Latimer for her Girl' do	1..4..0	26.16.3
To pd Peter Robesons Bill for Making Cabbins Coffins &c }	22.19.3	
To pd Eb Douglass Bill for Nails	2..8..8	
To pd John Lamb for House Rent	10..0..0	
To pd Duncan Stewart for ditto	10..0..0	
To pd Doc Coits Bill	89..7..3	
To pd Doc Wolcott Bill	137.17.10	
To pd John Chapman for overseeing & attending at the Hospitle 60 day a 6s }	18..0..0	

To pd Pickett Latimer for Straw	2.15..0
To pd John Cockran's Accot for boarding John Miller at Say Brook	}5..2..0
To pd Doc Sam Field's Bill for do .....		1..7..6
To pd Dan Hurlbutt for Carting wood	0.12..0
	<u>£535.18..6</u>
To Commissions 5 pCt.	26.15..6
Carried to Ship <i>Alfreds</i> Accot	562.14..0

[New London, July 4, 1776] ²

1. Shaw Papers, Ledger 39, 10, 11, YUL.

2. The date is approximated. This bill is likely to have been drawn on the same day as the account covering the boarding out of sick men. See footnote 2, previous entry.

MAJOR GENERAL PHILIP SCHUYLER TO THE OFFICERS BRINGING
CARPENTERS FROM MASSACHUSETTS AND CONNECTICUT ¹

Gentlemen,

Skenesborough July 4th 1776.

On Your Arrival at this Place, You are to put Yourself under the Command of H[e]rmanus Schuyler Esqr A. D. Q. Mr: General, Who will give You Directions as to the Work You are to do here; Every Company of twenty five Men will undertake the Building & Constructing such a Vessel as he shall direct. He will furnish You with the Materials. –

As in the present State of Affairs Every Article of Provisions allowed You by Your Contract, cannot be procured. I hope, Nay I have tho the fullest Confidence that You will be Contented with such as can; Especially as I do hereby Engage that Every Deficiency will be made up in Money. –

At this Critical Hour, It is the Duty of Every Well Wisher to his Country, to exert himself to the Utmost & I hope Gentlemen That You will be Early & late at a Work so Necessary as the Constructing Vessels to maintain our Superiority on the Lake.

Little Jealousies, which are the Bane of Every Service, I dare say, will not take Place in Your Minds; But that You will harmonize with every Person Employed in the public Service. – I am, Gentlemen [&c.]

Ph: Schuyler

1. Schuyler Papers, Letters & Orders, 18 April, 1776–29 June, 1777, NYPL.

GEORGE WASHINGTON TO MAJOR GENERAL ARTEMAS WARD ¹

Sir:

New York, July 4, 1776.

The distress we are in for want of Arms induces me again to urge your sending on all such as can possibly be spared with the greatest expedition. The enemy have landed under cover of their Ships and have taken possession of Staten Island, from which in all probability they will soon make a descent upon us. The Arms would have to be sent to Norwich

and from there by Water to this place provided there is no risque; otherwise by land. Wishing you better Health, I am, etc.

1. Fitzpatrick, ed., *Writings of Washington*, V, 217.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York July 4th 1776

Sir When I had the honor to address you on the 30th Ulto, I transmitted a Copy of a Letter I had received from a Gentleman, a member of the Honble Genl Court [of Massachusetts], suggesting the improbability of Succours coming from thence in any reasonable time either for the defence of this place, or to reinforce our Troops engaged in the Canada expedition. I am sorry to Inform you, that from a variety of Intelligence his apprehensions appear to be just, & to be fully confirmed. Nor have I reason to expect but that the supplies from the other two Governmts, Connecticut and New Hampshire will be extremely slow and greatly deficient in number. As It now seems beyond question and clear to demon[st]ration, that the Enemy mean to direct their Operations and bend their most vigorous efforts against this Colony, and will attempt to unite their Two armies, that under Genl Burgoyne, and the one arrived here, I cannot but think the Expedient proposed by that Gentln is exceedingly just, and that the Continental Regiments now in the Massachusetts Bay should be immediately called from thence, and be employed where there is the strongest reason to believe their aid will be indispensably necessary. The expediency of the measure I shall submit to the consideration of Congress, and will only observe as my Opinion, that there is not the most distant prospect of an attempt being made where they now are by the Enemy, and If there should, that the Militia that can be assembled upon the shortest notice will be more than equal to repel It. they are well armed, resolute and determind, and will Instantly oppose any Invasion that may be made in their own Colony.

I shall also take the liberty again to request Congress to Interest themselves in having the Militia raised and forwarded with all possible expedition as fast as any considerable number of 'em can be collected, that are to compose the Flying Camp. This I mentioned in my Letter yesterday, but think proper to repeat It, being more & more convinced of the necessity. The Camp will be in the Neighbourhood of Amboy and I shall be glad that the Conventions or Committees of Safety of those Governments from whence they come, may be Requested to give me previous notice of their marching, that I may form some plan and direct provisions to be made for their reception. The disaffection of the people at that place and others not far distant, is exceedingly great, and unless It is checked and overawed, It may become more general and be very alarming. The arrival of the Enemy will encourage It. They, or at least a part of them are already landed on Staten Island which is quite contiguous, & about Four Thousand were marching about It Yesterday as I have been advised, and are leaving no Acts unessayed to gain the Inhabitants to their side, who seem but too favourably disposed. It is not unlikely that in a little time they

may attempt to cross to the Jersey side and Induce many to Join 'em either from motives of Interest or fear, unless there is a force to oppose 'em.

I this Moment received a Letter from Genl Greene an Extract of which I have inclosed. The Intelligence It contains is of the most Important nature and evinces the necessity of the most spirited and vigorous exertions on our part – The expectation of the fleet under Admiral Howe is certainly the reason the Army already come, has not begun their hostile Operations – When that arrives we may look for the most Interesting events & such as in all probability will have considerable weight in the present contest. It behoves us to be prepared in the best manner, and I submit It again to Congress, whether the Accounts given by these prisoners do not shew the propriety of calling the Several Continental Regiments from the Massachusetts Government, raising the flying Camp with all possible dispatch and Engaging the Eastern Indians.

1. Papers CC (Letters from George Washington), 152, II, 159-63, NA.

JOURNAL OF LIEUTENANT COLONEL SAMUEL BLACHLEY WEBB ¹

[New York]

Thursday, July 4th – Last night – or rather at day light this morning – we attack'd a sloop of the enemies mounting eight Carriage Guns – She lay up a small river, which divides Staten Island from the main call'd the Kills. We placed two 9 pounders on Bergen Point – and soon forced the crew to quit her – by the shrieks, some of them must have been kill'd or wounded – the sloop quite disabled.

1. Ford, ed., *Webb Papers*, I, 152.

DIARY OF ENSIGN CALEB CLAP ¹

[New York]

July 4th the whole army turned out and Mannd the Lines A Little before Day

July 4th the Admiral came through the Narrows about Ten o Clock with About 20 Sail in Company with him,
About Seven o Clock PM 10 or 12 Sail came up through the Narrows and Joined the fleet.

July 4th, Ten pieces of Cannon were carried to Elizabeth Town in order to prevent their Landing and Pilleging that Town

1. *The Historical Magazine*, 3rd series, III, 137.

JOSEPH TRUMBULL TO JEREMIAH WADSWORTH ¹

[Extract]

New York 4th July 1776 –

Last Saturday & Sunday the Enemy arrived at the Hook, about 140 Sail, in the whole 3-50 gun ships & three or four smaller ships of Warr – they sent 2, or 3 right to Quebec from Halifax, & have recd about as many, to reinforce them that they have about the same Number, they carried away from Boston – it is said they are Sickly – I don't doubt it; – The Evening before

last, & last Evening, they came up thro' the narrow[s] the greatest part of the Fleet, near 100 sail – & came to under Staten Island – Yesterday morning they landed, a Party on that Island – & have sent their Tenders, to lye all around the Island, to cover them, & seem to be preparing to form an Encampment there – I expect they will encamp & secure themselves there, & wait the Arrival, of the Hessians Cossacks Tartars, &c &c – & then Attack us – possibly they will attack us sooner, we should wish it – the day before yesterday we expected an imediate attack, & prepared for it, but were disappointed; it has almost Cleared the City of the Women and Children – many have all along tho't here, that they would not come here, but now they scamper off, very fast – The Congress will declare Independance in a day or two – it has pass'd a Committee of the whole House unanimously, & I hope now, they have done, what ought to have been done Six months ago, they will move, with Vigor, & obtain from the French, a diversion in our Favr in the West Indies, where they are well prepared to do it – Staten Island are mostly Tory's – they were ordered to send off their stock, but they found means to delay & delay, so that, we had but Just got off the fat Cattle, when the Enemy, as they wished, came on, & prevented our [tak]ing off the Lean – yesterday they were very [torn]mselves, & killing & sending on Board the Sh[torn] as they could find – doubtless some pretty [torn] I am Dear Sir [&c.]

Jos: Trumbull

12 oClock – I am Just told that one of the Enemys Armed Sloops of 14 Guns, that ran up the Kill, near Eliza[beth] Town, has been attacked by 2, 12 pdrs from the Shore, a great Number of her men killed by grape shot, & bored thro & thro – & finally Set on fire, She is yet on fire & the flames & smoke in sight she is totally destroyed – A House full of their Officers, has likewise been shot thro' – & they driven over the Kills for shelter 8 of their Boats endeavoured to Land some men last Night, on Long Island, below the Narrows, but our People Ambushed them, killed some of their men took 4 prisoners & drove them back – We have now a Battery at the highland, of the Narrows on Long Island Side & several Guns playing on the Ships & transports passing several transports have turned back below again – these things Enspirit our People the Militia Especially – a finer Set of Men & better Armed I never saw, than the Militia of N Jersey – ²

1. Wadsworth Papers, ConnHS.

2. An edited version of this part of Trumbull's letter was printed in the *Connecticut Courant*, July 7.

New-York Journal, THURSDAY, JULY 4, 1776

New York, July 4.

Last Saturday arrived at the Hook (like the swarm of Locusts, escaped from the bottomless pit) a fleet said to be 130 sail of ships and vessels from Halifax, having on board General Howe, &c. sent out by the Tyrants of Great Britain, after destroying the English constitution here, on the pious design of enslaving the British Colonies and plundering their property at

pleasure, or murdering them at once, and taking possession of all, as Ahab did of Naboth's vineyard.

On Monday about 1000 of them landed on the west end of Long Island, but soon embarked again, and seeing a party of rifle-men, said to be about 1000, gave them three huzzas, which they returned with the Indian war-whoop. On Tuesday morning some of them appeared coming up, and before night about 45 sail came above the Narrows, and anchored at and near the Watering Place, where they fired about 50 cannon shot, of which we have not heard the occasion, and landed many of their men, whom we could plainly see exercising and parading.

It was apprehended they intended to penetrate into the interior parts of the island, or to some of the neighbouring towns, but it does not appear they they have yet attempted it, or done any thing on shore, except taking up a little bridge on the causeway between the Landing and the Highlands, at the Ferry. We hear General [Hugh] Mercer, with a detachment, was yesterday dispatched to watch their motions and act as occasion might require.

We are assured that Major [John] Lamb, Capt. [Eleazer] Oswald, and Capt. [Aaron] Burr, are prisoners on board this fleet.¹

1. This paragraph is in error. Burr was not captured; Lamb and Oswald had been taken at Quebec on December 31, 1775.

JOURNAL OF BARTHOLOMEW JAMES¹

[*Chatham*, June 10 to July 4, 1776]

This fleet, which was bound to the attack of New York, consisted of his Majesty's ships, *Chatham*, Rear Admiral Shuldham of the White (who had on board General Lord Percy, General [Robert] Pigot, &c.), the *Centurion*, the *Greyhound* (having on board General Sir William Howe), *Rose*; *Senegal* and *Merlin* sloops of war, with about two hundred sail of transports having on board the army. The *Greyhound* parted company with the fleet the 13th, in the night, with an intention to go ahead and reconnoitre, and the main body of the fleet moved slowly on, from the frequent light winds and calms that accompanied us.

We arrived at Sandy Hook on the 2nd of July without meeting any remarkable circumstances, where we found his Majesty's ship *Phoenix* with several sail of merchant ships. At noon the 4th the signal was made for the whole fleet to weigh, when the *Chatham*, passing through the centre, was cheered by every ship. I do not remember seeing a more pleasing sight, which the fineness of the day greatly contributed to, more particularly as we expected we were immediately going to the attack of New York. We made the necessary preparations for landing, on our passage up; and at sunset anchored in Gravesend bay; but, for reasons only known to the commanders-in-chief, we put off the landing the troops for this night. At day-light the 5th the signal was made to weigh, the *Phoenix*, *Rose* and *Senegal* leading the fleet through the Narrows, but the wind dying away obliged us again to anchor. At four o'clock the signal was once more made to weigh, and the fleet boats manned; at six we passed the Narrows amidst a very unsuccessful

fire from the rebels, having killed but very few; at seven we landed the army or Staten Island without opposition, when two or three hundred men of the enemy surrendered themselves prisoners of war to the first division of grenadiers.

1. Laughton, ed., *James' Journal*, 27, 28. As will be noted, by comparing this narrative with the journals of the various British ships of war, the events herein described occurred between July 2 and July 4, 1776, not July 4, 5 and 6, 1776.

JOURNAL OF H.M. SLOOP *Merlin*, CAPTAIN WILLIAM C. BURNABY ¹

July 1776 Sandy hook N39°W Distce 11 Le –
 Thursday 4 A M saw the Land Tack'd Ship & stood N E at 12 saw the Land bearing from NNW to W – 6 or 7 Miles –
 Light Breezes & fair – at 4 P M gave chase to a Privateer drove her ashore & fired a Number of Guns at her at 5 came too off the Southmost Wood Lands

1. PRO, Admiralty 51/604.

JOURNAL OF H.M.S. *Centurion*, CAPTAIN RICHARD BRATHWAITE ¹

July 1776 Moored off Gravesend Church
 Tuesday 2d First part Moderate & Hazy with Rain middle & Latter Moderate & Cloudy with some Lightning, P M the *Ph[o]enix* made the Signal for the *Greyhound*, *Rose* & *Senegal* Sloop of War, 3 Armed Vessels & a Division of the Transports to get Under way, Manned & Armed 7 Flat Bottomed Boats, sent them on board the different Transports to assist in landing the Troops on Staten Island, at ½ past 10 the Flat Bottomed Boats returned to the Ship
 Wednesday 3d A M at 7 the Admiral made the Signal for the Fleet to get under way, at ½ past 8 Weighed & Came to Sail, as did the Admiral & Fleet, at 11 Anchored with the Best Bower in 16½ fas Water Veered to ½ a Cable, the Bluff of Staten Isld N. W, Gravesend Church NE –
 Fresh Breezes & Clear Weather, P M Manned & Armed the Flat Bottomed Boats, & Sent them onboard the different Transports, to land some Troops on Staten Island,
 Thursday 4 A M at 3 the Boats Returned, at 7 Weighed & came to sail as did the *Asia* & Transports, at ½ past 10 Anchored with the Best Bower in 5 fas off Staten Island, Hendricks Point S E. the Town of New York NNE½E, the Bluffs of Staten Island SSE, unbent the Mainsail, –

1. PRO, Admiralty 51/177.

JOURNAL OF H.M.S. *Asia*, CAPTAIN GEORGE VANDEPUT ¹

July 1776 At single Anchor off the Buoy of the middle

- Monday 1st P M at 4 came to Sail at 6 came to with the Best Br in Gravesend Bay in Company with the *Chatham* with Vice Adml Shuldhams Flag on board the Fleet under his Command
- Tuesday 2 A M part of the Fleet got under way & were taken aback. Read the Articles of War &c. to the Ships Company First & latter parts light Breezes and Clear, Middle fresh Gales and Squally with Rain
- Wednesday 3 A M the Signal was made for Landing the Troops, Mann'd Flat Boats
- Thursday 4 Light Breezes & fine Wr A M at 8 hove up and came to Sail at Noon came to in 10 fm off the Watering place on Staten Island fired several Guns at the Rebels on Long Island

1. PRO, Admiralty 51/67.

JOURNAL OF H.M. SLOOP *Swan*, CAPTAIN JAMES AYS COUGH¹

- July 1776 Moord at Sandy Hook
- Mond 1st AM light winds & foggy Adml Sigl for sailing Empd Watering PM Modt & hazey at 4 the Adml Sigl to weigh & the fleet weighd & Came to sail Sent the Sergant & Men on Shore to the light house the *Mercury* packett & 4 Transports lying here
- Tuesd 2 AM 3 Men Came from long Isld for Protecktion on board of us -
P M Light Winds & fair Empd Occasionally
- Wed 3d AM fresh Breezes & Clear Wr at 4 sent a Tender with an Officer up to the Adml with the People came on board 57 Men from the Jerseys for Protecktion
PM fresh Breezes & Fair Empd Watering
- Thursd 4 AM Do Wr Empd Occasionally Loos'd sails to dry -
P M Modt Breezes & fair handed sails at 5 the Tender Return'd sent her up again to the Adml with Refuges

1. PRO, Admiralty 51/960.

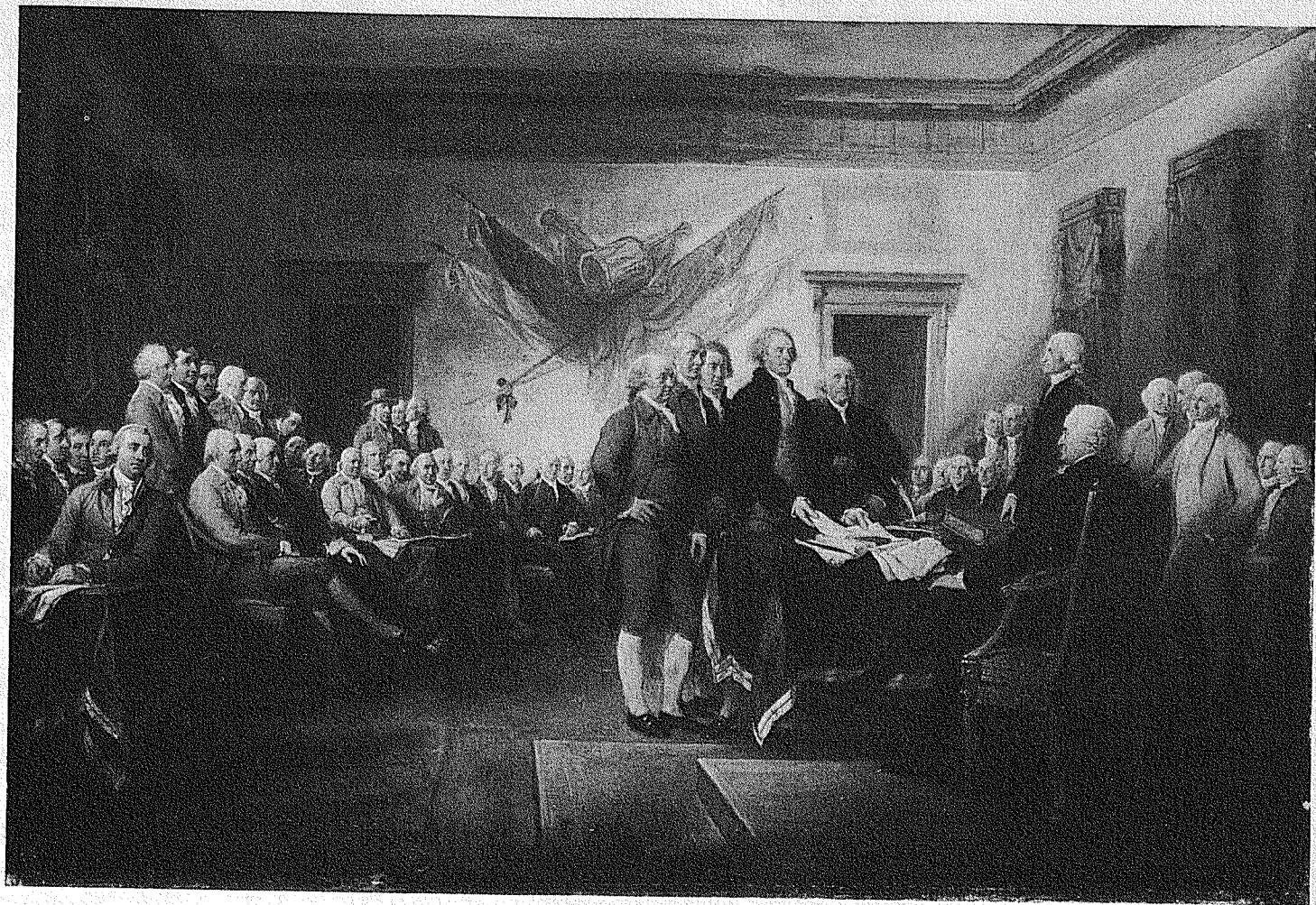
DIARY OF DR. THOMAS MOFFAT¹

[On board H.M. Sloop *Swan*]

July 1st [1776] morning foggy wind SE Thermometer 78 noon. P M near five o'clock the Fleet stood up to the Narrows. Ev Thunder Lightning rain.

July 2d Therm 78 no tidings from the fleet.

July 3d The *Augusta* tender dispatched this morning to learn the Event of the Fleet sailing. Thermometer 68. A sloop from Shrewsbury with refugees anchor'd under the *Swans* stern. Capt'n Ayscough invited them aboard and receivd them most kindly. Some of them appear'd of good condition and among them a half pay retired officer Capt Morris of the 47th Regt being 58 in number also P M 3 Gentlemen from Perth



"The Declaration of Independence, July 4th, 1776."

Amboy. All agree in opinion of the present Tyranny and oppression from the officers authorizd by the Continental and Provincial Congress who hunt catch and imprison all that are suspected of Attachment to the King and British Parliament. The Amboy Gentlemen say that yesterday G[eneral] Howe landed a detachment on Staten Island who were joint by 300 Inhabitants which obligd the Rebels to retreat and that 100 Riffle men but not true had joint the Kings troops.

July 3d [sic 4th] Noon Thermometer 72. Evening the Tender with Lieut Dowie and the Shrewsbury People went up to the Admiral and General.

1. Thomas Moffat's Diary, LC.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Thursday, July 4, 1776

Agreeable to the order of the day, the Congress resolved itself into a committee of the whole, to take into their farther consideration, the declaration; and, after some time, the president resumed the chair. Mr. [Benjamin] Harrison reported, that the committee of the whole Congress have agreed to a Declaration, which he delivered in.

The Declaration being again read, was agreed to as follows:

[Here is inserted the complete text of the Declaration of Independence]

The foregoing declaration was, by order of Congress, engrossed . . .

Ordered, That the declaration be authenticated and printed.²

That the committee appointed to prepare the declaration, superintend and correct the press.

That copies of the declaration be sent to the several assemblies, conventions and committees, or councils of safety, and to the several commanding officers of the continental troops; that it be proclaimed in each of the United States, and at the head of the army.

Ordered, That Mr. [Robert] Morris and Mr. [Joseph] Hewes determine the hire of Mr. [Charles] Walker's vessel, which was employed by Commodore Hopkins in the service of the continent.³

1. Ford, ed., *JCC*, V, 509, 510-16.

2. First printed in the *Pennsylvania Evening Post*, July 6, 1776.

3. See Hopkins' letter of May 22, and Resolve of Congress, of June 7, 1776. Walker's vessel had been impressed to bring off some of the cannon seized at New Providence.

DAY BOOK OF JOSHUA HUMPHREYS¹

1776 Ship Yard		Dr	L	S	D
April 15	To cash pd Adam Watt for 3½ day[s] on the Sloop <i>Fly</i>		1	10	-
	To do pd John Black for 5 days on do		2		
17	To do pd Thomas Heavans for 3½ days on the Sloop <i>Fly</i>		1	10	-
20	To do pd James McNeal for 2½ days on the Sloop <i>Wasp</i>		1	-	-

	25	To do pd Wm McMichael for 3½ days on Sloop <i>Fly</i>	1	10	-
May	1	To do pd John Cotton for 11 days on <i>Fly</i> & an old Snow	2	15	-
	13	To do pd Nathan Terry for 1 day on the Schooner <i>wasp</i>		4	6
1776		Contra	Cr	L	S D
July	4	By do Recd of Wm West for two bills against the Brig <i>Lexington</i> ²	37	18	5
		By do do for Schooner <i>Fly</i> [<i>sic Wasp</i>] ³	7	11	
		By do do for Sloop <i>Hornett</i> ⁴	27	18	

1. Wharton & Humphreys Day Book, 1773-1781, HSP.

2. April 1 and May 20, 1776.

3. April 7, 1776.

4. April 12, 1776.

AUTOBIOGRAPHY OF JOSHUA BARNEY ¹

[May 11 to July 4, 1776]

We returned to Philad when our Captain was nominated to the command of a 28 Gun Frigate called the *Delaware* (a new ship) ² Here I left the *Wasp* & was ordered on board the Sloop *Sachem*, which was then fitting out, I remained on board some days as commanding officer & had got her ready for sea; ³ when I was sent for on shore & presented to Mr. Robert Morris at that time President of the Marine Committee; Mr. Morris after asking me my name put his hand in his pocket & pulled out a paper which was a Commission as a Lieutenant in the Navy (June 1776) which he gave me, observing that the Committee had been informed of my good behaviour at the Battle in the *Delaware* & that if I continued to act as I had done, he would always be my friend & should be happy to serve me (which he has ever done) : a few days afterwards Capt. Isaiah Robinson took command of the *Sachem*, when we sailed on a cruise. ⁴

1. Manuscript Autobiography, DARL.

2. Charles Alexander was appointed to the *Delaware* by Congress on June 6, 1776.

3. The *Sachem* had been the sloop *Edward*, captured by the *Lexington* on April 7, 1776; libeled against, April 13; condemned April 29, and bought by the Marine Committee on May 2, 1776.

4. The orders were dated July 2, 1776.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety,

Philad'a, 4th July, 1776.

Upon application of Capt. Nath'l Falconer for a quantity of Grape Shot, for the use of the Marine Committee of Congress,

By order of the Board, Robert Towers, Commissary, was directed to deliver One Cask of Grape Shot, for the use aforesaid.

By order of the Board, an order was drawn on Jno. Nixon, Esq'r, and others, the Committee of Accounts, in favour of Capt. Jno. Hazelwood, for £ 100, which is directed to be Charged to his account.

The following advertisement is ordered to be published in the different News Papers of this City:

The Committee of Safety hereby Offer a Reward of One hundred Dollars to any Person who shall discover by whom the Pier intended to be sunk near Fort Island, was cut loose from its moorings and turned adrift.

Resolved, That the 6 Canon arrived from New London be sent down immediately to Fort Island, and that Capt. Proctor be directed to fit Carriages for them and place as many of them, for the present, on the Platform at the Battery there as it will contain.

1. *Pennsylvania Colonial Records*, X, 629, 630.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON ¹

July 1776 Cape May NW $\frac{3}{4}$ N 26 Leagues

Thursday 4 Light Airs & clear

at 4 P M sent the Barge Man'd & Arm'd in Chase of a Sloop to the Southward at 9 fired 2 Six Prs as a Signal to the Barge & continued making false fires, at 12 the Barge ret'd with a Sloop from Philadelphia for Martinico with Flour ²

1. PRO, Admiralty 51/4279.

2. *Martin*, James Neal, master, from Philadelphia for the West Indies, with flour, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

CAPTAIN JAMES NICHOLSON TO THE MARYLAND CONVENTION ¹

Gentlemen: Baltimore, July 4, 1776 – five o'clock.

I was favoured with your commands last evening, but too late to get the ship under way.² Am now proceeding with the ship and tenders, and shall lose no opportunity in getting to Annapolis as soon as possible, to wait your further commands. I am, gentlemen, [&c.]

James Nicholson.

To the Honourable the Convention of Maryland.

1. Force, comp., *American Archives*, 4th, VI, 126.

2. See Journal of the Maryland Convention, July 3, 1776, ordering the ship *Defence* to Annapolis immediately.

CAPTAIN JOHN MARTIN TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen, [Chincoteague, July 4, 1776]

This will inform you of my safe arrival with the Brig *Friendship* in to Chingoteag on Tuesday July 2d which Mr Richards has taken on your acct. I likewise [send] you a manifest of the Cargo I have on board, best part of which I have got on Shore under the protection of Coll. F. Lemmon be so kind to let me know as soon as possible what measures must be taken with the Brig & Crew – the[y] being all in debt to the Vessel, some 3 £ some more & sum less. I have not time to write you a full detail for there is 3 tenders cruising off this harbour which puts me in confusion till I get my Cargo landed. If the Brig should fit out again I should be ap-

pointed to go in her. I hope you will grant me leave to go as far as Baltimore to see my little family & settle with my last owner.

I have on board 8 Officers & 23 hands – 3 four pounders, 6. 3 pounders, 6 swivels & 1 Cohorn – Be so kind to let me know what quantity of Powder & lead I shall keep on board for the Vessels use, for the Tenders is dangerous. If the Brig is fitted out again she must have a new windlass, and new fore and main Tops & a new main mast. The Steareage is cut off and if I carry this number of hands she will not carry as much by 200 barrels as last voyage. Gentlemen [&c.]

John Martin

N.B. I lost the opportunity by Mr. Lux by not knowing he would go that day & confusion with the Tenders, I was fired at near the harbour by one the morning I got in – J.M.

[Enclosure]

Manifest of Sundry reced. on board the Brig *Friendship* Capt John Martin.

7 Chests, mark R.F. No 1 & 7	17 Chests of Arms
1 bale Do Do No 8	2 Cases markd E.R.
23 bales of Canvas.	1 Cask mark W.
225 barrells of Powder	1 Bale mark J.R.
228 half barrells of Powder	1 Chest mark H.C.
2 large Chests	1 Bale mark H.C.
1 Crate	11 Bolts of Loose Canvas.
3 Barrells	1 Small Box mark H.Y.
2 Sheets of lead	

1. Correspondence of Council of Safety, Md. Arch.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Thursday, 4th July, 1776.

Same [a warrant] to Wm. Clayton, Esq'r, for use Rich'd C. Graves for £24.12.0, for sundry articles and work for Brig *Liberty*.

Capt. Samuel Evans, master of the *Friendship*, taken as a Prize by Capt. R'd Barron, is all[owe]d his parole.

1. *Virginia State Papers*, VIII, 236.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

Thursday July 4th 1776.

Whitmill Hill Esquire one of the Commissioners appointed by the Provincial Council to Charter a Vessel or Vessels and agree with Masters and Seamen to proceed on a Voyage at the expence of this province for Arms and Ammunition exhibited his account whereby it appears that he hath received from the public Treasury the Sum off fifteen hundred pounds, that he hath regularly laid out and Expended in Cargoes which he Shipped on Board Captain James Butler and Captain Daniel Cartwright on Account of this province the Sum of fourteen hundred and ninety nine pounds, four-

teen Shillings and seven pence which leaves a Ballance of five Shillings and five pence in the Hands of the said Whitmill Hill due to the public, which Ballances his Account –

1. Secretary of the State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

JOHN WELLS' ACCOUNT OF THE BRITISH ATTACK ON CHARLESTON ¹

[Charleston, June 29 to July 4]

Nex Morning all the Men of War, except the *Actaeon*, were retired about two Miles from the Island, which they had quietly effected under Cover of Night. The Battery fired several Shot at the *Actaeon* which she answered; But soon after, her Crew set her on Fire and abandoned her, leaving her Colours flying, Guns loaded, with all her Ammunition, Provisions and stores on board. They had not been long gone before several Boats from the Island went to her; Lieut. Jacob Milligan, with some others, went on board, and brought off her jack, Bell, some Sails and Stores; while the Flames were bursting out on all Sides, he fired three of her Guns at the Commodore. In less than Half an Hour after they quitted her, she blew up.

The *Bristol*, against which the Fire was chiefly directed, is very much damaged. It is said, that not less than 70 Balls went through her. Her Mizenmast was so much hurt that they have since replaced it with another. The Mainmast is cut away about fifteen Feet below the Hounds, and instead of her broad Pendant soaring on a lofty Mast, it is now hardly to be seen on a Jury Mainmast considerably lower than the Foremast. The *Experiment* had her Mizzen Gaff shot away; the other Vessels sustained little Damage in their Rigging. The Loss in the Fleet, according to the Report of the Deserters, is about 180 killed and wounded; among the former is Captain Morrison ² of the *Bristol*. Sir Peter Parker had the hind part of his Breeches shot away, which laid his Posteriors bare; his Knee Pan was hurt by a Splinter. There have been several Funerals in the Fleet since the Engagement, and from the Parade of some, it is conjectured they were of Officers of Rank. Some of the Deserters say, that Capt. [Alexander] Scott, of the *Experiment*, is among the killed.³

The Loss of the Garrison was as follows:

Artillery. Killed, 1 Matross. Wounded, 2 Matrosses.

2d Regiment. Killed, 1 Sergeant, 9 Rank and File. Wounded, Lieutenants [Henry] Gray and [Thomas] Hall, the fife Major, 1 Sergeant, 19 Rank and File.

An Officer's Mulatto Boy was killed.

Total. Killed 12 – Wounded, 23.

Both the Officers were but slightly wounded, and are now well – 3 of the wounded Privates are since dead.

The Works are very little damaged; but hardly a hut or Tree on the Island escaped the Shot entirely. Many Thousands of the Enemy's Shot have been picked up on the Island.

The Day after the Action his Excellency the President presented Ser-

geant [William] Jasper with a beautiful Sword in Esteem for his distinguished Valour.

We hear that the Fort on Sullivan's will be in future called Fort Moultrie, in honor of the Officer who commanded there on the twenty-eighth of June, 1776.

The Men of War dropped down some distance from the Island a few Days after. The Seamen in the Fleet had sufficient Employment in repairing. Several Deserters came from both Fleet and Army and are agreed that we need not expect another Visit at present. It was talked, that the two large Ships would go to English Harbour in Antigua to get refitted, the Transports with the Troops, to proceed to New York, under Convoy of some Men of War, to join the Grand Army; and that two Frigates would be left to cruise between North-Carolina and Georgia.

On the 2d of July Gen. Lee sent a Flag to the Enemy, with a Proposal to exchange a Prisoner for Col. Ethan Allen, who it was said was in the Fleet; a Present of some fresh Meat and Vegetables was sent at the same Time. Genl. Clinton being at Long Island, an Answer was not received till two Days afterwards, when he informed Gen. Lee, that Col. Allen was not on board; and in Return for his Present, sent some Porter, Cheese, &c. Two Engineers came in the Boat, but as they were received at some Distance from the Fort, they were deprived of an Opportunity of seeing what they were probably sent to observe.

1. *South-Carolina and American General Gazette*, May 31 to August 2, 1776.

2. Captain John Morris lost his right arm, and was so badly wounded that he died a week later in the *Pallas* Hospital ship.

3. Captain Scott lost his left hand, but was not killed.

JOURNAL OF H.M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES¹

July 1776 At anchor in Spen[ce]rs creek

Thursday 4 at 8 A M came on board two Companys of Soldiers to be carried to the fleet Loos'd the topsls

1. PRO, Admiralty 51/4330.

JOURNAL OF H.M.S. *Experiment*, CAPTAIN WILLIAM WILLIAMS¹

July 1776 Moored in 5 fathom hole Within Charles Town Barr
Tuesday 2 AM a Signal for all Lieutenants, Shifted our Topsails being shot to Pieces, got [down] the Main Topsail Yard being much Wounded Employ[ed] Repairing Mn Tsail Being much Wounded Jibb & Staysails. Gunners puting Spare Trucks on Disabled Carriages Carpenters closing up the shot holes. Cloudy with Some Rain

P M struck Yards & Topmasts
Wednesday 3 AM fair got up the Mn TSL Yard & bent the sail Washed the Ship below, Seamen Employd Abt the Rigging, Carpenters as before at 10 Do Came down from the Rebels a Flag of Truce Which was met by our boat & Carried on board

the *Solebay* hoisted in the Barge & Cutter both being through &c

Modt & fair

PM the Truce Returned to Town Unbent the Courses being Shot to Pieces.

Thursday 4 AM Got up Yards & Topmasts at 8 A M a Signal on board the *Active* for a Court Martial on Capt [Christopher] Atkins late of the *Acteon*, had a Survey on the Remains of Gunners Stores employ[ed] on Sundrys.

Fresh Gales & fair P M at 3 the Signal for the Court Martial was hauld down Capt Atkins being Honourably Acquitted, Sail makers Employd on the Fore Courses

1. PRO, Admiralty 51/331.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

July 1776
 Monday 1. Anchor'd in St Mary's River
 First part fresh Breezes and Cloudy, the Midle & Latter Squally with rain Loosed sails to dry at Noon handed them, read the Articles of War &ca to the Schooner's Co Sent the carpenters on Shore to Cut Brooms, Sent the Boat Cruizing up One Branch leading to Georgia Kept the People under Arms in the Night.

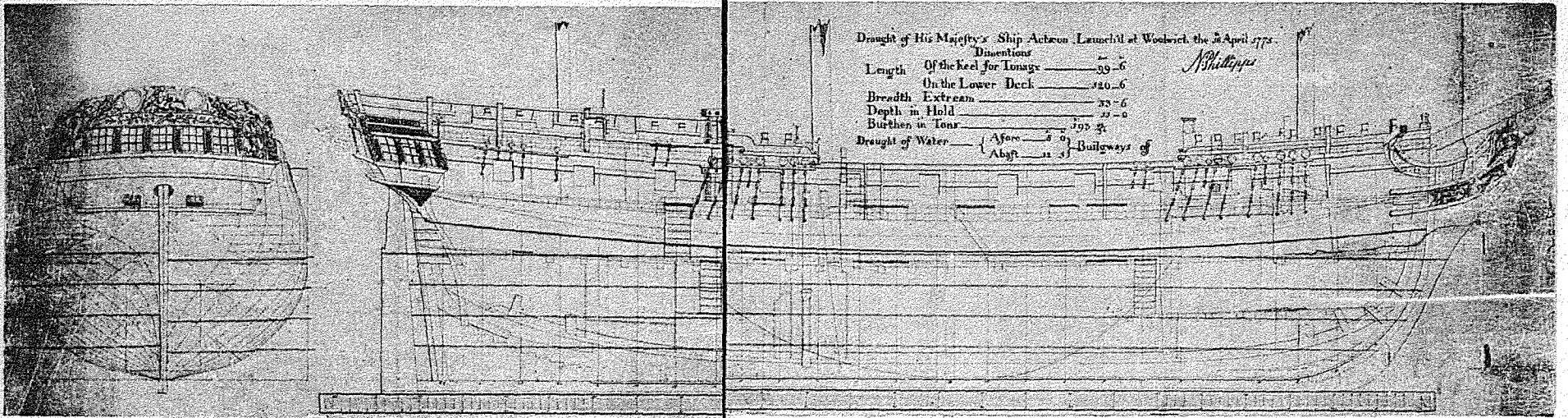
Tuesday. 2. Modt Weather Loosed Sails to dry, Sent an Officer & some Men to bring down Mills's boat a Rebel to fit her out as a Tender, sent the Cutter watering & Fishing. Came on board Capt Graham, The Cutter returned - Recd some Rigging & other necessary Ropes, the old being decayed & un-service[a]ble The People under Arms all Night

Wednesday 3. Fresh Breezes and Cloudy. Loosed sails to dry at Noon handed them Gote the small Sloop Do sent Men and rigging on board to fit her, Sent her Manned & Armed to Cumberland Island, sent a Boat up the River with Capt Graham to the detachment ² people under Arms all night,

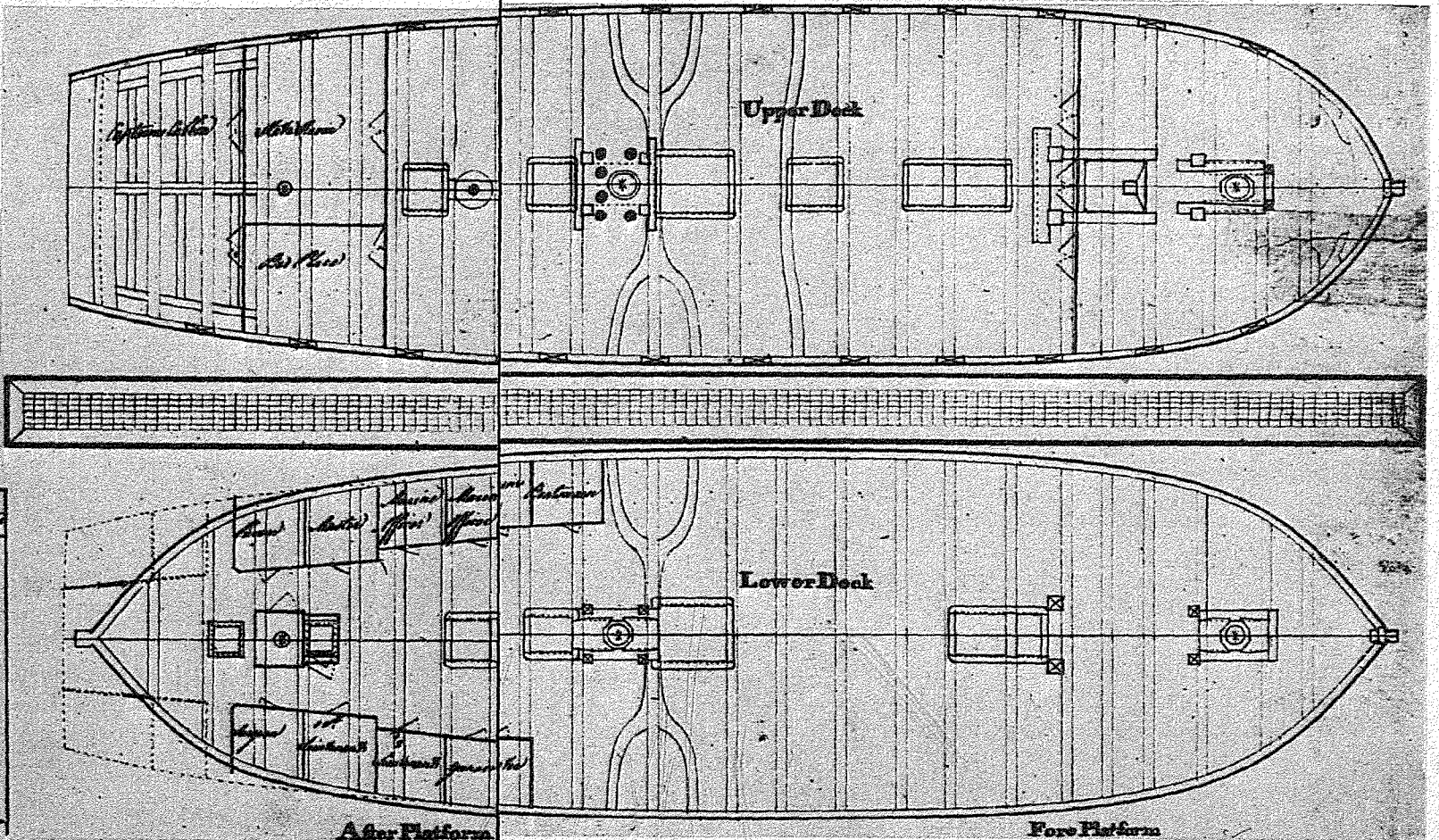
Thursday 4 read the Articles of War &ca to the Schooners Co Fresh breezes and Clear Weather sent the Pilot Boat up the River to the Township to Capt Graham for to hear their situation, or whether he wanted assistance, sent the Cutter off[f] Cumberland Island for Water and fresh Beef, Came on board 2 Canoes from Jokell with some information, People under Arms.

1. PRO, Admiralty 51/4330.

2. *Ibid.*, a detachment of the 16th Regiment which had been placed on board the *St. John* at St. Augustine on May 21, 1776.



(Top) Profile and body plans of HMS Actaeon, 32 guns, (Bottom) Upper and lower deck plans of HMS Actaeon, with spar dimensions.



*Woolrich April 2^d April 1774
 Actaeon & Yards*

	Masts		Yards	
	Top	Bottom	Top	Bottom
Foremast	57.5	20.5	30.7	17.5
Topmast	6.1	14.5	7.2	8
Mizzen Mast	1.5	2	0.20	0.25
Foremast	10.50	10.75	10.25	10.25
Topmast	14.5	14.75	14.4	14.25
Mizzen Mast	7.4	7	4.4	5.25
Foremast	10.25	10.5	10.15	10.25
Topmast	12.7	12.5	12.25	12.25
Mizzen Mast	10.25	10.25	10.15	10.25
Foremast	10.25	10.25	10.15	10.25
Topmast	12.7	12.5	12.25	12.25
Mizzen Mast	10.25	10.25	10.15	10.25

5 July

JOURNAL OF H.M. SLOOP *Viper*, CAPTAIN SAMUEL GRAVES ¹

July 1776

At Single Anchor in Misspeca Harbour

Friday 5 at 5 AM Saw a Sail in the S E Gave Chase with the boats at
10 Seizd the *Dover* Schooner ²

1. PRO, Admiralty 51/1039.

2. *Dover*, A. Furnald, master and owner; from Piscataqua, a fishing voyage, with fish, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹Remks on Friday 5th of June [*sic* July] 1776 [Salem harbor]

At 1 After in the After noon weighd Ankor stood Out in the bay ran
About 7 Legues to the eastward Of cape Ann tack stood to the
westward tack off[f] And on in sight of the Cape Rainy weather —

1. John Fisk Journal, AAS.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Friday July 5th 1776

Petition of William Hazen, setting forth, That Capts Obrien, & Lambert took (without colour of Law) a certain Schr owned by him & others, & brot her into Newbury Port, where she was 20 days without being libelld, that upon Examination by the Genl Court into the Premisses said Schr was order'd to be discharged & deliver'd to the Petr. That he finds the goods on board said Schr have been much wasted &c And praying, that the Hon: Court, will prevent said Obrien, & Lambert & their Companies [from receiving any monies that may be due to them from the Colony until they] have made satisfaction for such Waste, & for the Illegal Capture & detention aforesaid.

Resolved, That the Hon: Board be desired to defer ordering any Monies to Captains Obrien, & Lambert, & their Companies that may be due to them from the Colony, 'till determination shall be had on the Petition of Willm Hazen, praying, that he may be enabled to obtain satisfaction for waste of Goods committed on board a certain Schooner belonging to said Hazen & others, & for the illegal Capture, & detention of the same.

1. Mass. Arch. vol. 35, 153.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Friday July 5th 1776

Resolve of the Board that the Honble Walter Spooner Esqr be Impower'd & directed to Clear out all such Vessells that are now in the harbour of Dartmouth furnishing them with the Necessary Papers and taking Bonds with Sufficient Suretys agreeable to the Resolves of the Congress of 6th March 1776, and also agreeable to the Resolves of the General Court of the Colony and Especially One Published the 19 June last —

On Motion ordered that John Phillips be Commissionated for the Arm'd Sloop Call'd the *Warren* for the purpose of Making Reprisals on the Enemies of the United Colonies giving Bond & Complying with the Order of this Court in such Cases made —

The Committee Appointed to prepare particular Instructions for Richard Welden Commander of the Brigantine *Rising Empire* reported the following Vizt. —

Capt. Richard Welden

The Brigantine *Rising Empire* under your command being now Equipt in Warlike Manner, & Also being properly Man'd & Enabled to go out on a Cruise you are first directed to come to Boston, & there to apply to the Commissary Genl of this Colony for such Provisions as you further stand in need of, & then you are to Cruize on the Coast of the Colonies laying between Cape Sables and New York, and thro' the several Sounds laying in sd Colonies, at the same time using all Necessary precaution to prevent your Vessell from Falling into the hands of the Enemy, and whereas you have received a Commission by force of Arms to Attack Subdue and take all Ships and Other Vessells belonging to the Inhabitants of Great Brittain on the High Seas Under Certain Restrictions, you must punctually follow the Instructions here with Deliverd you for your Conduct Respecting this Matter—

Council Chamber

By Order of the Major Part of the Council

June 27th 1776

Jeremiah Powell President —

[P.S.] Which shou'd have been Recordd Page 48 —

Capt. Richard Welden

The Brigg *Rising Empire* under your Command being now equipt in Warlike Manner, & Also being properly Mannd & enabled to go out on a Cruise you are directed to Cruize on the Coast of the Colonies laying between Cape Sables & New York and thro' the Several Sounds laying within sd Colonies, at the same time using all Necessary precaution to prevent your Vessell from falling into the hands of the Enemy, and in Case any Vessells should be ready to Sail from Dartmouth by the 20th Inst you are hereby directed to take said Vessells under your Convoy, & then Convoy to the Lattd of 38d North and Longitude 67 Degs west from London, & then to make the best of your way on your Cruise. And whereas you have received a Commission by Force of Arms to Attack Subdue and take all Ships and other Vessells belonging to the Inhabit[ant]s of Great Brittain on the High Seas, Under Certain Restrictions you must Punctually follow the Instructions herewith delivered you for your Conduct respecting this Matter —

By Order of Council —

Jeremiah Powell Presd

Bonds being given Agreeable to the Order of the Board A Continental Commission was issued to John Phillips Commander of the Sloop *Warren* dated this day and deliverd with the Instructions of Congress —

a Petition of Leml Williams praying for the appointm[en]t of sd Phillips record[e]d Page 67.²

1. Mass. Arch., vol. 20, 61, 62, 63.

2. *Ibid.*, vol. 7, 326, Continental bond for \$5,000 was made this date.

PETITION FOR COMMISSION FOR JOHN PHILLIPS TO COMMAND THE
MASSACHUSETTS PRIVATEER SLOOP *Warren*¹

To the Honourable the Council of the Colony of
the Massachusetts Bay in New England
the Petition of Lemuel Williams of Dartmouth
Humbly Shews

that your Petitioner together with Several other Persons his Partners
have at their own Expence fitted an armed Sloop Called the *Warren* for the
Purpose of Makeing reprisals on the Enemies of the united Colonies of
North America agreeable to the laws and Regulations of this Colony which
vessel is now near Ready for Sailing your Petitioner Humbly Prays that
John Philips of Dartmouth may be Commissioned Capt of the Said armed
Sloop and your Petitioner as in Duty Bound Shall Ever pray
[Dartmouth] July 5th 1776

Lemuel Williams

Said Sloop is 60 Tons Burthen Carrys Six Guns & fifty men –

1. Mass. Arch., vol. 165, 414.

ADVERTISEMENT OF SALE OF PRIZE SHIP *True Blue*¹

Notice is hereby given, that on Tuesday the 25th of July inst. at Ten
o'Clock in the Forenoon, at Col. Daniel Tillinghast's Wharff, in Providence,
will be sold at public Vendue, to the highest Bidder, the Ship called the
True Blue,² Burthen about 200 Tons, with her Appurtenances and Cargo,
consisting of Rum, Sugar, Cotton, Coffee, Ginger, Pimento; &c. pursuant to
a Decree of a Court of Justice held in Providence the 4th Instant, by the
Hon. John Foster, Esq; Judge of said Court.³

Providence, July 5, 1776.

Paul Tew, Sheriff

1. *Providence Gazette*, July 6, 1776.

2. Taken by Captain Elisha Hinman, in the Continental brig *Cabot*. James Stable, late master
of the *True Blue*, protested the seizure of his ship. Admiralty Papers, vol. 9, R. I. Arch.

3. *Ibid.*, the day after the sale, Daniel Tillinghast, the Continental agent, reported as follows:

£ 12,691..12..0 – The Sales of the Ship her Appurtenances and part of her Cargo sold
here, as pr Acct Sales exhibited by the Sheriff. . .

£175..18..10 – The Wages due to the Officers and men late belonging to said Ship, as
pr Account on File. . .

214..14..3 – The Cost of Prosecution Trial Condemnation &c as pr Bills and Accounts
on File. . .

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

[Lebanon) Friday, July 5th, [1776]

Mr. Job Winslow, builder of the galley *Crane*, laid in his account and
bill, and the same was examined, adjusted and allowed, being in the whole

£1013 6 10; he having received by two drafts £700, the balance being £313 6 10, is ordered to be drawn for. And order given accordingly. *Delivered said Winslow.*

1. Hoadly, ed., *Connecticut Records*, XV, 467, 468.

BRIGADIER GENERAL NATHANAEL GREENE TO GEORGE WASHINGTON ¹

[Extract]

Camp on Long Island July 5 1776

. . . I sent to General [John Morin] Scott this morning four Prisoners taken at the Narrows last Night – The following is a Copy of their Examination they were taken separate and agree in their Account in every thing except the number of men The Captains account was the best and I believe the rightest, and I apprehend not much from the truth.

The fleet saild from Halifax the 10 of June, and Arrived the 29th. The fleet consists of 120 sail of Topsail Vessels and that they have on board 10,000 Troops received at Hallifax, besides some of the Scotch Brigade that have joined the fleet on the passage The Troops from the West Indies Joid the Army at Hallifax and was there received with them.

A list of the Generals – How

Pigot

Piercy

Grant

Jones ²

A list of the Ships of force –

Asia 64

Centurion 50

Chatham 50

Phoenix 40

Greyhound 30

Rose 20

Swan 16

Senegal 16

four days before the fleet saild from Hallifax a packet arrivd from England that brought an Account of Admiral Hows sailing with a fleet of one hundred & fifty Sail on board of which was 20,000 Troops. The fleet saild a few days before the Packet. they are expected in here every day.

General Carltons Regiment went from Hallifax to Quebeck. the *Niger* Ship that went from Hallifax in April to Canada met [John] Burgoyne going up the River with 36 transports 6,000 troops on board.

General Carltons Son went into Quebeck painted like an Indian.

The People of Statten Island went on board the fleet as they lay at the Hook – several boat loads of them.

Our people are firing with the Nine pounders at the Narrows but have not heard where they have done any execution. There was a smart fire heard at the Westard of Statten Island about four this morning. It is supposed to be an Attack upon fort Smith in the South part of Statten Island. . . .

1. Washington Papers, LC.

2. William Howe, Robert Pigot, Hugh Percy, James Grant and Daniel Jones.

“THE EXAMINATION OF JAMES MACFARLAN A SOLDIER BELONGING TO THE
55TH REGIMENT, COLL. MEDIE – ”¹

[New York, July 5, 1776]²

The Coll. absent – the Regiment now Commanded by the Major who is General Howe's Aid de Camp. – He left Staten Island about 1 or 2 o'clock yesterday afternoon – He came away in a Skiff opposite the Blazing Star ferry –

He left Halifax (where they went from Boston) about four Weeks ago – Some of the Grenadiers & light Infantry landed on the Island on Tuesday Night and the Battalions on Wednesday – They Consist of 9000, about 1000 Sick & lame – General [James] Grant of the Brigade to which the Examinant belongs, is about 1½ Mile from Blazing Star in Land, with three Batalions of 8 Co each – No Breast Works or other remarkable works raised since Grant came on the Island – The Men so weak & feeble, and the weather so hot that they cannot work and therefore don't intend raising any yet a while – About 400 of the Inhabitants to be sworn yesterday, to be true to carry Arms, but not to go out of the Country – He has not tasted a bit of fresh Provision since he has been on the Island – but Yesterday they began to buy – Their Centries are all along the shore – two together in the Night Time – The report in the Army is that they are waiting for the Fleet from England – He thinks one half of the Army are very easy about the Dispute and had rather let it alone, these are chiefly Scotch & Irish, but the English are very violent – They expect a reinforcement of 10 or 12000 Men – He thinks Admiral Shuldham Commands the fleet – If they are to be attackd now is the Time – The Capt of the Tender was killed on Thursday Morning as reported thru' the Army – A Schooner was taken the other Night loaded with flour, about two Miles from Blazing Star, supposed to be from Amboy –

A Great many flat bottomed Boats, with 16 Oars will carry two Companies, but are all yet with the fleet – in general abt 36 in a Company & many not that –

There was a talk at Halifax abt a regiment of Indians but it all went over & none Came – The Inhabitants of Staten Island are well and no Soldier dare do any thing agt them – The other Night the Soldiers broke up a Cellar belonging to a Man who had deserted to Jersey (supposed to be Mr Mesereau) & knocked in the Heads of some wine Cask & drank it, for which they were tryed next day by a general Court Martial – A large Man, a Ship Carpenter (Richd Lawrence) came aboard them with a likely young Man, the first Night after they came from Sandy Hook & told them there was nobody on the other side of the Island but a parcell of Jersey rascals & 500 of such as he would drive them all – The Army have the bloody flux & Scurvy – There are no light Horse among the regulars these were left at Halifax till they see whether they can make their landing good, but have riding & draught Horses – The Grenadiers & light Infantry in a Brigade by themselves in the Middle of the Island. – The reinforcemt expected every

day – The Men so weak that they cannot march 12 Miles in [a] day to save their Lives –

A great many (near 20) Boats from Long Island, came on Board & helped them land their Men on Staten Island the Boats used to Carry Grass – they had been at the Light House a fortnight –

1. Washington Papers, LC.

2. The endorsement upon this document reads: "Examination of James McFarelan a Soldier in the 55th Regt deserted from Staten Island July 4th or 5th 1776." General Nathanael Greene's letter of July 5th, states that the man was taken at the Narrows "last night," so the examination took place July 5th.

JOURNAL OF LIEUTENANT COLONEL STEPHEN KEMBLE ¹

[Staten Island] Friday, July 5th. At Headquarters.

Went to Deckers Ferry to give Orders. All quiet, except a Shot or two from the Rebels opposite the Church, which are frequent and not noticed by us, except on the Night of the 3d, when the Rebels brought down Cannon and fired on the *George* and other Schooners lying opposite Deckers Ferry; killed one Man and Wounded four in the *George*, and it was thought proper for the *George* to haul into the Dock.

1. "The Kemble Papers," *Collections of the New-York Historical Society for the Year 1883* (New York, 1884), I, 79. Kemble was Deputy Adjutant General of the British Army.

DIARY OF DR. THOMAS MOFFAT ¹

[On board H. M. Sloop *Swan* at Sandy Hook]

July 5th the *Merlin* with a prize Ship belonging to N York with flour and provision for Surinam ² proceeded up to the fleet. Thermometer morning 70 noon 78. The army is cantoned in Staten Island.

1. Thomas Moffat's Diary, LC.

2. Probably the *Hawke*, John Clarkson, master, from Newburyport for Surinam, taken by H.M.S. *Cerberus* on June 1.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Friday, July 5, 1776

Resolved, That the president write to Governor Cooke, requesting him to order fifty ship carpenters to be engaged, on the best terms, at the expence of the continent, and sent to General Schuyler at Albany, as soon as possible, in order to build vessels for the defence of the lakes.

The committee appointed to consider the state of Georgia, brought in their report, which was taken into consideration; Whereupon,

Resolved, That four gallies be built at the expence of the United States, under the direction of the convention of Georgia, for the further defence of said colony [state]:

And whereas the delegates of said colony of Georgia have represented to the said committee, that it will be necessary that two forts be erected in the said colony, the one at Savannah and the other at Sunbury:

Resolved, That two companies of artillery be raised, consisting of fifty men each, officers included, for the purpose of garrisoning such forts, in case

they shall be erected, at the expence of the said colony; and that blank commissions be delivered to the delegates for the officers, to be filled up by the assembly or convention of said colony [state].

1. Ford, ed., *JCC*, V, 518, 519, 521-22.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 5th July, 1776.

Resolved, That Mr. James Dunlap be employ'd as Surgeon of the Naval Armament, the Ship excepted, and Artillery, and Superintendants of the Hospital, and that he be allowed Ten shillings p Day, and three Rations.

The *Fly* armed Vessel, having arrived at New York with 6 Canon for the use of this Province, being a part of the 20 order'd by Congress,

Resolved, That Messrs. Levi Hollingsworth & Tho's Richardson be requested to go to New York, and endeavour to Convey the said Canon to this City in the most Expedi[ti]ous manner.

That they be authorized to hire Carriages for that purpose, either in this City or any other place, as they may judge most proper.

Capt. [Charles] Alexander ² was desired to deliver Robert Towers, Commissary, all the power & Arms taken out of the Brig't *Nancy*, near Cape May.

1. *Pennsylvania Colonial Records X*, 632, 633.

2. Of the Continental schooner *Wasp*.

"EXTRACT OF A LETTER FROM PHILADELPHIA, JULY 5." ¹

Yesterday arrived a ship, John Dean, Commander; likewise a brigantine and a schooner, belonging to this place, from Brest. The particulars of their cargoes I am not acquainted with, but they are said to be very valuable to the Americans at this present time. Captain Dean reports, that when he left Brest harbour, five men of war and two frigates were almost ready to put to sea, and were bound to Cape Francois.

1. *London Chronicle*, August 22 to August 24, 1776.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Friday, 5th July, 1776.

Same [a warrant] to Lieut. Armistead for use Rob. Tompkins, for £20 upon acct for purchase of materials for his Galley.²

Ordered, that the Keeper of the Magazine deliver Lt. Armistead, for use Capt. Tompkins Rowe Galley, 100 lbs. powder and 200 lbs. Lead.

A warrant to L't Thomas Armistead for £41.14.6 for pay of his Marines to 1st July.

The Comm'ee adjourned 'til to-morrow, being dissolved by the adjournment of Convention. This constitutes the — of their proceedings.

1. *Virginia State Papers*, VIII, 238, 239.

2. The galley *Henry*.

PURDIE'S *Virginia Gazette*, FRIDAY, JULY 5, 1776

Williamsburg, July 5.

Last Tuesday was taken near the capes, and moored safe in Hampton creek, by capt. Richard Barron, a sloop from [New] Providence with a large quantity of limes, pine-apples, turtle, &c. also two carriage guns, and 14 swivels. . . .

Lord Dunmore sent a flag of truce some few days ago to Gwyn's island, with a letter for general [Andrew] Lewis, wherein he proposes an exchange of prisoners, and tells the general, that if he has not a sufficient number of our people, that he shall give him credit for the overplus, and pay him as soon as he can. General Lewis, we hear, answered his lordship's very *witty* and *ingenious* proposal as it deserved.

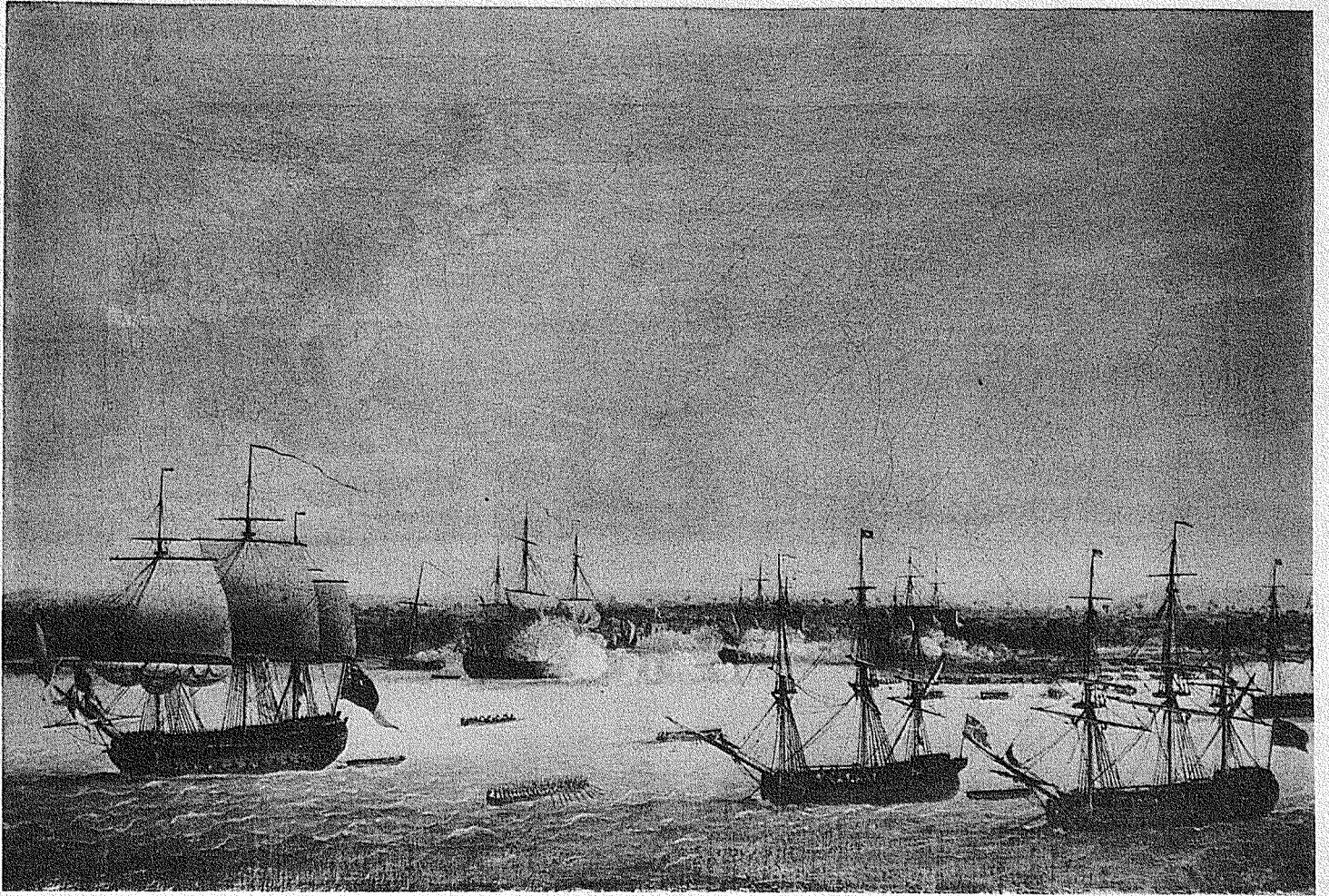
GOVERNOR JOSIAH MARTIN TO LORD GEORGE GERMAIN ¹

Snow *Peggy*, So Carolina within the
Bar off Charles Town July 5th 1776.

My Lord,

Since I had the honor of writing to Your Lordship by The *Duke of Cumberland* Packet nothing of great moment, or out of the common course of things has occurred, with regard to the Province of No Carolina, except the withdrawing of the Fleet and Army from thence on the 31st day of May; a measure which was taken on the manifold considerations, that the Army was not then all arrived, that the season was too far advanced for the service of British troops in this Climate; that carriages, and horses, the indispensable means of enabling the Army to penetrate into the Country, were not in our hands, that it was probable the Rebels, having already disarmed the friends of Government, in case the necessary facilities should be obtained by the Army on its taking footing on shore, would fall back on the Country and drive before them the well affected; preventing our junction with them, and rendering the subsistence of the Army difficult, by desolating the country behind them: but above all, the representation of General Clinton that his Army might probably be ordered to join General Howe, before the reduction of the Country could be compleated, and order restored, which would turn Victory to defeat, convinced, and satisfied me, that Conquest, of that Province, was not then, an object to be pursued.

The Armament on its departure from Cape Fear, bent its course hither, as I understand, on fair presumption that a sudden stroke might be made with advantage. but owing to a train of unlucky circumstances, which Your Lordship will better learn from The Commanders of the Expedition, a month was almost consumed before any attempt was made upon the enemy. On the 28th of last month, The Squadron attacked a strong battery of the Rebels on Sullivan's Island; and after a severe Cannonade, that lasted more than nine hours, the Ships, having expended most of their ammunition, were obliged to haul off, having sustained great damage, and very considerable loss of men. General Clinton, with whom I had the honour to be



Assault on Charleston.

at this time, had made every arrangement, that time, and circumstances, and the position in which his Army lay, admitted, to support, and take advantage of this attack: but the Frigates intended to make a diversion in his favour, being laid aground by the Pilots, and none arriving at their appointed Station, nothing could be attempted by the Army but at the hazard of every thing.

It is now resolved My Lord to join the main Army under General Howe, and all preparations are made accordingly. As my family, cut off from my advice for want of communication, is detained at Long Island, near New York, and I understand that Province to be the next object of His Majesty's Arms; I hope, so tender a consideration, will justify me to my Royal Master, and to Your Lordship, for accompanying this Armament thither, while it is utterly out of my power to effect any good purpose in North Carolina, where I have left on board a Transport which I hired for the purpose, under the protection of The King's Ships, on that Station, a number of the friends of Government, who took sanctuary on board the Fleet during its stay at Cape Fear; among whom, there are persons qualified, and instructed to keep up a Correspondence with, and to give every possible encouragement to the well affected during my absence; while I do assure Your Lordship, shall be no longer, than to see how far it may be possible to rescue my family. an additional motive with me for going thither, of which I have the satisfaction of General Clinton's approbation, is, that I may be able to answer the inquiries of The Commander in Chief in relation to the Province of North Carolina; where, as in all other the southern Provinces, I am firmly persuaded, The King's Government may be restored, by the adoption of a Plan, of which General Clinton has done me the honour to communicate the outlines, which that Gentleman I apprehend has the merit of first conceiving, and has formed I am sure upon information collected with most unwearied pains, and attention, and better than any other person possesses, its great object is to get at, to arm, and draw into use the friends of Government who inhabit the interior Country, and by their means to press the Rebels on the back, while The Regular forces engage their attention on the Coast. it is a plan My Lord, in my humble opinion, altogether as compleat in all its parts, and hanging as well together as can be imagined; and I must say, bids so fair to succeed, under General Clinton's directions, that if it fails, I should be almost inclined to think the reduction of these Provinces out of hope; which pursuing General Clinton's Plan I persuade myself, will be effected in the most desirable way, by the strength of the friends of Government in the Provinces themselves, who will evermore, after conquest, most effectually secure their allegiance.

The check His Majesty's Arms have received in the attack made by the Squadron here the other day, will certainly operate disadvantageously by teaching the Rebels higher opinions of their own strength, although I think it to be imputed to the deception of the Pilots, in not carrying The ships so close to the enemy's works as they engaged to do, by which, as in a distant Cannonade must always be the case, all advantage was on the side of the Ar-

tillery on shore; and the Bravery of the British Seamen, which was displayed, as usual, upon this occasion, could not command, the success it deserved. I have the honour [&c.]

Jo. Martin

1. PRO, Colonial Office, 5/318, LC Photocopy.

JOURNAL OF H. M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

July 1776

Anchor'd in St Mary's River

Friday 5

(A M) Heeled the Schooner & paid her Starbd side with Brimstone & Turpentine & blacked the Bends, also paid her sides with Tar Came on board the Boat from Cumberland with fresh Beef for the Schooner's Co people rather sickly under arms as before.

Fresh breezes & Clear W[eathe]r Loosed [sails] to dry Called all hands to Quarters exercisd Gt Guns & small Army & empd firing at Marks, Sent the Pilot Boat, manned & Armed to Jackell Island upon a requisition of some Gentlemen who had lately come from Engld Fired away to bring to a Canoe 3 half Pounders shotted - The People under Arms in the Night,

1. PRO, Admiralty 51/4330.

6 July

COMMODORE MARRIOT ARBUTHNOT TO VICE ADMIRAL
RICHARD LORD HOWE ¹

Copy/

My Lord,

Halifax, 6 July 1776.

Since the Letter I did myself the honor of writing to your Lordship by the *Renown*, who Sailed on the 2d Inst with a Convoy of fifteen Sail of Transports, containing Highlanders, Hessians & Guards; The *Brune* Capt Fergusson arrived from Commo[dore] Hotham at this place on the same day, whom he parted with on the 24th June last, on the Banks of Newfoundland, & dispatched to this place in search of the Army, with Orders to join Commo Hotham off Cape Le Have, and left this place for the aforesaid purpose on the 4th Inst having received the appointed Rendezvous.

The 5th Inst arrived the *Carcass* Sloop, Capt Dring, who parted from Commo Hotham with part of his Convoy in a Fog on the 21st of June, soon after, he fell in Company with His Majts Sloop *Cygnets* under Adml Montague's Command & detained him in escorting twelve Sail of Transports, consisting of Hessians & one Company of Guards & brought him to this place, whose Commander the Hble Wm Clement Finch, I have ordered to repair to his proper Station again.

I have also given Capt Dring his Orders to proceed to Sea immediately with his Convoy & directed Capt [Christopher] Mason of the *Tamer* to assist in performing that Service.

The Horse Ships I hope will be ready to Sail in two or three Days, as

the Forage is arrived from Cumberland; to which I shall only add, that I have directed the *Cygnets* to make the Island of Sable on her return to Newfoundland, & the *Hope* Capt [George] Dawson to accompany her, & the latter to remain on that Station as I have information of two Privateers Cruizing in those Parts, a Sloop & Schooner. I am [&c.]

M^t Arbuthnot.

By the *Tamer* Capt Mason

1. PRO, Colonial Office, 5/125, 28d.

JOURNAL OF H. M. SLOOP *Viper*, CAPTAIN SAMUEL GRAVES¹

July 1776 At Single Anchor Machias [harbor]
 Saturday 6 8 A M Weighd & Came to Sail
 Mode & Cloudy Saw a sail to the Etward gave chase ½ past 2
 fired 4 Shot at the Chase sent the boats to bring her out she fir-
 ing upon them and the rebels from the shore fired a gun and
 Made the Sigl for the boats to return found one man Shot
 through the Arm in the yawl at 5 P M the Rebels fired at us
 from the Shore returnd two Shot

1. PRO, Admiralty 51/1039.

JOHN LANGDON TO WILLIAM WHIPPLE¹

Dear Sir –

Portsmouth 6th July 1776

Your several favo'rs of the 22d 4th and 6th p Post, and Express I've receivd by which I see I've Liberty to Ship Hands, and shall proceed to Enter some immediately, tho' many have left us within this three Weeks for want of Employ, but we seem to work without Tools, for want of the Commissions for the Capt and Officers; and the Regulation, of the Wages for the Officers, as it seems that must under go a Revision, the able Seamen are to have Eight dollars, and the Common and Marines 40/ only, I fear this will create some difficulty, as most part will think themselves able Seamen, I suppose the Honble Marine Committee will have some general plan, for the whole management of this Business; how many Men each Ship is to carry including Officers; what Officers are to be allowed Boys or whether any how many able Seamen on board each Ship, whether Hammocks are to be found for all the Men, in short the whole should be very Explicit an Order for small Arms is wanting, say some of them Carbines which were taken, also the Powder and what quantity on board of each Ship; and also the Ball and what quantity, suppose the Ship, to find all Arms of every sort, how long the Men are to be Enter'd for, (say Six or twelve Months) I shall endeavour to procure the Provisions, as soon as may be, after getting the order of Committee; I think myself greatly Obliged by your constant Endeavour in the matter of Agency and much Obliged to the Honble Committee for their Unanimous Nomination of me, to the Congress, who have Honour'd me with the appointment,² shall endeavour to give Satisfaction, I shall much depend, on having particulars directions and Orders which I

humbly conceive (in some small matters) must be Discretionary, as it will require Execution before can get Intelligence from Phila – of this the Honble Committee will be Judges –

I shall do every thing in my power that a good Man is sent up, but beleive shall see you first, as its not likely they will chose me till you return, shall depend on seeing you, the latter end of this Month with my Chaise and Trunk &c By your Letter it seems the Agent is to have the whole Business belonging to the Continent in this Colony, under his Care, if so whether the Honble Congress means to have a particular Clerk kept, who is to be under Oath which I think would be best, and how that Clerk is to be paid, whether a place should not be prepared to heave the Ships down &c if so as I think there must be I intend building a Wharf at my own Expence, at which the Ships can heave down &c paying what is reasonable, only that what ever Extraordinary Expence attends particularly for the convenience of those Ships shall be paid by the Continent – say Two or three Hundred Dollars, no doubt before this comes to hand you'll have sent on the Commission, agreeable to List, shall inclose you some of the Names of the Warrant Officers which hope will be agreeable – The discovery of the infernal plot at New York is grand hope the Colonies will shew proper Spirit on the Occasion and make proper Examples of those leading Rascals, concern'd in the diabolical design. – It give me pleasure to see the near approach of the grand Qustion, may Heaven guide you in the right way, I must confess its to me very plain, and for my own part I think Providence has called on us aloud, for some Time, to put the Question, to the Eternal Honour of America let it be Unanimous, Pray forward as soon as may be the Commissions and Warrants, as we must have the Officers on board, which will put the Men in Order and induce them to Enter. if the Guns should come from Philadelphia, should be Glad you'll bring with you, or send the Dimention of the Guns, diameter at the Britch, do at base Ring do at Trunnions and size of them (exact Length from Center of Trunnion to Britch and from that to Muzzle the Diameter of the Bore;[l]) without all these, we cannot put Carriages together, neither can the Gunner prepare any thing which will take some time after the Guns are here, tis surprising they will not let us have the first Guns when it will take so long tim[e] to get them down here, in short had I had Discretionary Orders when I came away from Philadelphia, and as I came home contracted at Providence for the first Guns our Ship might without least doubt been at Sea. It is impossible to give dispatch to any thing at so great Distance, unless some discretionary Powers. – In Equiping this very Ship had I absolute Orders at first to fit her for Sea, in every way whatever she would have now been waiting the Orders of the Admiral, and saved at least, One Thousand, or fifteen hundred pounds LMoney –

The warrants for the Master, Gunner and Boatswain you'll please send or bring immediatly, as to the Cook or any others, can't see the least ill convenience in the blank warrants coming – All my Letters after this to you shall inclose to Brother [Josiah] Bartlett who will open them in case of your

Absence as I expect you'll set out the last of this Month for home. – I am with great Respect [&c.]

John Langdon³

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. Langdon was appointed Continental agent for New Hampshire on June 25, 1776.
3. Langdon also wrote this date to Josiah Bartlett, the other New Hampshire delegate in Congress. John Langdon Correspondence, 1773–1797, NHHS. A copy is also in the John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

APPLICATION FOR COMMISSION FOR RHODE ISLAND PRIVATEER
SLOOP *Diamond*¹

Sir, Providence July 6th 1776.

We the Subscribers of Providence and Newport in the Colony of Rhode Island Merchants, request your Honor to grant a Commission or Letters of Marque and Reprisal to William Chace Commander of the Sloop *Diamond* – of which we are Owners, she is burthened about Sixty Tons, carries Six Carriage Guns Four Pounders, and Ten Swivel Guns, manned with Forty Men and fitted with a suitable Quantity of Muskets, Blunderbusses, Cutlasses, Pistols, Powder, Ball, and other Military Stores. She hath on board Twenty Eight barrels Beef and Pork, Fifteen Tierces Bread and Six barrels Flour with some Rice Beans Pottatoes &c. Benjamin Almy is First Lieutenant Henry Weedon Second Lieutenant, and Isaac Freeborn Master. We are with great Respect Sir [&c.]

William Chace John Brown²

To the Honorable Nicholas Cooke Esquire.

1. Maritime Papers, Letters of Marque, Petitions & Instructions 1776–1780, R. I. Arch. The commission was issued the same day, and a copy of it is in Admiralty Papers. vol. 9, R. I. Arch.
2. Continental bond, \$5,000, was executed this date. Bonds, Masters of Vessels, R. I. Arch.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND¹

[Providence] July 6.

Voted that we Exchange the Poark now at Newhaven belonging to the Ships for The like quantity to be Received of Robert S[illegible]

Voted That Avery Parker be Appointed first Lieut [of] Marines on Board the *Providence* on his Inlisting thirty three good Men in Twenty Days from this Date.

Voted That William Dunton William Comstock and Thomas Bowen – be Appointed Midshipmen. The two first on Board the *Warren*, and Bowen on Board the *Providence*.

1. Journal R. I. Frigates, RIHS.

Providence Gazette, SATURDAY, JULY 6, 1776

Providence, July 6.

A Letter from St. Eustatia, of a late Date, mentions that the *Seaford* Frigate had seized a Vessel in that Port from Philadelphia; and on the Mas-

ter's complaining to the Governor, he immediately sent a File of Soldiers to release the Vessel, confined the Lieutenant of the *Seaford* several Hours, and ordered the Forts to be immediately repaired.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] Saturday, 6th July

Cap. Niles moving for instructions &c., on consideration voted the following instructions:

To Cap. Robert Niles, of the Colony armed schooner *Spy*,
Greeting:

You are hereby instructed carefully and diligently to attend the duty of your station and department, to keep a careful watch and look-out for any and every hostile ship or vessel which may be hovering about our coasts, take any that you can, give every signal and intelligence of and concerning them in your power and for the advantage of the trade and friends of the country. You are also to take care and prevent, as far as lies in your power, any smuggling trade and clandestine management contrary to the laws and embargos of this Colony and any prohibitions of the Hono. Continental Congress, for which and every faithful exertion for the good of the Colonies and the support of the laws, this shall be your sufficient warrant. Given &c. Signed by the Governor, and copy delivered Cap. Niles.

1. Hoadly, ed., *Connecticut Records*, XV, 468, 469.

EXAMINATION OF JAMES AUCHMUTY ¹

White Plains in Westchester County
July 6th 1776

James Auchmuty Esqr of Boston being examined saith

That he together with his Wife & Child sailed from Halifax on the 10th of June last in a Transport Sloop called the *Charlotte* whereof [Samuel] Cox was Master bound for New York. That on Friday last the said Sloop was taken by Capt. [William] Rogers in an American Armed Sloop called the *Montgomerie* & carried into Fire Island Inlet on the south side of long Island & from thence with his said wife & Child was sent prisoners to this place. That this Examinant was appointed by Genl Howe Store keeper to the Engineers & that the pay allowed him was four shilling Sterlg per Day with the promise of its being augmented to five. That the Fleet of which the *Charlotte* Transport was one - amounted to about one hundred and thirty Sail. That the Army on Board the said Fleet consisted of near Ten thousand men exclusive of Marines as he the Examinant understood. That it was reported at Halifax that Lord Howe with the German Troops were intended for New York. That it was said Eleven thousand regular Troops went with Genl Burguoiné to Quebec. That the said Sloop *Charlotte* was

laden with Intrenching Tools some Spikes, *Cheveau de frise* & some Mantulets.

James Auchmuty ²

1. *Calendar of Historical Manuscripts Relating to the War of the Revolution in the Office of the Secretary of State, Albany, N.Y.* (Albany, 1868), I, 418. Hereafter cited as *New York Historical Documents*.
2. Midshipman Richard Bruere (son of Governor Bruere of Bermuda) and Samuel Cox, both taken in the *Charlotte*, were also examined this date, *ibid.*, 419.

PAROLE OF SAMUEL COX, MASTER OF THE PRIZE SLOOP *Charlotte* ¹

I, Samuel Cox, being made a prisoner of war, by the army of the Thirteen United Colonies in North America, do promise and engage, on my word and honour, and on the faith of a gentleman, to depart from hence to the township of Bedford, in Westchester county, in the Province of New-York, being the place of my destination and residence, and there, or within six miles thereof, to remain during the present war between Great Britain and the said United Colonies, or until the Congress of the said United Colonies, or the Assembly, Convention, or Committee or Council of Safety of the said Colony, shall order otherwise; and that I will not directly or indirectly give any intelligence whatsoever to the enemies of the United Colonies, or do or say anything in opposition to, or in prejudice of the measures and proceedings of any Congress for the said Colonies during the present troubles, or until I am duly exchanged or discharged.

Given under my hand, this sixth day of July, A.D. 1776.

Saml. Cox,

Master of the Sloop *Charlotte*, transport.

1. *New York Provincial Congress*, II, 236-37. Paroles identically worded were signed the same day by Joseph Woolcombe, chief mate of the *Blue Mountain Valley* transport; Midshipman Richard Bruere, James Auchmuty, storekeeper for the British engineering department; John Simpson, master of the *Saville* victualer; Thomas Renington Harris, mate of H. M. Sloop *Savage*; William Elder, a volunteer, and William McDermott. *Ibid.*, 237, 306, 307.

Constitutional Gazette, SATURDAY, JULY 6, 1776

New-York, July 6.

On Tuesday last the CONTINENTAL CONGRESS declared the UNITED COLONIES FREE and INDEPENDENT STATES.¹

His Excellency Molyneaux Shuldham, Esquire, now in our Harbour, is appointed Admiral of the Blue; and the Major-Generals Carleton and Howe, to be Generals in America only.

The Sloop *Miffin*, Captain [Thomas] Palmer, arrived at Philadelphia last Wednesday from St. Eustatia, with six tons of powder and dry goods, &c.

On Tuesday morning the remainder of the fleet from Halifax came to the Watering place, and there landed their men, our people leaving it the day before. It is said there is on the island 10,000 men.

Upwards of 5000 men, have, within the course of this week arrived here from New-Jersey, Long Island, &c.

Yesterday afternoon arrived the first division of the Connecticut forces, commanded by the Hon. Brigadier Generals [David] Waterbury and [James] Wadsworth, and this day the remainder are expected to arrive, being in the whole 5000 well equipped and disciplined.

1. Referring to the resolution of July 2, 1776.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS ¹

Chatham, off Staten Island near

Sir,

New York, the 6th July 1776

I herewith transmit you the Disposition of His Majesty's Squadron under my Command, also the State and Condition of those Ships from which I have been Able to Collect them. I am Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.

"DISPOSITION OF HIS MAJESTY'S SHIPS AND VESSELS IN NORTH AMERICA, UNDER THE COMMAND OF VICE ADMIRAL MOLYNEUX SHULDHAM." ¹

Rate	Ship	Commanders	Disposition
		V. A. Shuldham	
4th	<i>Chatham</i>	Captain John Raynor	} Moor'd off the Watering Place on Staten Island New York bearing N N E ½ E. distance 8 Miles
"	<i>Centurion</i>	" Rd Brathwaite	
5	<i>Phoenix</i>	" Hyde Parker	
3	<i>Asia</i>	" Geo: Vanderput	
6	<i>Rose</i>	" James Wallace	
"	<i>Greyhound</i>	" Archd Dickson	
Storeship	<i>Adventure</i>	Lieutt John Hallum	In the Creek between the S Wt point of Staten Island and the Town of Amboy to Cut off the Communication with New Jersey
Sloop	<i>Senegal</i>	Captn Rogr Curtis	In the Creek off the NW part of Staten Island At Sandy Hook
Schooner	<i>Tryal</i>	Lieutt John Brown	Cruizing between the West end of Long Island & Cape Henlopen
Sloop	<i>Swan</i>	Captn: Jas Ayscough	} Supposed to be at, or Cruizing off the Delaware
5th	<i>Orpheus</i>	" Chas Hudson	
"	<i>Roebuck</i>	" A. S. Hamond	At Virginia
6	<i>Fowey</i>	" Geo: Montagu	} Supposed to be at, or Cruizing off the Delaware
Sloop	<i>Kingsfisher</i>	" Alexr Graeme	
"	<i>Otter</i>	" Matw Squire	

Rate	Ship	Commanders	Disposition
6th	<i>Sphinx</i>	“ Anty Hunt	} At Cape Fear
“	<i>Syren</i>	“ Tobieas Ferneaux	
Sloop	<i>Falcon</i>	“ Jno Linzee	
“	<i>Cruizer</i>	“ Fras Parry	} At Charles Town South Carolina
“	<i>Scorpion</i>	“ Honble Jno Tollemache	
Schooner	<i>St Lawrence</i>	Lieut Jno Graves	} At Savannah in the Province of Georgia
4th	<i>Bristol</i>	Commodore Sr Petr Parker	
“	<i>Experiment</i>	Captain [blank] “ Alexr Scott	
Sloop	<i>Raven</i>	“ Jno Stanhope	} At Sai[n]t Augustine
Arm'd Ship	<i>Cherokee</i>	Lieutt Jno Ferguson	
Schooner	<i>St John</i>	“ Wm Grant	} Ordered to Saint Augustine with Cash & Necessaries for His Majesty's Forces
“	<i>Hinchinbrook</i>	“ Alexr Ellis	
6th	<i>Lively</i>	Captn Thos Bishop	
Sloop	<i>Nautilus</i>	“ Jno Collins	Sent to Bermuda for the Protection of the King's Ordnance Stores
6	<i>Liverpool</i>	“ Heny Bellew	} Cruizing between Martha's Vineyard & the East end of Long Island
“	<i>Cerberus</i>	“ Jno Symons	
Sloop	<i>Merlin</i>	“ W.C. Burnaby	
4th	<i>Renown</i>	“ Fras Banks	} Cruizin[g] In Boston Bay
6th	<i>Milford</i>	“ Jno Burr	
Sloop	<i>Hope</i>	“ Geo Dawson	
Brig	<i>Halifax</i>	Lieutt Wm Quarme	
6th	<i>Scarborough</i>	Captn Andw Barkley	} In the Bay of Fundy to prevent any Hostile Attempts on the Province of Nova Scotia the latter ordered to Convoy Transports with Hay &ca. to Halifax & from thence to Sandy Hook.
Sloop	<i>Viper</i>	“ Saml Graves	
“	<i>Tamer</i>	“ Chrs Mason	
Schooner	<i>Dispatch</i>	Lieutt Jno Goodridge	Cruizing between Cape Sambrough and the Isle of Sable.

Rate	Ship	Commanders	Disposition
5	<i>Niger</i>	Captain Geo Talbot	At Halifax, Ordered to Convoy the Transports with Light Horse to Sandy Hook
Sloop	<i>Savage</i>	" Hu: Bromedge	[At Halifax] Ordered to protect the Collery at Spanish River in the Island Cape Breton
"	<i>Albany</i>	" Hy Mowat	[At Halifax] Fitting
Arm'd Ship	<i>Canceaux</i>	Lieutt John Schank	[At Halifax] Ordered to Quebec with General Howe's and my Dispatches
6th	<i>Mercury</i>	Captn James Montagu	Sailed to Halifax with Dispatches to Me from Sir Peter Parker Supposing to find Me at that Place
Brig	<i>Diligent</i>	Lieutt Edmd Dod	At the Island of Saint John in the Gulph of Saint Lawrence
4th	<i>Isis</i>	Captain Chas Douglas	} Supposed to be sailed for England. In the River Saint Lawrence.
6th	<i>Lizard</i>	" Jno Hamilton	
"	<i>Triton</i>	" Skeffn Lutwidge	
Sloop	<i>Hunter</i>	" Thos Mckinzie	
Armd Ships	<i>Lord Howe</i>	" Jno Pringle	
	<i>Bute</i>	" Anty Parry	
Schooner	<i>Magdalen</i>	Lieutt Joseph Nunn	
Brig	<i>Gaspee</i>	" Geo Wilson	

Chatham off Staten Island 6th July 1776.

M: Shuldham

1. PRO, Admiralty 1/484.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS¹

Duplicate.
Sir,

Chatham off Staten Island, near
New York the 6th July 1776.

I acquainted you in my Letter of the 9th of June that I had Appointed Mr Evan Nepean Purser of the *Falcon*, and my Secretary, Purser of the *Roe-buck*, in the room of Mr James Mason, whose Death was reported to me by Captain [John] Linzee of the *Falcon*, but as that information is since found to be groundless, I have withdrawn the Warrants I had Signed on that occasion.

Captain Bellew of His Majesty's Ship *Liverpool* having acquainted me

in his Letter of the 10th past (a Copy of which I inclose for their Lordships information) that Mr Richard Boger his Second Lieutenant is taken Prisoner by the Rebels² I have Appointed Mr John Hinckley Midshipman on board His Majesty's Ship *Chatham* Second Lieutenant of the *Liverpool* in his room, which Appointment I hope their Lordships will be pleased to confirm, by sending out a Commission for him. I am Sir

M: Shulddham

1. PRO, Admiralty 1/484.

2. Taken April 17, 1776, in the *Liverpool's* tender the *Edward*, by Captain John Barry in the Continental brig *Lexington*.

DIARY OF DR. THOMAS MOFFAT¹

[On board H.M. Sloop *Swan* at Sandy Hook]

July 6th morning Thermom[eter] 67. noon 72. P M Twelve refugees came aboard the *Swan* being of Connecticut and Long Island.

1. Thomas Moffat's Diary, LC.

JOHN HANCOCK TO GEORGE WASHINGTON¹

[Extract]

Philadelphia July 6 1776

I have wrote to Governor Cooke to engage immediately, and send forward as fast as possible, fifty ship Carpenters to General Schuyler for the Purpose of building Vessels on the Lakes. Fifty have already gone from hence on that business. . .

1. Washington Papers, LC.

JOHN HANCOCK TO THE CONTINENTAL AGENTS IN MASSACHUSETTS
AND RHODE ISLAND¹

Sir,

Philada July 6th 1776

As I purpose writing You fully on the Subject of Marine Affairs some Time in the Course of next Week, I shall only enclose at present a Resolve of Congress, directing you to send the Arms taken out of the Scotch Transports, to Genl Washington at New York:² and indeed, this is all I have Time to do now, being in great Haste Sir [&c.]

To

J. H. Prest

Mr John Bradford Agent in Massachusetts Bay

Mr Danl Tillinghasst Agent in Rhode Island

1. Papers CC (Letter Books of the President of Congress), 12A, NA.

2. See Ford, ed., *JCC*, V, 524.

Pennsylvania Ledger, SATURDAY, JULY 6, 1776

Philadelphia, July 6.

Tuesday Captain [William] Meston, late of the snow *Dickinson*, of this port, arrived here from Bristol, but last from the West-Indies. — He sailed from this place last February, bound for Nantz, but the Mate, assisted by the crew, seized and confined the Captain on the coast of Portugal, and then altered their course for London; the southerly winds driving them into Bristol Channel, they arrived at Bristol the 28th of April,¹ when the mate proposed to set off immediately for London with all the letters and papers on board

for the inspection of government. The vessel was detained at Bristol till the determination of government concerning her should be known.

By accounts from the Capes we are informed; that a brig from St. Thomas's with 400 barrels of powder, arms, dry goods, &c., coming into our Capes on Saturday last, was chased by the *King-Fisher*, and run aground off Cape May.² Captain Barre [John Barry] and Weekes [Lambert Wickes] sent their boats to assist in unloading her; having taken out all the arms, cannon, 160 barrels of powder, and some dry goods, as much as their boats would hold – they discovered the men of war's boats coming to her, upon which they opened the remainder of the powder, and spreading some doubled canvass upon it they laid on the canvass live coals, and left her – one of the man of war's boats having got along side, they had hardly boarded her before she blew up.

1. The *Dickinson* arrived at Bristol on April 8, not April 28, 1776. See *European Theatre*, Volume 4, that date, 1024-25.
2. The brig *Nancy*, Captain Hugh Montgomery.

"EXTRACT OF A LETTER FROM PHILADELPHIA, JULY 6." ¹

On Saturday last the brig *Nancy*, Captain Montgomery of Wilmington, loaded by Congress with 400 barrels of powder, 50 or 60 small arms, dry goods, 101 hogsheads of rum, and 62 hogsheads of sugar, was drove on shore by the *Kingfisher* at Cape may; the brig had 6 three pounders mounted; with which, at one time they beat off the boats, and one of their tenders; after which, being assisted by Capt. Barry and Weekes who took out of her in a fog, 62 firelocks, 260 barrels of powder, and some dry goods; but the fog clearing away, the ships came within shot, and sent five barges full of men to attack her; the brigs people finding it impossible to keep her any longer, started 130 or 40 barrels of powder in the cabin, and about 50 weight in the main-sail, in which they wrapped some fire, with an intent to communicate to the powder, and quitted her. One or two of the men of wars boats soon boarded her; one was close under stern, and the others very near. Those on board had given three cheers, and fired their arms at our people, when the fire took effect on the powder, and sent 30 or 40 of them (as is supposed) into the air. Some of them went 30 or 40 yards high, who soon returned to the water, unable to tell who hurt them. They have taken up eleven bodies, two laced hats, and a leg with a white spatter dash; they are both supposed to belong to officers. The water was covered with heads, legs, arms, entrails, &c. one of the boats was towed off in a shattered condition, with only 6 men; Thus did they huzza for a Scotch prize. Some of our people got one or two small cannon mounted on shore, with which they fired at the boats when boarding the brig; the men of war returned the fire, and killed Captain Weeks brother,² who was third Lieutenant of the *Reprisal*, and wounded a boy in the thigh.³

1. *Connecticut Courant*, July 15, 1776.
2. Lieutenant Richard Wickes; see Lambert Wickes's letter of July 2, 1776.
3. Elizabeth Montgomery in her *Reminiscences of Wilmington* . . . (Wilmington, Del., 1872), 176-81, gives an interesting but a highly embroidered account of this event.

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE
SLOOP *Sachem*¹

[Philadelphia, July 6, 1776]²

The Sloop *Sachem*

Isaiah Robinson Commander
To the Commissioners of Naval Stores

Dr

— For First Cruise —

1776

June 7	To 4 Bolts of Oznabrigs 179 yds	@		
	" 3 Bolts Russia	@ £7.10		
	" 12 lb Sewing Twine	@ 2/6d		
July 8	" 22 Two pound Round Shott Wt 43 lb....	@ 2½d		
	" 300 lb Grape Shott	@		
15	" 103 three pound Shott. wt 309 lb.....	@ 3d P lb..	3.17.3.	
"	" 50. ditto double headed 201 lb	@ 3½d P...	2.18..7½	6.15.10½
"	" 18 Hammocks	@		
20	" 13 Rammers			8.8..
24	" Cash paid for a Jack & Pendant			4.15..-
31	" do.....for Portorage of Guns			1.14..8
August 5	" do.....for a Brass Compass			3..-..
20	" do.....for sundrys as P Cash Book vizt			
	"	for stocking a Gun &c	1.13.6..	
	"	William Craig for 12 Mast Hoops	1. 4.-	
	"	1 Cord of hickory Wood, hawling &c & for hawling 2 Carriages	1..7..2	
	.....Ct qr lb			
	" ..0. 3. 21 of Junk	@ 15/	14..0½	
	"	Mrs Richardson for making a Jack	10..6	
	"	Michael Fisk for building a Camboose	1..5.-	
	"	Robt Burnet for Nails, Thos Cuthbert for Wharfage & days labour p Capt Locktons Bill }	15.18.-	
	"	66 lbs Beef @ 4½d	1. 4. 9	
	"	Thos Hollingsworth for 4 Bbs. Flour	4.17. 2	
	"	Hill & Marot for a long Boat & Sloops Oars..	24.10.-	
	"	Dean Timmons for a Box of Candles	13.10	
	"	John Murdock for a Boatswains Call	1.17. 6	
	"	Wm Perkins Smiths bill & for a penknife ..	14.11. 2	
	"	Saml Rhoad's Bill & John Ridge's Bill	6. 3. 9	
	"	Wm Rigden & Benja Condys Bills	8.13. 6	
	"	James Allenby's Bill	1. 8.11	
	"	Robert Wright for plains	9. 3	
	"	Alexr Carlisle for a hyde & the Stationers Bill	2. 2.11	
	"	Sundry Chandlery as P Chandlery Book	99. 8. 5¾	
	"	Sundry Cordage as P Book of Issues	60.11. 4	249. 4. 9¾
" 27	" 20 Tons of Pig Iron	@ £9 P Ton.		180.-.-
" 31	" Cash paid for making Cartridges			2. 5.-
Sept 8	" Cash paid for ¾ bord & Wood hawling Sawing &c			1.13. 6
16	" " " for 21 lb Mutton & 4d and 13 lb Beef @ 5d		12. 5	
	" " " for hawling her powder to the Magazine...		2. 6	14.11

1. Woodhouse Collection, HSP.

2. This date the *Sachem* dropped down the Delaware River from Philadelphia. See William Bell Clark, *Gallant John Barry* (New York, 1938), 99.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

[Philadelphia] 6th July, 1776.

Resolved, That Doct'r [James] Dunlap be authorized to employ a Surgeons Mate, whose pay shall be 18 Dollars per Month, & 2 Rations per day.

Resolved, That the pay of the following Officers employed on Board the armed Boats in the service of this Province, be as follows, & to commence the 1st day of June last:

Boatswain,	£ 3 10	Per month,
Carpenter,	4	p'r do.,
Gunner,	4	do.

That the Offices of Steward & Clerk be held by one Person, whose pay shall be £4 10 per Month.

That the pay of the following Officers employed on Board the Provincial Ship & Floating Battery, be as follows, and to Commence the 1st day June last, vizt.:

Boatswain's Mate,	£3 10	per month.
Gunner's Mate,	3 10	do.
Quarter Masters,	3 7 6	do.
Quarter Gunners,	3 7 6	do.
Steward,	4	do.
Steward's Mate,	3 5	do.

The President of the Congress this day sent the following Resolve of Congress, which is directed to be entered on the Minutes of this Board:

In Congress, 5th July, 1776:

Resolved, That Copies of the Declaration [of Independence] be sent to the several Assemblies, Conventions, and Councils of Safety, and to the several Commanding Officers of the Continental Troops, that it be proclaimed in each of the United States, and at the Head of the Army.

By order of Congress.

'sign'd, John Hancock, Presid't.

Adjourned to 5 O'Clock; . . .

Ordered, That the Sheriff of Philad'a read, or cause to be read and proclaimed at the State House, in the City of Philadelphia, on Monday, the Eighth day of July, instant, at 12 o'Clock at Noon of the same day, the Declaration of the Representatives of the United Colonies of America, and that he cause all his Officers, and the Constables of the said City, to attend the reading thereof.

Resolved, That every Member of this Committee in or near the City, be ordered to meet at the Committee Chamber, before 12 o'Clock, on Monday, to proceed to the State House, where the Declaration of Independence is to be proclaimed.

The Committee of Inspection of the City and Liberties were requested

to attend the Proclamation of Independence, at the State House, on Monday next, at 12 O'Clock.

1. *Pennsylvania Colonial Records*, X, 633, 634-35.

MARYLAND COUNCIL OF SAFETY TO MEMBERS OF COUNCIL OF SAFETY,
CHESTERTOWN ¹

No 60

To Messrs Smyth, Hands & Nicholson

Gentn The Convention have appointed you members of the Council of Safety, and we beg your attendance immediately.

Messrs Vanbebber, and Harrison have bought up a Brig, and shipped us a valuable Cargoe, as you will perceive by the inclosed copy of the invoice.

You will be pleased to dispatch waggons immediately from Kent or elsewhere as to be had, sufficient to convey this Cargoe to Chester Town, and also to provide Provision for the Guard to Chingoteague, and back, which is to consist of a commissioned Officer & 24 Privates out of Captn Vezey's Company. We are [&c.]

P.S. The Convention have this moment determined that the Battalion and three independent Companies immediately march to the Jersey's armed - you will therefore not lose one moment's Time, but send the waggons instantly down to Virga, we shall be totally without arms 'till these arrive - As Vezey's independent Company is to march immediately - you are desired to send a Captn & 30 picked Men of the militia to guard the Waggons.-

[Annapolis] 6th July 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO VAN BEBBER & HARRISON ¹

No 63.

Sirs Inclosed you have Bill of Lading & Invoice of sundries shipped on Acct of this Province in the *John* Captn amtg £ which you will dispose of to the best advantage Captn [John] Martin is arrived with the needful and your orders in his favour shall be paid at sight - The Brig is immediately to return to you, the articles we most want you have a list of enclosed - Your Letters of May 21st & Mr R.H. 15th June we have not Time to answer, particularly at this Time being much hurried by military Preparations, and shall say that we are well pleased with every thing you have done, and shall give you every Support in our Power.

[Annapolis] 6th July 1776

[Enclosure]

Powder Gunlocks musquets Course Clothes to Cloath 3000 men blankets - 3000 - greatly wanted, 3000 Course Stocks, 2000 pr Shoes—

Lead – Gun flints, thin Duck for tents Course Hats better than the last sent by Mr Vanbebber, German Ozns good. Tin – Camp Kettles, & Cantines ²

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. Enclosure is in Executive Papers, Box 2, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO COLONEL JAMES KENT ¹

No 61.

Sir Captain Nicholson be[ing] appointed to the Command of one of the Continental Frigates, renders it necessary that some Gentleman should be commissioned to fill the Department he acted in, on board the ship *Defence*. – the subalterns, tho' otherwise very clever want experience, and as we have been advised by Captn Nicholson, you had sailed in a Vessel of Force, and probably would accept the Command of our ship, and as we were well satisfied of your zeal, activity, and prudence, we moved, and obtained Liberty from the Convention to propose it to you, to take the command of the *Defence* – you will please to favor us with your answer immediately, and signify to us, whether you will accept it. We wish you to receive the Commission and leave it to yourself to determine if it will not be better to accept the command, which probably will have continuance, than of the Battalion, which will be disbanded the first of December. We are [&c.]

[Annapolis] 6th July 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

BENJAMIN HARRISON, JR. TO WILLING, MORRIS & Co.¹

[Extract]

Williamsburg 6th July 1776

. . . The *Fannys* fate is so discourging that I scarcely know how to be making proposals to you to order a further Purchase of Tobacco, but I am of opinion myself that small Vessels with it, may easily be got out of Hampton Port under the Direction of our famous Capts [James and Richard] Barrons I shall write them immediately to know their Sentiments on this Subject & inform you of their Answer, if they Determine that it can be done, the Tobacco must be got in that neighbourhood, it will be too expensive to fetch what we have bought from Cumberland Town, There is a very fine Ship in James River that brought the Highlanders ² she will carry between 4 & 500 Hhds, & I do not know what our navy Board intend to do with her, I shall apply to them to put off the sale or chartering of her till I can hear from you, if you direct her to be loaded I suppose it must be purchased unless you have our Present Stock carted about 26 Miles, it would cost I suppose about 15/ p Hhd the Ship is pierced for a Number of Guns, I am Dr Sir [&c.]

Benj Harrison Junr

The *Fanny* cannot be maned without the Order from Congress, & other vessels may be manned in the same way ³ –

1. Papers of Robert Morris, Accession 1805, LC.

2. The British transport *Oxford*, retaken in Chesapeake bay by Captain James Barron.

3. The *Fanny* was under charter by the Secret Committee of Congress, but Harrison had been unable to man her or complete her cargo.

NEWS FROM THE BRITISH WEST INDIES ¹

Basse Terre, (St. Kitts,) July 6

We hear orders are expected or are already arrived from England, giving Admiral [James] Young directions to cut out of every foreign port all American vessels that may be found there.

The *Pomona* has brought into the road of Sandy-Point, a Dutch ship going from St. Eustatius tis said to Amsterdam loaded with sugars, but we are told she has powder on board and was bound to America. We hear she is the property of Mr. D'Graaff of St. Eustatius.

It is currently reported that English men of war in future will not be permitted to enter the road of St. Eustatius.²

1. *Connecticut Courant*, August 12, 1776.

2. See letter from St. Eustatius, July 11, 1776.

7 July (Sunday)

CAPTAIN CHARLES DOUGLAS, R.N., TO LIEUTENANT JOHN STARKE ¹

Copy/

By Charles Douglas Esqr Captain of His
Majts Ship *Isis* & Senior Officer in the
River St Lawrence

Whereas His Majestys Service requires that a sufficient Naval Force be with all speed got ready, on the lake Champlain; And whereas it is hoped & thot thro' the indefatigable Zeal of His Servants of the Army & Navy in their Countrys Cause hitherto so manifest the Hull of His Majts Schooner which you Command may be transported by Land beyond these rapids

You are hereby required & directed to exert Yourself accordingly, to the utmost of your power under the direction of Capt [Thomas] Pringle of his Majestys Arm'd Ship the *Ld Howe* co-operating therein with the General Officers, Engineers & other Officers of His Majestys Army respectively. And should the success of this important Enterprize demand the taking down of the said Schooner near to the very Waters edge as she now floats, leaving nothing but the Timbers standing; you are hereby Authorized to acquiesce in her being taken down to within two streaks of her present line of floatation accordingly; And moreover directed to be yourself aiding & assisting therein as occasion may require.

For all which this shall be your order

Given under my Hand on board His Majts
Armed Schooner *Maria* at the foot of the
rapids of Chambly in Canada the 7th July
1776

(signd) Ch^s Douglas

To Mr John Starke ² Commanding as Lieutenant
His Majts Arm'd Schooner *Maria* Chambly

[Endorsed] The same to Mr Edward Longcroft Commanding as Lieut His Majts Armed Schooner the *Brunswick*

1. PRO, Colonial Office, 5/125, 43d.

2. Starke relates:

The Rebels having possessed themselves, last Autumn, of all the Armed Vessels and craft upon the Lake Champlain, when they invaded the Province, and since that time had strengthened their force upon it by building more Vessels, the more effectually to secure the command of the Navigation of it, being a frontier post of much consequence, which opened or shut the communication betwixt the Province of Quebec and Ticonderoga. It was therefore judged to be a matter of the utmost importance to His Majesty's Service, that the command upon the Lake shou'd be regained; but there was no possible method of accomplishing it, but by a Naval Force; and the falls and shallow water in the River Sorell, which flows from the Lake into the St Lawrence, present an insurmountable obstacle to Vessels of any considerable dimensions passing into it. Craft of various descriptions were constructed in England, and sent out in pieces to be joined together, for this Service, but these were far from being sufficient to encounter the Naval Force of the Enemy - It was therefore determined to carry Vessels overland, the distance of twelve Miles, from Chambly to St Johns; and accordingly the experiment was made, and was crowned with success.

The *Maria* was the only Vessel on the establishment of the Navy ordered for this Service, the rest being Provincial Vessels -
Lieutenant Starke's Narrative, NMM.

COMMODORE MARRIOT ARBUTHNOT TO PHILIP STEPHENS ¹

Copy

Sir I pray that you will be pleased to lay the inclosed Letters to Lord Howe before their Lordships, because they contain almost the whole of what has passed at this place since the Fleet & Army left it which was the 11th June past: Lord Howe call'd off Cape Sambre the 23d of that Month & tarried but a few Hours and proceeded to join the Fleet at Sandy Hook near New York.

I have great reason to believe that Commo Hotham is not yet arrived the length of Le Have between the Capes Sambre & Sable because the Winds have been mostly S.W.

This Morning part of the light Cavalry came in from Windsor & will embark immediately having caused the Agent to prepare the Transports to receive one Hundred Horses: I hope by the 9th they will be ready to join the Army.

I am sorry to find so many of the Convoy has separated but it has enabled me to assure their Lordships that the Troops are in perfect Health & Spirits, I cannot think of anything farther for their Lordships information except that the *Mercury* is now clean & we shall dispatch her as fast as her enfeebled Condition will admit being very sickly & short of Complement I am &c

M Arbuthnot

Halifax 7th July 1776

PS. Since I have closed this Letter, last Night Commo Hotham appeared off this Harbour with the remainder of his Convoy after dispatching the *Britannia* Storeship to this place who is safe arrived as also the *Jersey* Hospital

Ship with many Complaints which we will remedy as fast as possible without loss of time –

1. PRO, Colonial Office, 5/125, 28b.

JOURNAL OF H.M. SLOOP *Viper*, CAPTAIN SAMUEL GRAVES ¹

July 1776 At Single Anchor Machias [harbor]
 Sunday 7 Came too with the best bower in 13 f[m]s
 First & Middle parts Modt & Cloudy At 1 P M brought too
 the *Endeavour* Schooner & Seizd her ² at 3 Weighd and Came
 to sail 3 Schooners in Co

1. PRO, Admiralty 51/1039.

2. *Endeavour*, J. Batson, master and owner, from Piscataqua on a fishing voyage. Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Sunday 7th of July 1776

At 8 in the Morning saw asail to the Eastward bore away found her to be a Learge ship made a nother ship to the Eastward found them to be 2 ships one from Jamica bound to London the Other from Antagua bound to new York two good prizes taken by the *Hero* [*sic Yankee*] Capt [Henry] Johnson At 7 came to Ankor in salem Harbour

1. John Fisk Journal, AAS.

NICHOLAS AND JOHN BROWN TO CAPTAIN WILLIAM CHACE ¹

Capt Wm Chace Sr

Providence July 7th 1776

You being Commander as well as part Owner of the Sloop *Diamond* now bound [on] a Crews Against the Enemyes to the thirteen United Colonys, our Instrucktions are that You proceade to Sea as Soon as possable and that You Crews off Burmudose, the Bay of Mantancis Cape St Anthoneys or Crooked Island Passage, as You and Your Principle Officers May think best, and that You take Aney Vessill or Other property belonging to England Ireland or the English West Indies or Aney other Vessill & Cargo whatever which you May find bound to or from the [*sic or*] Aiding or Assisting or in aney Manner whatever Supplying the Fleet or Armeys now Ingauged or to be Ingauged Against the United Colonys – Aforesaid, and that you Send all the prizes You may take to this place Under Good Commanders According to the Value of the prize and that the prize Master be Orderd to Fall in on the Back of Nantuckett or the Vineyard and their go onshore with his Boat, if in want of a pilot, and that the Said Prize Come in between Nantuckett & the Vineyard, as being much the Safeest from the Enemy & then proceade into Buzards Bay by going though Woodshoole or Quickses Hoole and proceade to Bedford, or Directly here if he Should have Good Intelligence of our Coast being Clear, if not he will Send us an Express by Land as Soone as possable Adviseing of Every perticular Relai[tin]g to Said Prize. We Rec-

ummend Your Staying out with the Sloop as Long as You possibly Can as You know the Grait Expençe as well as Trouble in Giting away, We are your Friends & owners

Nich^s Brown John Brown

1. Nicholas Brown Papers, JCBL.

RESOLVES OF A COUNCIL OF WAR HELD AT CROWN POINT ¹

At a Council of War held at Crown Point

July 7th 1776. –

The Honorable Major General Schuyler President.

Honble Major General Gates	} Members. –
Briga Genl Sullivan	
Arnold	
De Woedke	

Resolved, That under our present Circumstances, the Post of Crown Point is not Tenable, & that with our present Force, or one Greatly Superior to what we may reasonably expect, It is not Capable of being made so, this Summer. –

Resolved therefore, That It is prudent to retire Immediately to the Strong Ground, on the East Side of the Lake opposite to Ticonderoga, with all the healthy & uninfested Troops, & that the Sick & Infected with the small Pox be removed to Fort George, It appearing Clearly to the Council, that the Post opposite to Ticonderoga, will the most Effectually secure the Country & removing the infected With the small Pox, obviate Every Objection that May at present retard the Militia, (Ordered by Congress) from Joining the Army. –

Resolved, That the most Effectual Measures be taken to secure our Superiority on Lake Champlain, by a Naval Armament of Gundolas, Row Gallies, Armed Batteaus.

Resolved, That one or more Surveyors be immediately Employed, to trace out a Road, between the High Ground opposite to Ticonderoga, & the Road leading from Skenesborough to the Northern Settlements. –

Ph: Schuyler B. Arnold
 Horatio Gates B. D. Woedtké.
 Jn^o Sullivan

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL.

GEORGE WASHINGTON TO WILLIAM WATSON, PLYMOUTH ¹

Sir,

New York 7th July 1776

I received yours of the 19th Ulto, and directed the Papers you wrote for to be Transmitted you; but find upon Inquiry, they are not among any in my Possession now. Colonel Moylan, who used generally to receive & examine the Papers appertaining to the Prizes, being called upon, says that previous to his Departure from Cambridge, he made up all the Prize Papers & put them in such a Channel as he thought most likely to convey them to the different Agents. He supposes they were. He cannot Recollect to

whom they were delivered. If they cannot be got, you must try the Legality of the Captures, upon such Evidence as you can collect from the Men who were in the Vessels when they were taken & from other Circumstances

If they were going to Nova Scotia, for the purpose mentioned by the Claimants, I presume it will not be difficult for them to prove it by Witnesses.² I am, Sir [&c.]

G. Washington

1. Washington Papers, LC.

2. The sloop *Polly* and the schooner *Industry*, captured November 5, 1775, by Captain William Coit in Washington's schooner *Harrison*. See Volumes 2 and 3.

DIARY OF ENSIGN CALEB CLAP¹

[New York]

July 7th Seven Seamen Deserted from the Shipping and was brought before the General, two of which was born in New England

July 7th A Regular Deserted one who formerly Lived in New York. he brings news that their Well Men are Landed and their sick are Aboard Yet, he informs they expect A Reinforcement soon that they, not One burn Ship but several Menofwar and the Rest are tenders and transports the whole to the amount of 170 Sail

1. *The Historical Magazine*, 3rd series, III, 137.

MAJOR GENERAL WILLIAM HOWE TO LORD GEORGE GERMAIN¹

[Extract]

No 18.

Head Quarters Staten Island, 7th July 1776

The *Mercury* Packet is dispatched to inform your Lordship of the Arrival of the Halifax Fleet on the 29th June at Sandy Hook, where I arrived four Days sooner in the *Grey Hound* Frigate. I met with Governor Tryon on board of ship at the Hook . . . from whom I have had the fullest Information of the State of the Rebels . . .

. . . We passed the Narrows with three Ships of War and the first Division of Transports, landed the Grenadiers and Light Infantry as the Ships came up . . . The Remainder of the Troops landed during the next Day and Night and are now distributed in Cantonments where they have the best Refreshment . . .

I propose waiting here for the English Fleet or for the Arrival of Lieut General Clinton . . .

Vice Admiral Shuldam was joined on his Voyage by six Transports belonging to the Highland Corps.

1. PRO, Colonial Office, 5/93, 433.

"EXTRACT OF A LETTER FROM ON BOARD HIS MAJESTY'S SHIP *Swan*,
SANDY HOOK, NEW YORK, JULY 7, 1776"¹

I send you this by the *Mercury* packet, bound for Falmouth, which I hope will be the last, until I shall have the happy enjoyment of seeing you myself, which may be about the middle of next September; it depends upon

the arrival of Lord Howe and the fleet which we expect hourly; we should have been sent to England from Halifax, but being acquainted with the coast about this place, the Admiral detained us to assist in convoying the fleet to the place above-mentioned, where we have arrived all safe and well, and the troops landed on Staten Island without the least opposition; three hundred friends joined the troops immediately; no attack I believe will be made until the grand army arrives; our station at present is off Sandy-Hook light-house, which was attacked about four days before we arrived, by five hundred rebels, with two brass field-pieces, six pounders, double fortified, but were driven off by a serjeant and corporal of the 57th regiment, with five of Gov. Tryon's men; they killed 14 of the rebels, one of which we hear is a major; we expect it will be attacked again very soon, but we are well prepared for them. The friends of government are making their escape as fast as possible, we have sent up to the Admiral one hundred within these few days, and many thousands we find, by the information of these people, will join the troops as soon as they can get to them, but at present they are not able, for the rebels disarmed them some time ago, so that they are not able to defend themselves against the villains who have eaten the poor farmers out of house and home; the waterside is guarded by riflemen, to prevent their getting off. This rebellion will not last long, when once we begin, for the friends of government are very numerous. I have nothing particular to mention, only that my poor school-fellow, John Harding, was drowned about six weeks ago, in a boat getting off cattle, and three of the men; my brother I shall not be able to see, I am afraid, before we sail, but hear that he is well, by one of my old acquaintances.

N.B. Captain Brothie, in the *Eleanor* is well, he is up at the watering-place with the troops.

1. *London Chronicle*, August 20 to August 22, 1776. The letter, according to the legend on it, was "received by Capt. L from his son, and conveyed by the *Mercury* packet to Fal-mouth."

JOHN ADAMS TO ABIGAIL ADAMS ¹

[Extract]

Philadelphia July 7. 1776

The Disign of our Enemy, now seems to be a powerful Invasion of New York and New Jersey. The Halifax Fleet and Army, is arrived, and another Fleet and Army under Lord How, is expected to join them. We are making Preparations to meet them, by marching the Militia of Maryland, Pensilvania, and New Jersey, down to the Scene of Action, and have made large Requisitions upon New England. I hope for the Honour of New England, and the Salvation of America, our People will not be backward in marching to New York. We must maintain and defend that important Post, at all Events. If the Enemy get Possession there, it will cost N. England very dear. There is no danger of the Small Pox at New York. It is carefully kept out of the City and the Army. . . .

1. Butterfield, ed., *Adams Family Correspondence*, II, 37-38.

MARYLAND COUNCIL OF SAFETY TO THE MARYLAND DELEGATES IN
THE CONTINENTAL CONGRESS ¹

[Extract]

No 12

Gentln, The Convention have ordered that the sum of 10,000. £ be appropriated to fortify the City of Annapolis, and place obstructions in the River Severn, but as we have not, nor know of, an Engineer properly qualified to carry on the works, and your station may perhaps afford you an opportunity of assisting us with one; we beg you will make enquiry for and recommend to us some Person of knowledge and experience in that service; ² we are anxious to comply with the resolve of Convention; as Annapolis is very undefensible and we presume from it's advantageous situation wi[ll] be an object with the enemy - . . .

[Annapolis] 7th July 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. Thomas Stone replied on July 22 that he had no success in obtaining an engineer—"Every man who ever fired a Cannon or was present at erecting any kind of fortification has been taken up for the Continental Service." Correspondence of Council of Safety, Md. Arch.

APPLICATION OF RICHARD ELLIS FOR A COMMISSION FOR THE NORTH
CAROLINA PRIVATEER SLOOP *Heart of Oak* ¹

Sir

New Bern 7th July 1776 -

The Sloop *Heart of oak* is wholly owned by myself she is Seventy Tons Burthen or thereabouts carries four guns about four pounders Comanded by George Denison Wm Troop Mate, Second mate & twelve common men, I shall put on board of her one hundred Wt of gun powder, four hundred wt. of Lead & shot, twenty barrels of Pork, and 3000 wt. of Bread flour & rice; I should be very glad you wd send me for Her by return of the Bearer a Commission for a Letter of Marque, & reprisal you have herewith inclosed the Bond properly executed which is required by the Honble the Continental Congress. I am Sir [&c.]

Rich^d Ellis

The Honble Cornelius Hartnett Esqr

1. Treasurer and Comptroller Papers, Port Papers, NCDAAH.

COLONEL CHARLES COTESWORTH PINCKNEY TO HIS MOTHER ¹

[Extract]

Fort Johnston July 7. 1776

A Small Sloop laden with 3000 lb of powder 350 stand of arms, some Blanketts, oznabrugs, sails & Rum the property of the public of this Province ran ashore the day before yesterday near Stono Inlet, a party of our regiment & the John's Island & James Island Militia Companies have saved the Cargo; but the vessell, which is a little rotten affair, is so fast aground that she will be lost. . . .

To Mrs Pinckney

at Charles Elliott's Esqr Sandy Hill -

By the Negroe Boy Isaac -

1. Pinckney Papers, SCHS.

LIEUTENANT THOMAS TONKEN, R.N., AGENT FOR TRANSPORTS, TO THE
COMMISSIONERS OF THE BRITISH NAVY ¹

Five fathom Hole, within Charlestown

Honble Gentlemen,

Bar, 7th July 1776.

I beg leave to acquaint you, that the *Harcourt* Transport Under my direction, having had a contagious fever onboard, during her passage from Cork and Burying Several of the Troops, arrived at Cape Fear, very Sickly; – The Physician to the Army recommending it to Major General Clinton as absolutely necessary, that most part of the Bedding onboard her should be Burnt, in order to prevent the Spreading of the Infection thro' the Army, I have in consequence of an order I received from Sir Peter Parker (a copy of which I herewith Inclose) Seen Three hundred, and Eighteen Beds, Burnt, and have granted a Certificate thereof, to the Master of the said Transport; which You wil please to take notice of.

The *Chatham*, one of the Transports under my direction, arrived Safe at Cape Fear since my Letter of the 16th May; As has also, the whole fleet that Sailed with us from Cork except the *Carcass Bomb*.

As Mr. Jones, Carpenter of the *Ranger* Sloop, has been of infinite Service in attending to the repairs of the flatt bottom Boats, which were much damaged, that with difficulty they could Swim, owing to the Blowing weather, and a great Surff on the Shore, when the Troops Landed on Long Island, to the Northward of Sullivans Island, And as I also experienced his Attention the Service, in repairing the defects of the *Harcourt* Transport, in Milford Haven, I therefore most humbly recommend him to your Board as a very deserving good Man; having been many Years Carpenter of the *Ranger*, and bears an extraordinary good Character from all his Officers. I also think it necessary to acquaint you that a Mathew Walker, belonging to the *Pigot* Hospital Ship, and a Pensioner to the Chest at Chatham, deserted to the Rebels from one of the Flatt bottom Boats, under my command, the day the Troops went to make an Attack on Sullivans Island, – I therefore suppose he is a person undeserving any further Benefit from that Chest.

The *Harcourt* Transport has been twice aground, getting over the Bar of Charles Town, but has received little, or no damage And the *Prince of Piedmont*, and *Friends Adventure*, Army Victuallers, are totally Lost; the former on the Bar, and the latter in Spencers Inlett; – from the *Prince of Piedmont* we Saved about half the Provisions, and from the *Friends Adventure*, the Whole,

I beg leave likewise to acquaint you, that I Lost my Cutter, with all her Materials, in a Gale of wind; from being Sent to a Schooner to Sound, and Recon'oitre & Buoy the Bar of Charlestown, by order of Sir Peter Parker; I am [&c.]

Tho^s Tonken

Principal officers & Commrs of His Majs Navy
[Endorsed] Lieut. Tonken Rd 23d Augt

1. PRO, Admiralty 49/2, 176-77, LC Photocopy.

"EXTRACT OF A LETTER RECEIVED FROM AN OFFICER ON BOARD HIS
MAJESTY'S SHIP THE *Bristol*, NEAR CHARLESTOWN, SOUTH CAROLINA,
DATED JULY 7." ¹

I have the pleasure to tell you that I am now much better than I was on the 28th of June; that day I was in a shocking condition in an engagement with the rebels. I shall now send you a true account just as it was. We fell down in company with the *Experiment*, of 50 guns, the *Solebay* and *Active* frigates of 28 guns each. As soon as we brought up to Sullivan's fort leading up to Charlestown, we then began to fire, which continued for nine hours and an half; I must say a very smart engagement. They killed us near 50 men, and dangerously wounded more, to the amount of 50 and upwards. The *Experiment* lost about 30 killed, and 40 and upwards wounded. The *Active* had only one killed (the Lieutenant) and few wounded. The *Solebay* had three killed and few wounded. Our worthy Capt. [John] Morris was killed by my side, and eight marines and sailors. The Captain of the *Experiment* had his arm shot off, but is in a fair way of recovery. The Commodore Sir Peter Parker, who I am with, is wounded; myself also in my left leg, but it is in a fair way of recovery without amputation. Had the army, which was but four miles from us, and was to have joined us, come in due time to our assistance, we might have taken Charlestown, as we silenced the fort for an hour and half. We are in a shattered condition, and are getting up jury masts to go to Halifax to repair, which will take some time, being shot through and through. During the action no slaughter-house could present so bad a sight with blood and entrails lying about, as our ship did. I suppose you will see a narrative of the action in the news-papers as soon as you have this. Gen. Lee is at Charlestown; and the army under Generals Clinton and Cornwallis is gone to the northward, as nothing can be done here, the weather being so extremely hot.

Our fleet is in a bad condition with the scurvy.

1. *London Chronicle*, August 27 to August 29, 1776.

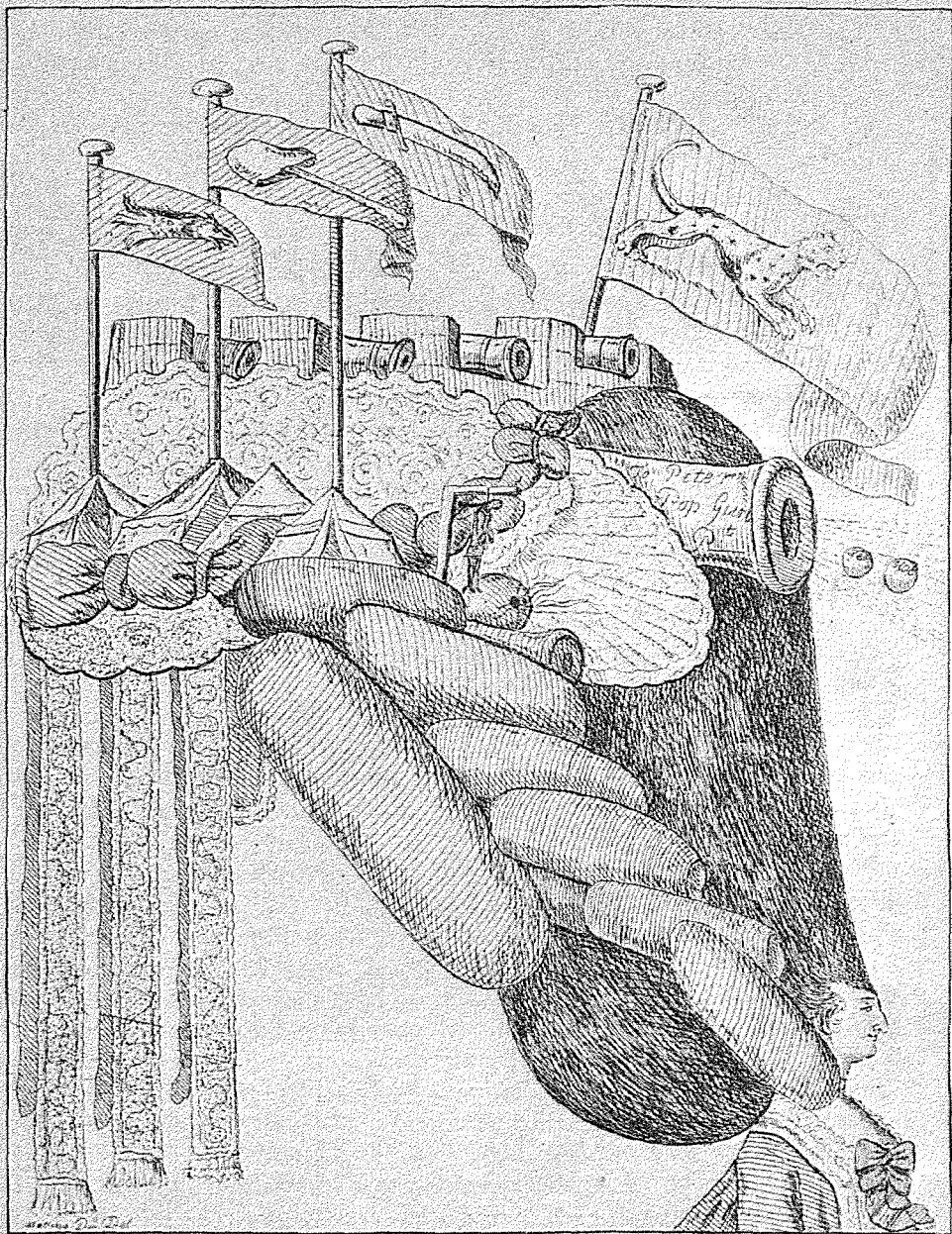
8 July

COMMODORE MARRIOT ARBUTHNOT TO LORD GEORGE GERMAIN ¹

[Extract]

Halifax. Nova Scotia 8th. July 1776

. . . Your Lordship will long since have been informed that General Howe and Admiral Shuldhham left us on the 11th of June past, on the 23d following Lord Howe in the *Eagle* called off the harbour but tarried only a few hours and then steered to the southward; yesterday Commodore [William] Hotham called also off [this] place in quest of the fleet and army, with many of his, Convoy dispersed, who had put into this Port, consisting of Hessians and two Companies of the Guards commanded by Messrs Cox and Trelawney, consisting in the whole of 13 sail Transports, all of whom were despatched the 5th under convoy of two Sloops. The *Renown* likewise sailed two days before with 15 Sail consisting of part of the 72 [*sic* 71st] Heighland Regiment, and some Hessians, the former he brought from



MISS CAROLINA SULLIVAN
one of the obstinate daughters of America, 1776

Nantasket. Notwithstanding your Lordship may feel a little uneasy at the dispersion of so great a part of this Convoy by Fogs which at this season are intolerable, permit me to assure you that the whole of the Troops are in the highest health and spirits; to which I will add that the Light Cavalry are this moment embarking and will be ready to be convoyed by a Frigate to morrow, which ship My Lord you may depend shall lose no time in depositing them at Sandy Hook near New York, as far as depends upon, Sir Your Lordship's [&c.]

Signed M^t Arbuthnot

1. Nova Scotia Papers, DAC.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

Watertown Monday July 8th 1776.

Letter from Jerathl Bowers informing that both the Arm'd Vessels, that he had care off were completed, but had no provisions, and requests Orders concerning it – came up referred to the Hon: Council –

Read, & Order'd that General Lincoln draught a Report, & he reported accordingly –

That Jerath: Bowers Esqr be desir'd to purchase for this Colony a Quantity of Flour, Beef & Pork with other Necessary Articles, and cause them to be dealt out to such inlisted Persons in the same daily Proportions as this Court have Order'd to the Soldiers of this Colony.

Petition of Timothy Pickering Junr – setting forth, That he hath late advertized the trial of divers captures at the Maritime court to be held at Boston on the 23d day of July instant, but that he since finds the small Pox is spread thro' that Town, wch will render it inconvenient if not impractea-ble to hold the said court there at the time proposed: He therefore prays the Hon: Court to pass a Resolve to enable him to hold his court for the trial of the captures above referred to, at Salem in the County of Essex on the said 23d day of July.

Whereas the Maritime Court for the Middle District of this Colony is advertized to be held at Boston on the 23d day of July instant for the trial of the justice of the captures of the ships named the *Lord Howe*, *George*, *Anne*, & *Lady Juliana*, & the brig named the *Annabella*; & the Judge of said Court has in his petition to this Court shown that since the advertisement aforesaid, he finds it will be inconvenient, if not impracticable to hold his court at Boston as aforesaid, & prayed this Court to enable him to hold the same Court at Salem in the county of Essex on the said 23d of July.² Resolved, That the maritime court aforesaid for the trial of the captures aforesaid, be held at Salem in the Co of Essex on Tuesday the 23d day of July instant at the meeting of the Revd Messr Barnard & Dunbar at the hour of Ten in the forenoon. And that all proceedings at the same court shall be valid, & effectual in law, in like manner as if it had been held at Boston on the same day according to the original advertisement thereof – of which all persons concerned will take notice, & govern themselves accordingly.

1. Mass. Arch., vol. 35, 157, 159.

2. *Ibid.*, 173–74, on July 13 the General Council changed the trial date to July 30.

MAJOR JOSEPH WARD TO JOHN ADAMS ¹

[Extract]

Boston 8th July 1776

Sir The Small pox having of late spread much in the Town, it was judged impracticable to prevent its going through the Town, and on Friday last the General was inoculated, and gave permission to the Regiments in Town to inoculate. We have taken every precaution to prevent the Troops at the Posts out of Town from taking the distemper, and disposed matters in the best manner we can for defence in case of an attack.

It seems that the Devil and the Tories have overshot their mark at New York; having found we were not so easily conquered by the Sword as they imagined we should have been, they have been trying their luck at secret powder plots and conspiracies—I think this will produce good to America. to the Enemy's fleet at New York we expect some important event will soon take place. May Heaven give us a decisive victory which shall make the impious Tyrant of Britain tremble as did an antient Tyrant, when he read the hand writing upon the wall.

When will America appear in character, and take rank as a Nation?—If we wish to prolong the war, to waste our blood and treasure, to form an inconsistent character, and to be condemned by the wise, and by posterity, let us still talk of treating with British Commissioners and after they have exerted all their powers to divide, to bribe, to poison, to kill burn and destroy, then form a reunion and reconciliation.—We do not question that there are some weighty reasons for delaying a Declaration of Independence, but we are puzzled to find what those reasons are. I rejoice to see the Declaration of the Philadelphians, and hope this will be a leading step. In my humble apprehension, an early Declaration might have saved the United Colonies three millions sterling, and ten thousand lives. However, I hope all is for the best; none of these delays discourage me in the least, but I want to shorten the work.

I have just received intelligence from Cape Ann, that a Privateer which belongs to this Town has taken and sent into that Harbour two Ships from the West Indias, one of them has four hundred and fifty Hogsheads of Rum on board, which were designed for General Howe, the other was bound to England with four hundred hogsheads of Sugar, two hundred hogsheads of Rum, Cotton Wool &c &c ²

1. Adams Papers, MassHS.

2. The ship *Creighton* and the ship *Zachariah Bayley*, taken by the Massachusetts privateer sloop *Yankee*, Henry Johnson, commander.ISAAC SMITH, SR. TO JOHN ADAMS ¹

[Extract]

Mr. Adams

Boston July 8th. 1776

I have to inform you that Yesterday was sent into C[ape] Ann by Capt. [Henry] Johnson of this port Two ships One Large One from Jamaica with 500 hhd. Sugar and rum and 39 bags Cotton &c.—A General and Lady, passengers. The Other from Antigua on the Kings Account for Genl. How

with 430 hhd. Rum all broad Air. They both made resistance both Vessells had more hands than the privatear . . . ²

1. Butterfield, ed., *Adams Family Correspondence*. II, 41, 42.

2. The Massachusetts privateer sloop *Yankee*, of 9 guns and 60 men; the prizes being the ship *Zachariah Bayley*, of 300 tons burden, and the ship *Creighton*, of about 200 tons; *Mass. Arch.*, vol. 7, 342, and *New-England Chronicle*, July 11, 1776.

SAMUEL ELIOT, JR. TO GOVERNOR JONATHAN TRUMBULL ¹

Honoured Sir:

Boston, July 8, 1776

Some days past I did myself the honour of informing you (very briefly) of Captain [Seth] Harding's engagement. I purpose forwarding the particulars as they appear upon trial, which is appointed to be on the 23d of this month. I am now setting out for Reading, to obtain Colonel [Archibald] Campbell's deposition, which, with the other evidences, shall be duly handed you. I shall esteem it a favour in your Honour to inform Captain Harding (who will doubtless be with you by the time this reaches you) the trial is to be on the 23d, not 26th, as he was informed; as it is absolutely necessary that two intelligent persons who were on board the brig should attend the trial.² Three days will make an amazing difference. There are many claimants; but my counsel affirms that half the ship *George* and brig *Annabella* will be adjudged to the Colony brigantine. Captain Harding will assign the particular reason for leaving this port. It was the opinion of all his friends that he could not justify himself in staying while the small-pox was so prevalent in this place, and so many on board the brig liable to take the infection. We parted with regret. His polite and genteel carriage and easy deportment has gained the esteem of all who had the pleasure of his acquaintance.

I must request the favour of particular directions respecting those who had the misfortune to be wounded in the engagement. They have had the best attendance. I have discharged their bills, with the Captain's consent. If any allowance is made to them, it ought (I think) to be deducted. Captain Harding mentioned that an allowance of about thirty or forty pounds was to be made for the loss of a limb, but could not tell with respect to the others. I should be glad for it to be ascertained, as it should be taken out before there is any division.

I must beg your Honour's pardon for thus troubling you; but I thought it my duty to mention every (although some may be trivial) circumstance that I am in doubt of. With pleasure I would acquaint your Honour the prize brig *Annabella* is brought up, and laid along side Hancock's wharf. She is damaged, but not so much as I expected. There may be some directions necessary for regulating my conduct: your Honour may depend upon my strict observance and punctual fulfilment of any you shall at any time think necessary to favour me with. I remain [&c.]

Samuel Eliot, Jun.,

Agent to Captain Harding.

P.S. Yesterday Captain Johnson, in a sloop of ten carriage guns, carried into

Cape-Ann a large three-deck Jamaicaman, with near six hundred hogsheads best sugar, some rum, &c.; also, a brig loaded with rum from Antigua, both bound for London. She had been cruising about six weeks.

1. Force, comp., *American Archives*, 5th, I, 134.

2. Eliot also wrote this date to Harding informing him of the trial date change. Seth Harding Papers, MHA.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND ¹

[Providence] July 8th

Voted that Mr John Brown pay such Sums of Money as he shall think necessary [to] the Recruiting Officers from [time] to time. and that the Treasurer supply him accordingly.

Voted that Mr William Barron be appointed [to] pay the Board of the People that belong [to] the Ship *Providence*.

Voted That Mesers John Brown John Smith and William Rus[sell] be appointed a Committee to settle the Treas[ury] Accounts. likewise Mr George Olneys Accoun[t.]

Voted That the Sum of Six Hundred pounds Lawfull Money be paid Rufus Hopkins Esqr in part, for the Cannon making for the Ships.

Voted that Niles Christian be Appointed Chief Mate on Board the *Warren* if he Signs the Articles tomorrow Morning.

Voted That John Channing be Appointed Second Lieut of the Ship *Providence*

Voted As their is not a sufficiency of Medicens to be procurd in N. Eng[land] that Jabez Bowen write to Stephen Hopkins Esqr requesting him to procure an Order from the Marine Comtee. for Dor Morgan to put up two Medicin Chests with the necessary Instruments for the two Ships of War fitting hear. and that the same be forwarded hear as soon as possible.

Voted That Simon Dunbar be appointed a Midship Man on Board the *Warren*.

Voted That their be three Hundred Swivel Shott deliverd Mr [blank] Pain, for the use of the Vessell that he is agoing to Charles Town in. He being employed by that Government to Transport a Number of Seamen in the Service of that State thither. On his paying 3d pr piece for the 8 oz. and 2d pr piece for the 6 oz. Shott.

Voted That Nicholas Easton Gardiner be Appointed a Midship Man on Board the Ship *Providence*

Voted That Samuel Knap be Chief Cook of the *Warren*.

Present at the above Meeting Nicholas Brown, Chairman Joseph Russell Jos. Br[own] J[ohn] Brown. Jos. Nightingale, Daniel Tillinghast, Henry Ward, William Russell and Jabez Bowen.

1. Journal R. I. Frigates, RIHS.

NATHANIEL SHAW, JR.'s, ACCOUNT AGAINST THE CONNECTICUT GALLEY
Shark BEFORE HER DEPARTURE FOR NEW YORK ¹

					Dr
1776	Row Gally <i>Shark</i>	Theo[philu]s Stanton	Commander		
May 8	To 2 Quarts Oyl 3/9	Kegg lamblack	2/	£	.. 5..9
	To 1 barrell	Tarr			1.10..-
June 12	To 10 Musketts with Bayonets	@ 60/			30 -..-
	To 100 lb Powder	@ 5/4			26 13. 4
	To 7 lb Muskett Ball	6d			. 3. 6
	To 17 lb Lead	6d			. 8. 6
	To 2 dozn Flints	6d			. 1. -
July 8	To 9 pr Large Ships Pistols	@ 25/			11..5..-
	To 1 pr Neat Brass ditto				1.15..-
	To 18 Cutlasses	@ 20/			18..-..-
	To 1 Large Brass Blunder Buss				3.10..-
	To 2 Smaller ditto	@ 50/			5..-..-
	To 2 Iron ditto	45/			4.10..-
	To 7 hand Granadoes fill'd	2/			..14..-
	To 8 Tarr'd Canvas Cartrige Boxes fill'd				.. 8..-
	To 3 lb Match Stuff	1/			.. 3..-
	To 21 lb Muskett Ball	6d			..10..6
	To 19½ dozn Flints	6d			.. 9..9
	To 299 lb Powder	5/4			79.14..8
	To 67 lb Lead	6d			1.13..6
	To 4 .9 Pound Cannon 75 .0 . . 20	@ £8 ton			30 .1 .6
	To 2 Copper Ladles wt 8½ lb	@ 2/6			1 .1 .3
	To 90 Nine pound Shott				6.10..3
	To 30 Cartridges for ditto ²				.. 1 .3
	To 7 Musketts with Bayonets	60/			21..-..-
	To 50 Nine pound Shott				3.12..3
	To 2 Tierces Rum Nt 109 Gallo	@ 5/6			29.19..6
	To 65 lb Lead	6d			1.12..6
	To 1 dozn Bayonets				2. 8..-
	To Joshua Starrs Bill				3.16..5
	To p[aid] Docter Woolcots Bill				...6..-
					£287.. 4..4
	To My Commissions on the above	@ 2½ pCt			7.. 3..7
	Amot Carrd. to Accot Curr				£294.. 8..-

1. Shaw Papers, Ledger 26, YUL.

2. *Ibid.*, Ledger 4, in another copy of the account, the four items ending with the 30 cartridges are bracketed and endorsed "from Adml Hopkins."

DIARY OF ENSIGN CALEB CLAP ¹

[New York]

July 8th About 130 Sail are now, this side the Narrows, towards stratton Island July 8th -

It is Reported that on stratton Island the soldiers are not allowed on shore,

that the Officers go Shore, and that the Inhabitants sell them sauce and Milk, and they behave very Civil, and will not Let the Soldiers abuse them It is Reported that this fleet, consists of only what was in Boston, except about 300 that was drove off[f] Last fall, that General Washington does not expect they will attack these Lines, till they have a reinforcement, some way or other, It is expected Admiral Howe will arive soon, from England, as we have accounts that he sail'd in the *Eagle* Man of war some time since, but no account what Troops he has with him, but suppose Heshians if any But come as soon as they will, I hope we Shall be able to give them a warm Reception (God Willing).

1. *The Historical Magazine*, 3rd series, III, 137.

RETURN OF SUPPLIES FOR THE NORTHERN ARMY ¹

A Return made New York July 8th 1776 to his Excellency George Washington Esqr General & Commander in Chief, of the Forces of the United Colonies of Sundry Articles, Shipp'd, for Albany, in good Order, by Hugh Hughes Assistant Quarter Master General, on Board the Sloop *Genl Wolfe* Andrew Do[w]ne Master, and to be delivered to the Honourable Major General [Philip] Schuyler or his Order.

8 Boxes of Musket Ball Wt 1135 lb

5 Tons of Lead

20 Reams of Cartridge Paper

6 Saws

Andrew Downe

1. Washington Papers, LC.

New-York Gazette, MONDAY, JULY 8, 1776

New York, July 8.

The Fleet, from Halifax, we informed our Readers, in our last, was arrived at Sandy-Hook, to the Amount of 113 Sail: 'Tis difficult, from their Situation to ascertain their Number, but we suppose it does not exceed 130 Sail: Monday it came up into Yakes's-Bay below the Narrows; Tuesday several ships came to at the Watering-Place; Wednesday more followed; and by Thursday noon the whole Fleet was at Anchor in a Line from Kill Van Kull to Simonson's Ferry on the East Side of Staten-Island. The *Asia* brought up the Rear of the Fleet, and in the Narrows was fired at from a small Battery on Long-Island, Which complement was returned by about 40 Twenty-four Pounders, one of which lodged in the Wall of the House of Mr. Bennet, but did no Hurt to the Family; and three Shot had near done much Mischief to the House and Family of Mr. Dennise Dennise, one of them narrowly missing the Kitchen, wherein was a Number of the Family; a Second struck the Barn, and the Third destroyed much of the Fence of the Garden opposite the Front Door of the Mansion House.

Part of the Army is now encamped on Staten-Island, and we have not the least Reason to doubt, will endeavour to secure the North Side thereof

by Entrenchments, whilst the Shipping protects the other Parts of it.

As soon as the Troops landed, they paraded the North Shore, and on Wednesday Morning made their Appearance near Elizabeth-Town Point; but the Country being soon alarmed, they retreated, took up the Floor of the Draw-Bridge in the salt Meadows, and immediately threw up some Works.

A Sloop of 12 Six Pounders, belonging to the Fleet from Halifax, laying in the Kills, near Mr. Decker's Ferry, was almost torn to Pieces last Wednesday Morning, by a Party under the Command of General [Nathaniel] He[a]rd, from the opposite shore, with two 18 Pounders. The crew soon abandoned the Sloop, and we suppose she is rendered entirely unfit for any further Service.

We hear two Men of War now lay near Amboy, in order t'is supposed to stop all Navigation that Way.

The number of Highlanders, lately taken prisoners in the different vessels from Scotland, amounts to about seven hundred and fifty.

Since our last arrived the first Division of Connecticut Forces, commanded by the Hon. Brigadier Generals [David] Waterbury and [James] Wadsworth.

Yesterday 7 Seamen belonging to the *Killingsworth* Transport, of 700 Tons, was Brought to Town from Long-Island, having deserted the Ship the Night before: They say the Number of Soldiers with the Fleet is about 8500, who are all encamped; and that many of the Seamen intended to desert the Fleet when an opportunity presented.

Last Wednesday Night the Capt. of a Transport, and four of his Men, were taken at the Narrows, and brought to Town: They were looking for a Boat that had gone adrift, and going too near the Shore were taken by the Riflemen.

"EXAMINATION OF EBENEZER COLEFOX, SAILOR, DESERTER FROM
THE ENEMY'S FLEET." ¹

[Extract]

On Monday evening, July 8th, 1776, deserted from on board the *Amity's Admonition*, commanded by Captain John Noles, (it being one of the fleet now lying in our harbour,) a certain Ebenezer Colefox, who says: That on the 22d of May last he was taken a prisoner in the sloop *Macaroni*, commanded by Captain John Arthur, belonging to Mr. Nathaniel Shaw, of New-London, of which sloop he was mate. That he was carried into Halifax by the vessel that took him. That the vessel in which he was a prisoner arrived in Halifax on or about the 10th of June last . . . Does not know that any ship of war was left at Halifax, except the frigate which took him, called the *Cerberus*. In the fleet in our harbour now are the *Asia*, two ships of fifty and one of forty guns; the *Greyhound* frigate; two sloops, commanded by [James] Wallace and [James] Ayscough; one small sloop cruising on the back of Long-Island, and a few small armed vessels. The tender on which we fired some days ago much damaged, and had one man killed and eight or

nine wounded . . . He got ashore by swimming on a piece of plank to Long-Island; when near the shore he called out, and the guards came down and received him, almost spent with being in the water two hours.

Taken this 9th July, 1776.

Jno. Morin Scott, Brigadier-General.

1. Force, comp., *American Archives*, 5th, I, 197-98.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS ¹

Chatham off Staten Island near

New York the 8th July 1776.

Sir,

I am to acquaint you of my Arrival at this place with His Majesty's Ships under my Command and the whole Fleet of Transports, Victuallers, and Storeships, under their Convoy, fortunately without any loss or separation the 3rd Instant, and that His Majesty's Troops under the command of General Howe were landed on that day and the next on Staten Island without any Opposition or interruption, the Inhabitants having immediately on our landing surrendered and put themselves under the protection of His Majesty's Arms, Two hundred of them are Embodied and the whole Island have taken the Oath of Allegiance and fidelity to the King, and I have the pleasure to acquaint you that a party of Sixty Men with their Arms made their Escape from the Province of New Jersey a few days ago and joined the King's Troops.

General Howe having yesterday represented to me that it would be attended with many salutary consequences if Two of His Majesty's Ships were Stationed up the North or Hudson's River to cut off and intercept any Supplies coming to New York, to give protection to His Majesty's well disposed Subjects, and answer many other good purposes, I have given Orders to Captain Parker of the *Phoenix* taking the *Rose* under his Command to proceed the first favorable Opportunity upon this Service, tho' from the number of Batteries they will have to pass it will be an Arduous and important undertaking, but I hope will be attended with the wish'd for success. Their Lordships will please to observe there will then remain with me for our future Operations only the *Chatham*, *Asia*, *Centurion* and *Greyhound* Frigate, which I hope will be sufficient, as it appears to me the General does not think himself sufficiently Strong to proceed further 'till the Arrival of the reinforcements under Lord Howe, and Commodore [William] Hotham, which my Cruizers are Stationed off Rhode Island and other places to intercept and direct hither.

I am sorry to find myself under the necessity of sending you the disagreeable Intelligence I received from Captain [John] Symons of His Majesty's Ship *Cerberus* whom I joined in my passage to this place, that four Transports, part of the *Flora's* Convoy (two of them the *Crawford* and *Oxford*.) have been taken in their passage by the Rebels, one of which was retaken by Captain Symons, but after the Troops had been removed out of

her into one of the others, and in this Ship he found a Journal of the Prize Master, who was a Lieutenant of one of the Rebel Vessels which attack'd the *Glasgow*, and as an Account of that Action is mentioned in it, in justice to Captain [Tyringham] Howe I transmit it to you for their Lordships and your information.²

His Majesty's Ship *Mercury* with Dispatches for General Howe and me, from General Clinton and Sir Peter Parker arrived at Sandy Hook the 1st June, and not finding me there was Ordered to Halifax, which has prevented my receiving them and of consequence sending you a particular Account of Sir Peter's proceedings to the Southward, but by the information of Captain Parker of the *Phoenix*, Captain Montagu in the *Mercury* left the *Bristol* the 21st May, at Cape Fear, and was then preparing to proceed to Charles Town South Carolina.

The Light Horse not being ready to embark on our leaving Halifax for want of Forage, and the *Tamer* being hourly expected from the Bay of Fundy, having under her Convoy a number of small Vessels with that Article, I have directed Captain [George] Talbot of the *Niger* to continue at Halifax, and with the *Tamer* when the Transports are ready, to Convoy them to Sandy Hook, at which place I daily expect their Arrival.

The *Savage* which I left refitting as soon as she is ready, I have Ordered as a Convoy and protection for the Collery to be carried on at Spanish River in the Island of Cape Breton, for the Supply of His Majesty's Troops and the Inhabitants of Halifax, conformable to a Scheme of General Howes. I am Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.

2. *Ibid.*, the Journal of Lieutenant James Josiah, of the Continental brig *Andrew Doria*.

LIEUTENANT HENRY CHADDS TO PHILIP STEPHENS¹

Hartfield Transport
Staten Island July the 8th 1776.

Sir/

Hartfield
William &
Mary
Good Intent
Spy
Argo
Savill
Three
Sisters
Resolution
William
Royal George,

Please to Acquaint My Lords Commissioners of the Admiralty, the Transports (named in the Margin) under my Direction, Sailed from Halifax the 9th of June with Troops for this Place, under the Convoy of Vice Adml [Molyneux] Shuldham, and Arrived here the 29th, the Troops were Landed on this Island the 1st of July. The Transports are Employ'd filling their Water and preparing to receive the Troops when Ordered, I am, Sir [&c.]

H: Chads.

1. PRO, Admiralty 1/1611, 9; 3, LC Transcript.

DIARY OF DR. THOMAS MOFFAT ¹[On board H.M. Sloop *Swan* at Sandy Hook]

July 8th [1776] Thermometer morning 71 Noon 78. Three Negroes took refuge in the *Swan*, afterwards came aboard two Quakers also another person with letters and Cloaths for their Friends who had joind the Kings Army. Dind aboard the *Mercury* pacquett.

1. Thomas Moffat's Diary, LC.

BRIGADIER GENERAL HUGH MERCER TO GEORGE WASHINGTON ¹

[Extract]

Eliza[beth] Town 8th July 1776

Col [Rufus] Putnam has directed some Works for [the] defence of Eliza[beth] Town Ferry & adjacent Approaches to that Place – No Ground from thence to Newark Bay will serve for erecting a Battery – As for Bergen Shore the Land is proper but the Channel so Wide, that little advantage will accrue, as to guarding that Bay –

The Boats & Can[n]on along this Shore to Amboy are removed up the Creek & secured under Guard –

1. Washington Papers, LC.

JOHN HANCOCK TO THE MARYLAND CONVENTION ¹

Gentlemen

Philada July 8th 1776

Altho' it is not possible to forsee the consequence of human actions, yet it is neverthe[le]ss a duty we owe ourselves, and Posterity in all our public counsels, to decide in the best manner we are able, and to trust the event to that being, who controls both causes and events so as to bring about his own determination – Impressed with this sentiment, and at the same time fully convinced that our Affairs may take a more favorable turn, the Congress have judgd it necessary to dissolve all connection between Great Britain and the American colonies, and to declare them free and Independent States, as you will perceive by the inclosed declaration, which I am directed by Congress to transmit to you, and to request you will have it proclaimed in your Colony in the way you shall think most proper

The important consequences to the American States from this declaration of Independence, considered as the ground and Foundation of a future Government, will naturally suggest the propriety of proclaiming it in such a manner as that the People may be universally informed of it I have the honor to be Gentn [&c.]

John Hancock, President

(Copy)

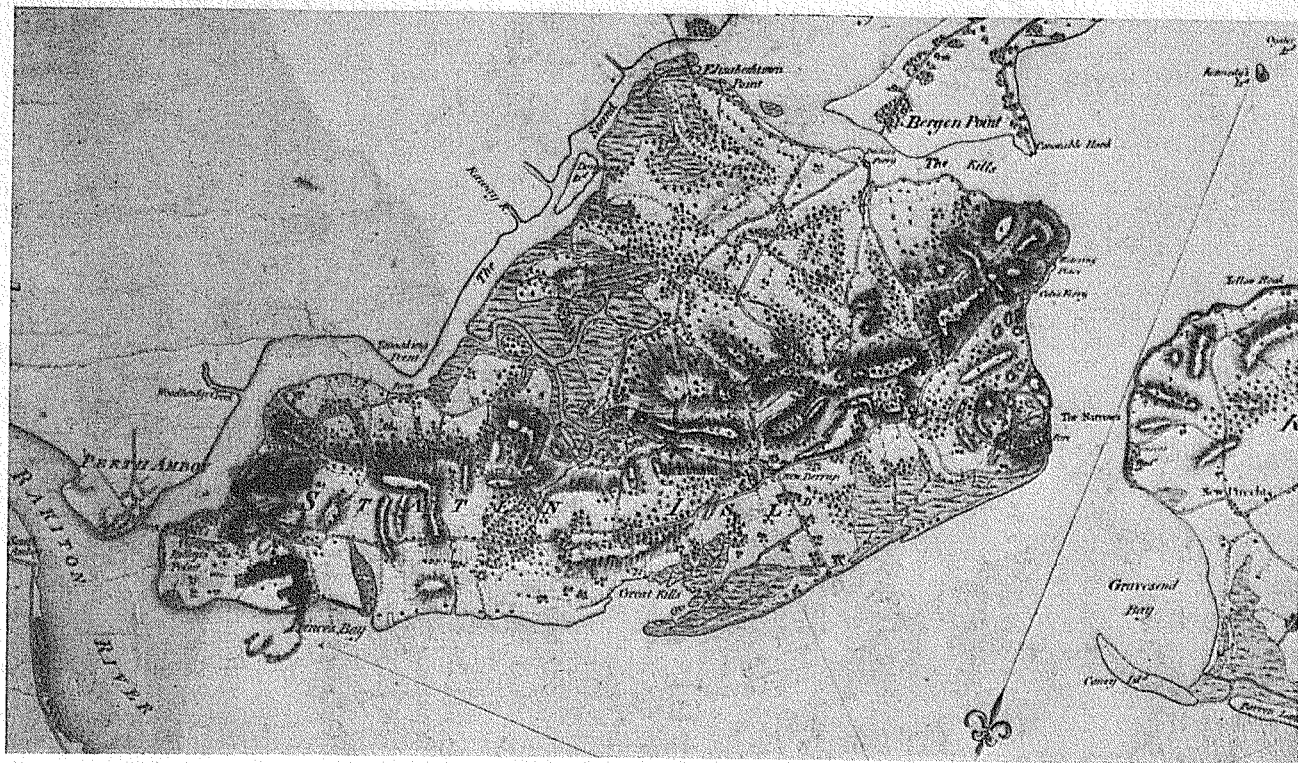
1. Purviance Papers, MdHS.

JOSEPH HEWES TO SAMUEL JOHNSTON ¹

[Extract]

Philadelphia 8th July 1776

Dear Sir I have received your favors of the 23d of May, 6th & 11th of June, the first of these came last to hand, I have not had an oppertunity to



Staten Island, New York.

forward your Letter to Elmsley, Tryon is not to be trusted with it, I shall send it by some Vessel bound to France or Spain, I cannot find out any other way of conveyance, and that is precarious,

I received a Letter from your Committee of Secrecy War and intelligence respecting the expediency of Fortifying the harbour of Cape look out, I laid the matter before a Committee of Congress appointed to consider what places were proper to be Fortified. but before they consider & make report thereon it is absolutely Necessary they should have a plan or Map of the harbour with proper explanations and discriptions, these should be taken by an engineer on the spot who should form a plan of the Fortifications necessary to be made and the expence that would attend it, I have wrote to Mr. Harnett [Cornelius Hartnett] twice on this subject, but as I have reason to believe many Letters miscarry I now mention the matter to you, in hopes you will endeavour to prevail on the Council of Safety to get the matter done as early as possible. I find a disposition in most of the Members of Congress to grant to our Province all that can be reasonably expected, it is not in their power to assist us at present with Cannon but as several Forges are beginning to Cast twelve & eighteen pounders I hope towards Winter they will not only have it in their power but be heartily disposed to assist us with [some] heavy pieces to put into such places as may be thought Most advisable, this is all you can expect, it is all that is done in the like cases. . .

My friend [John] Penn came time enough to give his vote for independence, I send you the declaration inclosed, all the Colonies voted for it except New york, that Colony was prevented from Joining in it by an old Instruction, their Convention meet this day and it is expected they will follow the example of the other Colonies. . .

. . . all the Regiments on Continental pay that were raised in this Province are now at New York and on the lakes, Six thousand Militia from this province & three thousan[d] four hundred from Maryland will march in a Few days towards New York, the Jersey Militia are all in Motion. . .

Our Northern Army has left Canada and retreated to Ticonderoga and Crown Point, Several Regiments had not well men enough to Row the Sick over the Lakes, men were draughted from other Regiments to do that Service, in short that Army has melted away in as little time as if the destroying Angel had been sent on purpose to demolish them as he did the Children of Israel, we are endeavouring to get the Lakes fortified in the best manner we can to prevent [John] Burgoyne from passing them and entering the Colonies on that scale,

A paper has been privately laid on the Congress Table importing that some dark designs were forming for our destruction, and advising us to take care of ourselves, some were for examining the [cellar] under the Room where we sit, I was against it and urged that we ought to treat such information with Contempt and not show any marks of fear or Jealousy, I told some of them I had almost as soon be blown up as to discover to the world

that I thought myself in danger, no notice has been taken of this piece of information which I think was right.

Joseph Hewes

1. Charles Roberts Autograph Collection, Box 1, HCL.

DIARY OF CHRISTOPHER MARSHALL ¹

[Extract]

[Philadelphia] July 8th 1776

warm Sun Shine morning at 11 went and meet Committee of Inspection at Philosophical Hall, went from there in a body to the Lodge, Joined they Committee of Safety (as Called) went in a body to State house yard where in the presence of a great concourse of people the Declaration of Independancy was Read by Jon Nixon the Company declared their approbation by 3 repeated huzzas, the Kings arms was taken down in Court room State house same time, from there Some of us went to B. Armitages tavern stayd till one. I went and dined at Paul Fooks. layd down there after dinner till 5. then he & the French engineer went with me on the Commons, where the Same was Proclaimed at each of the 5 Batalions . . . there was bonfires ringing bells with other great Demonstrations of Joy upon the unanimity & agreement of the Declaration &c

1. Diary of Christopher Marshall, HSP.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]

Philadelphia 8th July 1776

My Dear Sir, Yours of the 24th ulto I've rec'd – it grieves me that the frigates cannot begot to sea, which I am sensible they might before this, had proper attention been paid to cannon in season. I have been a long time endeavouring to draw the attention of the Committee to the regulation of the Navy but hitherto without Success; the present establishment certainly needs amendment, but business is so exceedingly pressing that it's impossible to form a judgment when it will be done; in my opinion a purser is a necessary officer, but as no provision is made for a purser, I think it necessary you should appoint a Steward. I submit it to you whether it would not be best to appoint a man that would do for a purser, as the wages at present are much higher than will be allowed for Stewards if Pursers are established . . .

Govr [Stephen] Hopkins who has the direction of matters respecting the cannon at Providence, promises me that he will order the cannon for the *Rawleigh* to be sent from thence immediately, provided the Committee there think that the furnaces will be able to cast more for those ships by the time they will be ready to receive them – so you may expect to hear from thence on this subject.

1. William Whipple Papers, Force Transcripts, LC.

CAPTAIN WILLIAM HALLOCK TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen

Cape May Road 8th July 1776

I herewith send you Inclosed an accot of a couple articles saved by El-

lias Hughes out of Brig *Nancy* which I have had apprised but having no orders how to settle with him, begs you'll have it adjusted according to agreement, or let me know how I am to proceed, likewise several accts & Charges which occurred in getting the Powder &c from the *Beech* to the *Main* & Carting it Cross the Country to put on Board the *Wasp*, which you'll Please to direct how I am to discharge.

I further Inform you that after the delivery of the Wreck &c into my Care; Captain [Hugh] Montgomery took the Liberty to allow George Taylor to go to the *Beech* & take what of the Wreck he Could get, the said Taylor went with a number of hands & Quoid up the Rigging that the Captains, Wicks [Lambert Wickes], Barry, & myself saved the day before; next day by my orders, the Master & Six hands went over in my Boat, with the Mate & two hands belonging to the Brig *Nancy* with their Long Boat, in order to bring off all the Rigging, my Boat took in all the Rigging & Guns on the Sound side which Loaded her, the Mate & People refusing to take in the Rigging on the Sea Side & accordingly the Mate Sold it to the said George Taylor for Six Pounds – Contrary to my orders, said Taylor brought over a quantity of that rigging which he sold for £11-13s-9d besides sending up to Philadelphia a Considerable Quantity in Ezekial Stevans & John Connors Boat:

Gentlemen You'll please to excuse my troubling you with affairs which perhaps you are not Concerned in however I know of no other. to apply to – Capn Barry Sail'd the 5th Instant for Egg Harbour to Heave down we have every day since seen Eight & Nine Sail in the Offing at present three in Sight I am Gentlemen [&ca.]

Will^m Hallock ²

1. Committee of Safety, Navy Papers, Pa. Arch.

2. Captain of the Continental sloop *Hornet*.

MARYLAND COUNCIL OF SAFETY TO STEPHEN STEWARD ¹

No 8

Sir The Council of Safety will take Mr Sprigg's Vessel, if you are of opinion, that she will make a fast sailer, draw little water, and suit this Province as an armed vessel, of which please to advise us in Writing, and request she may be got ready with the utmost dispatch – we hope and expect a fortnight will compleat her – when can you Set off for the Eastern shore to examine the vessels, which are offered as suitable for the purpose? – we want them. – you promised to be with us on Friday, but we did not understand, whether you could immediately go over the Bay. – this matter requires dispatch, and we beg your immediate answer; if you can go, we shall be much pleased – if you cannot go, do you know any one, who would be proper to send on that Business? We are [&c.]

[Annapolis] 8th July 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO CHARLES RIDGELY AND JOHN WESTON ¹

No 11.

Sir, We have immediate occasion on account of the Province for some Swivels and small Cannon from four Pounders downwards, and shall (as we are informed your Furnace is in Blast), be very glad to know whether you can cast them. If you can, be pleased to let us know the Terms, and by what Time you can furnish us with them. We are [&c.]

[Annapolis] 8th July 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

MAJOR GENERAL HENRY CLINTON TO LORD GEORGE GERMAIN ¹

Camp on Long Island Province of S. Carolina

My Lord,

July 8th 1776

A few days after I had dispatched my letter to your Lordship of the 3d of May, informing You of the arrival of the Fleet in Cape Fear river, (a duplicate of which is herewith annexed) The *Nautilus* Sloop of war arrived from the Northward, and brought me a letter from Major General Howe dated at Hallifax, from whom I had not heard for four months before, his dispatches by the *Glasgow* man of war having been thrown overboard in an engagement with the Rebel Fleet.

From the general purport of Genl Howe's letter, it did not appear that he expected or called upon me for any immediate assistance at the opening of the Campaign, nor did he name either the time or place of joining him, but rather seemed on the contrary to intimate his wishes that some operations might take place in some of the Southern Colonies, and pointed out Charles Town in the Province of South Carolina as an object of importance to his Majtys. Service.

Previous to the receipt of this letter my intentions were, as your Lordship will have observ'd, to have proceeded to Cheasapeak bay, but having received some intelligence at that time that the works erected by the Rebels on Sullivan's Island (the Key to Charles Town harbour) were in an imperfect and Unfinished state, I was induced to acquiesce in a proposal made to me by the Commodore ² to attempt the reduction of that Fortress by a Coup de main; I thought it possible at the same time that it might be followed by such immediate Consequences as would prove of great advantage to His Majesty's service. I say immediate My Lord! for it never was my intention at this season of the year to have proceeded further than Sullivan's Island, without a Moral certainty of rapid Success.

With this object in View we sailed from Cape Fear on the 31st of May and within a few leagues of Charles Town were joined by the *Ranger* Sloop of war with the remainder of the Transports from England belonging to this Fleet; by which Conveyance I received your Lordships dispatches of the 3d of March signifying to me his Majesty's Pleasure "that if upon the arrival of the armament at Cape Fear I should be of opinion upon a mature Consideration of all circumstances, that nothing could be soon effected that would be

of real and substantial Service and Advantage, or that the making any attempt would expose the troops to great loss from the season being too far advanced, and that there would be a hazard of disappointing the service to the Northward, that I do in that case proceed immediately to join Majr General Howe with my whole Force, leaving however a Regt or two if the purpose therein referred to could be effected," and being of opinion that the object before me came within your Lordships description, and might be soon accomplished, I came to a determination to proceed.

Unfortunately, delays of various kinds have intervned, some occasioned by Contrary Winds and Storms, and other Circumstances, so as to protract the Movements of the Fleet, to a much more distant period than was at first expected, and to forebode that the operations of the army would be Converted from a Coup de main, to something too much like a formal seige.

By these delays difficulties were daily increasing upon me, however upon weighing every Circumstance, Lord Cornwallis agreed with me in opinion that he could not more effectually Co-operate with the intended movements of the Fleet than by taking possession of Long Island which was represented to Communicate with Sulivan's Island by a ford passable at low water, and with the main by creeks navigable for boats of draft; this was accordingly done and our whole force assembled there on the 18th of June excepting a few recruits, who were left on board the transports by way of deception.

It became Naturally our first business to ascertain the ford and its situation, but to our Unspeakable Mortification the channel which for some time before was reported to have been only 18 inches deep at low water, was now found to be 7 feet, a circumstance we are told Not Uncommon on this sandy Coast; by this discovery your Lordship will perceive that our operations from Long Island were rendered limited and Confined, and altho' my situation gave Jealousy to two different objects, the Main and Sulivan's Island, as I had not boats for above 6 or 700 men I was reduced to one attack, without being able to favour that by any diversion on the other.

Thus circumstanced I took the first opportunity of acquainting the Commodore, that from this discovery I was apprehensive that it would not be possible for the troops to take the share in the attack I once flattered myself they would have been able to have done, still however assuring him that whenever he should think proper to begin his attack I would make every possible diversion in his favour or send him two Battallions to act on his side in Case he and the Genl Officer appointed to Command them, should be of opinion they could be protected in their Landing and employed to advantage; in answer to which it seemed to be Understood that I should give the best support I could and we waited only for a Wind to begin the attack.

At this time tho' the Rebels had an entrenchment and battery on that point of the Island on which I intended a landing I thought such a disposition might be made with the light ordnance I had on shore as would dislodge them and cover the landing of the troops, but Unfavorable Winds,

preventing the attack of the Fleet for four days, they removed from this Station and took up some strong ground 500 yards back in a much more extended Front, than the narrow Spit of sand on which they had first placed themselves, having a battery on their right a Morass on their left, razing their former work and making it a Glacis or esplanade to that more retired; this my Lord defended and sustained by 3 to 4000 men had a formidable appearance, and such a one as a small army in boats advancing singly through a narrow channel Uncovered, Unprotected Could not attempt without a manifest Sacrifice; my attentions were therefore drawn towards the Main, to make an attempt on Hedrall's point³ by landing within 3 miles of it, I accordingly made my request to the Commodore that some frigates might be directed to cooperate with me in that attempt to which he assented, but as my Movements depended in great measure upon those of the Fleet it was impossible to decide positively upon any plan.

It was about eleven o'Clock in the Morning on the 28th of last month, when we discovered the Fleet going upon the attack of the Fort on Sullivan's Island, but as when they brought up they did not appear to be within such a distance, as to avail themselves of the fire from their tops, grape Shot, or Musquetry, I was apprehensive No impression would be made upon the Battery; I likewise saw that the 3 Frigates supposed to have been destined to cut off the Rebel communication with Hedralls point, and favour my attack on it were aground immediately after the 4 leading Ships had taken their Stations.

I made every demonstration every diversion by Cannonade, while the Sands were Uncovered, I ordered small armed Vessels to proceed towards the point of Sullivan's Island, but they all got aground; The troops were disposed of in such a manner as to be apartée to attempt a landing either on Sullivan's Island or the Main as circumstances during the attack should appear to make necessary;

The Cannonade of the Fleet continued without any favorable appearance till night; expecting however that it would be renewed in the morning, I made the best disposition I could of the small ordnance we could Collect to enable me if necessary whilst the tide suited to have made one effort on Sullivan's Island; an attempt Contrary I must Confess to every Military principle, and Justifiable only in Cases of the success of the Fleet or its distress, to support the one or relieve the other; But at day brake to our great Concern we found the fleet had retired, leaving a Frigate aground, which was afterwards burned;

In this situation any feeble effort of ours would answer no good purpose, and finding that the Fleet had suffered a good deal, and that the Commodore had no intention of renewing the attack, I proposed to him that as soon as possible I might proceed with the troops Under my Command to the Northward, they are Now in great health, but I fear would not remain long so in this Climate. we shall sail in a few days for N. York where I hope they will arrive in good time to do that service which from a Variety of

difficulties they were prevented from rendering here. I have the honour to be with great respect My Lord [&c.]

H Clinton

[Endorsed] R[ecieve]d 21st Augt 1776 By Mr Reeves – Ent[er]e]d

1. PRO, Colonial Office, 5/93, 947.
2. Commodore Sir Peter Parker.
3. Haddrell's Point.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Bristol in Five Fathom Hole

Sir

8th July 1776 off Charles Town. –

I am Honoured with your Letter of Yesterdays Date, and as soon as the Transports that are to carry the first Brigade are Watered, They shall be Ordered over the Bar, and proceed to Spences Inlet. I have the Honor to be Sir [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.

GEORGE LAWFORD TO VICE ADMIRAL JAMES YOUNG ¹

Sir

English Harbour Antigua 8th July 1776

His Majesty's Ship *Argo* (whereof I am Purser) being Ordered to Victual and be got in readiness to Sail for England (on Account of the bad Condition she is found to be in) I request the favour you will please to permit me to Resign the Pursership of the *Argo*, in Order to Continue your Secretary; during the time of your Command. I am with the greatest respect, Sir [&c.]

Geo: Lawford

1. PRO, Admiralty 1/309.

9 July

MACHIAS COMMITTEE OF SAFETY TO THE MASSACHUSETTS GENERAL COURT ¹

[Machias] July 9, 1776.

To the Honble Council & The Honble The House of Representatives of the Colony of the Massachusetts Bay

We the Committee of Safety for Machias, beg Leave to Acquaint your Honours that on Saturday Last came into our Harbour the *Viper* Sloop of War, & She has taken five fishing Vessels, Two of which had about one hundred Quintals of fish Each, all which Vessels were taken as they were passing by our Harbour bound home. & said Man of War after Tarrying here Two days sailed for Annapolis Royal with her prizes where the Ship *Marlin* of Eighteen Guns Lyes. there to fix out one or two of the schooners for Tenders to Cruize upon the Shore for three Months to pick up Every Vessel that passes. her station is as we are Informed by Mr Ralph Hacock from Mount Desert to Granmenan. Mr Hacock was Master of one of the Vessels Taken. owned in this place and the Capt of the *Viper* gave him

Leave to Come on shore by his pleading the great necessity of his family. and Mr. Hacock gives further Information that the *Viper* mounts Ten guns six pounders. and Twenty swivels. & has one hundred & Thirty Men. but have been at Two thirds allowance all their Cruize. We would Inform your Honours that had the Machias privateers been here we would have Tryed to have taken the *Viper* but being destitute of any such assistance we Lye Almost at the Mercy of our Enemies. if we cannot pass with our Vessels we cannot maintain our families but a short time in this place. Therefore we beg that your Honours would take our Difficult Circumstances into your Consideration and Grant us such Relief as you in your Wisdom shall think proper and we the Committee as in duty bound will Ever pray

By order of the Committee

Benja Foster Charn

1. Baxter, ed., *History of Maine*, XIV, 358-59.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Tuesday July 9th 1776

A Form of a Register, draughted by Mr [Richard] Derby for the Schooner *Diligent* Duncan Campbell Master & Owner be a form for all Future Registers – Vizt

LS Jurat — Duncan Campbell of George Town in the County of Lincoln & Colony of Massachusetts Bay Mariner – That the Schooner *Delight* Whereof the said Duncan Campbell is at Present Master, being a Square Stern'd Vessell, of the Burthen of About One hundred & Sixty One Tons, was built at George Town in the County & Colony aforesd in the Year of our Lord, One Thousand Seven hundred & Seventy five — And that he the said Duncan Campbell — at present Owner thereof and that no Foreigner directly or indirectly hath any Share or part or Interest therein — ²

Dated at Watertown the fourth day of July in the Year of Our Lord, One Thousand Seven hundred & Seventy Six —

By Command of the Major part of the Council —

— A Depty Secry —

The Petition of Lemuel Williams of Dartmouth Humbly Sheweth —

That your Petitioner together with several other Persons his Partners have at their own expence, fitted an Armed Sloop Call'd the *Warren* for the purpose of making reprisals on the Enemies of the United Colonies of North America, Agreeable to the Laws & regulations of this Colony which Vessell is now near ready for Sailing your Petitioner Humbly prays that John Phillips of Dartmouth be Commissiond Capt of the sd Arm'd Sloop, and your Petitioner as in Duty Bound shall Ever pray — sd Sloop is 60 Tons Burthen Carry's Six guns & fifty Men— Lemuel Williams

Bonds given recorded page 60 — ³

Instructions to Capt. John Fisk Commander of the Sloop *Tyrannicide* Vizt

The Sloop *Tyrannicide* under your Command being in all respects equip'd in Warlike Manner and being also well & properly man'd so as to

enable you to proceed on a Cruise – You therefore are directed Im-
[mediate]ly to proceed on a Cruize not only against our Unaturel Enemies
but Also for the Protection of the Trade of the United Colonies, and you
are directed not to Cruise, Untill the further order of the Board, further
East than the Island [Sable] on the Coast of Nova Scotia, nor further south
than the Lattitude of 35 North nor further West than the Shoals of Nan-
tucket unless forced so to do by Stress of Weather Allways Using every Nec-
essary Precaution to prevent the Sloop under your Command from falling
into the hands of the Enemy –

And whereas you have receiv'd a Commission by Force of Arms to attack
Seize and take on the High Seas all Ships & other Vessells belonging to the
Inhabitants of Great Britain, or Others Infesting the Sea Coast of this Conti-
nent, you are therefore Punctually to follow the Instructions already Deliv-
er'd you for regulating your Conduct in this Matter & in all things Conduct
your Self Consistent with the trust reposed in you.

1. Mass. Arch., vol. 19, 65, 67–68.

2. It is not clear whether the schooner's name should be *Diligent*, as stated in the preamble, or
Delight as stated in the register.

3. See Journal of Massachusetts Council, July 5, 1776.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] Tuesday, July 9th, 1776

Voted, That Capt. Niles be allowed one and a half per cent. on his
purchases and payments of his crew &c. on board the schooner *Spy*.

1. Hoadly, ed., *Connecticut Records*, XV, 470–71.

GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL ¹

[Extract]

Head Quarters New York 9th July 1776

Sir, . . . We have Intelligence, that may be relied on, of Lord Howe's
being on his passage for this place with a large Fleet and about 15,000 Men,
and is hourly expected. By several deserters from Staten Island and the
Ships of War, whose Accounts all agree, that Genl [William] Howe pro-
posed no Attempt on us, till the Arrival of this reinforcement, when it is
said with a part of his Army, he will make a descent on the Jersey side,
while the Fleet and other part of the Army in Conjunction, attack this
City. To oppose this force, in which the Ministry put so much Confidence,
I think it necessary to exert our every Nerve, and by defeating their Views
this Campaign, be enabled to meet them with double advantage the next;
should they think proper to pursue their unwarrantable measures; I hope
the good people of your Colony, or State, will be ready, on all occasions, to
fly to our Assistance if needed, I have a Confidence in and doubt not they
will be ready and willing.

To prevent the Enemy from obtaining fresh provisions, is a Matter
highly necessary to be attended to. I am informed that there are great
Quantities on the Islands in the Neighbourhood of New London, Vizt Fish-
ers, Block, Plumb & Elizabeth, Islands and Martha's Vineyard; these are

accessible to Ships of force, and no doubt, they will soon be on a plundering Voyage. I could wish your Attention to this Matter, that the Stock might all be removed quite out of reach of the Enemy. The East end of Long Island, I am told, is not less exposed than the others; I think effectual Steps will be taken in regard to that, as I have had a Conference with the Convention of this Province, and an order has gone out for driving all the Stock from the Sea Coast.

In conference, of a full Board of General Officers yesterday, it was recommended, I should apply to your Honour for the three Row Gallies, lying now at New London, or in the River, together with as many heavy Cannon as you can possibly spare, they are what will be much wanted here; and if you find it consistent, would Beg you to forward them as soon as possible . . .

1. Washington Papers, LC.

GEORGE WASHINGTON TO MAJOR GENERAL ARTEMAS WARD ¹

[Extract]

New York, July 9, 1776.

Sir: The inclosed Declaration will shew you, that Congress at Length, impelled by Necessity, have dissolved the Connection between the American Colonies, and Great Britain, and declared them *free and independent States*; and in Compliance with their Order, I am to request you will cause this Declaration to be immediately proclaimed at the Head of the Continental Regiments in the Massachusetts Bay . . .

You will also perceive, that Congress have resolved, that the Arms taken in the Scotch Transports should be sent here. The President informs me, he has wrote to the Agents respecting them; but as I presume they are in your Possession, or in some of the Stores by your Order, you will have the Whole of them forwarded with all possible Dispatch, in the usual Rout and with necessary directions.

1. Fitzpatrick, ed., *Writings of Washington*, V, 242, 243.

DAIRY OF ENSIGN CALEB CLAP ¹

[New York]

July 9th several Frinch Gentlemen have been at the Generals, and have been to the Congress, and are now come back to the General It is Reported that we may depend on their Assistance by Sea,

The Enemy Expect A reinforcement of 12 thousand every day, but whether it may be soon or not we cannot determine, the deserters that have come from them latly bring news that they are 9 thousand Strong now, but we dont Cridit their Report -

We expect Manly in soon with a 34 Gun Ship, besides A number of small Privateers to the amount of 80 or more.

their is now several small ones, that Cruce round here A Nights to watch the movements of the Enemy and see that the Tories do not go aboard which are very suspicious they wait for an oppertunity, Scarcely a day but what some desert from the Enemy, either from the Navia, or Regulars -

several New England men that have been taken, some that have been with them 3 Years, and they improve every opportunity of deserting that favours July 9th this day the Declaration of the Independant States of America was read at the Head of the Brigade after which a part of the 80 Psalm was sang, and then Mr [Abiel] Leonard made Prayers, after that the whole Brigade give three Cheers

1. *The Historical Magazine*, 3rd series, III, 137-38.

MAJOR CHARLES STUART TO HIS FATHER, THE EARL OF BUTE ¹

Staten Island, New York, July 9, 1776

We left Halifax on the 10th June, and after a very tedious passage arrived at Sandy Hook on the 29th June.

Preparations were immediately made for landing on Long Island and taking possession of a Hill which the enemy had strongly fortified - with judgement, as it commanded Brooklyn's Ferry and the town of New York.

As we knew there were a number of the Rebel Troops upon this Island, and that in all probability they would oppose our landing, it was thought necessary to land the army in three divisions, the first consisting of our Corps of Grenadiers, the Lt. Infantry, and First Brigade under the command of Ld. [Hugh] Percy, Gen. [James] Robertson, and Brigadier Gen. [Alexander] Leslie, with 8 pieces of cannon; the other Brigades were to land in the same order under their respective Generals.

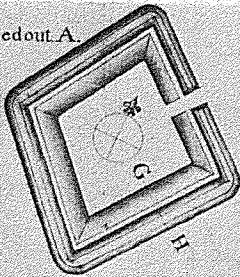
Owing to representations made by General Robertson the plans were changed. We received order to sail on the 1st July for this Island (instead of Long Island). Sandy Hook is just 6 miles from New York, and is itself a small sandy peninsula, very low, which forms a harbour in the Jerseys; in order to go to the town you must pass through a passage about a mile in breadth, formed by Long Island on the right and Staten Island on the left, on both sides very commanding ground, which we supposed they had fortified. This they call the Narrows.

On the 2nd July we passed them, convoyed by the *Phoenix*, *Rose*, and *Greyhound* Men of War. Fortunately we were deceived, the enemy had no cannon upon these posts; had they, we must have been annoyed most prodigiously, for the wind, not being favourable, we were three hours passing them. We were ordered to land at the Watering-place, which the Grenadiers and Lt. Infantry did without opposition, and remained the whole night under arms.

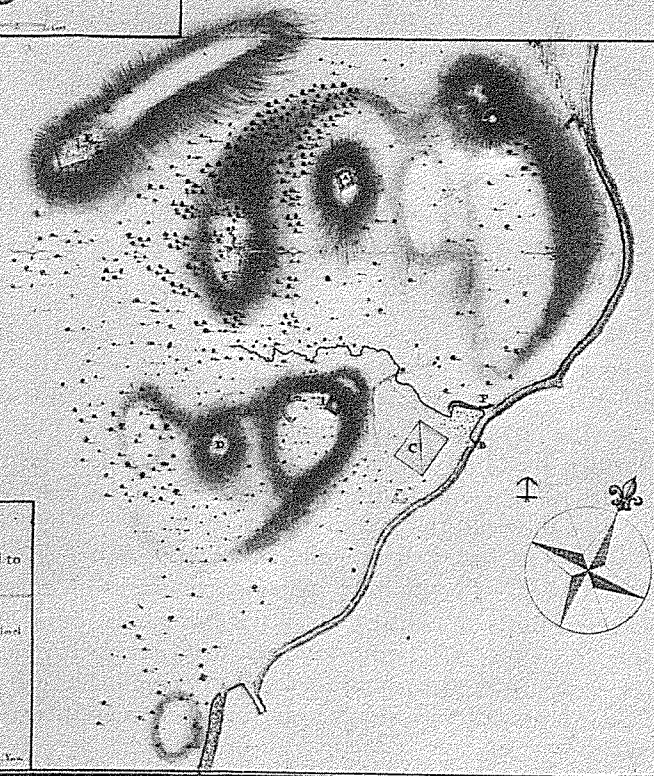
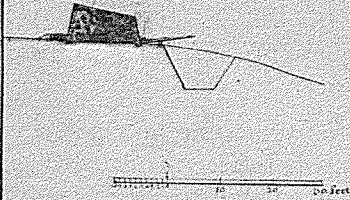
The next morning we were canted in the Villages, and the inhabitants received us with the greatest joy, seeing well the difference between anarchy and a regular mild government; it is supposed we shall stay here, making frequent excursions into the plains.

Our situation is by no means despicable; we are in the most beautiful Island that nature could form or art improve, we have everything we want, and six or seven deserters come every day either from Long Island or the Jerseys who bring intelligence that the rebels are very discontented, but there is no believing these poor deluded wretches.

Plan of the Redout. A.



Section through. G. H.



DRAUGHT

of the Watering place, & Redoubts constructed to defend it. 15th July 1776.

REFERENCES

- A. Redoubt. B. Watering place.
- C. D. Artillery Camp. D. Right one level with the Redoubt. E. Ground on which the Redoubt is to be built.
- F. Intrenchments of the Rebels to prevent the Rebels' Ships Watering.
- I. Posters Lodgment. K. Rebels Lodgment.

Watering Place and Redoubts on Staten Island.

They likewise say that Carleton's army is at Fort Edward, which is only 50 miles away from New York.²

Only six Companies of the Highlanders are arrived, and from the manner they separated at sea we fear much for them; of those transports that were taken off Boston, one made resistance till Major Menzies was killed and Col. Campbell and several officers of the 71st made prisoners.

There is a report that Washington has left New York with 15,000 to go to the Southward.

General Clinton we have no certain news of; we heard that Sir Peter Parker had landed him up Charles River; if so, he will lose half his army with distempers occasioned by the severity of the heat and dust. He has positive orders to join this army, but he is fool enough to disobey and command an army when he is incapable of commanding a Troop of Horse.

The heat here is insufferable, and I fancy it is that that gives me violent pains in my stomach, which distresses me exceedingly. An active campaign will, I hope, cure me of it.

1. *Letters of Charles Stuart*, 9-10.

2. Guy Carleton's army was still in Canada, and never did get to Fort Edward in 1776.

BRIGADIER GENERAL HUGH MERCER TO GEORGE WASHINGTON¹

[Extract]

Amboy 9th July 1776

Sir Nothing extraordinary has happened here, The Frigate that appeared yesterday under Sail standing towards the Town is now out of View - supposed to be in Princes Bay - At this Post & the Blazing Star are posted about 1000 of the N Jersey Militia - They begin to be so anxious to return to their harvest, under the apprehension of their familys being without support, if they continue longer that I have permitted a Draft from each Company to be discharged - about 200 in all - and have assured the others they shall be releivd when the Pensyla Militia arrive -

Ten or Twelve days hence the Harvest I am told will be secured; when it is so; the Militia will return On duty with pleasure & in the mean time will assemble at the first Summons - . . .

1. Washington Papers, LC.

CAPTAIN THOMAS CREGIER TO THOMAS RANDALL¹

Worthy Sir -

Shrewsbury Town, July 9th, 1776.

After my due respects to you and your Honourable House, I am to inform you what has brought me to this place. You must in the first place know, my business here is to draw on you for some cash, which Mr. John Murr[ay] has supplied me with, sixteen pounds sixteen shillings, on account of your schooner *General Putnam*, for which I have given a bill payable at three days' sight, which I hope will meet with honour. I should not have come thus far, but understand at Squam Inlet, where I left my vessel this morning, that there was a letter here for me from you, I thought proper to come myself, but cannot find any; here was a letter for me, but it has been intercepted.

Sir, on the fifth of this instant being about 9 miles distance to the SE. of Egg Harbour, I saw two sail standing to the northward; I then gave them chase; the wind being light, I got out my oars, and rowed until three o'clock in the afternoon, when the wind came to the SW.; after eleven hours' chase, I drew near them; I then shortened sail and got all clear for action; at 4 in the afternoon I got within 170 yards of the sternmost ship in order to board her, but she putting her helm hard a starboard, hauled up her ports, gave me her whole of ten guns: she proved to be a ministerial pirate of 20 guns. I hauled my wind in for the shore, she did the same, and continued firing without intermission. When I was within 400 yards of the shore, I made a small tack, but she being very near me I received her whole broadside, at which I hove about and ran ashore, about 40 yards from Squam Inlet. I then got all my arms and ammunition on the beach, and the ship came to anchor about a quarter of a mile from us, and began a heavy firing upon us; at last, she hoisted out two barges and manned them with about 50 men; but as they approached the shore, we handled them so roughly that they were obliged to make a scandalous retreat. She continued her fire until dark, when she weighed, expending upwards of 400 weight of powder. I had 17 large holes in my mainsail, and some shot in my hull. When the tide made, I got my vessel into this inlet, where I will repair as soon as possible, and hope to pay the pirates for their usage. I am [&c.]

Thomas Cregier.

Thomas Randle, Esqr. Member of the Provincial Congress,
or in his absence, Jacobus VanZandt, Esqr. Member
as aforesaid, in New-York

1. *New York Provincial Congress*, II, 304-05.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Tuesday, July 9, 1776

Resolved, That an order for 10,000 dollars be drawn on the treasurers, in favour of the Committee of Secret Correspondence, for the purchase of two vessels; they to be accountable.

Resolved, That a committee be appointed to settle a cartel for exchange of prisoners:

The members chosen, Mr. [Carter] Braxton, Mr. [James] Wilson, and Mr. [Benjamin] Harrison.

1. Ford, ed., *JCC*, V, 529-30.

JOHN ADAMS TO SAMUEL CHASE ¹

[Extract]

Philadelphia July 9. 1776

Dear Sir. Yours of the 5th came to me the 8th - You will see by this Post, that the River is past and the Bridge cutt away. The Declaration was yesterday published and proclaimed from that awefull Stage, in the State house Yard, by whom do you think? by the Committee of Safety! the Committee of Inspection, and a great Crowd of People. Three Cheers rendered

the Welkin. – The Battalion paraded on the common, and gave Us the Feu de Joy, not with standing the Scarcity of Powder. The Bells rung all Day, and almost all night. Even the Chimers, Chimed Away. . . .

As soon as an American Seal is prepared, I conjecture the Declaration will be Subscribed by all the Members, which will give you the opportunity you wish for, of transmitting your Name, among the Votaries of Independence

The Arms, are taken down from every public Place. The Army is at Crown Point. – We have sent up a great Number of Ship wrights, to make a respectable Fleet upon the Lakes.

We have taken every Measure to defend New York. The Militia are marching this day, in a great Body from Pensilvania. That of Jersey has behaved well, turned out universally. That of Connecticut, I was told last night by Mr [Samuel] Huntingdon, were coming in the full Number demanded of them, and must be there before now. – We shall make it do, this year, and if We can Stop the Torrent, for this Campaign, it is as much as We deserve for our Weak ness and Sloth, in Politicks, the last. Next year We shall do better. – New Government will bring new Men into the Play, I perceive: Men of more Mettle.

Your Motion, last Fall for sending Embassadors to France, with conditional Instructions was murdered, terminating in a Committee of Secret Correspondence, which came to nothing.

1. Adams Papers, MassHS.

COMMODORE ESEK HOPKINS TO CAPTAIN HOYSTEED HACKER ¹

Sir

Philadelphia July 9th 1776 –

I receiv'd yours of the 5th instant and think you are pretty well hemm'd in – think it best you should keep your Vessel in the best posture of defence you can, and asist the Common Cause all in your power with your Sloop – but should it so happen that you can't help falling into Enemy's hands you are to destroy the Sloop rather than let them get her – ²

You will continue thereabouts and do what Service you can until further Orders – You may draw for any Supplys you may want – I am Sir Your Friend &c

E H

To Hoysteed Hacker Esqr Commander of the *Fly* at Brunswick or Amboy.

1. Hopkins Letter Book, RIHS.

2. See order of Hopkins to Hacker, June 14, 1776.

PETITION OF JAMES ROBINSON TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

The Petition of James Robinson Mariner – Humbly & respectfully Sheweth –

That your Petitioner late Master of the Brigintine *Polly* from Hunduras loaded with Logwood & Mahogany was taken the 13th of last April near the Capes of Delawar, by the *Lively* Privateer Schooner fitted out by Lord

Dunmore and Carried to his fleet in Virginia, where he remained Prisoner About two Months; when he was so fortunate as to Make his Escape and a few days a[ft]er arrived in this City. –

That your Petitioner was formerly Master of a Ship of War of Great Britain, on which account he was while a Prisoner in virginia, strongly importuned to enter again into that Service, and had offers of being reinstated in the Same Station; but Conscious of his attachment to the Rights & Liberties of the Country which he has adopted, for the last twenty Years, where he has a Wife and Several Children, he earnestly Wishes for an Oppertunity of using his best Endeavours in rendering Some Services to America. –

That your Petitioner had the Honor of Commanding the Letter of Marque-Ship – *King of Prussia* belonging to this place, when attacked in January 1758 by a French Privateer from Louisburg The Event yet recent with many of the Gentlemen of your Honourable Board. –

Your Petitioner, now presumes with the greatest Respect and Deference, humbly to solicit, that your Honorable Board Would be pleased to appoint him to the Command of one of the Gallies now building, floating Battery, or of any other vessel of war under the Direction of y[ou]r Honourable Board, or otherwise be Pleased to recommend him to The Service of the Congress of the united States of America. –

And your Petitioner will with Gratitude act & Pray &c

James Robinson

[Endorsed]

We the Subscribers have for a long time known the Petitioner Capt James Robinson, and beg leave to recommend him to the Honorable Board as a Person meriting their Notice, and capable of conducting himself in the Station he solicits to the Satisfaction of the Honorable Board and that of the Public. —

Philada July 9th 1776 –

Sam ^l Mifflin	Jo ^s Cowperthwait
Peter Chevalier	Tho ^s Read
Clement Biddle	And ^w Hodge Jun ^r
Dan ^l Clymer	Jn ^o Bayard
Geo. Bryan	Sam ^l Massey
W ^m Bradford	Alexander Gillon
W ^m Heyshan	W ^m Richards
John Wilcocks	Benj ⁿ Harbeson
Tho ^s Bradford	Isaac Melcher
John Phillips	Thomas Canby
Peter Knight	George Douglass
Enoch Hobart	Is. Hazlehurst
Blair MClinachan	Philip Wilson

1. Am 2891 (Provincial Delegates), I, 131, HSP.

ADVERTISEMENT OF SALE OF THE PRIZE SHIP *Juno*¹

On Thursday, the 24th instant July, will be sold at the Coffee-house, at 7 o'Clock in the Evening, the Prize Ship *Juno*, with all her Boats, Tackle and Furniture.² She is a fine new Ship, about 250 Tons Burthen. An inventory of her Stores, &c. will be put up at the coffee-house before the Day of Sale.

[Philadelphia] July 9, 1776

1. *Pennsylvania Gazette*, July 10, 1776.

2. One of the three Jamaica men taken by the Pennsylvania privateer sloop *Congress* and *Chance*.

"EXTRACT OF A LETTER FROM PHILADELPHIA, DATED JULY 9."¹

Capt. Martin in a brig from—, is arrived on the coast. He had on board 17 tons of powder and 460 stands of arms, all of which are safely landed.

1. *New-York Journal*, July 11, 1776.

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY¹

Gentlemen/ [Shipyard, Maryland] July the 9, 1776.

I have yours of yesterday with a list of Vessels. There is many People that have Vessels would be glad to get your Money for them, wether they ware sutebel for your use or not. Will have as fine a Vessel of our own, as almost any in this Bay, and gos pretty fast. I want to sell her very much but am afraid she would not answer the end you want her for. Mr Spriggs now gos fast and will carklated to be lenthen'd by putting 10 feet in her. She will draw but litell water, and I think will go very fast, but I may be mistaken in her Sailing tho she certainly sails fast now. I will be off on Friday, and go to Baltimore for you or the Eastern Shore tho your business requires my being in the yard. I will do what you think most advantages for the Province. I think to get Capt. [John] Kilty to go to the Eastern Shore and will git him to come up with me for that purpos. I se the most of those Vessels you send a list off must be in Nanticoke and Wicomico as these two Rivers are block't up how are you to get them out if they shuld sute your purpose. John Ball has aplied to me for to get the building one of the Row galleys which I have no objection to. If you think well off it. The more of them that are abuilding in one yard the more hands will be employed, therefore wee shall bee beter ab[le] to protect them from the enemy tho I should be glad Mr Ball and Every honest man should have part of the Province business.² I am Gentelmen [&c.]

Stephen Steward.

1. Correspondence of Council of Safety, Md. Arch.

2. The Council on July 12 requested Captain Kilty and John Bull to examine vessels for sale on the Eastern Shore. *Ibid.*, Council of Safety Journal, 29 August 1775 to 20 March 1777.

DEPOSITION OF JOHN RUMBLEY¹

John Rumley deposeth and saith that he was taken by a Tenders boat

on the Shore of Spring Island, that while he was on board the Tender he saw a Boat standing out of Hoopers Straights directly for the Tenders in Company with that which this deponent was on board of, that the said boat continued to course directly on board on of those tenders and it appeared to this Deponent to be the voluntary act of those on board said Boat to go to the Tenders, as there was not a gun fired at them, or any measures taken by the Tenders of sending a Boat, or using any other means to bring said Boat to them; that the sd boat getting alongside of one of the Tenders, he knew it to be Basil Clarkson's boat, and that sd Clarkson and three other persons were in her. all of whom got on board the Tender; that soon after Clarkson and his Company boarded the Tender, this deponent heard men on board the several Tenders hail each other, and say that the *Defence* was laying off Hoopers Island, and that Basil Clarkson and a certain John Baptist told them so, which sd Baptist and two others who went on board the Tender when Clarkson came off from them in his boat about one hour & a half after his going on board, and further saith not.

Taken before the Committee of Observation for Dorchester County this ninth day of July Anno. Dom. 1776.
[Cambridge, Maryland]

Signed p order Jno C. Harrison Clk.

1. Browne, ed., *Arch of Md.*, XII, 18.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

July 1776 At a Single Anchor at Gwin's Island in Virginia
Monday 8th at 6 in the morning the *Fowey* weighed by order to protect
the entrance of the Haven.
Light breezes and clear weather, Received all our Marines
on board from the Camp on Gwins Island; and made every
thing ready for the Sea;
Tuesday 9th at 5 in the Morning the Rebels opened Several Batteries on
the Fleet, and kept up a constant fire on the *Dunmore*,
manned all the Boats and sent them to the assistance of the
Fleet to get them out of the enemies fire.
Moderate breezes with small rain, employed Securing the
Fleet,

1. PRO, Admiralty 51/796.

JOURNAL OF H.M. SLOOP *Otter*, CAPTAIN MATTHEW SQUIRE ¹

July [1776] Moored in Gwins Island Harbour Virginia
Monday 8 Found our Sheathing much eat under the Bows.
Mode & fair. P M employed clearing the Ship. The Rebels
opened a Battery of two Guns on the *Dunmore*, by which two
of our Men were wounded onboard & one killed. Do she
slipt her Cables & got away from the reach of the Battery, as
did the rest of the Fleet. Found that the Cannon of the

above Battery, they had opened against us were 18 & 9
P[ounde]rs

Tuesday 9 Hove up & towed farther to the Eastward, as did all the Fleet,
& employ'd in righting Ship & getting every thing on board.
Mode & fair. Employed in getting onboard our Stores & Pro-
visions.

1. PRO, Admiralty 51/663.

COMMODORE SIR PETER PARKER TO PHILIP STEPHENS ¹

Bristol in Five-Fathom Hole

Sir within Charles Town Bar 9th July 1776

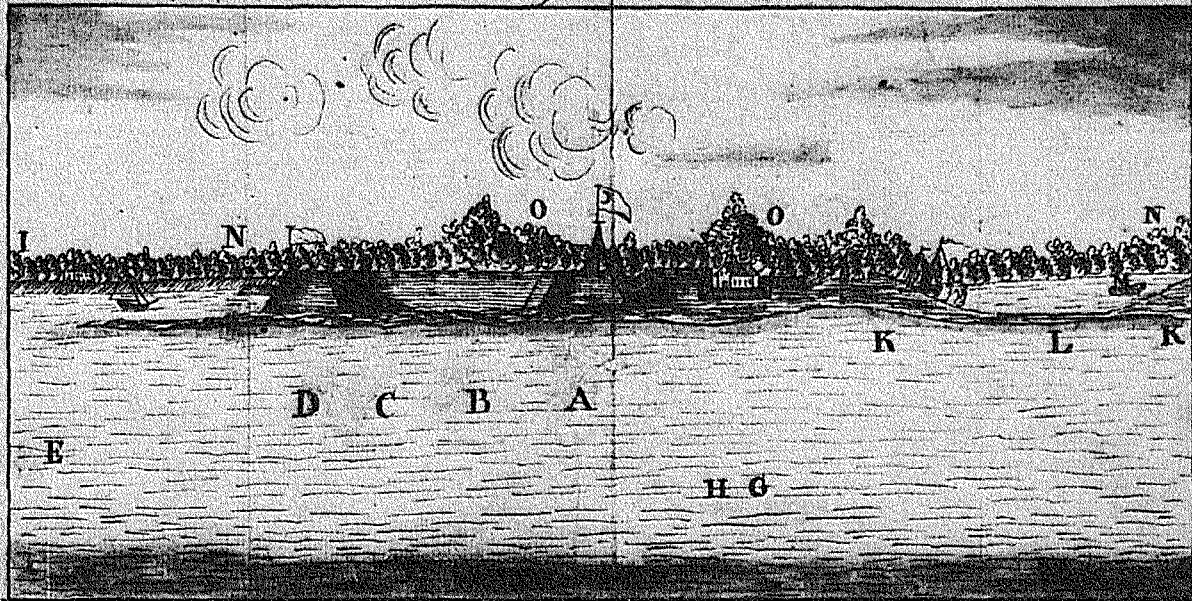
The 19th. of last May I wrote a full account of my Proceedings to that Date – The 26th the *Sphynx* and *Pensacola Packet* returned from Reconnoitring and making Their Observations on Charles Town, the Engineers Report of the State of the Fortifications, and the Works carrying on, added to an Account General Clinton received that the Troops wou'd not be wanted so soon as He expected, made an Attempt on that Place adviseable – The 21st of May the *Sphynx* and *Pensacola* chased a Ship and a Pirate Brig of 18 Guns called the *Comet*; the Brig got over Charles-Town-Bar and Anchored within Gun Shot of the Ship, which They run on Shore; Lieutenant [Toby] Caulfield in the *Pensacola*, mounting only Two Swivels, assisted by the *Sphynx*'s Boats, set Her on Fire, 'tho She was under the Protection of the Brig, a Schooner of Sixteen Guns, and several Armed Vessels, that came down the River to prevent Her from being destroyed, or got off; The Ship was called the *St James*, Captn Wilson, belonging to Bristol, Laden with Rum and Sugar; She Sailed from Jamaica the 27th of April, and was taken the 18th of May, coming through the Gulf Stream by the fore-mentioned Brig commanded by One Turpin – The 22d Lieutenant Caulfield took a Sloop close in Shore and Burnt Her; I have mentioned these Circumstances because Captain [Anthony] Hunt thought it incumbent on Him to write to me, and bestow much Praise on Mr Caulfield on this Occasion – May 30th the Fleet got over the Bar at Cape Fear, and I gave out a Rendezvous by General Clinton's Desire for Bulls Bay, and that Night sent the *Sphynx* and the *Delegate* (a Boat belonging to the General) to look in There, to gain Intelligence.

The next Morning we Sailed, and joined the *Ranger* with Her Convoy, which complete the whole Number of Ships under my Direction, excepting such as Their Lordships have ordered on a different Service. By the *Ranger* I received Their Lordships Instructions of the 8th of last March – June 1st We anchored off Bulls Bay, but not finding the intelligence expected, it was determined to move so soon as possible to Charles-Town-Bar. that Night the *Sphynx* and *St Lawrence* Schooner, and next Morning the *Active* were sent off the Bar, to make observations, and remove any Obstructions that might be laid in our Way – June 2d the *Ranger* and *Delegate* went to Sound the North End of Sullivan's Island and Long-Island as far as the Rattle Snake, and next Day from the Northwt of the Rattle Snake to the North

End of Long-Island – June 3d foreseeing what great advantages might be drawn from Arming the *Friendship*, and having full Authority from the Lords of the Admiralty to Employ Her as an Armed-Ship, I gave Mr [Charles] Hope the first Lieutenant of the *Bristol* an Order to command Her, and I have the Pleasure to inform Their Lordships, that through the Zeal, activity, and good Conduct of Captain Hope, She was of singular Service – June 4th The whole Fleet except the *Ranger* Anchored off Charles-Town-Bar – The 5th the *Delegate* covered by the *Friendship*, sounded the Bar, and Laid down Buoys, preparatory to the intended Entrance of the Harbour to Morrow, by the Frigates – Ordered the *St Lawrence* to join the *Ranger*, and the *Friendship* to proceed to the Southwd of Long-Island – The 6th Directed Captn Wills [Willis] to Place the *Ranger*, *St Lawrence* and *Friendship* where General Clinton thought Proper – The 7th being convinced from the View I had of the Fortification on Sulivans Island, that the *Bristols* assistance wou'd be absolutely necessary, I directed Captn [William] Williams to assemble the Captains of the Squadron and call before Him all the Masters and Pilots for Their Opinion, whether the *Bristol* cou'd be got over the Bar, They having reported, that if She cou'd be brought to 17: feet 6 Inchs She might be got Over, I gave immediate Orders, for Her Guns to be taken Out, and The Ship to be lightened for that Purpose; the same Day, all the Frigates and most of the Transports got over into five Fathom Hole, the *Prince of Piedmont* Victualler struck fast on the Bar, and was Bilged, but all the Provisions were saved; the *St Lawrence* Schooner and Eight of the smallest Transports joined the *Ranger* at Spences Creek, which is to the Northwd of Long Island and the Armed Ship took Her Station off the South End – The 8th a Flag of Truce came off, with a Letter from a Person who stiles Himself Colonel Moultrely, apologising for firing at Our Flag of Truce, that went Yesterday with a Proclamation from General Clinton. June 9th – the General landed on Long-Island with about 4 or 500 Men – The 10th The *Bristol* got over the Bar with some difficulty – 15th Gave the Captains my Arrangement for the Attack of the Batteries on Sullivan's Island, and wrote next day to the General to acquaint Him that the Ships were ready; at 5 this Morning the Boats of the Squadron under the Command of Lieutenant [Anthony James Pye] Molloy of the *Bristol* attacked and forced on Shore, near Stono's Creek a large Sloop mounting ten four Pounders; the Rebels having Scuttled Her, Mr Molloy set Her on Fire, and She Blew up soon after with a very great explosion, being for the most part Laden with Gun Powder, purchased at St Eustatia – June 21st The Armed Ship not being wanted at Long-Island, came into the Harbour; made the Signal to Unmoor, to cause a Diversion, 'tho the Wind was contrary, imagining that Our Troops were engaging the Rebels, at the North End of Sullivan's Island, this Day the General fixed on Sunday the 23d for Our joint Attack. June 23d made a private Signal to the General, that I wou'd go on the Attack at One O'Clock, but the Wind coming contrary, Hauled down the Signal at 11 – The 25th the *Experiment* arrived, and next Day came over the Bar, having been Lightened, and most of Her Guns got Out – At the

same Time made a new Arrangement for the Attack – June the 27th the wind flattering Us, made the private Signal to the General and got under Way, but were obliged to Anchor, the Wind flying suddenly round to the Northward – June 28th ½ past Nine informed General Clinton by Signal, that I shou'd go on the Attack Half an Hour after Ten, I made the Signal to Weigh, and about a Quarter after Eleven, the Ships brought up against the Fort (a View of which I now send You) in the following Order; – The *Active* against the Three Guns on The Face of the East Bastion, *Bristol*, against five Guns in the Curtain and the Two on the Flank of the East Bastion; *Experiment* against the four remaining Guns in the Curtain, and the Two, on the flank of the West Bastion; *Solebay* against the Three Guns on the Face of the West Bastion – The *Thunder Bomb* covered by the *Friendship* brought the Saliant Angle of the East-Bastion to Bear NWBN, and Colonel James, (who has ever since our Arrival been very anxious to give the best Assistance) threw several Shells a little before, and during the Engagement, in very good Direction – The *Sphynx*, *Actaeon*, and *Syren* were to have been to the Westward, to prevent Fireships or other Vessels from annoying the Ships Engaged, to Enfilade the Works, and when, the Rebels were driven from Them, to cut off[f] Their Retreat if possible – This last Service was not performed, owing to the ignorance of the Pilots, who Run the Three Frigates aground; The *Sphynx* and *Syren* got off in a few Hours, but the *Actaeon* remained fast, 'til the next Morning when the Captain and Officers thought proper to Scuttle, and Set Her on Fire; I ordered a Court-Martial on the Captain, Officers, and Company, and They have been Honourably acquitted – Captain Hope made His Armed Ship as useful as He cou'd on this Occation, and He merits every Thing that can be said in His Favor – During the Time of Our being abreast of the Fort, which was near Ten Hours, a Brisk Fire was kept up by the Ships, with Intervals, and We had the satisfaction, after being engaged Two Hours, to oblige the Rebels to slacken Their Fire very much; We drove large Parties several Times out of the Fort, which were replaced by others from the Main; About half an Hour after Three, a considerable Reinforcement from Mount Pleasant Hung a Man on a Tree, at the back of the Fort, and We imagine that the same Party ran away about an Hour after, for the Fort was then, totally silenced, and evacuated for near One Hour and a Half, but the Rebels finding that Our Army cou'd not take Possession, about Six O'Clock a considerable Body of People reentered the Fort, and renewed the Firing from Two or Three Guns, the rest being I suppose dismounted. About Nine o'Clock, it being very Dark, great part of our Ammunition Expended, the People fatigued, the Tide of Ebb almost done, no prospect from the Eastward, and no possibility of our being of any further Service, I ordered the Ships to withdraw to Their former Moorings – Their Lordships will see plainly by this Account, that if the Troops cou'd have co-operated on this Attack, that His Majesty wou'd have been in Possession of Sullivan's Island; But I must beg Here to be fully understood, least it shou'd be imagined, that I mean to throw even the most distant Reflection on our Army; I shou'd not discharge my Consci-

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 Summit of the Platforms in Succession carried Northern pieces of Cannon's 30 lb. Shot, 32 and 36 pounders, 8 & 9 upon
 the side of each Section, one on each of the Corners, and a small Gun in the Centre. There was a second Battery of three pieces
 of Cannon and a Mortar beyond the West Bastion, and three pieces of Ordnance in a raised Sin, upon the Myrtle
 Grove. A 30 lb. Piece of the Morion, was at the end of the fort, and the length of the fort, from the Westward Angle of the West, to
 that of the East Bastion, 550 Feet. The whole Works being now well ready.



1
 A. S. B. G. being the Rebels' Fort on the West End of Sullivan's Island with the Disposition of the Fleet, Commanded by
 Commodore Sir Peter Parker on the 28 of June 1776 which sailed from New York on the 29th of June 1776
 B. The Bristol C. The Experiment D. The Ship E. The Ship F. The Ship G. The Ship H. The Ship I. The Ship J. The Ship K. The Ship L. The Ship M. The Ship N. The Ship O. The Ship P. The Ship Q. The Ship R. The Ship S. The Ship T. The Ship U. The Ship V. The Ship W. The Ship X. The Ship Y. The Ship Z. The Ship AA. The Ship AB. The Ship AC. The Ship AD. The Ship AE. The Ship AF. The Ship AG. The Ship AH. The Ship AI. The Ship AJ. The Ship AK. The Ship AL. The Ship AM. The Ship AN. The Ship AO. The Ship AP. The Ship AQ. The Ship AR. The Ship AS. The Ship AT. The Ship AU. The Ship AV. The Ship AW. The Ship AX. The Ship AY. The Ship AZ. The Ship BA. The Ship BB. The Ship BC. The Ship BD. The Ship BE. The Ship BF. The Ship BG. The Ship BH. The Ship BI. The Ship BJ. The Ship BK. The Ship BL. The Ship BM. The Ship BN. The Ship BO. The Ship BP. The Ship BQ. The Ship BR. The Ship BS. The Ship BT. The Ship BU. The Ship BV. The Ship BW. The Ship BX. The Ship BY. The Ship BZ. The Ship CA. The Ship CB. The Ship CC. The Ship CD. The Ship CE. The Ship CF. The Ship CG. The Ship CH. The Ship CI. The Ship CJ. The Ship CK. The Ship CL. The Ship CM. The Ship CN. The Ship CO. The Ship CP. The Ship CQ. The Ship CR. The Ship CS. The Ship CT. The Ship CU. The Ship CV. The Ship CW. The Ship CX. The Ship CY. The Ship CZ. The Ship DA. The Ship DB. The Ship DC. The Ship DD. The Ship DE. The Ship DF. The Ship DG. The Ship DH. The Ship DI. The Ship DJ. The Ship DK. The Ship DL. The Ship DM. The Ship DN. The Ship DO. The Ship DP. The Ship DQ. The Ship DR. The Ship DS. The Ship DT. The Ship DU. The Ship DV. The Ship DW. The Ship DX. The Ship DY. The Ship DZ. The Ship EA. The Ship EB. The Ship EC. The Ship ED. The Ship EE. The Ship EF. The Ship EG. The Ship EH. The Ship EI. The Ship EJ. The Ship EK. The Ship EL. The Ship EM. The Ship EN. The Ship EO. The Ship EP. The Ship EQ. The Ship ER. The Ship ES. The Ship ET. The Ship EU. The Ship EV. The Ship EW. The Ship EX. The Ship EY. The Ship EZ. The Ship FA. The Ship FB. The Ship FC. The Ship FD. The Ship FE. The Ship FF. The Ship FG. The Ship FH. The Ship FI. The Ship FJ. The Ship FK. The Ship FL. The Ship FM. The Ship FN. The Ship FO. The Ship FP. The Ship FQ. The Ship FR. The Ship FS. The Ship FT. The Ship FU. The Ship FV. The Ship FW. The Ship FX. The Ship FY. The Ship FZ. The Ship GA. The Ship GB. The Ship GC. The Ship GD. The Ship GE. The Ship GF. The Ship GG. The Ship GH. The Ship GI. The Ship GJ. The Ship GK. The Ship GL. The Ship GM. The Ship GN. The Ship GO. The Ship GP. The Ship GQ. The Ship GR. The Ship GS. The Ship GT. The Ship GU. The Ship GV. The Ship GW. The Ship GX. The Ship GY. The Ship GZ. The Ship HA. The Ship HB. The Ship HC. The Ship HD. The Ship HE. The Ship HF. The Ship HG. The Ship HH. The Ship HI. The Ship HJ. The Ship HK. The Ship HL. The Ship HM. The Ship HN. The Ship HO. The Ship HP. The Ship HQ. The Ship HR. The Ship HS. The Ship HT. The Ship HU. The Ship HV. The Ship HW. 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The Ship QT. The Ship QU. The Ship QV. The Ship QW. The Ship QX. The Ship QY. The Ship QZ. The Ship RA. The Ship RB. The Ship RC. The Ship RD. The Ship RE. The Ship RF. The Ship RG. The Ship RH. The Ship RI. The Ship RJ. The Ship RK. The Ship RL. The Ship RM. The Ship RN. The Ship RO. The Ship RP. The Ship RQ. The Ship RR. The Ship RS. The Ship RT. The Ship RU. The Ship RV. The Ship RW. The Ship RX. The Ship RY. The Ship RZ. The Ship SA. The Ship SB. The Ship SC. The Ship SD. The Ship SE. The Ship SF. The Ship SG. The Ship SH. The Ship SI. The Ship SJ. The Ship SK. The Ship SL. The Ship SM. The Ship SN. The Ship SO. The Ship SP. The Ship SQ. The Ship SR. The Ship SS. The Ship ST. The Ship SU. The Ship SV. The Ship SW. The Ship SX. The Ship SY. The Ship SZ. The Ship TA. The Ship TB. The Ship TC. The Ship TD. The Ship TE. The Ship TF. The Ship TG. The Ship TH. The Ship TI. The Ship TJ. The Ship TK. The Ship TL. The Ship TM. The Ship TN. The Ship TO. The Ship TP. The Ship TQ. The Ship TR. The Ship TS. The Ship TT. The Ship TU. The Ship TV. The Ship TW. The Ship TX. The Ship TY. The Ship TZ. The Ship UA. The Ship UB. The Ship UC. The Ship UD. The Ship UE. The Ship UF. The Ship UG. The Ship UH. The Ship UI. The Ship UJ. The Ship UK. The Ship UL. The Ship UM. The Ship UN. The Ship UO. The Ship UP. The Ship UQ. The Ship UR. The Ship US. The Ship UT. The Ship UY. The Ship UZ. The Ship VA. The Ship VB. The Ship VC. The Ship VD. The Ship VE. The Ship VF. The Ship VG. The Ship VH. The Ship VI. The Ship VJ. The Ship VK. The Ship VL. The Ship VM. The Ship VN. The Ship VO. The Ship VP. The Ship VQ. The Ship VR. The Ship VS. The Ship VT. The Ship VY. The Ship VZ. The Ship WA. The Ship WB. The Ship WC. The Ship WD. The Ship WE. The Ship WF. The Ship WG. The Ship WH. The Ship WI. The Ship WJ. The Ship WK. The Ship WL. The Ship WM. The Ship WN. The Ship WO. The Ship WP. The Ship WQ. The Ship WR. The Ship WS. The Ship WT. The Ship WY. The Ship WZ. The Ship XA. The Ship XB. The Ship XC. The Ship XD. The Ship XE. The Ship XF. The Ship XG. The Ship XH. The Ship XI. The Ship XJ. The Ship XK. The Ship XL. The Ship XM. The Ship XN. The Ship XO. The Ship XP. The Ship XQ. The Ship XR. The Ship XS. The Ship XT. The Ship XZ. The Ship YA. The Ship YB. The Ship YC. The Ship YD. The Ship YE. The Ship YF. The Ship YG. The Ship YH. The Ship YI. The Ship YJ. The Ship YK. The Ship YL. The Ship YM. The Ship YN. The Ship YO. The Ship YP. The Ship YQ. The Ship YR. The Ship YS. The Ship YT. The Ship YZ. The Ship ZA. The Ship ZB. The Ship ZC. The Ship ZD. The Ship ZE. The Ship ZF. The Ship ZG. The Ship ZH. The Ship ZI. The Ship ZJ. The Ship ZK. The Ship ZL. The Ship ZM. The Ship ZN. The Ship ZO. The Ship ZP. The Ship ZQ. The Ship ZR. The Ship ZS. The Ship ZT. The Ship ZY. The Ship ZZ.

"View of the Rebels' Fort, on the West End of Sullivan's Island: with the Disposition of the Fleet, Commanded by Commodore Sir Peter Parker"

ence were I not to acknowledge, that such was my Opinion of His Majestys Troops from the General down to the private Soldiers, that after I had been engaged some Hours, and perceived that the Troops had not got a Footing on the North End of Sullivan's Island, I was perfectly satisfied that the Landing was impracticable; and that the Attempt wou'd have been the Destruction of many brave Men without the least probability of Success; and This I am certain will appear to be the Case, when General Clinton represents His Situation – The *Bristol* had Forty Men Killed, and Seventy One Wounded, the Morning after the Engagement the Mizen Mast fell over Board, and We have been obliged to cut off[f] Twenty Two Feet of the Main Mast, and to Case and Fish the Remainder of it; the Foremast must be also Fished; The Head of the Main Topmast, and Caps of the Bowsprit and Top Gallant Mast shot away, and She is also much Damaged in Her Hull, Yards and Rigging – The *Experiment* had Twenty Three killed and Fifty Six Wounded and suffered much in her Hull, Masts, Yards, and Rigging–The *Active*, Lieutenant Pike Killed, Six Wounded – and the *Solebay*, Eight Wounded. The Fort has 26 and 32 Pounders, several unlucky accidents concurred to make it difficult to Silence it, The Three Frigates ran aground in endeavouring to get to Their Stations, Our Springs were shot away, and the Tide wou'd not suffer Us for a long Time to carry out an Anchor – Not One Man who was Quartered at the beginning of the Action on the *Bristols* Quarter Deck escaped being Killed or Wounded. Captain [John] Morris lost His Right Arm, and received other wounds. The Master is wounded in His Right Arm but will recover the Use of it; I received several Contusions at different Times, but as none of Them are on any Part where the least Danger can be apprehended, They are not worth mentioning. Lieutenants Caulfield, Molloy and [Charles Edward] Nugent were the Lieuts of the *Bristol* in the Action, They Behaved so remarkably well, that it is impossible to Say, to whom the Preference is due, and so indeed I may Say, of all the Petty-Officers, Ships Company, and Volunteers; at the Head of the latter I must Place Lord William Campbell, who was so condescending as to accept of the Direction of some Guns on the Lower-Gun-Deck; His Lordship received a contusion on His Left Side, but I have the Happiness to inform Their Lordships, That is has not proved of much Consequence–Mr. Caulfield who acted as my Captain during great part of the Engagement, I appointed the 2nd instant to the Command of the *Thunder Bomb*, till further Order, in the Room of Captain [James] Reid, preferred to the *Sphynx*, whose Captain I have appointed to the *Active*, and Captain Williams to the *Experiment*, Vacant by the Resignation of Captain [Alexander] Scott, who has lost His Left Arm, and is otherwise so wounded, that I fear he will not recover. Lieutenant Deans of the *Thunder Bomb*, who was on Board the *Bristol* some Hours in the Heat of Action, and passed through some severe Firing in carrying my Orders to different Ships, I appointed Second Lieutenant of the *Bristol* in the Room of Mr Molloy moved to be First – July 3d Captain Morris, who lost his Arm, and since Dead, having resigned the Command of the *Bristol* I promoted Captain Caulfield of the

Thunder Bomb to be Captain of Her, Lieutenant Molloy to the Command of the *Thunder*, Lieutenant Deans to be First Lieutenant of the *Bristol*, and Lieutenant Riddall [Ambrose Reddall] (who was first of the *Experiment*, and Fought Her much to my Satisfaction) to be Second – I have continued Mr Nugent (whose Deserts are equal to any Promotion He can receive) Third Lieutenant, tho' He acted as such in the Engagement because I had only promoted Him a few Days before, to be a Lieutenant, and the other two Gentlemen have length of Service to Plead, and an unblemished Reputation, which made Them known and respected as Officers before this Period.–

Agreeable to Their Lordships Order authorising me to appoint Officers to Act, I shall deliver to the Commander in Chief in America when I join Him, a List of such Appointments as I have made, since I was Honoured with this Command, for His determination, All of Them, except Two, have been in Consequence of vacancies caused by the late Engagement – I cannot conclude this Long Letter, without remarking, that when it was known, that we had many Men too weak to come to Quarters, almost all the Seamen belonging to the Transports offered Their Service with a truly British Spirit, and a just sense of the Cause we are Engaged in; I accepted of upwards of Fifty to supply the Place of Our Sick; The Masters of many of the Transports attended with Their Boats, but particular Thanks are Due to Mr Chambers, the Master of the *Mercury*.

All the Regiments will be embarked in a few Days; the first Brigade consisting of Four Regiments will Sail in a Day or Two under Convoy, for New York; the *Bristol* and *Experiment* will I Hope soon follow with the Remainder. I have sent Captain Hope to England in the *Ranger*, with General Clintons Dispatches and Mine, the *Friendship* being Reinstated as a Transport. I am Sir [&c.]

P: Parker

P:S: Two of the *Bristols* Lower Deck Guns are quite unserviceable by the Trunnions being shot off –

1. PRO, Admiralty 1/486.

“EXTRACT OF A LETTER FROM A SURGEON IN SIR PETER PARKER'S
FLEET, DATED JULY 9, 1776.”¹

We left Cape-Fear on the 27th of May, and anchored the same evening off the bar. The camp was struck at the same time, and the troops embarked the same evening on board the several transports. All our motions were so languid and so innervate, that it was the 9th of June before the *Bristol* and *Pigot* passed the bar of Charlestown; the *Bristol* in passing struck, which alarmed us all exceedingly; but, as it wanted two hours of high water, she soon floated again. The *Prince of Piedmont*, a victualling ship, was totally lost on the north breakers of the bar. General Clinton and Lord Cornwallis were both on board when she struck; but as the weather was very fine, they were not in the least danger. By our delays we gave the people every opportunity they could have wished for, to extend their lines, &c.:

they were not idle – every hour gave us astonishing proofs of their industry. As we anchored at one league distance from Sullivan's Island, we could see all that was going on with the help of our glasses. The fort on this Island is exceedingly strong (or rather the battery;) it is built of palm trees and earth, and on it are mounted eighteen of the lower deck guns of the *Foudroyant*: I never could distinguish more than seventeen; others imagined they could see nineteen – however, that is immaterial.

The signal for attacking was made by Sir Peter Parker on the 27th of June; but the wind coming suddenly to the northward, the ships were obliged again to anchor. The troops have been encamped on Long-Island since the 15th, and it was intended that General Clinton should pass the neck that divides Long-Island from Sullivan's Island, and attack by land while Sir Peter attacked by sea. General Lee had made such a disposition of masked batteries, troops, &c., that it is the opinion of all the officers of the Army whom I have heard mention this circumstance, that if our troops had attacked, they must have been cut off; but this assertion does not satisfy the Navy, for they certainly expected great assistance from the Army. Excuse this necessary digression. On the morning of the 28th, the wind proved favourable; it was a clear fine day, but very sultry; the *Thunder*, bomb, began the attack at half past eleven, by throwing shells while the ships were advancing. The ships that advanced to attack the battery were the *Bristol* and *Experiment*, two fifty-gun ships; the *Solebay*, *Active*, *Acteon*, and *Syren*, of twenty-eight guns; the *Sphinx*, of twenty, and the *Friendship*, an armed ship of twenty-eight guns. With this force what might not have been expected? Unfortunately the bomb was placed at such a distance that she was not of the least service. This Colonel James, the principal engineer, immediately perceived; to remedy which inconvenience, an additional quantity of powder was added to each mortar: the consequences were, the breaking down the beds, and totally disabling her for the rest of the day. The *Bristol* and *Experiment* had suffered most incredibly: the former very early had the spring of her cable shot away – of course she lay end on to the battery, and was raked for and aft; she lost upwards of one hundred men killed and wounded. Captain Morris, who commanded her, lost his arm; the worthy man, however, died a week after on board the *Pigot*. Perhaps an instance of such slaughter cannot be produced; twice the quarter-deck was cleared of every person except Sir Peter, and he was slightly wounded; she had nine thirty-two pound shot in her mainmast, which is so much damaged as to be obliged to be shortened; the mizzen had seven thirty-two-pound shot, and was obliged, being much shattered, to be entirely cut away. It is impossible to pretend to describe what our shipping have suffered. Captain Scott, of the *Experiment*, lost his right arm, and the ship suffered exceedingly; she had much the same number killed and wounded as the *Bristol*. Our situation was rendered very disagreeable by the *Acteon*, *Syren* and *Sphinx*, running foul of each other, and getting on shore on the middle ground. The *Sphinx* disengaged herself by cutting away her bowsprit; and, as it was not yet flood-tide, the *Sphinx* and *Syren* fortunately warped

off. The *Acteon* was burnt next morning by Captain [Christopher] Atkins, to prevent her falling into the hands of the Provincials, as fine a new frigate as I ever saw. Our ships, after laying nine hours before the battery, were obliged to retire with great loss. The Provincials reserved their fire until the shipping were advanced within point blank shot; their artillery was surprisingly well served, it is said, under the command of a Mr. Masson and DeBrahm; it was slow, but decisive indeed; they were very cool, and took great care not to fire except their guns were exceedingly well directed. But there was a time when the battery appeared to be silenced for more than an hour; the Navy say, had the troops been ready to land at this time, they could have taken possession. How that is I will not pretend to say. I will rather suppose it; but the fire became exceedingly severe when it was renewed again, and did amazing execution after the battery had been supposed to have been silenced. This will not be believed when it is first reported in England. I can scarcely believe what I myself saw on that day – a day to me one of the most distressing of my life. The Navy, on this occasion, have behaved with their usual coolness and intrepidity; one would have imagined that no battery could have resisted their incessant fire.

1. Force, comp., *American Archives*, 4th, VI, 1209–10. In Almon ed., *Remembrancer* [1776], III, 265, a portion of the foregoing letter is published. It is headed, "Extract of a genuine Letter from Mr. P ———, Surgeon, on board the ———, dated July 9, 1776, to Doctor S ———s, in London."

JOURNAL OF H. M. S. *Solebay*, CAPTAIN THOMAS SYMONDS ¹

July 1776 At Anchor off Cummings Point [South Carolina]
 Monday 8 2 Seamen ran away in the Night with the Barge.
 Tuesday 9 Moderate breezes & Cloudy with rain
 Longboat Watering p m lost by the Longbt oversetting a fire
 Grapling p[ai]r of studg sl. Halliards 1 Do Jack & 2 Marines
 Musquets & Bayonets 3 Empty Casks

1. PRO, Admiralty 51/909.

RICHARD HARRISON TO THE MARYLAND COUNCIL OF SAFETY ¹

Sirs

Martinique July 9th 1776 –

The preceding is Copy of what I had the pleasure of writing you from St Eustatia p Capt John Martin ² – I have only now to add that under Cover you'll find duplicates of the Invoice & Bill Lading for the Goods I shipped by him – also Bill Lading and Invoice for thirty four Casks Powder now shipped by the *Molly* Capt [Thomas] Conway, which closes the purchase made for you on my seperate Acct – & I have therefore sent a Copy of my Acct Curr't leaving a Ball[an]ce in my favr of £948.10.9 your Money – If right youll please to enter it accordingly, & credit what you recieve in future as already advised – I am most respectfully Sirs [&c.]

R^d Harrison

1. Red Book, XII, Md. Arch.
 2. See Harrison's letter of June 15, 1776.

10 July

“A LETTER FROM AN OFFICER OF THE 31ST REGIMENT . . . DATED CHAMBLEE, 60 LEAGUES ABOVE QUEBEC, 10TH JULY, 1776.”¹

What will seem most surprising to you is, that we are now hauling three large armed Vessels over Land, for twelve Miles, to the Lakes; the least of them is about 70 Tons, and the largest 100; they carry 14, 16 and 18 Guns.

1. *Public Advertiser*, London, September 18, 1776.

CONDEMNATION OF BRIGANTINE *Mary* AND CARGO IN NOVA SCOTIA VICE ADMIRALTY COURT¹

Nova Scotia Court of Vice Admiralty 28th June 1776	}	Cause
Hyde Parker Junior, Commander of his Majesty's Ship of War the <i>Phoenix</i> VS the Brigantine <i>Mary</i> and Cargo – Libel filed and entered Order made thereon as on file. Thomas Dykes Midshipman of His Majesty's Ship <i>Phoenix</i> being duly sworn deposes as follows that the Brigantine <i>Mary</i> was taken by the <i>Phoenix</i> 's Tender near New York some time in March last loaded with Rum Bound into New York, that she is one hundred Tons Burthen & upwards that he the deponent gave all the papers that were found on Board (and given the deponent by Captain Parker) to Mr. Alexander Brymer Agent to Captain Parker, that the master of the said Brigantine, deserted the said Brig & went ashore on long Island.		

Thomas Dyke

2d July, 1776, sworn before me,

Charles Morris junr Regliste[r] –

10 July

Court opened, by making Proclamation as usual, the Advoc[at]e General moved for a decree in this Court, then the decree was pronounced as on file, whereby, the Brigantine *Mary* & Cargo are Condemned as lawfull Prize to the Captor thereof

Court adjourned without day in this Cause.–

[Endorsed] Copy of this Case for Waddington fee £1.19..2

1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*; CAPTAIN JOHN FISK¹

Remks on Wednesday 10th of July 1776

2 [A. M.] Clear weather

4 Hald down all sails

5 Made sail thick fogg

12 Ends² thick fogg

Latt in 43d.07m Longd in 67d.27m

1 [P. M.] Moderate Breaze thick fogg and smooth water

12 Moderate Clear Weather

1. John Fisk Journal, AAS.

2. The reference is to the end of the nautical day, not to the end of the fog.

JAMES WARREN TO JOHN ADAMS¹

[Extract]

Plymo July 10th 1776

. . . I Congratulate you on the discovery of the Plot at New York. I hope it will do great service. I Expect soon to hear of Some great Events from that quarter if they should be favourable to us what will they do next We have but little News here. now & then A prize from the West Indies is sent in. last Saturday got into Cape Ann two prizes taken by A small Sloop belonging to four or five persons in & about Boston. One from Jamaica A 3 decker with 400 hhds sugar 200 hhds rum. 30 Bales Cotton & &c. the Other from Ant[i]gua with 400 hhds rum. this sloop could have taken Another Ship but had not Men to bring her off. & so let her go.² when are we to hear of your proceedings on the first Instant what Alliances and Confederations have you Agreed on. I want to see some French Men of War on the Coast. Our Borders seem to be in A state of peace & Tranquility how long they will Continue so I know Not. The Small Pox prevails & is scattered about the Country. in Boston they have given up all thoughts of stopping it & every Body is Inoculating

1. Adams Papers, MassHS.

2. The prizes *Zachariah Bayley* and *Creighton*, taken by Captain Henry Johnson, in the Massachusetts privateer sloop *Yankee*.JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

[Lebanon] Wednesday, 10th July,

Cap. [Jehiel] Tinker of the galley *Crane*, present, applies for directions about many things, and thereupon

Voted and Resolved, That Capt. Tinker of the galley *Crane* take two three-pounders at the old fort at N. London for said galley, to be delivered him by the keeper thereof; that he receive eight swivel guns, as soon as they can be obtained; that he receive ten muskets to be delivered him by Col. [William] Williams he procured, (*viz.* of Jona Goodwin;) that he receive of Mr. N. Shaw junr such powder, ball and military stores as he, said Shaw, shall judge necessary; that he receive from time to time a supply of salted beef, pork, bread, flour sufficient for the support of the officers, sailors and marines on board said galley, of Cap. Jno. Deshon, who is directed to deliver the same; and that he, the said Tinker, provide all other necessary provisions for them, and take order that the same be dealt out prudently, without spoil or waste, with such fresh fish as they may take; and that he keep a just and true account of the purchase and expenditure of such provisions and the same render to his Honor the Governor at the end of two months for his consideration and further orders in the premises.

And, that the place of his general rendezvous be for the present at N. London, and to cruize from Stonington to the mouth of Connecticut River and southward as far as Montauk Point, with proper precaution and prudence.

That he, his officers and men, and all others in the sea service, be under

the rules and laws of the Continental fleet as far [as] they are applicable, and until more particular or further rules can be made.²

Mr. Nathaniel Shaw junr. of N. London is appointed Agent for the Colony, for the purpose of naval supplies and for taking care of such sick seamen as may be sent on shore to his care.

Copy given, sent by Cap. [Seth] Harding.

Voted. That orders be drawn on the Treasurer in favor of Cpts. McCleave and Tinker for the sum of one hundred pounds each, to be improved to purchase necessaries for the use of their crews, and to render their account thereof. *And orders given on paper, delivered them, present.*

1. Hoadly, ed., *Connecticut Records*, XV, 473-75.

2. *Ibid.*, a similar resolve was passed this date relative to Captain John McCleave of the galley *Whiting*.

ORDER ON THE CONNECTICUT COMMITTEE OF THE PAY TABLE IN
FAVOR OF CAPTAIN ROBERT NILES ¹

Lebanon July 10th 1776

Draw on the Colony Treasurer for the Sum of four Hundred and seventy seven Pounds six shillings and nine Pence in Favour of Capt Robert Niles of the Schooner *Spy*, it being the Ballance of Said Schooners Account on the 8th of June [la]st, and also for two Hundred Pounds more for the Schooners use from that Time forward and to Render his Account thereof -

By Order of the Govr & Council of Safety

W^m Williams Clerk

To the Committee of Pay Table

Ballance June 8th 1776	- £477.6.9	}
For future Use & to Acc[oun]t	200.0.0	
	£677.6.9	

1. Conn.Arch., 1st Series, IX, Schooner *Spy* Papers, 33a,ConnSL.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT GALLEY
Crane BEFORE HER DEPARTURE FOR NEW YORK ¹

1776	Row Gally <i>Crane</i>	Jehiel Tinker Commander	Dr.
July 10	To 50 Yards Old Canvas	@ 2/	5..- -
	To 1 Funnel & Brass Cock		4..3
	To pd Wm Coit for Cartridge paper		1..4 -
	To pd Russell Hubbards Bill		2..7 -
	To pd Evan Malbones Bill for Cordage		3..1..-
	To pd Christo. Leffingwells Bill		.8..6
	To pd Benjamin Backus ditto		.7..-
	To pd Messrs Ledyards ditto		.5..-
	To 2 Gallo. Linseed Oyl	@7/6	.15..-
	To 500 lb Old junk	40/	10. - -
	To Jno. Bolles Bill		6..6.11
	To Jno. Deshons ditto		0..0..0
	To Ebenezer Goddards ditto		30.13..-

To Samuel Beldens ditto		.4..2
To Clark Elliotts ditto		.7..6
To 1 Compass		.7..6
To 3 Nine Pound Cannon 56.1.15	@ £ 8	22.11..-
To 2 Copper Ladles wt 9 lb	@ 2/6	1..2..6
To 4 Wormers & Staffs	@ 4/	16..-
To 4 Rammers & Spunges	4/	16..-
To 50. 9 Pound Shott		8..8..9
To 100 Six Pound ditto ²		
To 2 barrells Powder wt 204½ lb	@ 5/4	54.10..8
To 1 Kegg pistol ditto wt 10 lb	5/4	2.13..4
To 9 Musketts with Bayonets	60/	27..-..-
To 30 lb Musckett Ball	6d	15..-
To 2 dozn Flints	6d	.1..-
To 46 pine Plank	2d	7..8
To Jno Wards Bill		.7..6
To Joshua Starrs Bill		4.19..2
To 62 feet Oak Plank	@ 4d	1..0..8
To Samuel Latimers Bill		18.11..5
To Alexr Merrills ditto		2..-..-
To James Tilleys ditto		12.17..2
		<hr/>
		£220..8..8
To My Commission on the above	@ 2½ pCt	5.10..2
		<hr/>
Amo[unt] Carrd to Accot Curr		£225.18.10

1. Shaw Papers, Ledger 26, YUL.

2. *Ibid.*, Ledger 4, in another copy of the account, the six items ending with 100 six pound shot, are bracketed, and endorsed, "from Admiral Hopkins."

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES¹

Dear Sir

Crown Point July 10th, 1776 -

Colonel [Thomas] Hartley arived from a Tour Down the Lake, last night. Inclosed is a Cobby of his Journal. I make no Doubt the enemy have a number of Vessells in forwardness & will exert themselves, in Building to Command the Lake -

I have made a Drawft of the Artificers & have sent you a Number of each as pr the Inclosed Memorandum, I have ordered the Oar Makers to go Between this & Skensborough. If Timber Cannot be procured their they must return here where it is plenty. - I believe the Armourers will be wanted at Ticonderoga, & some few of the Black Smiths, the others will have employ at Skensborough, - all the House Carpenters you will Doubtless want, the Ship Carpenters are Devided into Gangs of fifteen Each, & will most or all of them be wanted at Skensborough. I have employed officers to Command the Artificers, which I believe will expedite the works I have orderd to Ty - some Boards, Plank &c, all that Can be procured will be forwarded you emediately

I am anxious to hear from New York, you will be kind enough to Transmit to Genl Schuyler a Copy of Colo Hartleys Journal I am with Esteem & affection Dr Genl [&c.]

B Arnold

NB I Sent you ab[ou]t Four Tons Lead yesterday in Sheets & Ball, & have Three Tons remaining on hand. None can be found in this Fort

B A

[Enclosure]

10 July 1776

List of Artificers Sent from Crown Point to Ticonderoga & Skensborough July 10th 1776. Vizt

Capt. Edward Williams	} wth 65 Blk Smiths & Armourers –
Lieut. Solomon Bowman	

The Former with . . . Capt. Williams to go to Skensborough, the Latter with Lieut. Bowman to remain at Ticonderoga –

Lieut. Benjamin Beal with 34 House Carpenters

Thayer with 34 House Carpenters

Mr Noah Nichols wh 8 Wheel Wrights & Gun Carriage Makers

Richd Fittock wth 13 Ship Carpenters to Skensborough

Lieut Wm Curtis with 13 Ship Carpenters to Ticonda, If wanted, otherwise to Skensborough

B Arnold B G1

1. Gates Papers, NYHS.

COLONEL THOMAS HARTLEY TO BRIGADIER GENERAL BENEDICT ARNOLD¹

[Extract]

Crown point 10. July. 1776

Sir – In Pursuance of General Sullivans Orders, I set off from hence – on the 5th inst. in the afternoon. we had a very great storm that Evening which had near destroyed several of our Boats – and much injured our arms and Ammunition. against a very strong North Wind we arrived the second Evening at Cumberland Head proper Dispositions were made to provide against a Surprize or oppose an Enemy if any should appear.

We on the seventh found a small Quantity of Ship Timber – there which we destroyed. I ordered out several Parties who scoured the woods for many Miles round Cumberland Head. I sent also a Boat down the Lake as far as the Isle Mote early in the Morning, but neither of the Parties not Boat discovered an Enemy.

. . . I found a Quantity of good Plank and crooked Timber for Ship Building at Hayse's which is the Property of Mr. Udney Hays I ordered the same to be brought here in several Batteauxs, which are now at the Landing –

There was about 1000 Feet of Planks some Miles from the Shore, which at this Time of Year could not be conveyed to the Boats on account of some large Swamps – as it could not fall into the Hands of the Enemy till Winter (when perhaps we might procure it ourselves if wanted) I thought it improper to burn it.

At Hayses we found Hays, Cross and two other Men and by some Address we Collected the following Intelligence – That Crosses Father in Law had been there within a few Days, that he had informed that Generals Carleton and [Simon] Frazer were at St Johns with a considerable Body of Hanoverian and other Troops, that they were repairing the works at St. Johns – and that Sea Men were daily employed in Cutting wood, between that place and the Isle aux Nous, that they were building 3 Sloops and 2 Schooners – at St. Johns, which they expected would be soon finished and that they intended immediately to proceed to Crown Point. & that the Enemy did not mean to injure any of the Common People in those Settlements. . . .

1. Gates Papers, NYHS. Hartley was Lieutenant Colonel of the 6th Pennsylvania Battalion.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, July 10, 1776.

In pursuance of the power given me by Congress and the advice of my General Officers, I have wrote to General Ward and desired him forthwith to detach three of the fullest Regiments from the Massachusetts Bay, to join the Northern Army, esteeming it a matter of the greatest importance to have a sufficient force there, to prevent the Enemy passing the Lake and making an impression in that Quarter.² The Gondolas and Gallies will be of great service, and I am hopeful the Carpenters you have sent from Philadelphia, and that will go from the Eastward, on your application, will be able to build a sufficient number in time to answer every Exigency . . .

1. Fitzpatrick, ed., *Writings of Washington*, V, 247, 248.

2. The letter to Ward had been written the same day.

MAJOR FRANCIS HUTCHESON TO MAJOR GENERAL FREDERICK HALDIMAND ¹

[Extract]

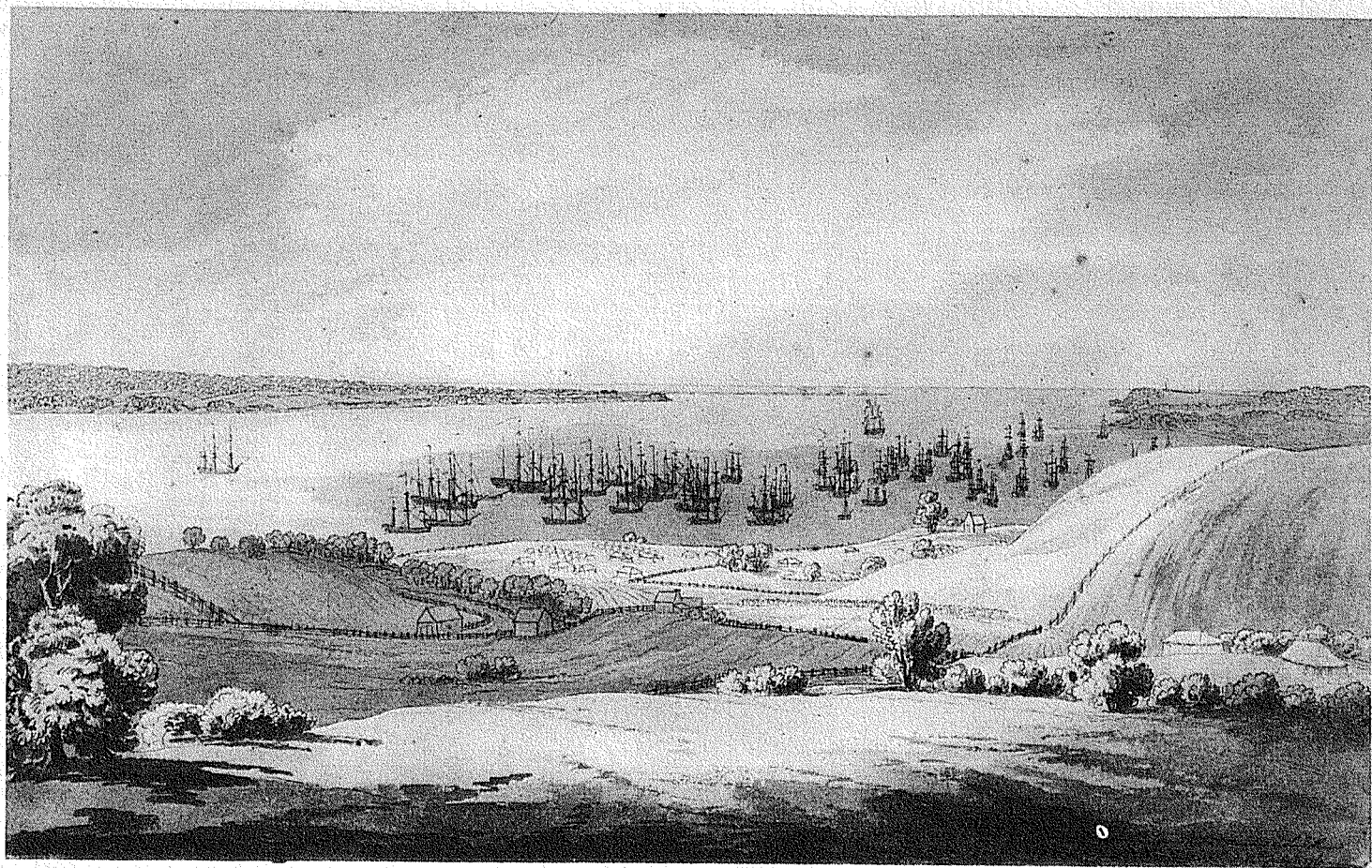
Camp at the Watering place on

Dear Sir

Statton Island July 10: 1776

I wrote you by the Packet that sailed the 10th of last Month the day we sailed from Halifax and have now the pleasure to acquaint you of the safe arrival of the fleet at Sandy Hook the 29th Instt after an agreeable passage of 19 days – We found Governor Tryon at the Hook on board the *Dutches of Gordon*, he has with him Mr [Thomas] Barrow, Mr [John Tabor] Kempe, Oliver Delancy, Mr [Charles] Apthorp & M[r. Robert] Bayard, the three last Gentlemen made their Escape in a Cannooe from Apthorps house to the *Assia* lying below the Narrow, about ten Nights ago. Hugh & Alexr Wallace are hiding on Long Island, and Billy Bayard in Orange County – Captain Kennedy is at his house at Second River and every hour threatened with distruction, H. Wallace was taken up about three Weeks ago & brought before the Commitey on Long Island, from whome he found means to procure his discharge, otherwise he wou'd have been imprisoned. Mr Prevost remains Quiet at his house in the Jerseys; the Governor & people here are surpris'd how he finds means to do it. I wish he had come off with other people. New York is deserted by all the inhabitants who are friends to Gov-

ernment, and it is now in possession of Washington & Lord Sterling at the Head of about ten thousand Connecticut & New England Rebels, the[y] have fortified the town & all the heights on Long Island Opposite to it – the fleet came up from the Hook Opposite to the little town of New Utrick in Gravesend Bay on Long Island the first Instt where a landing was intended but from the want of Water on the Island & the length of the March from these to town it was (I beleive) thought better to proceed through the Narrows and land on this Island, which was Effected in the Evening of the 2d Instt without the lest opposition, a few Riffle Men made their Escape on our approach, and all the inhabitants have since come in to us and shew the Greatest Satisfaction on our Arrival, which has releived them from the most horred Opression that can be conceived – the few Rebels that were on this Island displayed at the heights in the Narrows the Continantal Colours, which made us beleive they had a good Battery on that Commanding Ground but on our aproach, the Colours were puled down, and the trifling brest work that was thrown up we found deserted, its immaising the[y] did not fortify the Narrows – which woud have anoyed us greatly, they fired a few Shot on some of the Ships as they came through, from the Long Island side without doing any mischieff – the Army is now all landed & Cantooned all round the Island. The Head Qrs is on the Road to Elizabeth town, the House a Mr Hicks formerly lived in, but lately occupied by a Mr Banker of New York, who was a Member of the Povincial Congress. he is treated to a Q[uarte]r on board one of the Men of War, and General Howe has taken care to give orders for his Reception Lord [Hugh] Percy Commands the troops in the Center of the Island, his Head Qrs at Richmond Genl [James] Robertson with the first Brigade from the Landing along the Road to the Dutch Church, General Picket [Robert Pigot] with the Second at the blazing Star. Genl [Daniel] Jones with the 3d from the Dutch Church to Elizh ferry, Genl [James] Grant with the forth Brigade on the road to Amboy, Brigadier [Francis] Smith with the fifth Brigade, from the landing at the Watering place to the Narrows and Brigadier [James] Agnew with the 6th Brigade at Billops ferry opposite to the town of Amboy, Brigadr [Samuel] Cleaveland with the Artillery and Broken Corps, at and about the Watering place. near which I am incamped with the people Employed in the D[eput]y Q[uarte]r M[aste]r General Department. Shirreff [William Sherriff] is with the General at Head Qrs It is said our Army will remean in their present Cantoonment, untill the arrival of the fleet from Europe under Lord Howe, which is hourly Expected. the New Yorkers who are friends to Government are very apprehensive the New England Men will set fire to the town, as soon as the[y] find they can no longer keep possession of it. . . . the Highland Corps have been unlucky in the Voyage out Six of their Ships are taken that we know of, and but Six Companys of the 42d & Fraziers arrived with us – the Rebel privatiers are indifaticable, and I fear will pick up a Number of them. the last Accounts from the Southward say that Admiral Sir Rob [*sic* Peter] Parker had lightened his Ship and got her



"View of the Narrows between Long Island & Staten Island, & our Fleet at Anchor & Lord Howe coming in taken from the height at the Water Place Staten Island 12th July 1776."

over the barr, at Charlestown, by taking out her Guns, which he took in again as soon as he got over, and is now opposite the town . . .

I have Just now come from dining with Governor Tryon at Robertson, where I met Barrow and all the Refugees. Barrow desires I will present you, his best Respects, they all remember you with great Regard. he tells me its his opinion that Nine out of the 13 Provinces will decler for Government before the last day of November.

Its said the Admiral will send the *Assia*, and one or two More of the Men of War, up to town the first leading Wind, to destroy a battery they have at Poullers [Paulus] Hook ferry, and on Bedlows Island —

1. Haldimand Papers, BM.

JOURNAL OF H.M. SLOOP *Senegal*, CAPTAIN ROGER CURTIS ¹

- July. 76 At single Anchor off Wt Bank [New York Narrows]
- Thursday 4th at 4 A M weigh'd & work'd up Amboy Channel ² at 10 brot too to stop tide.
Light Airs & Clear. 1 P M. Weigh'd & made Sail up the River at 2 taken aback & the tide of ebb coming down was obliged to drop down to Prince's Bay & Anchor'd with the small Br in 7 fam — Red head Wt 1 Mile
- Friday 5th Light Airs — at 4 P M departed this Life Thos Salter, Seaman, at 10 buried the deceased —
- Saturday 6th A M Employed Watering
Fresh Breezes & Squally. Employ'd as before —
- Sunday 7th A M Light Airs with Rain at 4 P M Weigh'd the small Br & let go the best Br Veer'd to $\frac{1}{4}$ of a Cable and stow'd the small Br
- Monday 8th at 7 AM Weigh'd & run up for the Town of Amboy at 9 Anchd with the sm. Br in 3 fam the Fort NNW. 2 M[ile]s Red Bank NE 4 Ms from 10 till Noon sounded the Channel towds Amboy.
Light Airs inclinable to Calms, the Boat at low Water sounding Brunswick river
- Tuesday 9th at 3 AM Weigh'd & run down to Prince's Bay at 10 AM Anchd in 7 fam with the small Br Red head W $\frac{1}{2}$ S $\frac{1}{4}$ Mile Never Sink ESE $\frac{1}{2}$ S. 3 Leags
Ditto Weather P M the Boat employ'd Watering landed the Money & Mr Apthorp ³
- Wednesday 10th at 4 A M sent the Boat Watering at 10 Weigh'd & made sail for Sandy Hook at Noon running down for Sandy Hook.
Cloudy and Squalley the Wind flying to the NE — In Top Gt Sails & 1st Reef of TS at 4 Anchor'd in Sandy hook

bay with the small Br Veer'd to 1/3 of a Cable Light
house NEBE 2 M[ile]s Never Sink SW. 2 Leags -

1. PRO, Admiralty 51/885.
2. Shuldham's report of the distribution of his vessels, as of July 6, 1776, described the *Senegal* as "in the Creek between the S W part of Staten Island and the town of Amboy to cut off the communication with New Jersey."
3. Charles W. Apthorp, a member of the New York Council, and a loyalist, whose mission was not disclosed in the ship's journal. According to William Smith, Apthorp "had disappeared" from New York on July 4, and was supposed to have taken refuge with Shuldham's fleet. William H. W. Sabine, ed., *Historical Memoirs . . . of William Smith . . .* (New York, 1956-1958), I, 281. Hereafter cited as Sabine, ed., *Memoirs of William Smith*. Apthorp was probably the Gentleman & Servant who came on board in a canoe from Long Island," as mentioned in the *Senegal's* journal June 29, 1776. See also Hutcheson to Haldimand, July 10. Major Hutcheson found him on board the *Dutchess of Gordon*.

DIARY OF DR. THOMAS MOFFAT ¹

[On board H.M. Sloop *Swan*]

July 10th Thermometer morning 70. Noon 80. P M The *Liverpool*
Frigate *Halifax* Brigt a Ship from Glasgow with Part of G[eneral Simon]
Frazers Highlanders came into Sandy Hook.

1. Thomas Moffat's Diary, LC.

COMMITTEE OF SECRET CORRESPONDENCE OF THE CONTINENTAL CONGRESS
TO CAPTAIN PETER PARKER ¹

Capt Peter Parker No 2

Philada July 10th 1776

sir The Brigt *Dispatch* of which you are hereby Appointed Commander in the Service of this United States of America, being now ready for Sea, You are to proceed immediately on board said Brigantine for [the] Port of Bourdeaux in France & on your arrival there deliver the dispatches given you herewith to Messrs Saml & J. H. Delap Merchts of that place You are to consider these letter's directed to those Gentlemen as very important and must deliver them yourself soon as possible, you must have them Slung at Sea with a heavy weight ready to throw overboard & sink them in case you shou'd be unfortunately taken by the Enemy, but to avoid that danger you must make it a standing rule to run from every Vessell you see at Sea, the *Dispatch* is well found with plenty of Sails, rigging Stores & Materials You will therefore make good use of them and endeavour to make a short passage by a dilligent attention to Winds and Weather carrying at all times as much Sail as is proper

The Goods we have caused to be shipped onboard this Brig are Consigned to Messrs Delap to whom you are to deliver the same & when this is done you must immediately Set about Arming the Brigt with Eight or Ten four pounder Cannon, as many Swivels Blunderbusses, Cohorns, Howitzers & Muskets as you think proper, but take care that the Cannon &c are of the best & handsomest, fit for ships use. You may if you think proper fit her with Close quarters & mount some Guns in the Cabin Steerage and Fore Castle, or you may Mount the whole on Deck and if she will bear more than

Ten Cannon you may buy them, You must procure a suitable quantity of Powder & Ball for the Cannon, Arms with Cartridges Cartridge Paper & all necessary apparatus thereto. You will Compleat this business with Expedition and procure the best advice & assistance in doing it. Messrs Delap will recommend you to proper People for this purpose & they will supply you with Money to pay the Cost You must Ship as many Seamen as you can possibly get, especially American Seamen or those that have been much connected in this Country but you are not to Confine yourself to those alone We are in Want of Seamen and You may bring People of all Countrys or Nations that are willing to enter into the American Service, You must make it known in the best manner you can that great Wages & encouragement is now given to Seamen in every part of America both for the Publick & for Merchant Service, You are therefore to bring over not only sufficient for your own Complement which as an armed Vessell might be Thirty or forty, but as many as you can Conveniently give Ship room to and you may Contract with them for such reasonable Wages as may be satisfactory to them If any Masters or Mates Want passages home you are to Accomodate them free of any Charge to them You must lay in sufficient of Provisions and allow each man plenty but suffer no Waste. You are to receive from Messrs Delap any Goods they may desire to Ship or from any other persons Goods that Messrs Delap approve of being shipped on board and when you are ready for departure you are to wait on those Gentln for their dispatches and when you receive the same, with their approbation for your departure you are then to make the best of your way back for this Coast, you know how it is lined with British Men of Warr at present and it is not possible for us to say what port may be Safest by the time you return, but as We expect you will be well Armed & Manned You need not fear Small Vessells, and by keeping Constantly a hand at each Mast head too look out for them You may avoid all large ones expecially as we expect the *Dispatch* will be a Flyer, and in France you may get another Compleat suit of Sails for her You must therefore push into the first safe port you can any where in the United States of America as by the time you Return you may expect to Meet with some of our own Frigates Galleys & Cruizers. Little Egg Harbour or Cape May will probably be as secure as any other places –

We deliver you herewith a Commission a list of Agents for Prizes, & the Resolves of Congress respecting Captures by which you will learn how to Conduct yourself in this respect. Your business however is not to Cruize but to make quick passage but if you meet any prizes on your return so much the better provided you do not loose time in sacking them and in Case of Capture you must send them in to some of the Agents, who will do the needfull for all Concerned. We expect you will be carefull of the Brigt her Stores & Materials dilligent in making dispatch both at Sea & in port, faithful in the discharge of your Duty and the Moment you reach any port in America come or send the dispatches Express to the Committee of Secret Correspondence. We are Sir [&c.]

P.S. Should you meet Silas Deane Esqr. who lately went from this place for Bourdeaux you may consult with and be advised & directed by him in all things relative to your business with the Brig *Dispatch* –

1. Papers CC (Other Reports of Committees of Congress), 37, 11–13, NA.

COMMITTEE OF SECRET CORRESPONDENCE OF THE CONTINENTAL CONGRESS
TO SAMUEL AND J. H. DELAP, BORDEAUX MERCHANTS ¹

Gentln –

Philada July 10th 1776

You will receive this by the Brigantine *Dispatch* Capt Peter Parker & with it some letters for Silas Deane Esqr which being of Considerable Consequence We beg you will cause them to be sent or delivered to him with the utmost Expedition and we make no doubt he has left his address with you shou'd he have left Bourdeaux –

You will find herein an Invoice & bill of loading for some Goods we have shipped onboard this Brig Consigned to you for sale these Goods you please to receive & make the most advantageous Sale of them that your market will admit –

Capt Parker has orders to Arm & fit out the *Dispatch* in a Warlike manner and we hope You will advise & assist him in doing it, you'll please to procure him the assistance of the most skillful Persons Tradesmen &c for doing that bussiness & supply him with Money to purchase Cannon, Swivels, Howitzers Musquets, Powder & Ball &c he must fit her in a very compleat manner & must have plenty of those kind of stores. He is also to procure as many Seamen as he possibly can to come with him in this Brig in which we also pray for your assistance & that you will furnish with money to pay advance wages for Provisions and a New Suit of Sails all which we hope he will soon get Compleated with your assistance. When you have paid all charges & Expences relative to this Vessell, whatever ballance remains from the Sale of her Cargo, you'll please to Invest in the purchase of some Brass Field Pieces Six & four pounders & if you can procure them, good Soldiers Muskets, Gun Locks, Powder or Salt Petre, or if you cannot ship such Articles, you may then Invest the said Ballance in Blankets and other Woolen Goods suitable for Wear in a Cold Climate and whatever you buy, ship onboard the said Brig *Dispatch* for address of the Committee of Secret Correspondence on Account & Risque of the United States of America and enclose to them an Invoice & bill of Loading for the same. It is necessary that Capt Parker make dispatch in fitting the Brig and getting her ready for Sea & that you also compleat your Bussiness for her soon as you can but she is not to Sail untill Mr Deane sends his dispatches for those are the most immediate object of the present Voyage Therefore if Mr Deane is not at Bourdeaux you will please to keep him informed when the Brig will be ready to return & the Moment his dispatches come to your hands deliver them to Capt Parker with an injunction to Sail immediately for this Coast agreeable to his orders Should Mr Deane be in Bourdeaux Capt Parker must be directed

by him entirely in all his proceedings and if Mr Deane desires any Goods to be shipped onboard the *dispatch* they must be received onboard in short the Captain is ordered to receive onbd all Goods you recommend therefore you'l please to Ship any you may have or that Mr Deane may order & inform Mr John Danl Schweighauser of Nantes that he may Ship any he has for account of this Continent. We hope you will assist in making it known that great Wages & encouragement are given to Seamen in America & the Seamen of every Country will be alike Welcome, We Shall have frequent opportunitys of addressing you & remain Gentln [&c.]

1. Papers CC (Other Reports of Committees of Congress), 37, 15-17, NA.

JOHN HANCOCK TO GEORGE WASHINGTON ¹

Sir,

Philada July 10th 1776

The enclosed Letter from Mr Ephraim Anderson ² I am directed to transmit by order of Congress. As Mr Anderson appears to be an ingenious Man and proposes to destroy the British Fleet at New York, the Congress are willing to give him an opportunity of trying the Experiment, & have therefore thought proper to refer him to you.

The Event only can shew whether his Scheme is visionary, or practicable. Should it be attended with Success, (and the very Chance of it is sufficient to justify the Attempt) the infinite Service to the American States arising therefrom, cannot be described. or should it fail, our Situation will be in every Respect, the same as before.

Many Things seem highly probable in Speculation which however cannot be reduced to Practice. And on the other Hand, Experiment has shewn, that many Things are extremly practicable, which our most accurate Reasonings had taught us to believe were impossible. I have the Honour to be Sir, [&c.]

J H. Pres.

1. Papers CC (Letter Books of the President of Congress), 12a, NA.

2. Anderson wrote:

Gentlemen Being Anxiously desirous of being Serviceable to my Country, (in an Eminent degree) at this time of Publick Calamity - I am ready Immediately, to undertake the destruction of the British Fleet now at New York. If I may be Honour'd with Such directions from this Congress, my Plan of opperation I will Communicate to any of the Members of the House, for their Approbation, Convinced of the Proba[bi]lity of Success, and the Infinite Service Such [an] Enterprize wou'd be to those States Particularly at this time, Shall be glad to [execute] it at the Hazard of my Life. An Enterprize of the Same kind I undertook at Quebeck and Shou'd undoubtedly have Succeeded had not the Enemy had Intelligence and Stretched a Cable across the mouth of their Harbour; and myself by Accident much Burnt, - but thank God am recovered perfectly again and ready to make the like attempt - this Or any other Appointment I may be Honoured with Shall be thankfully Rec'd - As men Well acquainted with Military Di[sci]pline are much wanting in our Armies - I woud offer myself to the Congress for an appointment in that department, having Served in the British Army last War, have had greater oppertunitys of being acquainted with the Military as than most of our Officers are I shall wait the Order of the Congress at the Conestogoe Wagon in Market Street I am [&c.]

Ephraim Anderson
Adjut to 2nd Jersey Batan.
July 9th 1776 -

"DIMENSIONS OF THE *Delaware* FRIGATE OF 28 GUNS" ¹

[Extract]	[Philadelphia, July 10] ²
Length Gun deck from the aft side of the Apron to the fore side rudder	119
Length Keell for Tonnage	96. -
Extream breadth	32
Depth in hold	10. . 6
Height between decks	5.
Waste amids[hip]	4. . 10
Port Cells from deck	1. . 7
do Up & down	2. . 1½
do fore & Aft	2. . 4
Distance between the ports	7. . 0½
Height Under the Qu[arte]r deck from plank to plank	6. . 6
do Under the forecastle from do do	5. . 9
Length of do	21. -
Beak head abaft the Apron	3. . 6
fore Mast port abaft the Beak head	3. . 6
after port before the Rudder	8. -
Center foremast abaft the Apron	16.
do of Cable bitts do of foremast	11.
do of Capstand do do	23½
do of Main Mast do do	53
do of do Capstand abaft Main Mast	15
do of Mizen Mast do do	32
do of do before Rudder	19
Brest of the Figure before the hause piece	12. . 6

1. Joshua Humphreys' Note Book, 165-66, HSP.

2. Date is approximated. Dimensions of frigate *Randolph* are dated July 10 in Humphreys' Note Book.

"DIMENSIONS OF THE *Randolph* FRIGATE OF 32 GUNS BU[IL]T AT PHILADA JULY 10, 1776" ¹

	feet
Length of the Gundeck from the aft side apron to the fore side Rudder	137. . 3
Keel for tonnage	112. . 0
Extream breadth	34. . 6
Depth in hold	11.
Breadth of Transom	21. . 6
Rising of Mids	1. . 9
Breadth of floor	14.
Tumbling home top timber	3. . .
Hanging Gundeck	1. . 7
Height between decks	5. . 2
Waste Amids	5. . 2

Ports Cells from Deck	1.. 8
Up & down in the Clear	2.. 3
fore & Aft " do	2.. 6
Distance between the ports	7.. 5
13 ports on the Gundeck	
Height from upper part Gun deck to the upper part of Quatr Deck beams at fore end	} 6..10
Hight forecastle to the top of the beams at the after end	
Quarter deck short of the Center Mainmast but should run within 2 feet of it	} 7.. 9
Beak head from the Apron	
Foremost port abaft the beak head	4.. 1
After port from foreside Rudder	9.. 6
Length of forecastle	27.. -
Center foremost abaft the apron	19.. 3
do of Cable bitts abaft the center for Mast Butt should be at least 2 feet More	} 9.. 6
Center Main Mast abaft center foremost	
Center of Mizen Mast abaft center Main Mast	36.. 6
Center of do before the Rudder	22.. -

Dimention of her Capstands

Quarter Deck Up drumhead	ft	thick	} thickness 12 filling Incd }
lower do	4.. 1 diamr by 4	4	
	3 10½ do by 8	8	
	feet	In	ft
Length Barrell under the drum head	3..	2 by	1..8 Diamr
Whelps at Bottom 10½ at surge 6½ at top 9½ & from the Bottom to the Surge 2 feet 5 in			
Lower Capstand, Upper drum head	4..9	Lower	4..6 sided
as above Barrell 2 feet Diamr hight as above			
Whelps at bottom 12 Inc, at surge 7½ at the top 10½			

The Amot of Ship Carpenters & Laboure[r]s wages is £2289 when wages was at 7 shillings pr day & the Ship Joyners work Amt to £380 & used 22 thousand feet boards & Scantling

1. Joshua Humphreys' Note Book, 163-64, HSP. In the Josiah Fox Papers, PM, is a paper entitled: "Dimention of two Frigates Mounting 36 Guns each, built at Philadelphia 1776 - by Humphries & Wharton - & Ayre's of Kensington." The dimensions differ slightly from Humphreys' list, and read as follows:

Length of Gun Deck from the Apron	137.6
Keel for Tonnage	110.10¾
Breadth Moulded	34.5 ½
depth of hold	11.0
Height of Wing transom	16.10
Upper edge of wale--forward	14.4

Midships	12.4
abaft	16.6
Breadth at Wing Transom	20.7
dead rising	1.5
Breadth of Floor	14.0
Housing of Topside	3.3
Housing of Gun deck	1.7
at Middle Line	1.4
Height betwixt Decks	5.2
Depth of waiste	4.10
Height of Port Cells above the Deck	1.10
up & down	2.4
fore & aft	2.8
13 ports on Gun Deck	7.9
Height between the upper & Quarter Deck	6.6
do of Fore Castle	5.6
Confederacy / length of Keel for Tonnage	135.
Do on the Upper Deck	162.
Depth of Hold	12.6
from Deck to Deck	6.
Breadth Moulded	36.6

The frigate built by Wharton & Humphreys was, of course, the *Randolph*; the one built by Ayres, the *Washington*, launched August 7, 1776.

“DEMENTIONS OF SHIP *Randolph* MASTS & YARDS 111 FEET KEEL

34/6 BEAM 11 FEET HOLD 5 FEET BETWEEN DECKS”¹

Main Mast	85½ feet	head	11½
Top Mast	51		6½
Top Galt Mast	40		14
Fore Mast	78		10½
Top Mast	49		6
Top Galt Mast	38		13½
Mizn Mast	75		9
Top Mast	56		20
Bowspreat	51		
Jibb Boom	38		
Main Yard	72	arm	2½
Topsl yard	51		2¼
Topgalt Yard	38		1½
Fore Yard	69		2½
Top sl yard	48		2¼
Topgalt yard	36		1½
Mizn Yard	69		
Cross jack yard	54		2⅓
Topsail yard	38		1¾
Spreat Sail yard	51		2¼
Topsail yard	38		1½

Built in the Year 1776 at Philadelphia

1. Boies Penrose Private Collection, Devon, Pa.

ADVERTISEMENT OF SALE OF THE CARGO OF THE PRIZE SHIP *Juno* ¹

[Philadelphia, July 10, 1776]

The Sale of the Ship *Juno's* Cargoe, consisting of Jamaica Spirits, Sugar, Fustick, &c. will begin this Day, at Ten o'Clock A.M.²

N.B. The Sugar and Spirits will be sold by the single Hogshead.

1. *Pennsylvania Gazette*, July 10, 1776.

2. The sale was not completed that day. The *Gazette* a week later contained an advertisement, stating that the remainder of the cargo would be sold that afternoon "at Bright and Pechin's wharf."

MEMORIAL OF CAPTAIN JOHN KILTY TO THE MARYLAND COUNCIL OF SAFETY ¹

[Baltimore, July 10, 1776]

To The Honble The Council of Safety of The State of Maryland

The Memorial of Captn John Kilty Sheweth

That Your memorialist being informed Your Honours intend to erect a Wharfe and sundry Warehouses for the more speedy & effectual Landing, Shipping, and preserving the Naval Stores of this State, and as Your Honours may find it necessary to employ a Person in some respect in the capacity of a Master Attendant in the Dock Yards in Europe,

Your Memorialist (with submission) thinking himself by his profession qualified to undertake that Business, begs leave to assure your Honours that if he should be so happy as to meet with your approbation he will transact the same with Care and Fidelity –

1. Red Book, XIII, Md. Arch. While the Memorial is undated, it most probably falls just prior to July 12, 1776, when Captain Kilty was ordered by the Council of Safety to examine some vessels that were for sale on the Eastern Shore of Maryland. He seems to have had steady employment from that time on.

"A LIST OF SHIPS IN LORD DUNMORES FLEET" ¹

July 10th 1776.

Roebuck a forty four Gun Ship. Commodore Hammond Commander

Fowey a twenty do do Montague do

Otter a ten gun Sloop of War Squires do

Dunmore a frigate built Ship mounting 4 Sixpounders on one Side.

William a Ship with 2 four pounders of a side, a part of the 14th Regt on board.

Anna, a Ship barricaded, with a part of the 14th Regt on board.

Dun Luce, a Ship occupied by the Queens loyals a Regt of Ds raising.

Grace, a Ship belonging to & occupied by Mr Fleming and family.

Levant, a Store Ship in which Governor Eden has taken a passage.

Brigantine *Fincastle* belonging to and occupied by Niel Jamieson.

Bright *Dolphin* belonging to and occupied by Hector McAlester.

Bright *Maria*, occupied by John Allason and family.

Do *Fanny*, occupied by Doctor McCaa & family.

Do *Betsy*, occupied by Capt. Boynoe and family.

Do Do occupied by Dr Coakley and family sometimes wt negroes.

Do — occupied by Mr Feener and family.

A Spanish Snow Prize Master, Super Cargoe, Capt & Crew on board.

Brigt *Helena* belonging to Roger Steuart, occupied as Prison for Prisoners.

Do *William & Charles* from Barbadoes on board 300 Hhds R[um]. & 100

Do Sugar sent in by the Governor of Barbadoes to Sir Peter Parker.

Snow *Unicorn*, on board of which is a Black Smith Shop.

Brigt *Hammond*, occupied by Mr John Hunter & Mr Sprowle's family

Schooner *Thomas*, occupied by William Calderhead & family.

Do *Charlotte* occupied by William Hargisdes & family

Sloop *Cambell*, occupied by Mr Farmer & family.

Sloop *Peace & Plenty* belonging to and occupied by Mr Eilbeck

Sloop *Lady Augusta* belonging to and occupied by Capt. Lowes.

Sloop *Lady Gower* a Tender, John Wilkie Commander.

Sloop *Lady Stanly* a Tender, Willm Younghusband Commander.

Sloop *Lady Susan* a Tender Bri[d]ger Goodrich Commander.

Schooner *Gaze* a Tender belonging to the *Roebuck*.

Sloop *Fincastle* of 12 Guns belonging to the *Otter*.

Sloop *Lady Gage* a Tender belonging to the *Fowey*

Seven Sloops occupied by Messrs Spedden & Goodriches familys'

Two Schooners occupied by John Brown & family.

Ship *Logan* belonging to and occupied by Mr Logan & family.

Sloop *John Grymes*, occupied by said Grymes and some Dragoons.

Most of the other Vessels are Small Craft and occupied by Trades people & negroes. Vessels that are not fit to go to Sea.

The *Lively* frigate cruising off[ff] the Capes.

1. Browne, ed., *Arch. of Md.*, XII, 24-25.

PURDIE'S *Virginia Gazette*, FRIDAY, JULY 12, 1776

Camp before Gwyn's island, July 10, 1776.

Yesterday morning brigadier-general [Andrew] Lewis, accompanied by the colonels [Edward] Stephen, [William] Woodford, [George] Weedon, and [Mordecai] Buckner, arrived here, when a vigorous attack was made on the fleet and camp of the enemy. The ships were so roughly handled, that the *Dunmore*, and several others, were in a short time towed off; and the enemy abandoned their works, after carrying away all their cannon, except a six-pounder. We have taken the *Lady Charlotte* tender, with three guns, a very fine schooner, and pilot boat; which they made use of as tenders. The want of boats prevented our seizing many Tories, all their cannon, the greatest part of their baggage, and the negroes. The enemy have burnt several of their vessels, among them a very fine ship, supposed to be the *Dunmore*, which was rendered unfit for sea. His lordship lost his china by a double-headed shot, and it is said he himself was wounded in the leg by a splinter. The fleet is drove off without water; and although they have plenty of prize flour, there is not a biscuit on board. The houses, ovens,

and fortifications, which they had begun on the island, plainly prove they had no intention to leave it in so precipitate a manner. All the loss we sustained was in poor capt. [Dohickey] Arundel of the artillery, who was killed by the bursting of a mortar. The officers and soldiers of col. [William] Daingerfield's regiment behaved with great bravery.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO SAMUEL THOMAS¹

Roebuck off of Gwins Island Virginia

Sir,

10th July 1776

Notwithstanding my orders of the 5th instant, directing you to proceed immediately to London with the *Levant* Victualler, so soon as you should have put the remainder of your Provisions on board the *Anna* Transport: It is now my further commands to you, that in case Governor [Robert] Eden shall apply to you, either for a Passage to England, or to remain here for his accommodation, you are in every respect to obey his orders; taking notice of the time he shall think proper to detain you; and on your arrival in England to acquaint the Commissioners for victualing His Majestys Navy therewith. I am Sir [&c.]

A.S. Hamond

To Mr. Saml Thomas Master of the *Levant* Transport.

1. PRO, Admiralty 1/1902, 13, 12, LC Photocopy.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY¹

Wednesday July 10th 1776.

Resolved That the Judges of the Courts of Justice for hearing and determining Maritime Matters at the Ports of Edenton Bath New Bern and Wilmington shall before they enter upon the Execution of their respective Offices take the following Oath to wit. "I A.B—do swear upon the holy Evangelists of Almighty God, that I will in all Cases which may come before me as Judge of the Court of Justice for hearing and determining Maritime Matters at the Port of ——— execute the said Office with integrity impartiality and according to the best of my skill and Ability." So help me God

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776) NCDAH. The Council adjourned July 16 to meet at Halifax, July 21, 1776.

"A LIST OF SHIPS AND VESSELS UNDER THE COMMAND OF COMMODORE SIR PETER PARKER AND THE SHIPS & VESSELS STATIONED AT CAPE FEAR, SAVANNAH & ST AUGUSTINE 10TH JULY 1776."¹

Ships Names	Captains Names	Where Stationed
<i>Bristol</i>	{ Sir Peter Parker Toby Caulfeild Captn Wm Williams Tobias Furneaux	} Five Fathm Hole off Charles Town
<i>Experiment</i>		
<i>Syren</i>		

<i>Falcon</i> Sloop	John Linzee	} At Cape Fear
<i>Scorpion</i> Sloop	Honble Jno Tollemache	
<i>Cruizer</i> Sloop	Francis Parry	
<i>Active</i>	Anthony Hunt	} Going to Cape Fear with Provision to compleat the whole to 3 Months, & to be stationed off there.
<i>Raven</i> Sloop	John Stanhope	
<i>Cherokee</i> Armd Vessel	Lieut [John] Ferguson	} At Savannah.
<i>Sphynx</i>	James Reid	} Going to Savannah with Provision to complete the whole to 3 Months & to be Stationed off there.
<i>Hinchinbrook</i> Schooner	Lieut [Alexander] Ellis	
	P. Parker.	} St Augustine.

[Endorsed] No 3 In Lord Howe's Lre of the 8 Aug 1776.

1. PRO, Admiralty 1/487.

11 July

JOURNAL OF H.M. SLOOP *Viper*, CAPTAIN SAMUEL GRAVES¹

July 1776 Mount Desert NNE 7 or 8 Leags
 Thursday 11. At 4 Saw a sail Gave Chase at 8 Seizd the *two brothers*
 Schooner² at 9 Wore Ship
 First & Middle parts Foggy latter Modt breezes & fair at 2
 P M Seizd 2 Schooners names unknown³ at 6 Came too
 with the best br in 7 ff[m]s Long Island Road

1. PRO, Admiralty 51/1039.

2. *Two Brothers*, J. Bowden, master and owner, from Piscataqua on a fishing voyage, with fish, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

3. *Ibid.*, the prize list dismisses them as "No Person found on board." Cargo, firewood and empty casks.

LIBELS AGAINST THE SHIP *Susannah* AND THE SCHOONER *Rainbow*¹

Colony of New Hampshire, Rockingham, ss.

Libe[l]s being filed before me, against the ship named *Susannah*, burthen about one hundred and eighty tons, her cargo and appurtenances, commanded by John Frazer –² Also against the schooner named the *Rainbow*, about thirty tons burthen, her cargo and appurtenances, commanded by John M'Monagle,³ which vessels are said to have been improved in carrying supplies to the fleet and army employed against the united colonies, and brought into the county of Rockingham. This notice is given agreeable to the laws of the colony, that the maritime court erected to try and condemn

all vessels found infesting the Sea-Coasts of America, and brought into the county of Rockingham, will be held at the court-house in Portsmouth, on Tuesday the sixth day of August, 1776, at 10 o'clock in the forenoon, to try the justice of the said Captures, that all persons concerned may appear and shew cause, if any they have, why the said vessels, their cargoes and appurtenances should not be condemned.

Joshua Brackett, Judge of said Court
Portsmouth July 11, 1776

N.B. All Claimants are by law to file their claims before the Judge five days before trial.

1. *The Freeman's Journal*, July 13, 1776.
2. The *Susannah* was taken March 6, 1776, by five of Washington's schooners under the command of Captain John Manley.
3. The *Rainbow* was taken November 25, 1775, by Captain Winborn Adams, in Washington's schooner *Warren*.

MAJOR GENERAL ARTEMAS WARD TO GEORGE WASHINGTON ¹

Sir –

Boston 11 July 1776

Agreeable to your Directions I have forwarded all the Arms and Accoutrements fit for use that were in the Hands of the Agents, lately taken from the Scotch Prisoners.

The Agents, without my knowledge, parted with part of the Arms; part of them were taken by the Commander of a Connecticut Privateer who assisted in taking the Transports; ² and some I am told were thrown over board by the Prisoners, and others were broken; but I have not been able to obtain an exact Return of the Arms taken. ³ I am your Excellency's [&c.]

Artemas Ward

1. Washington Papers, LC.
2. The Connecticut brig *Defence*, Captain Seth Harding.
3. This date " 73 Fire Arms, 60 Bayonets, 73 Bayonet belts, 73 Slings, 73 Shot Pouches, 50 Cartridge boxes, 73 Knapsacks," were sent to Joshua Huntington at Norwich to "forward to New York immediately." Huntington was warned: "If there will be any risk by water you will send them by land." *Collections of the Connecticut Historical Society*, XX, 312.

JOHN BRADFORD TO JOHN HANCOCK ¹

Sir

Boston 11th July 1776

These Serves Just to Inclose you Capt [Nicholas] Johnsons Rect for thirty Eight Charldron Coal ² which I wish safe to hand and am with all due Respects [&c.]

J. Bradford

Boston 9th July 1776

[Enclosure] Received on Board the schooner *First Attempt* my self master Thirty ~~Eight~~ Seven Charldron Sea Coal for Acco of the thirteen united Colonies. ship'd by John Bradford which I promise to deliver at philadelphia to the Order of the Honble John Hancock Esqr the danger of the Sea

and Risque of the Enemys Excepted: for which I have Sign'd two Receipts one of which being Comply'd with the other to be void

37 Charldron

Nicholas johnson

1. Charles Roberts Autograph Collection, 720, Box 1, HCL.
2. The *First Attempt* was to go under convoy of the Continental sloop Providence, Captain John Paul Jones. See report of Lieutenants John Peck Rathbun and William Grinnell to Jones, July 16, 1776.

New-England Chronicle, THURSDAY, JULY 11, 1776

Boston, July 11.

Last Saturday was carried into Cape Ann, two Ships, taken in the Gulph of Florida, by Capt. Henry Johnson, of this Town, in the *Yankey Privateer*; and last Tuesday they were brought round to this Place. One is a fine Ship, 300 Tons burthen, commaned by James Hodge, bound from Jamaica for London, with upwards of 400 Hogsheads of Sugar, 200 Puncheons of Rum, 16 Packs of Cotton, and a Quantity of Pimenta.¹ The other is upwards 200 Tons, commanded by George Ross, from Antigua for General Howe at Halifax, with 439 Puncheons of Rum, &c.²

1. The *Zachariah Bayley*.
2. The *Creighton*. This issue of the newspaper also contained notice that court "will be held at Salem, on Tuesday, the thirtieth Day of July, 1776, at the Hour of Ten in the Forenoon, to try the Justice of the Capture . . ."

New-York Journal, THURSDAY JULY 25, 1776

Boston, July 11.

Last Saturday arrived here from Guadaloupe, the schooner *Polly*, David M'Cloud master, who has brought one hundred casks of powder, about seventy or eighty small arms, a number of carriage and swivel guns, a quantity of brimstone, shot, flints, &c.¹

Yesterday morning, a fifth 13 inch iron mortar was found off the end of the Hon. John Hancock, Esqr's wharf.

1. The Commissary General was ordered "to lodge the Powder in one of the Colonies magazines & the other Military Stores in some of the Colonial Stores belonging to this State." Mass. Arch., vol. 165, 425.

JOHN BROWN TO CAPTAIN WILLIAM CHACE ¹

Capt. Chace Sr

[Providence, July 11, 1776] ²

This Goes by Capt John Tillinghast With the Rudder & Tiller & [blank] belonging to the Yaul but I hope You'l Git a Boat at Newport as this Yaul belongs to Capt Jenckes & I find by Capt Tower that he Setts Very Grait Store buy her, You Doubtless will here of the Three Grand Prizes brot in to the Eastward one a Three Decker which with one other Ship is Supposed to be worth £30,000 Sterlg was taken by one priveteere of Little or No More Strength than Your Sloop, ³No Time ought to be Lost before You Git on the Ground for prizes, I hope in afue weeks to have the Satisfaction of going onbord of a Prize Ship from You, & if its Agreeable to You

& the Officers & Men onboard to Appoint Me for their Agent, I will do the Utmost in My power that the prize Shall neet as Large a Sum of Money as possible, to Every one Concernd I am Sr [&c.]

John Brown

P S. You'l please to Send up An Acct of what You May Advance at Newport

1. Nicholas Brown Papers, JCBL.
2. The date is approximated. Chace was commissioned July 6, 1776 to the command of the Rhode Island privateer sloop *Diamond*, and the news of the three large prize ships brought in to the eastward could have reached Providence the beginning of that week.
3. The Massachusetts privateer sloop *Yankee*, of 9 guns and 60 men, Captain Henry Johnson, had sent into Salem on July 3, the ships *Creighton* and *Zachariah Bayley*, *American Gazette*, July 9, 1776; and the Pennsylvania privateer sloop *Chance*, at about the same time had sent in the ship *Lady Juliana*, *New-England Chronicle*, July 4 and July 18, 1776.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] Thursday July 11th,

Capt. Coit came in, moving for an appointment.

The matter of appointing officers for the Colony ship building at Saybrook taken up and discoursed of largely, and of persons for the offices.

Question was put, whether we will at this time proceed to appoint a Captain and two lieutenants for said ship and resolved in the affirmative.

And on further consideration, and the question being put, William Coit is appointed Captain of said ship.

Timothy Parker is appointed First Lieutenant of said ship, and David Hawley is appointed Second Lieutenant of said ship.

Voted, That the date of the above officers' commissions be referred to the farther consideration of this Board, and their pay to commence from the date of the same.

That letters be wrote informing said Hawley of said appointment; the others being near &c.

Cap. Coit (in town) was called in, and the Governor gave him advice, instruction and admonition as to his conduct &c.

1. Hoadly, ed., *Connecticut Records*, XV, 475, 476.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, 11 July, 1776

We have intelligence from a deserter that came to us, that on Wednesday Morning, the *Asia*, *Chatham* and *Greyhound* Men of War weighed Anchor, and it was said, intended to pass up the North River above the City to prevent the communication with the Jerseys, they did not attempt it, nor does he know what prevented them.

A Prisoner belonging to the 10th Regt. taken Yesterday, informs that they hourly expect Admiral Howe and his Fleet, he adds that a Vessel has arrived from them and the prevailing Opinion is, that an Attack will be made immediately on their Arrival.

1. Fitzpatrick, ed., *Writings of Washington*, V, 251, 254.

New-York Journal, THURSDAY, JULY 11, 1776

New York, July 11.

On Wednesday last it [Declaration of Independence] was read at the head of each Brigade of the Continental Army posted at and near New York and everywhere received with loud huzza's. and the utmost demonstrations of joy.

The same evening the equestrian statue of George III. which Tory pride and folly raised in the year 1770, was by the Sons of Freedom laid prostrate in the dirt, the just desert of an ungrateful Tyrant! The lead wherewith this monument was made is to be run into bullets, to assim[il]ate with the brain of our infatuated adversaries who, "to gain a pepper corn, have lost an Empire.—"

Quos Deus vult "perdere, prius dementat."

DIARY OF DR. THOMAS MOFFAT ¹

[On board H.M. Sloop *Swan*]

July 11th [1776] morning Thermometer 71 Wind E Several people came from Long Island (among whom was —— Fanning) ² and proceeded up to the admiral and General also came in from Delawar bay the *Kingsfisher* Captn Graham [Alexander Graeme] with 2 Brigts and 2 Sloops prizes laden with flour bread &c from Philadelphia. He also destroyed an armd Brigtt with military Stores and 400 barrells of gun powder.³ P M the *Mercury* Pacquett for Falmouth weighd and saild under convoy of the *Senegal* Captn [Roger] Curtis.

1. Thomas Moffat's Diary, LC.

2. Edmund Fanning, private secretary to Governor Tryon.

3. The brig *Nancy*, destroyed off Cape May on June 28, 1776, although 265 of her 386 half barrels of gunpowder had been taken ashore. The diary does not mention that the *Kingsfisher* lost her long boat, with a master's mate and six men, when the *Nancy* was blown up.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, July 11, 1776

A petition from John Cox was presented to Congress and read: Whereupon,

Resolved, That the Secret Committee be directed to sell Mr. Cox half a ton of powder, for the use of the private vessel of war by him fitted out.

The Congress are so fully persuaded of the necessity of protecting the frontiers of New York from the incursions of the enemy, that they recommend that business to General Schuyler's immediate attention and direct that if the situation of affairs will admit of it, he take proper steps for erecting a fort at Oswego and building gallies on Lake Ontario, and pursue such other measures as may be best fitted to answer the views of Congress.

That posts be taken and forts erected at Presque isle, Le Beuf, and Kittanning, and a battalion be raised to erect and garrison the same.

That the commissioners of Indian affairs in the middle department be directed to inquire what naval force on Lake Erie will be necessary to secure to the United States the command of the navigation of that lake and to report the result of their inquiry as soon as possible to Congress.

The Marine Committee in pursuance of the order of Congress, reported that they have called before them, divers of the inferior officers, belonging to the ships *Alfred* and *Columbus*, and having heard their complaints against the Captains Saltonstal and Whipple, in their presence, are of opinion, that the charge against Captain Saltonstal does not appear to the committee to be well founded, and that the charge against Captain Whipple amounts to nothing more than a rough, indelicate mode of behaviour to his marine officers;² Whereupon,

Resolved, That the Marine Committee be directed to order the Captains, Saltonstal and Whipple, to repair to their respective commands; and that it be recommended to Captain Whipple to cultivate harmony with his officers.

The committee, to whom the letter from John Macpherson, of the 31 of May, was referred, brought in their report, as follows:

That they had examined Mr. Macpherson, respecting the contents of his letter, who alleged, that he had a promise of being appointed commander in chief of the American navy, by Messrs. Randolph, Hopkins and J. Rutledge, a committee of Congress to whom he communicated an important secret; but that he produced no evidence in support of such allegation; that they enquired of Mr. Hopkins about this promise, in the presence of Mr. Macpherson, and that Mr. Hopkins declared he recollected nothing of the kind: Whereupon,

Resolved, That the application and request of Mr. Macpherson is unreasonable.

1. Ford, ed., *JCC*, V, 539, 540-41, 542-43, 544-45.

2. This report, undated, is in Papers CC, NA.

JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY¹

[Extract]

Baltimore July 11 - 1776

Sirs, The brigs are both dischar[g]d.² On hoisting out the lower tier of the Flour on board Mr Lux and Bowley's Brig, I find it is damaged. I have had two gentlemen to view the Flour. The report they make I send you.³ The Flour appears to have been wet sum time ago, as it is rotten all round the outsides and head of the barrill and has since dried so that it is hard and black which answers with what Capt Lunds reports concerning it, as he says that it has not been wet this sum time, but was under water more than two months ago, and not since His report I have taken down in writing as I think there has been a fault. I would bee glad that the blame should be fixt right. Mr Spear has all the damaged Flour in his custody, and says that he will bake all that can be bak'd, and the remainder must be

return'd I spose Mr Lux ought to take it; If so Mr Spear says hee will assist Mr Lux in dividing it, and such as can be bak'd, he will doe. The bake howses are going on and I spose their might bee a parcel of bread, and part of Capt Woolseys flour sent to the Brig that lately arriv'd with your Powder, if it is practicable and must be done, the sooner the better. . . .

1. Correspondence of Council of Safety, Md. Arch.
2. The brigs *Fortune* and *Rogers*.
3. Hollingsworth requested Mark Alexander and Benjamin Griffith to examine the flour. They found it had been "damaged by Bilge Water admitted into the hold . . . the said flour is now hard, rotten & musty & unfit for baking or any other merchantable use." *Ibid.*, Alexander and Griffith to Council of Safety, July 12.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

July 1776

Windmill point NWt 7 miles

Thursday 11th at 10 in the morning having got all the Fleet and Transports down and Gwins Island evacuated, made the Signal and weighed (at this juncture there was no water to be procured on the Island, and the Fleet in great distress for it) and made sail up the Bay; one of the fleet having got a ground made the *Otters* Signal to lay by to protect her. Fresh Gales and clear Weather, at 4 the *Dunmore* having carried away her mast, sent her an officer and Several Seamen to assist her. . . . at 8 made the Signal to anchor, and at 9 Anchored in 10½ fathoms, Point look out NW½Wt 3 Leagues.

1. PRO, Admiralty 51/796.

CAPTAIN LAMBERT WICKES TO THE COMMITTEE OF SECRET CORRESPONDENCE OF THE CONTINENTAL CONGRESS ¹

Gentlemen

On board the Ship *Reprisal* July 11th 1776

This will inform you of my proceedings since I left Cape May the 3d Instant. we left that place in Company with 13 Merchant Men, who I think all got Safe off, as we did not lose Sight of them till they got a good distance from the Land. We Saw no Ships of War at all on the Coast.

We this Day fell in with Captain [Charles] Mackay, in the ship *Friendship*, from Granada bound to London, loaded with Rum, Sugar, Cocoa, & Coffee which Ship I have taken, and sent John Parks in her prize-master & have given him orders to get into Philadelphia if possible, [and if] this should not be practicable, he is to Run her into the first port in his power & Send an Express to inform you Immediately. Mr [William] Bingham is Well and desi[re]s his compliments to you. from, Gent. [&c.]

Lamb^t Wickes

P:S: Our people are all well to 3 or 4. We are in Longitude 57D West & Latt. 31 North

L:W:

1. Papers CC (Letters addressed to Congress), 78, XXIII, 293.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT¹

[July 1776]

Anchor'd in St Mary's River.

Thursday 11

(A M) Empd about the Rigging, At Noon unmoor'd, weigh'd & Shifted our birth further in and moor'd with a Cable each way. Sent the Pilot boat with an Officer & 6 men Armed to speak a Sloop of[f] the Barr.

Do [Fresh Breezes & Cloudy with Thunder Lightning & Rain] the Pilot Boat in Chase of a Sloop at 3 a very hard Gale of Wind & rain, Veered to a Cable on the Bt Br at 4 heard 2 Guns fired, from Mr Wrights Fort & Landing as a signl for his being attacked which we answd with 1 Gun Sent the Cutter Manned & Armed with Mr. [Peter] Beachop Master & 6 Men with Orders to gain intelligence & to bring off the Sick men if possible but by no means to suffer the Boat to go on Shore on that side; at ½ past the Cutter and a Canoe with Soldiers sett off at 6 the signall was repeated which we Answd with another Gun at ½ past 6 heard several Vollies of small Arms at 9 fired a Gun at the Brigg's boat who brought on board the Owner of her, Mr Egan Collector of his Majesties Customs and the Inhabitants of this river: At 10 The Soldier's Canoe wt the Corpral return'd on board wt an information that they Saw the Cutter fired upon from the Marshes below the Landing place & that he believed the Cutter & some of the People were taken some killed & the other's made prisoners which was confirmed in the Morning²

1. PRO, Admiralty 51/4330.

2. "We hear, that about 3 Weeks ago, two armed Vessels from St. Augustine cut a Sloop and Schooner, loaded with Rice, out of Ogeeche River in Georgia. A Party from the same Place had been employed in building a Fort at St. Mary's; a Boat belonging to them, with Capt. Peter Bachop and seven others on board, was taken about a Fortnight since, after some shots being exchanged; 3 of them were killed, and Capt. Bachop, with the other 4 brought Prisoners to Savannah," *South-Carolina and American General Gazette*, May 31 to August 2, 1776.

"EXTRACT OF A LETTER FROM ST. EUSTATIA, JULY 11."¹

We have a vessel here from Dublin, that sailed May 28, the Captain brings accounts of A. Thompson, Newry, A. Bryan and James Lecky, Dublin, being all taken up by order of the Privy Council of Ireland, for carrying on correspondence with the people in America. Mr. Bryan was discharged, but Mr. Thompson and Mr. Lecky were held to get bail, and when the Captain sailed, an officer was kept on Mr. Lecky's house, and his papers sealed up. It was the affair of the gunpowder he purchased last year for Mr. B[lair] M'Clenachan to be shipped by the *Hancock and Adams*, which Mr. Lecky was taken up for, and the appearance of Captain [Charles] Forrest

in Dublin, from Nantz, revived the story, and caused these disagreeable things to happen. Large subscriptions were made or offered for Mr. Lecky, to support him against this attack of the Council.

P.S. Two of the passengers that came in the beforementioned vessel from Dublin, are just arrived here: they say, that Captain Forrest arrived in Ireland from Nantz, in a vessel under French colours, and on his appearance in Dublin, was immediately suspected of coming for the powder, he was disappointed of taking away before, on which his vessel was searched, and several letters and papers found on board, two of which letters were for Mr. Lecky and Thompson; in consequence of which they were taken up. Mr. Lecky is held to 20,000 l. bail, and Mr. Thompson 300,000 l. but Captain Forrest would not be admitted to bail, and was committed to prison in irons, where he lay when those gentlemen came away. It was the general opinion in Dublin, that they would all three be removed to England for trial, and the consequence very uncertain.

1. *Constitutional Gazette*, August 28, 1776.

12 July

JOURNAL OF H.M. SLOOP *Viper*, CAPTAIN SAMUEL GRAVES ¹

July 1776 The Land Over Machias NNE 8 or 9 Leags
 Friday 12 at 9 A M Weighd and Came to sail 3 Schooners in Co in
 1st & 2d Reefs
 Modt & Clear at 1 P M Saw a sail in the SE gave Chase at 2
 Fired a Shot to bring her to at 4 seizd the *Polly* Schooner ²

1. PRO, Admiralty 51/1039.

2. "*Polly*, on a fishing voyage, with fish," Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Friday 12th of July 1776

4 [A. M.] Fair weather
 11 Saw 5 ships to the Southward found them Learge ships wore
 ship stood to the Eastward
 Lattd in 40d.37m Longt in 65d.30m
 1 [P. M.] Saw a schooner barring ESE gave her chaise
 4 Came up with the chaise she fired 2 shotts At us and then her
 hole broad side we engage her 1½ hour then she struck to
 the American Arms we found her to be the *Despatch* ² from
 Halifax bound to New york Capt [John] Goodridge that com-
 manded her was Killed the master Midshipman And 7 Others
 wounded 1 man Killed the Schooner much shatterd in the
 Ingagement we had one man Killed 2 wounded our Riggin
 much hurt

1. John Fisk Journal, AAS.

2. H.M. Schooner *Dispatch*, 8 guns, 12 swivels and 30 men.

COMMITTEE OF KITTERY TO THE COMMITTEE OF PORTSMOUTH ¹

Gentlemen –

Kittery, July 12th, 1776.

The Committee of Correspondence &c. for this Town have receiv'd a Letter from the Committee of Correspondence for Boston of the following import: viz: That they have information, and reason sufficient to induce them to believe, that a communication has been kept up between our Enemies ships & some of our small boats, and that they have tho't it necessary for the common safety, to order that no Boats or vessel be suffered in future to leave the Town without special permission, and that they have confined the fishing Boats within the Limits of one League from the shore. We therefore think it expedient to advise you of this measure recommended to us, as without your coming into a similar one, it will be of no effect. Wherefore we shall be much oblig[e]d to you for your opinion hereupon and what method you propose to take respecting this matter, and are with respect, [&c.]

John H. Bartlet, Chairman.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 303.LIBEL OF JOSHUA WENTWORTH IN NEW HAMPSHIRE ADMIRALTY COURT
AGAINST THE BRITISH BRIGANTINE *Elizabeth* ¹

Colony of New Hampshire Rockingham ss	}	To the honble Joshua Brackett Esqr Judge of the Court – Maritime of New-Hampshire
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The Information and Libel of Joshua Wentworth of Portsmouth in the County of Rockingham in the Colony aforesaid Esqr for and in behalf of the united American Colonies, and also in behalf of the Officers Marines and Mariners of the three Continental armed vessels named *Hancock*, *Lee*, and *Lynch* against the Brigantine named the *Elizabeth*, her Cargo and appurtenances, being of the burthen of about One hundred and forty Tons, Commanded by Peter Ramsay. The Libellant in behalf of the said Colonies, and of the officers, Marines & Mariners of said three armed vessels, Sheweth That John Manly commander of the said Continental armed vessel named *Hancock*, Daniel Waters commander of the said Continental armed vessel named *Lee* & John Ayers commander, of the said continental armed vessel named *Lynch* with the Officers Marines and Mariners of said three armed vessels, did on or about the third day of April A D 1776 (said three armed vessels being then in the service of the united Colonies) seize and retake upon the high-seas, and bring into the Port [of] Piscataqua in said County the said Brigant[ine,] then of about One hundred and forty tons burthen commanded by Peter Ramsay – which said Brigantine at the time of the recapture was in the possession of the enemy, and had been taken from Richard Hart of said Portsmouth Merchant late Owner thereof by some armed vessel belonging to the fleet employed against the united Colonies and detained in their possession for more than Ninety six hours then next preceeding the time of her being retaken as aforesaid Which said Brigantine at the

time of the recapture thereof had on board a Cargo consisting of divers Goods, wares and merchandize, together with four Negroes, which Cargo she was then carrying to and for the Fleet and Army employed against the united Colonies – by means whereof by the Laws of said Colony, in which case made and provided the said Brigantine, her Cargo and appurtenances ought to be condemned, wherefore the Libellant in manner aforesaid, prays process against the premises and that the same may be condemned and disposed of as the Law directs. – Dated at Portsmouth the 12th day of July A D 1776 –

Joshua Wentworth in behalf of }
the united Colonies & Captors. }

Copy examined by Jona M Sewall Cler[k]

1. Revolutionary War Prize Cases, No. 2, Records of the Court of Appeals in Cases of Capture, 1776-1787, NA.

ORDER OF MASSACHUSETTS COUNCIL ADMITTING PRISONERS TO A
MORE LIBERAL PAROLE ¹

In Council [Watertown] July 12th 1776

Resolved that Philip Dalton a Midshipman and Prisoner of War now confined under his parole to the limits of the Goal Yard in Concord be admitted to sign a new Parole prescribed by this honble Board on the day of inst and thereupon be enlarged accordingly and discharg'd from his former Parole And that any other Officer who may have sign'd a like Parole with the said Dalton, be admitted to sign said new Parole and thereupon be discharged from his former Parole.²

Jn^o Avery Dpy Secy

To the Com[m]ittee of
Inspection Correspondence & Safety of the Town of Concord

1. Mass. Arch., vol. 165, 420.

2. *Ibid.*, 7, the new parole offered, permitted the prisoners to go within six miles of their place of residence to be set in some inland town.

PETITION FOR COMMISSION FOR SIMON FORRESTER TO COMMAND THE
MASSACHUSETTS PRIVATEER SLOOP *Rover* ¹

To the Honle the Council of the Colony of Massachusetts Bay;
the Petition of Joseph Sprague, Jacob Ashton and others humbly sheweth;

that your Petitioners have, at their own expence, fitted out an armed Vessel called the *Rover* – for the purpose of making Reprisals on the Enemies of the united Colonies of America, which Vessel is now ready for sailing; your Petitioners therefore pray that Simon Forester may be commissioned a Capt of the sd armed Vessel, and your Petitioners, as in duty bound will ever pray –

Joseph Sprague
Jacob Ashton

[Endorsed] In Council July 12, 1776. Read & Order'd that a Comission be issued to the above nam'd Simon Forester Commander of the Sloop *Rover* on his giving Bond agreeable to the Resolves of Congress - ²

John Avery Dpy Secy

1. Mass. Arch., vol. 165, 421.

2. Continental bond for \$5,000 made this date, *ibid.*, vol. 7, 41.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT GALLEY
Whiting BEFORE HER DEPARTURE FOR NEW YORK ¹

1776	Row Gally Whiting	Jno. McCleave Commandr	Dr.
July 12	To 51 feet pine Boards	@ 1d	£ .4..3
	To 10 [lb] pistol powder	5/4	2.13..4
	To 100 lb powder	5/4	26.13..4
	To 25½ lb Lead	6 d	.12..9
	To 4 lb Shott 30 ²		.18..9
	To James Tilleys Bill		3. 8..3
			<hr/>
			£ 34.10..8
	To My Commissions on the above at 2½ pCt		.17..3
			<hr/>
			£ 35..7.11

1. Shaw Papers, Ledger 26, YUL.

2. In another copy of the account after the "110 lb" of powder is added "belonging to Colony." and the entry for the 4 lb shot reads: "To 30 four pound Shott Ad Hopkins." *Ibid.*, Ledger 4.

COLONEL JOHN TRUMBULL TO GOVERNOR JONATHAN TRUMBULL ¹

[Extract]

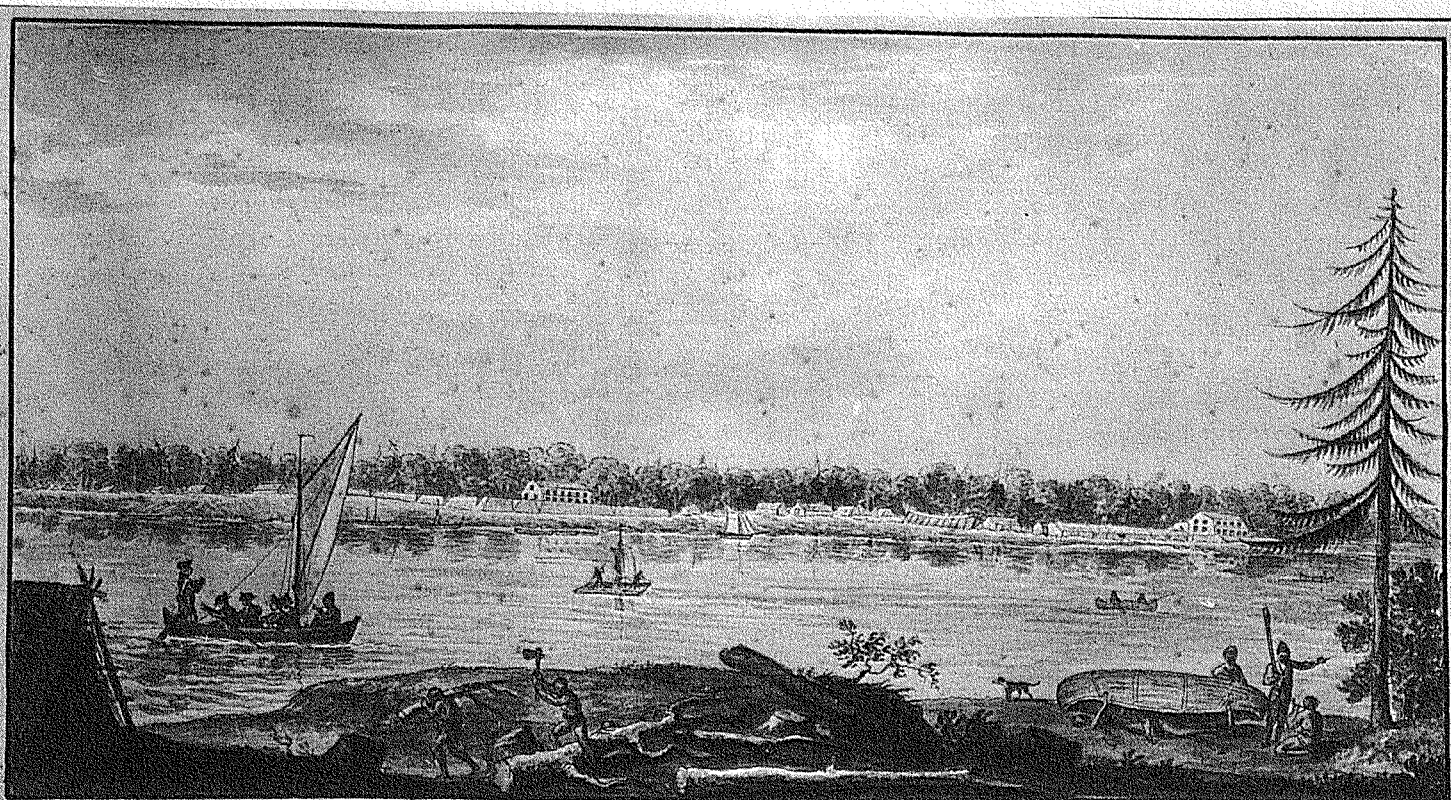
Tyconderoga 12th July 1776

This wretched situation of our Troops, induc'd the Genl Officers in a Council of War, to determine on a Retreat to this place; - The post we are to occupy here, is very advantageous. - it is a height Opposite to the Old-Works which commands the Entrance of Lakes Champlain & George - tis almost inaccessible except in two places where we propose Roads, the rest is surrounded by Rocks & Precipices - We shall easily be supply'd with Provisions from Skeensborough, at the head of Lake Champlain & can easily retire that way into the Country - This, without a Naval superiority on the Lakes, I fear we shall be oblig'd to do notwithstanding the strength of our Camp, unless we are very soon join'd by Six or Eight Thousand Men -

How we shall maintain our Naval superiority I must confess myself much at a Loss. - 'Tis true we build a thing call'd a Gondola, perhaps as much as one in a Week - but where is our Rigging for them, where our Guns, we have to be sure, a great Train of Artillery, but they are very few of them mounted on Carriages, & our Materials & Conveniences for making them are very slender.

We have Carpenters, shipbuilders, & Blacksmiths in plenty, but neither places for them to work in nor Materials in that plenty we ought to have;

To oppose the Enemy on the Lake, - we have a schooner of twelve Car-



VIEW of the NORTH and SOUTH RED OUBAT at S^T. JOHN'S on the RIVER SOREL, and HIS MAJESTY'S SHIP INFLEXIBLE of 30 Guns, after having been taken to Pieces at QUEBEC, was transported over Land, and rebuilt to ATTACK the Enemy's Flotilla upon LAKE CHAMPLAIN Canada. — The Ship Inflexible captured 24th June 1777. — Hon. R. S. 6th 1777. —

riage Guns – a sloop of Eight; two small Schooners to Carry four or six each & three Gondolas – The large Schooner will be in good sailing order in two or three Days – the sloop is a most unmanageable thing, 'tis not possible to beat up against a head wind, in her – the two small schooners are not Arm'd, Gondolas are not Arm'd, – & even the Carri[ages] of their Guns are yet to be made –

The Enemy we find are at St. Johns repairing the works at the place, & building three schooners & two sloops, they have, no doubt every thing ready to their hands, the Rigging made, the Guns mounted, & only the wooden work to perform, – in which I fear they will have the advantage of us –

1. Lloyd W. Smith Collection, MNHP.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

July 1776 Moor'd off Staten Island. Distance from Shore about Quarter of a Mile. –

Friday 12th AM the Admiral made our Signal for an Officer. – Modt Breezes and fair Wr at 2 P M Fir'd a Gun & made the Signal to Unmoor, Unmoor'd & hove into $\frac{1}{3}$ of a Cable on the Best Bower at 3 made the Signal to Weigh, Weigh'd & Came to Sail in Co with his Majesty's Ship *Rose*, the *Tryal* Schooner with the *Shuldham* and *Charlotta* Tenders at $\frac{3}{4}$ past 3 the Battery at Red Hook upon Long Island began Firing, on our standing near Governors Island & Powlos Hook, they commenced a heavy Firing from their Batteries. At 5 past 4 being then between the last mention'd Batteries, we began Firing upon them. at $\frac{1}{2}$ past 5 we passed the Batteries near the Town & at 7 Anchor'd in Tapan Bay abreast of Tarry Town in 7 Fam Water Distance off Shore about a mile and a Quarter; Moor'd Ship wth the Stream Anchor Tarry Town NEbE Dreadfull Hook NbW & Sneadings Ferry SbW $\frac{1}{2}$ W In passing the Batteries Recd two Shot in our Hull & One is the Bowsprit & several through the Topsails, the Netting & ca in the Waste was Shot away which Occasioned the Loss of 3 Cotts, One Seaman and Two Marines were Wounded. –

1. PRO, Admiralty 51/694.

JOURNAL OF H.M.S. *Rose*, CAPTAIN JAMES WALLACE¹

July 1776 The Watering Place SWBW, and the East Point of Staten Island SBE

Friday 12th Little Winds and Clear Wr came in HM Sloop *Kings. Fisher*, at $\frac{1}{2}$ past 1 the *Ph[o]enix* made sigl to Unmoor Do Unmoor'd & hove Short at $\frac{1}{2}$ past 2 Weigh'd and came to Sail as did the *Phenix Tryal* Schooner and 2 Tenders, Steering for

the No River at $\frac{1}{4}$ past 3 the Rebels began to fire upon us and the *Phenix* from Red Hook, Governors Island and the Town as we pass'd and Continued their firing from 6 more different Battery's on the Et. Shore for 11 Miles as high as Margets Hook. Return'd a Constant fire to all the Battery's as we pasd, they Shot away our Starbd fore Shroud, Fore Tackle Pendant, Fore Lift, fore topsail Clewlines, Spritsail & Main Top Sail Braces, one 18 Pound Shot in the Head of our fore Mast one through the Pinnacle, several through the Sails and some in the Hull. at $\frac{1}{2}$ past 5 pas'd the last Battery No of Guns not known, weight of Mettal from 12 to 32 Pounder at 8 Anch'd in Topsand Bay, 28 Miles above [New] York $6\frac{1}{2}$ fm Terry Town $E\frac{1}{2}N$ the Bluff Head on the Western Shore $SBW\frac{1}{2}W$ Do Anch'd the *Phenix* &c.

1. PRO, Admiralty 51/805.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N. ¹

[On board H.M.S. *Eagle*]

11th [July], Thursday—This day saw the land of Neversink to the westward of Sandy Hook, the entrance into New York River. This night it blew pretty strong at NW. Carried sail and got under the land in the morning. [12th] By four o'clock Friday afternoon, got the length of Sandy Hook; found at anchor here the *Swan* and a transport or two. Proceeded up the river with baffling winds from the westward. The country appeared beautiful, both on the Long Island and Jersey side; the land well cleared and only sufficiently wooded to enrich the prospect. On our passage up, heard a very heavy cannonade, which we found afterwards to be the *Phoenix* (Captain Parker) and *Rose* (Captain Wallace) passing New York. A number of batteries fired on these ships about one hundred and ninety-six shot; the ships returned the fire, but as yet we know not the damage on either side. These ships are gone up the river to cut off the communication between New York and Albany. In running up the river the ship struck several times, but did not stop; suppose she received no damage. About half past five, arrived at the watering-place at Staten Island; the army, as we passed this island, cheered us, which we returned. Found the army in possession of Staten Island, a most delightful spot about sixteen miles long. They landed here without opposition, and found the inhabitants, about two thousand—500 of which fit to bear arms, well affected to Government. The ships found here were: *Chatham*, Vice Admiral of the blue Shuldham, Captain Raynor; *Centurion* Braithwaite; *Asia* Vandeput; *Liverpool*, Bellew; *Greyhound*, Dickson; and *Kingfisher*, Graeme. This evening General Howe came on board. Received him with a guard and march. Admiral Shuldham and several officers of distinction came on board. Received them all according to their rank.

1. *Duncan's Journals*, XX, 117-18.

MEMOIRS OF WILLIAM SMITH ¹

[Haverstraw] Friday 12 July

An Alarm after I was got to Bed with an Account that two Ships had passed the Forts below & anchored in the Bay 12 Miles below us – The Men ordered to guard the River & the Women to retire back. – At Naick a Detachment of Colo. Hay's Regiment Fired upon a Barge in her Approach to the Shore. I suspect they are sent up to receive Fugitives and Provisions, but the Vigilance & Heat of the Inhabit[ant]s will probably disappoint them unless they are strongly handed – The Committee resolve to write as I hear to General Washington for Aid. If he orders up Whale Boats to follow the Barges they can do little.

1. Sabine, ed., *Memoirs of William Smith*, II, 1.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION ¹

Friday Morning,

White Plains, July 12th, 1776.

A draft of a letter to the committees of East and South Hampton, in answer to theirs received on the afternoon of the 10th inst. was read and approved of, and is in the words following, that is to say:

In Convention of the Representatives
of the State of New-York,

White Plains, July 12th, 1776.

Gentlemen – Taking into consideration your letter of the 5th inst. applying to us for directions relative to the preservation of the stock at Montauk. Since the date of your letter, you must have understood that Colo. [Henry] Livingston, the commander in that quarter, has applied to the county committee for their advice and assistance respecting the preservation of the stock, and making necessary defence in your quarter. We also understand from Messrs. [William] Dearing and [Ezra] L'hommedieu, that persons are appointed by the Commissary-General to lay up all the stock in those parts fit for use, and also, boats to be provided to remove the rest. in case of danger; viewing things in this light, we hope your fears are subsided. In case they are not from the measures already taken, we shall expect to hear from you, and shall not be wanting in supporting all the friends of the common cause of America. We are, &c.

To the Committees of East and South Hampton.

Mr. Sampson Duyckinck came from the city of New-York, and informed the Congress that three ships of war had passed the fort and battery at New-York, and sailed up Hudson's river; that they were fired upon from all the batteries along the banks of the river; that he believes they have already passed King's Bridge. Thereupon,

Ordered, That Mr. [John] Jay, Major [Ebenezer] Lockwood, Mr. Mills, Colo [Gilbert] Drake and Mr. [Paul] Schenk be a committee to take such measures on this occasion, as to calling out such parts of the militia, sending expresses to the forts in the Highlands, and all such other measures as they shall think necessary.

1. *New York Provincial Congress*, I, 522.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, July 12, 1776.

Sir: The design of this is to inform Congress that at about half after three O'Clock this Evening, two of the Enemy's Ships of War, one of 40 and the other of 20 Guns with three Tenders weighed Anchor in the Bay opposite Staten Island and availing themselves of a brisk and favourable breeze, with a flowing Tide, run past our Batteries up the North River, without receiving any certain damage that I could perceive, notwithstanding a heavy and incessant Cannonade was kept up from our several Batteries here as well as from that at Paulus Hook. They on their part returned and continued the fire as they run by. I dispatched an Express to Brigadier General Mifflin, at our Encampment towards the upper end of the Island, but have not heard whether they have got by or received any Damage.

The Account transmitted by this Morning's Post respecting the arrival of one of the Fleet, seems to be confirmed. Several Ships have come in to day. among them, one this Evening with a St. George's Flag at her Fore topmast head which we conclude to be Admiral Howe, from the circumstance of the Flag and the several and General Salutes, that were paid. It is probable they will all arrive in a Day or two and immediately begin their operations. . . .

By an Express this minute from General Mifflin the Ships have past his Works. I am in haste, etc.

1. Fitzpatrick, ed., *Writings of Washington*, V, 264, 265.

GEORGE WASHINGTON TO BRIGADIER GENERAL GEORGE CLINTON ¹

[Extract]

Head Quarters, New York, July 12, 1776.

Sir: Two Ships of Force with their Tenders have sailed up Hudson's River. I am apprehensive, that they design to seize the Passes in the Highlands by Land, which I am informed may be done by a small Body of Men. I must, therefore request you, instantly to desire General [Petrus] Ten Broeck, to march down as great a Force as he can collect to secure them, particularly the Post where the Road runs over Anthony's Nose.

1. Fitzpatrick, ed., *Writings of Washington*, V, 265-66.

RICHARD CAREY, JR. TO COLONEL JAMES CLINTON ¹

Sir

Head Quarters [New York] July 12th 1776

This is just to Inform you that two Men of War & three Tenders have this Afternoon passed by our Fort & gone up the North River past Kings

bridge, you will therefore take such Measures as to put the Forts under your Command in the best state of Defence Possible, to Annoy the Enemy, you are also to Dispatch Expresses along the River that no Vessels may fall into their Hands & to Give Notice to the Commanding Officer at Albany of this Manuavere, with all the Expedition Immaginable, by Command of His Excellency General Washington I am Sir [&c.]

Rich^d Carey Jun^r A:D:C²

P S I have it in Command further to Desire you would take the Carpenters from the Vessels, which are Building at Poughkeepsie, and prepare those Vessels which were taken from the Tories, and are at Esopus & Kingston, to be made use of as fire Rafts also to make Rafts in any other Way Expeditionously, that will answer the purpose of Harrassing the Ships which are gone up the River I Am as Above

R: Carey Jun^r A D C

[Endorsed] This Letter to be forwarded to Albany by the Committee of New Windsor by Express –
Fort Constitution July 13th 1776

James Clinton Coll
& Commander of the Forts in the
Highlands

1. Schuyler Papers, vol. 15, NYPL.

2. *Ibid.*, Clinton also received a warning this date of the approach of the British ships from Nathaniel Woodhull, president of the New York Provincial Congress.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH¹

[New York] 12th [July]. – Two British ships of war, the *Ph[o]enix* and *Rose*; and three tenders, at about 4 o'clock, P.M. taking advantage of the tide and a fresh breeze, came up from the fleet, and passed the city up the Hudson. A brisk cannonade took place from Red Hook, Governor's Island, Paulus Hook, and all the batteries on the North River side. The ships were several times struck by the shot, but received no material damage. The ships returned the fire, as they passed the batteries; and the encampment of our General's brigade, (the right flank of which being Col. [William] Shepard's regiment) was on the bank of the river. The tents were struck, and dropped on the ground, before the ships came a-breast of them. Several shots fell on the encampment, and one entered the embrasure of a small redoubt, on the flank of the encampment, and struck in the banquette on the opposite side of the redoubt, between the legs of two soldiers, but did no damage. Several American artillerists were killed and wounded, by the bursting of some of our own cannon. The ships ran nearly up to Tappan's Bay, and came to anchor.²

1. Abbatt, ed., *Heath Memoirs*, 41, 42.

2. Captain Samuel Richards noted in his diary that the mission of the British warships "appeared to be to reconnoiter, to find the position and strength of our works." *Diary of Samuel Richards, Captain of Connecticut Line War of the Revolution* (Philadelphia, 1909), 31–32.

DIARY OF ENSIGN CALEB CLAP¹

[New York]

July 12th 1776 tu Ships of War, with three Tenders, fired Several times from every Ships several Broad Side ware Shot from the first one, our People Kept up A Continuel fire till they got buy, they did us no damage, except Killed one Cow – Those Ships come by the City About half Past 4th O Clock P,M, at the Grand Battery their was five Men Killed, with our own Cannon, by Neglect of Swabing, and three Men Wounded, but not Mortal supposed

Our immagine they Struck the Ships severel times, conclude they Hulled her at Least Once –

July 12 at sunset A large Ship came through the Narrows; supposed to be the *Eagle*, with Vice Admiral How[e], all the Shipping in the Harbour fir'd A salute,

1. *The Historical Magazine*, III, 247.

JOURNAL OF LIEUTENANT COLONEL STEPHEN KEMBLE¹

[Staten Island] Friday, July 12th.

About half after 3 in the Afternoon His Majesty's Ship *Ph[o]enix*, Comanded by Capt. Parker, and the *Rose*, by Capt. Wallace, with the *Tryal* Schooner and two Tenders, got under Sail to pass the Town of New York; in about forty minutes they got a breast of Paulus's Hook, before which time they did not fire a Shot, tho' they received the whole of the Rebels fire from Red Hook, Governors Island, the Battery, and from some Guns in the Town. When they opened Paulus's Hook they began to fire on both sides, on which the Rebels fled from their Works at Paulus's Hook, but returned at intervals to their Guns and fired them; at half past four the Ships were past all the Batteries, and as far as we could judge received little hurt.

At 7 o'Clock Lord Howe came to an Anchor at the landing Place; was Saluted by the Admiral and the rest of the Fleet; at half past 8 the General went on board to see his Brother. Number of Shot fired by the Rebels, 196.

1. "The Kemble Papers," *Collections of the New-York Historical Society for the Year 1883*, I, 80, 81.

JOURNAL OF H. M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME¹

July 1776

At Anchor off Staten Island

Thursday 11 1 AM sounded . . . the four Prizes & one Tender in Co 7 Do high land of Never Sink NWbN 11 a 12 Miles
Squally with Thunder & Lightening 3 P.M came into Sandy hook in Co with our P[r]izes & Tender – received a Pilot on board, 6 do came too in sight of the Fleet at Staten Island with the B. B in 13 fm

Friday 12

½ past 1 P.M. hove up and made sail to join the Fleet in Co with our prizes & Tender at 3 P.M came to At Staten Is-

land in Co as above & moored Ship with the Bowers out boats & sent the Water Casks on shore at 6 P.M. arrived Lord Howe Vice Admiral of the White in the *Eagle* of 64 Guns –

1. PRO, Admiralty 51/506.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

July 1776 Sandy Hook N74.00W Distant 13 Leagues
 Friday 12th At 6 AM Tacked ½ past 7 Tacked At 8 the high Land of
 Never sunk NbW 4 Leags At Noon out reefs Mode Breezes &
 Clear At 2 PM came onboard a Pilot and took charge of the
 Ship At 4 found riding at Sandy Hook His Majestys Sloop
 Swan who Saluted the Adml which we returned, At 6 re-
 turned Vice Adml Shuldhams Salute with an Equal Number
 of Guns ½ past 6 Anchor'd undr Statten Isld with the Bt
 Br in 10 fm Veered away and moored Ship a Cable each
 way when Moored the ferry point on Statten Island SbE Bed-
 lows Isld NNE½N . . . found rideing her[e] Vice Adml Shuld-
 ham in His Majestys Ship *Chatham* with the *Asia Centurion*,
 Liverpool, *Greyhound* & *Kingsfisher* Sloop also a Number
 of Transports Storeships, Victuallers &c and the Kings Troops
 in possession of Statten Island ret'd a Salute from the whole
 Fleet.

1. NMM, Admiralty L/E/11.

JOURNAL OF AMBROSE SERLE ¹

[On board H.M.S. *Eagle*] Friday 12th [July]

This Morning, the Sun shining bright, we had a beautiful Prospect of the Coast of New Jersey at about 5 or 6 Miles Distance. The Land was cleared in many Places, and the Woods were interspersed with Houses, which being covered with white Shingles appeared very plainly all along the Shore. We passed Sandy Hook in the Afternoon, and about 6 o'Clock arrived safe off the East Side of Staten Island. The Country on both Sides was highly picturesque and agreeable. Nothing could exceed the Joy, that appeared throughout the Fleet and Army upon our Arrival. We were saluted by all the Ships of War in the Harbour, by the Cheers of the Sailors all along the Ships, and by those of the Soldiers on the Shore. A finer Scene could not be exhibited, both of Country, Ships, and men, all heightened by one of the brightest Days that can be imagined. What added to their Pleasure was, that this very Day about Noon the *Phoenix* of 40 Guns & the *Rose* of 20, with three Tenders forced their Passage up the River in Defiance of all their vaunted Batteries, and got safe above the Town, which will much

intercept the Provisions of the Rebels. We heard the Canonade, and saw the Smoke at a Distance. As soon as we came to Anchor, Admiral Shuldham came on board, and soon after Genl. Howe, with several officers of their respective Departments. By them we learnt the deplorable Situation of His majesty's faithful Subjects; that they were hunted after & shot at in the Woods & Swamps, to which they had fled for these four months to avoid the savage Fury of the Rebels; that many of them were forced to take up Arms & join their Forces; and that Deserters & others flocked to the King's Army continually. We also heard, that the Congress had now announced the Colonies to be INDEPENDENT STATES, with several other Articles of Intelligence, that proclaim the Villainy, & the Madness of these deluded People. Where we anchored was in full View of New York, and of the Rebels' Head Quarters under Washington, who is now made their Generalissimo with full Powers.

1. Tatum, ed., *Serle's Journal*, 28, 30.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN ANDREW SNAPE
HAMOND, R. N. ¹

By the Viscount Howe, Vice Admiral of the White and commander in Chief of His Majestys Ships and Vessels employed and to be employed in North America.

Pursuant to the Instructions I have received from the Lords Commissioners of the Admiralty for the Employment of His Majesty's Ship the *Roebuck* according to their further Intentions: You are hereby Authorized and required to apply for, and in your future proceedings be governed by the Directions You shall from time to time receive from me, or any other Chief Officer of the Division or Detachment of the Squadron under my Command, wherein you may be hereafter placed.

You are to comply with the several Signals and Instructions for the Government of the Squadron, and Establishment of a more Uniform Discipline in the Ships, which you will receive herewith; untill further Order.

Given on board his Majesty's Ship *Eagle* at
Sandy Hook the 12th Day of July 1776

Howe

To Captn Andw Snape Hamond
Commander of His Majesty's Ship the *Roebuck*
By Command of the Vice Admiral Josh: Davies

1. Hamond, Orders received, 1775-1776, UVL.

DIARY OF DR. THOMAS MOFFAT ¹

[On board H. M. Sloop *Swan*]
July 12th morning Thermometer 65. Noon 74. P M Lord Howe in

the *Eagle* arrivd having touchd at Halifax and left the fleet off the western Islands. arrivd also a small Schooner wth Turtle and fruit from New Providence.

1. Thomas Moffat's Diary, LC.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Friday, July 12, 1776

Resolved, That the committee appointed, on the 8th of May last, on the instructions given to Commodore Hopkins, be discharged; and that the matters to them referred, be committed to the Marine Committee, who are invested with the same powers as the committee, now discharged, were at their appointment; and that the Marine Committee be directed to proceed to enquire, as well how far the said commodore has complied with the instructions given him by the naval committee, as into the complaints reported by the Marine Committee on the 13th of June, to have been exhibited against him.

The committee appointed to examine into the claims of Mr. Charles Walker, for the hire and expences of his sloop *Endeavour*, and the damages he has sustained, in consequence of her being taken into the service of the United Colonies, and brought from New Providence to New London by Commodore Hopkins, brought in their report, which was taken into consideration; Whereupon,

Resolved, That the said sloop *Endeavour* be restored to the said Walker, with all her stores and materials, as she came from sea, and now lies at New London:

That the sum of two thousand dollars be paid to the said Charles Walker, for the hire of her, and in lieu of all losses, damages, premiums of insurance, and expences whatever:

That the said Charles Walker be permitted to invest the balance of the said 2,000 dollars, (or what remains, after defraying his expences, and paying for the repairs and out fit of his vessel), in produce, and export the same.

Resolved, That Mr. [Francis] Hopkinson be added to the Marine Committee:

1. Ford, ed., *JCC*, V, 545-46, 556.

MARINE COMMITTEE OF THE CONTINENTAL CONGRESS TO CAPTAIN
JOHN ASHMEAD ¹

Sir

Philada July 12th 1776

The Marine Committee having considered how necessary your attendance is in the Yard taking care of the materials, and the Frigate of which

you are Clerk;² think proper to request that you will not go on the proposed expedition to the Jerseys, but that you remain to do your very necessary business

You may show this to your Commanding officer, to whom, it is hoped, it will prove a satisfactory reason for your stay³ We are sir [&c.]

Robert Morris Geo: Read
 Button Gwinnett Arthur Middleton
 Fra^s Lewis

[Endorsed] Agreed in Congress

John Hancock Prest

1. American Ms., 803, 229, HSP.
2. The frigate *Randolph*.
3. Ashmead was a member of Captain Joseph Cowperthwait's company of Quaker Light Infantry.

LYDIA MCFUNN TO CAPTAIN NICHOLAS BIDDLE¹

[Philadelphia July 12th 1776]

My Dear Nicky

I wrote to you a few days ago by the Post Charles says you wont thank me for it for My letter Cant be worth the Postage, I hope you wont say so – your Vessel is to be Launch'd on Monday Next² we long to see you Charles and Stacy³ went yesterday – Our family Prety well – No Particular News, so I shall make this letter like Charles a note – your affect Sister

Lydia

1. Nicholas Biddle Papers, on deposit at HSP.
2. Lydia McFunn's letter seems to establish the date the *Randolph* was launched as Monday, July 15, 1776, rather than the July 10 date given by M. V. Brewington in his "Design of Our First Frigates," (*American Neptune*, Salem, 1948), 24. The July 15 date is further substantiated in the account of "Frigate *Randolph* Nicholas Biddle Esqr Comr To the Commissioners of the Navy Dr," HSP. In the page devoted to bills "Previous to her being Launch'd," the final date listed is July 12. In the account "For First Cruise," is an item, "July 17 To Cash paid Jacob Kelimle for Lime Juice [£] 5." In the frigate *Delaware*'s account is a bill dated July 12, for "Lime Juice for Her Launch [£] 5." It points to July 10 for the launching of the *Delaware* rather than the *Randolph*.
3. Charles Biddle and Stacy Hepburn.

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE FRIGATE *Delaware* ¹

[Philadelphia]

The Frigate *Delaware* William [sic Charles] Alexander Commander

To the Commissioners of Naval Stores

Dr

[Previous to her being launched]

1776				
March	27th	To 54 Bolts of Canvass Vizt		
		18 Bolts of Holland Duck @ £9.10	£ 171..0..0	
		8 Bolts do @ £ 9	72..-.-	
		28 Bolts Russia @ £ 8	224..-.-	
		[Illegible] Twine Wt 62 lb @ 2/6 d pr	7.15..-	£474.15..0
April	30	“ paid York & Dowers for 14 yds. of old Canvass		5.14..0
June	18	“ [11] Peices of Canvass assorted Vizt		
		L 4 Peices 134 ¾ yds		
		French 7 Peices 1105 ¾ yds		
		36 lb Sewing Twine a 2/6	4.10..0	
	27	To Cash paid for 1 Quire writing Paper		2.6
July	[9]	To Singleton & Plunketts Bill for Blocks &ca delivered		105.19..3½
		Coburn the Rigger }		
	12	To Thomas Penrose for an Anchor Wt [illegible] lbs a 6d p & a Stock		50..2..-
		& Stocking do &c }		
		To Wetherell & Cressons Bill for Boards		3.18..4½
		To Cash paid Jacob Kelimle for Limes & Lime Juice for Her Launch		5..-.-
		To “ paid days Labour at making Wadds p J. Locktons Acct		1.10..0

JULY 1776

1047

1. Woodhouse Collection, HSP.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 12th July, 1776.

This Committee some time past Freight'd & hired the Brig't *Nancy*, Capt. [Hugh] Montgomery, on a Voyage for procuring arms & ammunition, on Account of this Province, and having engaged to secure the Value of the said Vessel to the owners in case of loss: *And Whereas*, The said Brig't. *Nancy*, on her Return from St. Thomas with Powder and other goods, was Run on shore near Cape May and lost; In Consequence thereof, the owners of said Vessel exhibiting an Account against this Committee for the Value of said Brig't and other matters therein mention'd; Therefore,

Resolved, That Robert Morris, Thomas Wharton, Jun'r, & Robert Whyte, Esq'r, the Committee for Importing Powder, Arms, &ca, be authorized to settle the above mention'd account, and make Report to this Board.

The Powder Committee Report that they have examined the accounts exhibited by Joseph Shallcross, & Co., respecting the loss of the Brig't *Nancy*, amounting to £ 1457 10, and find it reasonable and just.

In Consequence thereof, an Order was drawn on Jno. Nixon, Esq'r, & others, the Committee of Accounts, in favour of said Joseph Shallcross & Co., for the said sum of £ 1457 10.

Upon application of General [Daniel] Roberdeau, for the following Articles for the use of the Armd Brig't *Venus*, going on a Voyage for Arms and Ammunition, Robert Towers, Commissary, is directed to deliver them, and are as follows:

half a hundred of Gunpowder;
60 lbs. Musket Shot,
60 Swivel shot,
12 two pound shot.

Lieut. [John] Webb, of the Armed Boat *Bull Dog*, having been suspended from Duty, by a Court Martial, during the pleasure of the Commadore, who has Resign'd his appointment as Commander-in-Chief of the Fleet; therefore,

Resolved, That the said Lieut. John Webb be restored to his Command as Lieutenant.

1. *Pennsylvania Colonial Records*, X, 642-43.

THOMAS SMYTH TO THE MARYLAND COUNCIL OF SAFETY ¹

[Extract]

Ship Yard [Maryland] July the 12th 1776.

. . . You will please to remember that the hire of the waggons sent to Chingoteague will amount to a pretty large Sum. It will be some time before I can attend the Council as I am much Engaged in forwarding the building of the Row Galley which I have undertaken and am anxious to have her done very compleat. Anything which the Council may have to do in the meantime in this quarter they will command me. What has been

done towards sending for the Goods from Chingoteague, Mr. Nicholson has no doubt informed you. I am Gentlemen [&c.]

Tho^s Smyth.

1. Correspondence of Council of Safety, Md. Arch.

JAMES MURRAY TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen

[Cambridge, Maryland] July 12th 1776.

Bazil Clarkson of this County was brought before us a few days ago being charged with going on board the Enemies Tenders, and carrying some men to join Lord Dunmores Party; And upon examining into the affair, we thought it our duty to send him over under the care of Capt [James] Hindman to take his trial before your board. John Rumbley was the only Witness produced to us against him, whose deposition we have taken & now send you enclosed.² It is said Clarkson bears a very ill character as to holding a communication with & carrying men in his boat to the Tenders. And we have just now been informed, that one Job Slacom Jr of this County will prove that he endeavoured to persuade him & some others to go with him on board the Tenders and join Lord Dunmore, but as the guard was just setting off with the Prisoners, we could not delay them until we sent a summons for Slacom. There were several other persons apprehended in this County on Suspicion of being unfriendly and having a communication with the Enemy, but upon our enquiry into their conduct, we could fix nothing criminal on them, & therefore discharged them, tho' some of them were under rather suspicious circumstances. And indeed we are sorry to inform you that we have lately discovered such an unfriendly disposition in many of the Inhabitants about the Islands in this County that we are convinced it will be productive of very ill consequences unless some steps are immediately taken to keep them in proper order; And we beg leave to submit it to your Consideration, whether it may not be absolutely necessary for the public service, that part of one of the Independant Companies be immediately stationed in that part of this County. The inhabitants there are so much exposed to the depredations of the Enemy, that we cannot help thinking many of them have been induced from that circumstance rather than from inclination to appear friendly towards them, and that many may be prevented from attempting to join the Enemy could they see any Forces stationed among them to afford them proper protection. Our militia have been so long on duty, guarding our Bay and River Shores to prevent the depredations of the Enemy and the Escape of Tories, that they have many of them lost considerably in their Harvests and suffered much in other parts of their property, and we fear that if they are not assisted very soon they will be almost in a state of despair. Capt Woollford's Company which was originally intended for this County is now taken from us, and part of it is ordered by Major Price to be stationed in Somerset, and the other part on the mouth of Nanticoke, whereby it is rendered almost useless to this County; and we are left in a manner defenceless, tho' as much exposed as any County in the Province.

This being the situation of our County we thought it necessary to inform you thereof, and we doubt not but your Honours will pay proper attention thereto. We are with great respect [&c.] Signed p. order.

James Murray, Chairn

P.S. We are greatly in want of Powder, and should be glad to receive a supply as soon as possible. –

1. Correspondence of Council of Safety, Md. Arch.

2. See deposition of John Rumbley, July 9, 1776. Murray was writing for the Dorchester County Committee.

JOURNAL OF H.M. SLOOP *Otter*, CAPTAIN MATTHEW SQUIRE ¹

- July 1776 At an Anchor off Gwins Island Harbour
- Wednesday 10 A M got on board our Guns. The Fleet under weigh in order to get under shelter of HMS *Roebuck* & *Fowey*
 Little wind & fair At 5 PM fired a six Pr at the Rebels at 7 PM came to sail, having seen the Fleet all safe & under Sail. Do sent several of our Men to assist them. At 9 anchd in 3½ fam
- Thursday 11 At 8 A M the *Fowey* made the Signal for the Fleet to get under weigh. Do repeated it. At 10 came to sail. At 11 anchored in 3 fam sent Boats to assist the Flour Ship, she being grounded. Find that there is no possibility to get her off without heaving part of her Cargoe over board. Sailed the *Roebuck* with the Fleet.
 Fresh breezes & cloudy. At 1 P M the Rebels burning our Encampment.
- Friday 12 Finding all our attempts to get the Flour ship off were in vain, began to heave overboard part of her Cargo to lighten her.
 Do W[eathe]r At 5 P M hove the Ship off, & shifted her farther to the No ward.

1. PRO, Admiralty 51/663.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Friday 12 July 1776

Commissions, this Day issued unto James Cocke Esqr Captain and Commander of the *Raleigh*, a Brigantine in the Service of this Commonwealth – John Barret first lieutenant & Joel Sturdivant second Lieutenant; also John Calvert Captain & Commander of the Row Galley *Norfolk's Revenge* – Argill Herbert first Lieutenant – Robert Elam second Lieutenant & James Tennant Master.

Additional Instructions, to Captain James Cocke, of the Cruizer Brigg *Raleigh* were drafted, considered, approved of, ordered to be fairly transcribed, & a copy thereof delivered Captain Cocke and are as follows,

Sir,

You are to take both the Captains Barrons ² to Cruize with you; and you are directed at some convenient Time to send one or

both of them to the Eastern Shore, with orders to bring the Gun powder lodged there & belonging to the Public, to such safe Place or Harbour on this Shore as you may direct; observing all possible care, Circumspection, & secrecy in conducting this business, so as to run as little Risque in transporting this Gun-powder over the Bay as possible.

Ordered that a Letter be written to the Commanding Officer on the Eastern Shore, desiring him to deliver to Captain James Cockes Order all the Powder under his care, belonging to the Public, except, so much of it, as he may judge necessary for the use of the Troops & armed Vessels on that Shore; and that the said Commanding Officer be directed to lend every assistance in his power to execute that Business.

It being represented to this Board by Captain William Michell that his Company of Marines is very insufficiently armed; Ordered that fifty two Musquets & Bayonets be delivered to him from Mr. James Hunters Manufactory at Fredericksburg.

1. H. R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond, 1931), I, 67, 68. Hereafter cited as McIlwaine, ed., *Journals of the Virginia Council of Safety*.
2. Captain James Barron of the boat *Liberty*, and Captain Richard Barron of the boat *Patriot*.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Bristol in Five Fathom Hole

Sir

within Charles Town Bar 12th July 1776

I am honoured with your Letter of this Date,² and wish You a good Passage to the Camp, and from Thence to New York. I am sorry the Master of the *Sovereign* was detained last Night on Board the *Bristol*. Captain [John] Drummond has undertaken to inform You of the Circumstances, and make the Officers Apology – I am glad the Transports are Watered, and all our People embarked, the Marines were attacked last Night, 'tho without Effect, and I must own that from the Activity and Vigilance the Rebels have shewn ever since our Arrival, I did expect that They wou'd be on the Watch to take every Advantage – I am obliged to You for the offer of Captain [Thomas] Montcriefs assistance; the *Bristol* is ready to go over the Bar, as soon as the Weather will permit, – shou'd a very Dark Night happen, and Captain Montcrief will undertake it, I will send a Boat with Him, and proper People who understand the nature of Sounding; 'Tho I cannot expect much information, because, They cannot go within where the Ships were anchored, without being seen from the Fort, and consequently woud be in manifest Danger – I have the Honor to be Sir [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.

2. *Ibid.*

JOURNAL OF H.M.S. *Sphynx*, CAPTAIN JAMES REID ¹

July 1776

Moor'd in Five Fathom Hole off Charles Town Sulivan's Island NW $\frac{1}{2}$ W, Cummin's Point NW $\frac{1}{2}$ N And the Light House WSW $\frac{1}{2}$ W.

Friday 12 Do [Fresh Breezes & Cloudy] Wr lost Twelve Puncheons getting the Casks off, by being Attacked by the Rebels, at Night Andw Simpson & Jams Trivallion, Run away with the Cutter to the Rebels from the *Harcourt* Transport; where she was in Waiting to fetch the Pilots out of the Ships that were over the Bar,

1. PRO, Admiralty 51/922.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

July 1776 Anchor'd in St Mary's River.

Friday 12 at 2 (A M) heard the Drums beat which we imagin'd were the Troops, fired 1 Gun & kept every body under Arms. Fresh Gales and Squally weather with rain, The Surgeon came on board & acquainted me that the Sick People were sheltered in Mr Wrights Fort, & that the Rebels had concealed themselves in the Marsh below the Landing and had fired on our Boat & had shot Jno Sn[o]dden dead & wounded Alexr Gray; had taken Mr [Peter] Beachop 2d Master & Pilot with Lieutenant Beacher of the 16th Regt & 3 of our Seamen Names John Wisdall, Christr Howard & William Harland, The Rebels stripped the killed & Wounded as well as Prisoners robbed the Hospitall of every Article of Clothes Bedding and Provisions belonging to the Sick, Carried off all the Arms & Ammunition, Burnt the Cutter and added every Insult to distress – In the night they marched off with the prisoners, kept the Schooners Co under Arms, fired several Guns and small Arms as Signals to bring to Boats – At 8 the Pilot [boat] returned,

1. PRO, Admiralty 51/4330.

13 July

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Saterdag 13th of July 1776

1 [A. M.] our Master Boatsun & 15 men Repairing the schooners Riggin
12 Fair Weather

Latt in 40d.26m Longd In 65d.50m

1 [P. M.] Small breaze Cloudy weather got sum sail on the schooner
making the best of our way for Salem

6 Our Gunners mate blowd his right hand off[f] Ocationed by the
catching of A powder Orne in his hand

1. John Fisk Journal, AAS.

CAPTAIN ROBERT PARKER TO THE NEW HAMPSHIRE COUNCIL ¹

Lee, July 13th, 1776.

Gentlemen – I am to inform you that I have just Rec[eive]d a letter from Mr Bigerat, Esq., Merchant in Martinico,² who informs me that there has



Peter Parker.

been a great Scarcity of Provisions there; owing to a number of vessels being detained in France on account of contrary Winds. On the 6th of May was the first arrival for a long time, & since up to 14th of the above month, 14 sail has arrived and has brought one hundred thousand weight of Gunpowder & a great many Chests of fire arms & great quantities of course Woolen Cloths, there is Likewis 12 sail of ships expected ourly with 10,000 or 12,000 weight of Powder in each vessell: he further adds, there is not a Board nor a Cod fish in the Island & you may have Imediate Dispatch & a great Price for the above articles. Therefore if your Honours think fit to send a vessell with fish and Lumber, I think there is a Great Prospect of making a good Voyage and little or no dangour of being taken as there is no Cruisers on this Course [*sic* Coast], and will be chiefly hau'd up in the West Indies on account of the hurricane months. If your Honnours sees fitt to hire a vessell & send for the above purpose, I know of one that is a good sailor & will answer, & shall be glad to serve you in so good a cause, if you think me worthy of being trusted as a master and am with Respect [&c.]

Rob^t Parker.

N.B. My letter was dated the 14th of May. He said Powder was 5s.10d. on account of our vessells weighting there so long, but it has since fell a great Deal & he thinks it will be less. The first vessels that goes there will get Woolen Goods cheap & I fear they will be much wanted in our Army next winter.

[No address]

R. Parker.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 303, 304.

2. See also Pierre Begozzat to Governor Cooke, February 22, 1776. Volume 4, 40-41.

The Freeman's Journal, SATURDAY, JULY 13, 1776

Portsmouth, July 13, 1776

Wednesday last was bro't into Falmouth, by Capt. [Agreen] Crabtree, a sloop from Anapolis [Royal] bound to Halifax, taken off the Grand Passage, loaden with Lumber, Hand Spikes, Butter, Cheese, Potatoes, &c.¹

1. Crabtree commanded the Massachusetts privateer schooner *Hannah and Molly*. See his petition to the Massachusetts Council, July 30, 1776.

MASTER'S LOG OF H.M.S. *Milford*¹

July 1776

Cape Ann WNW 14 Leags

Saturdy 13

Fresh Breezs and Clear at 6 AM saw a Sail in the N E Qr made sail and gave Chace, at 10 Fired a Shot and brought too the Chace, sent an Officer onboard, proved to be an American Sloop loaded with Lumber² Recd the prisoners onboard, sent the Mate and four Men wth the prize to Hallifax, at Noon made Sail and wore Ship, parted Compy with the prize.

1. PRO, Admiralty 52/1865.

2. The sloop *Britannia*, bound for Boston, Vice Admiralty Register, vol. 5, 1769-1777, N. S. Arch.

JOSIAH BATCHELDER, JR. TO THE MASSACHUSETTS COUNCIL ¹

To the Honorable Council
of the Colony of the Massachusetts Bay } Beverly July the 13th 1776
Honorable Gentlemen, these to acquaint you that, Agreeable to my Commission, I have hired and fitted a Small Vessel, for the purpose of obtaining Intilgence of the Motions, of the Fleets & armies of our enemies,² Capt Robert Haskoll who will Remitt you this Letter, is to be Intrusted with this Important business, it will be needless to Recommend him, as he has made one Voyage already in the Same employ, he now waits on your Honors for your Orders & directions,³ he will acquaint you with his proposals which I think are much better than our former Schemme, I hope you will dispatch him as Soon as possible I think we have no Time to Loose, I have the Honor to be Gentlemen [&c.]

Jos^h Batchelder junⁿ

N.B. I found it Very difficult to procure a Suitable Vessel

1. Mass. Arch., vol. 209, 444.

2. The *Dove* schooner.

3. The Council named a committee to draft instructions for Captain Haskell on July 15, *ibid.*, vol. 19, 77.

PETITION OF BOSTON COMMITTEE TO THE MASSACHUSETTS GENERAL COURT ¹

The Subscribers beg leave to represent to the Genl Court, That two Armed Vessels, now under the command of Messrs Obrian [Jeremiah O'Brien] & [John] Lambert, have had orders, from time to time, from the Court, & have cost the public large Money, but have effected very little – That Obrian is said to be now gone to Marblehead for Stores for a three Months Curize, & 'tis reported that he intimates, that he shall not pay any regard to the Orders of Court, & has offered one, if not both, those Vessels for Sale. And That a person now appears, who wou'd give the Cash for one of those Vessels. –

From this Representation, 'tis suggested to the Court, whether it might not be conducive to the public good, that an enquiry be made into the property of said Vessels, & such measures be taken in the premises, as may Secure that interest in those Vessels, which belongs to the Colony. The Comtee tho't it their duty to make the above Representation & suggestion to the Honble Court.

Boston July 13th 1776.

Benj^a Lincoln Solomon Lovell
J. Palmer John Bachellor
John Boswick

[Endorsed] In Council July 20th, 1776. Read & Comitted to Richd D[e]rby Thos Cushing Esqr & Jno Taylor Esqr to take the same under Consideration & Report
Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 165, 448.

Providence Gazette, SATURDAY, JULY 13, 1776

Providence, July 13.

Since our last some Officers of the British Fleet, who had broke their Parole of Honor, by going beyond the Limits prescribed by the General Congress, were brought to Town, and secured in Gaol.

LIBEL OF CAPTAIN NICHOLAS BIDDLE AGAINST ARMS AND AMMUNITION
TAKEN FROM TWO BRITISH TRANSPORTS¹

Providence, ss.

Colony of Rhode Island, &c.

A Libel is filed before me, in Behalf of Nicholas Biddle, Esq; his Officers and Men, belonging to the Brigantine *Andrew Doria*, a Continental Vessel of War, and one of the Fleet for the Protection and Defence of the United Colonies of America, under the Command of Esek Hopkins, Esq; Commander in Chief, against 191 Fire Arms with Cartouch Boxes, 3 Fusells, 2 Hangers, 162 Bayonets, 80 Broad Swords, 8 Halberts, 2 Drums, 2 pair of Bag-pipes, 1 Ship Bell, 3 Jacks, 2 Ensigns, 1 Pendant, 273 Pounds of Gun-powder, and 2600 Musket Cartridges with Balls: siad to have been captured and taken by the said Officers and Men, upon the high Seas, and brought into the Port of Providence, in the County of Providence, in said Colony, from on board two Transport Vessels,² used and employed in the Service of his Britannic Majesty. All which said Fire-Arms, Ammunition, &c. at and before the Time of said Capture, belonged to and were used by the British Army, acting against the said United Colonies; and for Trial of the Justice of said Captures, the Court erected in and for said Colony, for the Trial of Maritime Causes, will be holden at said Providence, on the Twenty-second Day of July, A.D.1776, at the Hour of Ten in the Forenoon. This Notice is given, pursuant to the Law of said Colony, that the Owner or Owners, of said Fire-Arms, Ammunition &c. of any Person concerned therein, may appear and shew Cause, if any they have, why the same shall not be condemned.

John Foster, Judge of said Court

1. *Providence Gazette*, July 13, 1776.

2. The British transports, *Crawford* and *Oxford*, with Highland troops.

GOVERNOR JONATHAN TRUMBULL TO JOHN HANCOCK¹

Sir

Lebanon 13th July 1776.

In conformity to Resolve of Congress of 27th ulto I sent to Mr [Nathan-iel] Shaw for an Account of the Cannon left at New London by Commodore Hopkins, their number, size, bore and weight; and also an account of the other Cannon there. Enclosed is Copy of his Return made to me;² by which it appears, that if the fourteen heaviest Cannon had been sent to Philadelphia, there would not have been one twenty four pounder in our Fort; and only one eighteen of those left by the Commodore – The ten of nine are old. We have been necessitated to make use of them for the present. One of them unfit for use –

The Plan sent, and other representations shew the Situation and Advantages of the Harbour of New London – Hitherto the Sound is not invested by the Enemy –

Yesterday received your letter of the 6th instant, inclosing the Declaration of the United States of America. Shall have it proclaimed in the Colony in such a Manner that the People may be universally informed of it – I am with great trust & regard, [&c.]

Jonth Trumbull

1. Trumbull Papers, XXIX, Letter Book IV, 70, ConnSL.
2. The return showed ten cannon mounted in Groton Fort; six sent to Philadelphia; nine mounted in Mamecock Fort; four each on board the galleys *Shark* and *Crane*, and one on Shaw's wharf; a total of thirty-four received from Hopkins. The colony cannon were divided, seven at New London and six at Groton. Papers CC (Connecticut State Papers 1775-89), 66 I, 215-16, NA.

NATHANIEL SHAW, JR.'s ACCOUNT AGAINST THE CONTINENTAL BRIG *Cabot*¹

1776	The Brig <i>Cabot</i> [Elisha] Hinman Commandr	Dr
July	To the Sum brot over	£ [blank]
13	To 39 Frocks @ 8/6	£16.11..6
	To 44 Shirts 14/4	31.10..8
	To 81 p trousers 6/8	27..0..0
	To 2 shirts & 3 p trousers } from G. Richards	2..7..4
	To 8 shirts from Pool	6..6..2
	To 50 p Shoes R Douglass	17.15..0
	To 26 p do R Manwarg	9.15..0
	To 3 doz Wine	5..8..0
	To 1 Demi John Wine	2..8..0
	To 105 lb Mutton at Stonington } as p Hinmans Bill	1..6..3
	To pd John Owens Bill for a } House of Rendezvous	15.16..8
	To 1 p trousers from G. R. de[livered] Thos Dandy	6..6

1. Shaw Papers, Ledger 4, 109, YUL.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD¹

Head Quarters Ticonderoga 13th. July 1776.

Dear Sir, I am anxious to have you here as soon as possible, as maintaining our naval Superiority is of the last Importance: I labour continually to get the Commodore² to Crown-Point with the Vessels; but am baffled by the Laziness of the Artificers, or the Neglect of those, whose Duty it is to see them diligent at their Work. I hourly expect one, or two more Gondolas, from Skeenesborough and labour all in my Power to get them rigged, and armed. I am certain you will not lose a Moment in forwarding the Troops

and Stores from the Point. We shall be happy, or miserable, as we are, or are not prepared to receive the Enemy. I am your affectionate [&c.]

Horatio Gates

1. Gates Papers, NYHS.
2. Commodore Jacobus Wynkoop.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION ¹

[White Plains] Saturday Morning, July 13th, 1776.

A draft of a letter to Col. Pierre Van Cortlandt, was read and approved of, and is in the words following, that is to say:

White Plains, July 13th 1776.

Sir – Be pleased to order such a number of your regiment to guard the stores in which provisions and other effects belonging to the public, are lodged at and near Peekskill, as you may think necessary. Col. [Samuel] Drake will afford them the necessary supplies of bread and pork.

As it would not be prudent on every little alarm to call great numbers of the inhabitants from their farms, we hope the detachments you may order in service, will not be greater than the exigency of affairs may require.

We are sir, [&c.] By order.

To Col. Pierre Van Cortlandt.

A draft of a letter to Lieut. Colo. [James] Hammond, was read and approved of, and is in the words following, that is to say:

White Plains, 13th July, 1776.

Sir – We last evening ordered Col. [Thomas] Thomas to send you a reinforcement of 40 or 50 men, together with 100lbs. of lead, and 2 quarter casks of gunpowder, all of which we hope you have received.

There is no great reason to apprehend that any considerable incursions into the country will be made by parties from the ships in the river, and therefore are of opinion it would not be expedient for great numbers of the militia to leave their farms at this busy season of the year.

Great attention should be paid to the conduct of the disaffected among us, and care taken to prevent any unusual gatherings of them, and let all such of them be apprehended and secured as may give any aid to the enemy, or threaten to give you any molestation. Col. Drake will give the necessary orders for provisions, and we hope the Whigs of this country will distinguish themselves by their zeal and alacrity on this occasion.

We are, sir, [&c.]

Lieut. Col. Hammond.

A draft of a letter to His Excellency Genl. Washington, was read and approved of, and is in the words following, that is to say:

Saturday morning, July 13th, 1776

Sir – On being informed yesterday afternoon that two ships of war had gone into the North River, and passed by all the fortifications on York island, the Convention immediately sent an express to the commanding officer of the fort at the Highlands, advising him thereof. Last evening advice arrived that two frigates and two or three tenders were at anchor at Tarry Town, whereupon the Convention sent the inhabitants a supply of powder and ball, and took immediate measures for reinforcing the inhabitants along that shore. This morning the Convention were informed that the frigates and tenders still lay there at anchor, and that several barges were busy in sounding the river. Another detachment of the militia has been directed to guard the stores in that neighborhood, in which are sundry effects belonging to the public. The Convention will endeavour to prevent their making incursions into the country, and beg leave to suggest to your Excellency, the propriety of keeping a strong guard at King's Bridge, the destruction of which they apprehend to be an object with the Enemy.

I have the honr. to be with esteem, [&c.] By order.

His Excellency Genl. Washington.

1. *New York Provincial Congress*, I, 522–23.

GEORGE WASHINGTON TO CAPTAIN PATRICK DENNIS ¹

Sir:

Head Quarters, July 13, 1776.

Mr. [William] Duer informs me, that there are two or three Vessels lying at the Dock of Mr. Beverley Robinson in the Highlands. As it is probable, the Men of War which sailed up the River Yesterday, may have anchored to the northward of those Ships, I think it absolutely necessary that an Attempt should be made to secure those Vessels for future Service. I have, therefore to desire the Favour of you, to procure proper Persons to bring these Vessels down the River, and to anchor them under the Fort where General [Thomas] Mifflin commands.

It is absolutely necessary, that this Matter should be conducted with the utmost Secrecy, and Dispatch, and as I am of Opinion that you possess these Requisites, I have thought proper to apply to you, for your Services in this Matter. I am, etc.

1. Fitzpatrick, ed., *Writings of Washington*, V, 268.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

July 1776

Moored off Statten Island

Saturday 13th At 9 AM made the Sigl for all Captains

The first & Middle parts Light airs & fair with Calms, latter fresh Breezes with rain At 2 P M Saluted the General ² on his coming on-board with 15 Guns

1. NMM, Admiralty L/E/11.

2. Howe.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.¹[On board H.M.S. *Eagle* off Staten Island]

13th [July 1776]. — This day General Howe came on board. Saluted him with fifteen guns. Mr. [Samuel] Reeve was dispatched with a flag of truce to Amboy, in the Jerseys, opposite Staten Island, on the west side, with letters from the admiral, which they received. In the evening Lieutenant [Philip] Brown was likewise sent with a flag of truce and despatches to George Washington, Esq., &c., at New York. Three boats were sent off to meet ours; but as the letter was addressed as above, the people who came off said they had no such person amongst them as George Washington Esq., but supposed all the world had known General Washington since last spring.

1. *Duncan's Journals*, XX, 118-19.VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS¹[H.M.S. *Eagle*, July 13, 1776]

General Instructions and Directions For the conduct of the
Ships of War, when sailing or in chace by Day.

Article 1.

officers
summoned
on board
the Admiral
to be pro-
vided with
an orderly
Book.

For the advantage of dispatch, and the more convenient distribution of orders the Officers summoned by signal are to attend on board the Admiral provided with an orderly Book; wherein they are to minute down the receipt of all public Letters and orders then to be delivered; to enter all verbal directions given; and all written instructions to be copied from the day-book of the Ship in which the Admiral is embarked; and so sign their names in evidence of the receipt of such orders and directions, when so required.

2.

Ships com-
manded by
senior or
junior
officers
equally to
bear up as
may be
most
convenient.

It is to be observed in order to avoid inconvenience from the customary practice, founded on the regulations specified in the general printed sailing Instructions, with respect to the conduct of senior Officers towards their Juniors, that the ships of war are to bear up for each other, shorten sail, &c. without regard to the seniority of the Commanders, or other claim of distinction, in such manner as shall be found most convenient on either part, and may best guard against the hazard of falling on board each other.

The same attention is likewise to be had, on all occasions, in giving place to, or otherwise accommodating, ships proceeding as directed by signal from the Admiral, or making the signal to speak with him.

3

Ships nearest to strange ships passing near the fleet at anchor, to examine them.

The Captains of ships lying, or stationed on, the part nearest to which any strange ships may happen to approach the Fleet when at anchor, by day or night, are to examine such strange ships, without waiting for more particular directions by signal, or otherwise for that purpose.

And they are to make known, without loss of time, to the Admiral, or the Commander of their division, the particulars of any material information they may there by obtain.

4.

The order in which Ships in-chace are successively to return to the fleet upon signal for that purpose.

When more ships than one happen to be out in chace on the same quarter or bearing from the Admiral, and it is meant that any of them should return back to the Fleet; (which will be signified by the proper bearing-flag shewn at the same time that the general signal is made) the ship farthest from the chace is first to return, in compliance therewith.

If the Signal be nevertheless continued abroad, after that ship has made sail to join the fleet, the next ship most distant from the chace is then to do the same; and soon, one after the other in succession, whilst the signal remains abroad

But if the signal flag be taken in before all the chacing-ships are upon their return to the fleet, the ships, one or more, that shall not then have made sail to join the fleet, are to continue the pursuit, till the signal is again made requiring their return also to the fleet.

5.

Of ships ordered to repeat signals between the Admiral & ships in chace

Ships sent out in succession to repeat signals between the Admiral and the ships in chace, are to keep at proper intervals asunder; varying their stations occasionally, according to the change of distance and number of ships ordered from the fleet upon that service.

6

on view of the fleet after separation in chace

In case of separation in chace (which is always to be avoided as much as possible, without permission first obtained, or upon extraordinary occasions) the ships are to be made known on their return in sight of the fleet, by the respective daily signals instituted for that purpose, in preference to the distinguishing signal delivered, when it can be done with equal convenience and effect.

JOURNAL OF AMBROSE SERLE ¹[On board H. M. S. *Eagle*] Saturday 13th. July [1776]

This Morning the Captains of the Fleet waited on the Admiral [Howe], and received his Lordship's Orders. They acquainted us, that General Burgoyne is coming down to Albany with the Army under his Command, together with 1000 Indians; and that they had overtaken the Rebels, who had penetrated into Canada, driven them into a Swamp, and put above 500 of them to the Sword. The Troops hold them very cheap, and long for an opportunity of revenging the Cause of their Countrymen, who fell at Bunker's Hill . . .

I heard likewise that Lieut. Stanhope has run from his Parole of Honor, wch he had given to the Rebels on being taken Prisoner, and that they have advertised him in the New York Papers.

Genl Howe and three of his Aides de Camp dined with the Admiral on board the *Eagle*, and continued on board till late in the Evening. The Discourse chiefly turned upon military Affairs, upon the Country, and upon the Rebels. The Army seem to be actuated by one Spirit, and impatiently wait for the Arrival of the Hessians & other Troops.

Govr. Tryon also came on board, to whom I delivered a Packet I had in Charge for him, who recd. it & the Bearer with his usual Politeness.

By a perspective Glass, we have a distinct View of the Rebels' Encampments, of the Town of New York, and of Hudson's River for a considerable Space beyond the Town. The Rebels appear very numerous, & are supposed to be near 30,000, but from the Mode of raising them, no great matters are to be expected, especially when their loose Discipline is considered.

I. Tatum, ed., *Serle's Journal*, 30, 31.

VICE ADMIRAL RICHARD LORD HOWE TO GEORGE WASHINGTON ¹

Eagle off of Staten Island
July the 13h 1776

Sir

The Situation in which you are placed and the acknowledged liberality of your Sentiments, induce me very much to wish for an opportunity to converse with you on the Subject of the Commission with which I have the honor to be charged; As I trust that a dispassionate consideration of the Kings benevolent intentions, may be the means of preventing the further Effusion of Blood, and become productive of Peace and lasting Union between Great Britain and America.

If this proposal should be acceptable, I would advance in a Frigate to have the pleasure to receive you, as near to the Town of New York as will be most for your accommodation

I flatter myself I shall find no difficulty in obtaining Credit to my assurances for the perfect Safety of your Person, & free liberty to return on Shore at your Pleasure. tho' I shall be equally ready to afford any more prefera-

ble Security that may be required, in case no other objection occurs to the desired Interview. I am Sir [&c.]

George Washington Esqr &c - &c - ²

1. CL.

2. This is the letter which Washington refused to receive. See the various communications upon this subject. The Clements Library issued in 1959 a brochure reproducing the letter, entitled: "An Unaccepted Letter to George Washington: 1776."

VICE ADMIRAL MOLYNEUX SHULDHAM TO VICE ADMIRAL RICHARD
LORD HOWE ¹

Chatham off Staten Island

13th July 1776.

My Lord

The great Confusion in which I left my private Affairs in England when I was called upon and appointed to the Command of His Majesty's Fleet in America, requiring my Return, I beg the Favor your Lordship will give me Leave to proceed to Great Britain in any Manner You shall please to direct.²

I am less scrupulous in making this Request when I see so important a Trust under the Direction of so distinguished and experienced an Officer as your Lordship. I have the Honor to be Your Lordships [&c.]

M. Shuldham.

1. PRO, Admiralty 1/487.

2. *Ibid.*, the next day Howe refused the request, stating: "the critical State of the King's Service at this Time, will not permit me to lessen with any Propriety the Naval Force attendant upon the Operations of the Army: Which Force is... already much inferior to the Occasion."

JOURNAL OF LIEUTENANT COLONEL STEPHEN KEMBLE ¹

[Staten Island] Saturday, July 13th.

About half past five in the Afternoon Lieut. Blenerhasset, 10th. Regt., was sent from the Quarters of that Regt. near Elizabeth Town Point, to endeavour to cut off one of the Rebels Boats, but, going too near, was fired upon from the Redoubt and breast Work with small Arms and Cannon, by which the Lieut. was dangerously Wounded in the head, and one Man in the Leg and thigh but slightly.

1. "The Kemble Papers," *Collections of the New-York Historical Society*, I, 81.

CONTINENTAL BOND OF THE PENNSYLVANIA LETTER OF MARQUE BRIG *Venus* ¹

1776 *Venus*, Brigantine. Guns, 6: Men, 25.

Commander, William Raddon

Bond, Continental \$5,000

Bonders, Thomas Pryor, William Raddon, both of Philadelphia

Owners: Daniel Roberdeau and Thomas Pryor & Co.² Philadelphia

Witnesses, William Barrell, J. W. Reed

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XV, 93, NA. An abstract from the bond. Attached to the bond is a paper reading: "Brigantine *Venus* of about 75 Tons Mounting Six three Pounders Carrying Twenty five Men William Raddon Commander Thomas Cummin second in Comd Six Barrels Salt Provision Twelve Barrels Bread &c Owned by Daniel Roberdeau Thomas Pryor & Compy of Philadelphia July 13th."
2. According to a receipt dated July 9, 1776, Thomas Pryor sold a share in the *Venus* to William Barrett, for £100. Stephen Collins Accounts, vol. 13, LC.

CALEB GOUGH TO THE MARYLAND COUNCIL OF SAFETY ¹

[Extract]

Gentlemen,

. . . Mr J[es]e Hollingsworth recd your favr p Capt Nicholson & thanks you for the d[ra]ft therein inclosed, which he will apply to the purposes you direct and render you an acct of the Charges of unloading the Brigs and removing the soldiery as soon as the amount can be ascertained.²

He desires me to assure you, that he will give all the assistance he can to Geo Wells in procuring the timber for the Gondolas & will always be glad of such Commissions from you as it may be in his power to execute. I am Gentlemen, for Mr. J. Hollingsworth [&c.]

Caleb C. Gough.

Baltimore July 13th 1776.

1. Correspondence of Council of Safety, Md. Arch.
2. The brigs *Fortune* and *Rogers*.

THOMAS SMYTH TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen

Eastern Neck July the 13th 1776

The inclosed paper was delivered me yesterday to lay before your Board you'll be pleased to direct the Clerk to make out the Acct arising thereon & give Orders for the payment thereof—When the Council requested Waggons to be hired & despatched to Chingoteague for the Cargo of Arms &c shipt by Messrs Harrison & Vanbebber they sent no Directions whom to apply to for the delivery of the Cargo nor the name of the Brig in which they were imported nor the Captains Name, nothing but an unattested Copy of the Invoice & orders for the militia Guard.

The Capt. of the Guard who escorts the Waggons which are gone to Chingoteague has Orders to bring up the Arms & powder lately imported in a Brig for the use of this Province. I hope the Receipt of the Committee of North Hampton County for the Goods imported by Capt. Speake² will be the means of discovering in whose Care the Cargo of the Brig is and am with much respect [&c.]

Tho^s Smyth

1. Revolutionary Papers, Box 12, Md. Arch. Thomas Smyth was chairman of the Kent County Committee of Observation.
2. Revolutionary Accounts, Md. Arch. contains a receipt for carting the powder received from Captain Speake reading: "1776 Capt Johanus Speake Dr July 14th To Cartage of 60 barrells Gunpowder 22 Casks Sulphur 14 Muskets & 10 Swivell Guns £0. .15.0 (To Storage for ditto 2.12.- [total] 3. .7- Recd the full Contents for the above Wm Downing for Rebecah Watts."



Molyneux Shuldham.

COLONEL RICHARD BARNES TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentn

St Inigoes. 13th July 1776

I recd information on Friday the 12th July that there was a considerable number of Ships and Small Vessells between Smiths Point & Point Lookout, on which I ordered five Companys of Militia to repare there as fast as possible, and Imediately set out to the Point myself in order to git further information, on my arrival there I found about forty Sail of Vessells, they were then about twenty five miles off the Point in the Bay, where they continued till in the Night, in the Morning about fifty eight Sail were discovered opposite Smiths Creek in Potomack, & eight in the Bay, on which I gave orders to call the Companys of my Battalion imediately to march to Potomack in order to prevent their landing in the District of the 21st Battn. We have had two small Vessells drove on shore from the Fleet, on board of one of them was three Whites & two Negroes, three of which now have the small Pox on them, on[e] of the White Men informed us the Fleet was Dunmores, and that Govr Eden was on board the *Fo[w]ey*, & that he heard it surmised that they intended to take possession of St Georges Island, since which the *Foey* and her Tender have come to in St Marys River, and I don't doubt but the greatest part if not all of the Fleet will be there in the morning, we have between two and three hundred of our Militia stationed in different places, and I have just sent off an express to Colo [Jeremiah] Jordan to supply me with one or two hundred Men of his Battalion if Possible,² from the above affair I think it would be proper Captn [Rezin] Bealls company from Drum Point should be ordered here and their place there supplied with the Militia of the Co[un]ty. I should be glad of your advice and assistance. I should have wrote you more particularly but have been Marching from place to place from the morning till now, which is twelve Oclock in the Night, and am much Tired. Mr Hugh Hopewell has promised me to hire an express in Calvert to carry this to you, should therefore be glad you would pay him. I remain Gentn [&c.]

Richd^d Barnes

1. Red Book, X, Md. Arch.

2. Jordan commanded the upper battalion of the militia of St. Mary's County, and Barnes, the lower battalion.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

July 1776

At a Single Anchor off of Point Lookout Cheseapeak bay

Saturday 13th at 6 in the morning made the Signal and weighed, and made Sail, at 11 Anchored in 7 fathoms in the River Powtomack, Point lookout E1/2So distant 2 Leagues, and Saint George Island NNW 3 miles; most of the Fleet in Sight, and at Anchor, exercised the Ships company at Great Guns and Small Arms.

1. PRO, Admiralty 51/796.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Saturday the 13th July, 1776

A Warrant from the Navy Board in favour of Captain Thomas Lilley, of the Brigg *Liberty*, for One hundred & fifty pounds for the purpose of furnishing necessaries for said Brig was presented Countersigned by the President & ordered to be registered.

Instruction to Captain John Calvert of the Row Galley *Norfolk Revenge*, were drafted considered, approved of, Ordered to be fairly transcribed & a Copy thereof delivered Captain Calvert & are as follows

Captain Calvert,

You must with all convenient dispatch proceed with the Row Galley, *Norfolk Revenge* under your Command, down James River & into the Bay as far as you may Judge safe and necessary for the purpose of annoying or distressing the Enemy, or for protecting any of our own trading Vessells or any foreign Vessel coming with friendly Intentions of trading with us; taking care at the same time to afford all the Protection in your Vessels to such of the Inhabitants on the Shores as may be exposed to the attacks of the Enemy – In all other Vessels we order & request you to exert your best skill & Judgement in all matters which may fall within the Line of your duty, having especial regard to the safety of the vessel and men under your Command on one hand, & on the other to the full exertion of your Power and Abilities in Captivating annoying distressing, & destroying such of the Enemy's Ships or Vessels which may fall in your way, & which you may judge to be of inferior strength to the Galley which you Command, You are to Chuse your own Ground for Cruising, unless when acting in Conjunction with Captain [James] Cocke Commander of the Brigg *Raleigh* in which Case you must pay a proper Regard to his Directions & Instructions.

A Warrant from the Navy Board in favour of James Russell for thirteen pounds eighteen shillings & nine pence for medicine furnished Captain [Edward] Travis for the use of the *Manley* Row Galley, was presented, Countersigned by the President, and ordered to be registered.

A Warrant from the Navy Board in favour of Captain [John] Calvert for Fifty Pounds for furnishing the *Revenge* Galley with Necessaries was presented, Countersigned by the President, & ordered to be registered.

A Warrant, from the Navy Board in favour of Captain William Mitchell for Two hundred & fifty pounds towards the payment of his Company of Marines, was presented, Countersigned by the President, & ordered to be recorded.

1. McIlwaine, ed., *Journals of the Virginia Council of Safety*, I, 69, 71, 72.

“EXTRACT OF A LETTER FROM WILLIAMSBURG, VIRGINIA, JULY 13.”¹

A battery of two 18 pounders was opened on the enemy's fleet on Tuesday morning, whilst another of four 9 pounders play'd on their works and camp on Gwyn's Island. In a short time the whole fleet was forced to tow out of reach of the battery; their fire ceased after a few rounds. Their camp was thrown into confusion, and in the night, before we could procure boats to carry over our men, they removed all their tents except one, their cannon except one, and all their stores, &c. There were three tenders in the haven, which attempted to prevent our passage. – Their works were still manned as if they meant to dispute their ground, but as soon as our soldiers put off in a few canoes, they retreated precipitately to their ships. The tenders fell into our hands, one they set on fire, but our people boarded it and extinguished the flames. The enemy burnt two small vessels, and the night following a very large ship, supposed to be the *Dunmore*, for she was very much damaged, having received four 18 pound shot through her sides and a double headed one through her stern which raked her. – Her mate was killed, a sailor had his arm taken off, and Lord Dunmore had his leg wounded by this shot. The fleet has sailed from the Island, which we are in quiet possession of. From their works and preparation for others, and flocks of cattle left on the Island, it is evident they left it much against their inclination and long before they expected it. We found 150 graves and 12 dead negroes lying in the open air. They have had a dreadful fever amongst them, and the small-pox, I wish our army may not catch the infection. The *Roebuck* was at the mouth of Rappahanock. The *Fowey* and *Otter* did not choose to come to the assistance of the *Dunmore* which, unfortunately for her, had changed stations with the *Otter*, and by this means came into the jaws of our battery which was concealed. We did not lose a man.

1. *Pennsylvania Packet*, July 22, 1776.

JOHN PAGE TO DANIEL OF ST. THOMAS JENIFER¹

Sir

Williamsburg July 13th 1776

As the Enemy's Fleet has been driven from their Station and their Forces obliged to abandon Gwyn's Island, and we are informed they will endeavor to possess themselves of some Place on the Eastern Shore of Maryland, We have thought it prudent to given you the earliest intimation thereof, A Battery of 2. 18 Pounders played on their Ships and in a few rounds forced them to retire, 4. 9 pounders silenced their Batteries, raked their camp, and threw them into the greatest confusion, on which our Men, as soon as Boats could be procured, past over to the Island, which the Enemy abandoned with precipitation, carrying with them all their Cannon, except one, two of their tenders fell into our hands – The Ship *Dunmore* was so much damaged that, it is said, she was burnt the Night after the Cannon-

ade, they were obliged to destroy two other Vessels. We congratulate you on the Success of the American Arms in South Carolina, by this Express you will be fully informed of Sir Peter Parker's repulse² I am Sir [&c.]

John Page Pt Cl

1. Red Book, X, Md. Arch.

2. This letter was published in the *Maryland Gazette*, Annapolis, July 18, 1776.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT¹

July 1776

Anchor'd in St Mary's River

Saturday 13 (A M) unmoored and loosed sails to dry at noon handed them, took an Inventory of the Prisoners Cloaths on board - Lost taken & destroy'd Schooner's Cutter 1 Do. Masts 2 Spritsls 2, Grapnel Rope 3½ In: 30 fathoms, Boat sails 2, Iron Tiller 1, Rudder 1, Iron Ballast 1 Pigg, Water Cask 1, Gunners Stores lost Muskets Complete 5, Pole axes 2, Cutlasses 2 - Sent the Surgeon to bring the Dead & to bring down the Sick, wrote Mr Wright to send down a Boat [P.M.] sent the Boat to Cumberland Island for Wood and Water -

1. PRO, Admiralty 51/4330.

CAPTAIN LAMBERT WICKES TO THE COMMITTEE OF SECRET CORRESPONDENCE OF THE CONTINENTAL CONGRESS¹

Gent.

On board the *Reprisal* July 13th 1776

This will inform of a Small Addition to our good fortune in the Prize Way. We this day took Capt [John] Muckelno in the Schooner *Peter* of Liverpool from St Vincent bound to Liverpool in Brittain, Loaded with: Rum-Sugar Coffee Cocoa & Cotton, We also took Capt [Charles] Mackey in the Ship *Friendship* from Granada, bound to London, wch I have wrote you of before, and, Now; Send a Cobby of that Letter. this Schooner, is ordered into one or Either of the Egg Harbours, if she Can get in there, If not into any other Port on the Coast, I have given orders to Mr Jeremiah Holden to Send this letter & the Schrs papers & letters to you by Express on his Arrival in America. We had very little Wind this two or three days past & are but little further on our Way, than when I Wrote you last,² from Gentlemen [&c.]

Lamb^t Wickes

1. Papers CC (Letters addressed to Congress), 78, XXIII, 295, NA.

2. "The American Congress have fitted out twenty privateers, of sixteen guns, and one hundred and twenty men each. A certain share of the prizes they take, is deposited in the Congress bank, to carry on the war, and the remainder is distributed among the crews. One of these privateers, named the *Reprisal*, took the *Friendship*, Capt, Macky, from Gr[e]nada with upwards of five hundred hogsheads of sugar. The captain of the privateer offered Capt. Macky his liberty and permission to take his *private* property, which were accepted. But the crew of the *Friendship* voluntarily entered into the service of the American Congress. This privateer two or three days afterwards took two more merchant vessels, viz, one from Antigua to Cork, and one from St. Vincent's to Liverpool." Almon, ed., *Remembrancer*, III, 235.

PROCEEDINGS OF THE ROYAL COUNCIL OF BERMUDA ¹

At a Council held in Assembly at the
Government House on Thursday the
13th day of July 1776. –

Present

His Excellency the Governor –

The Hono'ble George Forbes	} Esqrs	Jonathan Burch	} Esquires
Thomas Smith		John Harvey	
		Henry Tucker	

His Excellency acquainted the Board that Mr Eston had resigned his Commission as Judge of the Court of Vice Admiralty and that Colonel Jones not having Acted lately and being at present rendered incapable to Attend by his indisposition he desired the Council would think of a person well Affected to His Majesty and Government, of good Abilities and Qualified to serve as a Judge of the Admiralty, and that may be willing to serve in that Office. After some consideration thereon His Excellency proposed John Randle Esquire a proper person to be Judge of the said Court of Vice Admiralty, the Board having no Objection to Mr Randle His Excellency was pleased to Appoint him accordingly. –

1. Proceedings of the Governor's Council, 299–300, Bda. Arch.

14 July (Sunday)JOURNAL OF H.M.S. *Scarborough*, CAPTAIN ANDREW BARKLEY ¹

July 76 Moor'd in Annapolis Harbour
Sunday 14th came in H: Majts: Sloop *Viper* with 4 Schooners

1. PRO, Admiralty 51/867.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Sunday 14th of July 1776
5 [A. M.] Small Airs of wind from SW Lerge swell from the NE
12 Thick foggy weather the prize in Company
Lattd in 41d.21m Longd in 67d.3m
1 [P. M.] A Lerge tumbling sea from the S W got our horser [hawser]
on board the schooner to tow her

1. John Fisk Journal, AAS.

ABIGAIL ADAMS TO JOHN ADAMS ¹

[Extract]

[Boston] Sunday July 14

I suppose you have heard of a fleet which came up pretty near the Light and kept us all with our mouths open ready to catch them, but after staying near a week and makeing what observations they could set sail and went of to our great mortification who were [prepared?] for them in every respect.²

If our Ship of 32 Guns which [was] Built at Portsmouth and waiting only for Guns³ and an other of [. . .] at Plimouth in the same state,⁴ had been in readiness we should in all probability been Masters of them, Where the blame lies in that respect I know not, tis laid upon Congress, and Congress is also blamed for not appointing us a General.⁵ – But Rome was not Built in a day.

1. Butterfield, ed., *Adams Family Correspondence*, II, 46, 47.

2. A fleet of transports with Scotch soldiers, under convoy of the British frigate *Flora*.

3. The Continental frigate *Raleigh*, which had been launched in May.

4. Referring to the Massachusetts state brigantine *Rising Empire*, built at Plymouth, and also without guns.

5. General Artemas Ward, whose resignation was prompted by illness.

JOHN BRADFORD TO ROBERT MORRIS¹

Dear Sir

Boston. 14th July 1776

The Brig *Dispatch* has been Ready for the Sea waiting your Orders some time. I flatter my self I shall Receive them soon, it has been a good time to get off our Coast, ever since the Fleet was drove out our harbour; not a Cruizer has been seen on, or near the Coast since, saving the frigate that paraded before our port with her Convoy & she did not even Attempt to speak to any vessel²

I have great Occasion for money, seeing no prospect of getting any out of the hands of the late Agents for want of my Commission, they pay no regard to any thing till that Appears, tho the powder Ship was taken weeks after my Appointment yet they've Advertiz'd to sell the powder without Consulting me,³ if you could spare a moment from the important concerns you are now Engag'd in⁴ to forward my Commission you wou'd render me an essential service and the favour shou'd be most Gratefully Acknowledged by Sir [&c.]

Jn^o Bradford

On the Service of the United States

The Honble. Robert Morris Esqr. Philadelphia

1. Papers of Robert Morris, Accession 1805, LC.

2. The British frigate *Flora* and her convoy of transports with Highland troops.

3. The powder ship *Hope*.

4. Morris was a member of the Marine Committee, Secret Committee and Committee of Secret Correspondence. In connection with the brig *Dispatch*, he was acting in behalf of the latter committee.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES¹

[Extract]

Dear General

Crown Point July 14, 1776

I have this morning Sent off[f] Colonel [William] Maxwells & [William] Winde's Regiments, with most of the Artillery & Stores, want of Boats prevented my sending off[f] all the Sick & Companies of Artillery. I have Just Sent off[f] the last Boats we had, to Onion river & other Places for Boards, believe I can procure Twenty or thirty thousand feet & send you in a few Days. – we shall have Occasion for (at least) One hundred Boats, to

take up all the Army Unless part of them should March by land. If you think proper to Order the Army to Ty, will it Not be necessary to keep One Regiment here. . . .

1. Gates Papers, NYHS.

JOHN BAYLEY TO COLONEL JAMES CLINTON ¹

Sir

Pougkeepsie July 14th 1776

We have set off[f] to Esopus for the Tory Sloop there and the Ship Carpenters are Busied in makeing fire Rafts we would ask Your Oppinion if it would not be best to purchase two other old Sloops which Lash together with Chains two fire Rafts between Each two Sloops and if a Northerly wind Sail them Directly Down on the Enemy when the Rafts are Compleated and if the Ships have not Passed Your Forts we would Ask you if we must not Send Down the Sloops and Rafts Near the Forts I am Sir [&c.]

John Bayley Chairman ²

Copy

1. Washington Papers, LC.

2. Chairman of the Poughkeepsie Committee of Safety.

COLONEL JAMES CLINTON TO THE COMMITTEE OF SAFETY, POUGHKEEPSIE ¹

Gentlemen

Fort Constitution 14th July 1776

I recieved Your's of this Day, I aprove much of your Plan for makeing Fire Rafts, and Doubt not but you will carry the same into Execution with the utmost expedition – I think it adviseable to purchase two other Old Sloops (or more if necessary) for the purpose but let it be done at the Cheapest rate, the Oldest and worst Sloops will do; let Men Value them, but they must be had at any Rate – When your Rafts are compleated they must be sent here without delay the sooner the better. – I could wish if the Generals Letter (a Copy of which you have) will warrant it, a Galley or two to carry a Nine Pounder in their Bow's could be built, as they might answer a Valueable purpose, but this I must submit to you. – I want a Whale Boat exceedingly to Reconitere the Enemy, if one can be had, or built, and sent here without retarding the other business it would be of great service – I am Gentlemen [&c.]

James Clinton Coll.

Copy. –

1. Washington Papers, LC.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, July 14, 1776.

Sir: My last of Friday evening which I had the Honor of addressing you, advised that two of the Enemy's Ships of War and three Tenders had run above our Batteries here and the Works at the upper end of the Island.

I am now to Inform you, that Yesterday forenoon, receiving Intelligence from General Mifflin that they had past the Tappan Sea [Tappan Zee]

and were trying to proceed higher up; by advice of R. R. Livingston Esqr. and other Gentlemen, I dispatched expresses to General [George] Clinton, of Ulster and the Committee of Safety for Dutchess County, to take Measures for securing the passes in the Highlands, lest they might have designs of seizing them and have a force concealed for that purpose.

. . . The information given General Mifflin was rather premature as to their having gone past the Sea. A Letter from the Committee of Orange County, which came to hand this Morning says they were there Yesterday, and that a Regiment of their Militia was under Arms, to prevent their Landing and making an IncurSION.

The Messenger who brought it, and to whom it refers for particulars, adds "that a party of them in two or three boats, had approached the Shore, but were forced back by our People firing at them." Since the manuvre of Friday, there have been no other movements in the Fleet.

A Letter from the Eastward by last night's post, to Mr. [Ebenezer] Hazard Post Master in this City, advises that two Ships has been taken and carried into Cape Ann; one from Antigua, consigned to General Howe with 439 Puncheons of Rum. The other a Jamaicaman with 400 Hogsheads of Sugar, 200 puncheons of Rum, 30 Bales of Cotton, Pimento, Fustick, etc.etc. Each mounted 2 Guns; Six Pounders.

1. Fitzpatrick, ed., *Writings of Washington*, V, 271-76.

DIARY OF ENSIGN CALEB CLAP ¹

[New York]

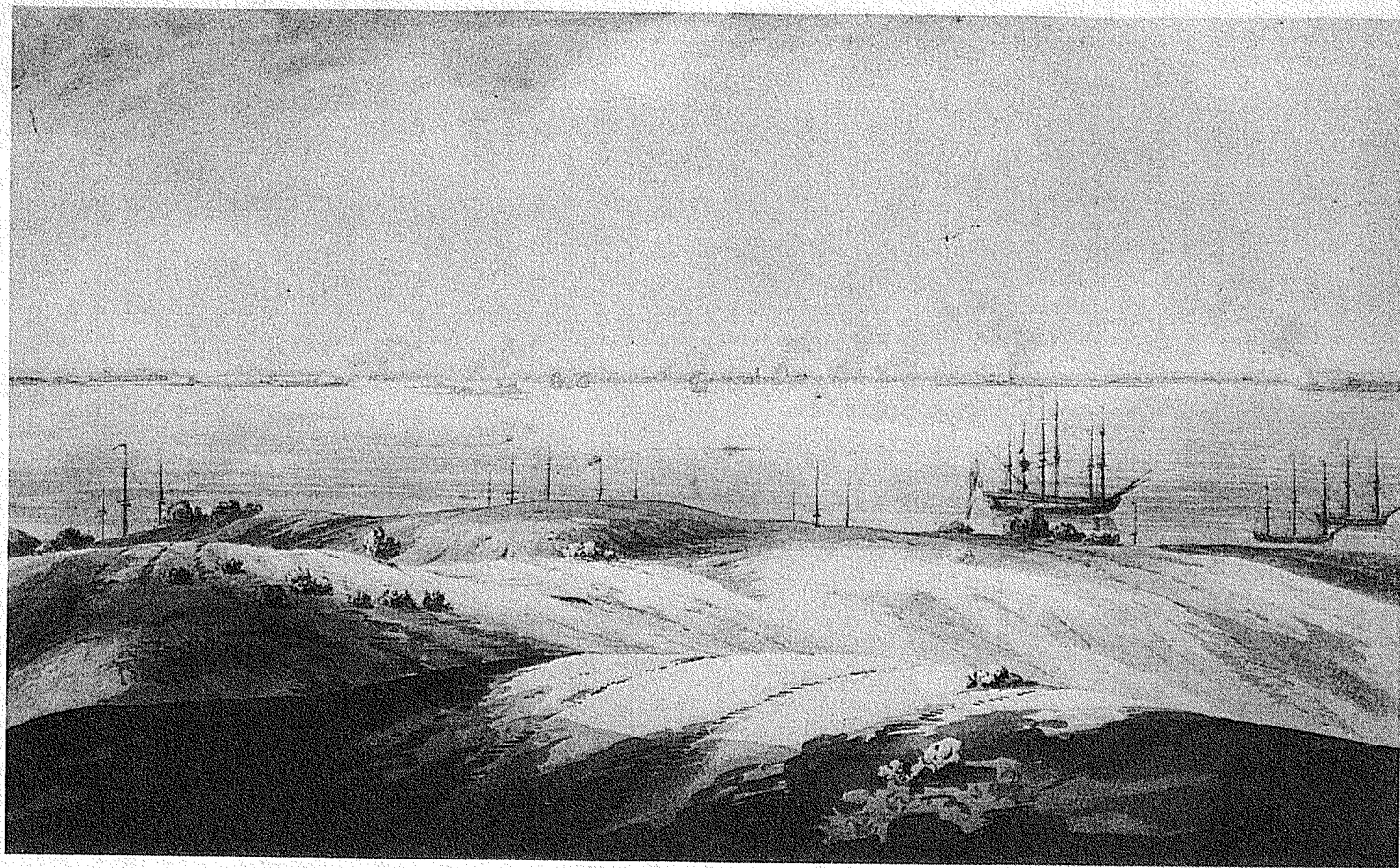
July 14th 1776 A flag was sent from the Enemy, Col Tupper being A board of A Privateer went and meet the flag seeing that the Letter was directed to George Washington Esqr, he answered that Knew no such Person, but he woud, send an Officer a shore and se if their was any such Person, but cou'd not find any of that Name Retun'd the Letter again, to the flag. The flag Report that Admiral Howe came in the 12 Instant, that he said he was very sorry he had not happened to have come in before, Independancy was declared,

It was Reported that General Washington was at the Whorf, and see the Letter, but wou'd not receive it, unless it was properly directed, nor never see the inside of it -

1. *The Historical Magazine*, III, 247.

"EXTRACT OF A LETTER FROM A YOUNG MAN IN THE ARMY AT NEW-YORK, TO HIS FATHER IN TOWN [SALEM], DATED NEW-YORK, JULY 12 1776." ¹

July 14. . . . we were alarmed by some of the Men of War getting under Sail and making for the City; we immediately repaired to our Alarm Posts, which are at such a Distance from the River that we had not a Chance to fire a Gun, but had a beautiful Prospect of the whole Engagement. We saw them pass by Ten of our Batteries, they all kept an incessant Fire upon them until out of Reach, but had not so much Success as I



The Phoenix and Rose (background) passing the American batteries and going up Hudson River, as seen from the heights above the Watering Place on Staten Island, July 12, 1776.

could wish, though they were all hulled several Times and much damaged in their Rigging, but Wind and Tide being in their Favor, and a very brisk Breeze they soon got by: They poured their Broad-sides upon our Batteries and the Town as fast as possible, but without doing any Damage; they kept their Way up the River until they came near Kingsbridge, and not knowing there was any Battery there they dropped Anchor near the Shore, when our People opened a Battery of Four Twelve Pounders, Six Six Pounders, and Two Three Pounders, which did great Execution; they weighed Anchor with all possible Expedition and proceeded further up the River, where they lay peaceably at present; their Rigging and Hulls were very much damaged, so that they are obliged to keep continually pumping: One of the Tenders was so much damaged that the People all went on Board one of the large Ships and took her in Tow; and by Deserters from the *Phoenix* of Forty-four Guns, the largest Ship that went by, it appears that they lost (from that account) Twenty-four Men killed and Thirteen [wounde]d; that she had sprung a Leak which [they did] not discover, that kept them contin[ually pumpi]ng. We lost Six Men killed and [fo]ur wounded, by not spunging a Gun . . .

1. *American Gazette*, Salem, July 23, 1776.

PROCLAMATION BY ADMIRAL HOWE AND GENERAL HOWE ¹

By Richard Viscount Howe of the Kingdom of Ireland, and William Howe Esquire, General of His Majesty's Forces in America, the King's Commissioners for restoring Peace to His Majesty's Colonies and Plantations in North America, &c. &c. &c.

Declaration.

Whereas by an Act passed in the last Session of Parliament to prohibit all Trade & Intercourse with the Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, The three lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, and for other Purposes therein mentioned; It is enacted, that "it shall and may be lawful to and for any Person or Persons, appointed and authorised by His Majesty to grant a Pardon or Pardons to any Number or Description of Persons, by Proclamation, in His Majesty's Name, to declare any Colony or Province, Colonies or Provinces, or any County, Town, Port, District, or Place, in any Colony or Province, to be at the Peace of His Majesty; and" that "from and after the issuing of any such Proclamation in any of the aforesaid Colonies or Provinces, or if His Majesty shall be graciously pleased to signify the same by His Royal Proclamation, then, from and after the issuing of such Proclamation," the said "Act, with respect to such Colony or Province, Colonies or Provinces, County, Town, Port, District, or Place, shall cease, determine, and be utterly void." And whereas the King, desirous to deliver all His Subjects from the Calamities of War, and other Oppressions which they now undergo, and to restore the said Colonies to his Protection and Peace as soon as the constitutional

Authority of Government therein may be replaced, Hath been graciously pleased, by Letters Patent under the Great Seal, dated the Sixth Day of May in the Sixteenth Year of His Majesty's Reign, to nominate and appoint us, Richard Viscount Howe of the Kingdom of Ireland, and William Howe, Esquire, General of His Forces in North America, and each of us, jointly and severally, to be His Majesty's Commissioner and Commissioners for granting His free and general Pardons to all those, who in the Tumult and Disorder of the Times may have deviated from their just Allegiance, and who are willing, by a speedy Return to their Duty, to reap the Benefits of the Royal Favor; And also for declaring, in His Majesty's Name, any Colony, Province, County, Town, Port, District, or Place, to be at the Peace of His Majesty: We do therefore hereby declare; That due Consideration shall be had to the meritorious Services of all Persons, who shall aid and assist in restoring the public Tranquillity in the said Colonies, or in any Part or Parts thereof; That Pardons shall be granted, dutiful Representations received, and every suitable Encouragement given, for promoting such Measures as shall be conducive to the Establishment of legal Government and Peace, in pursuance of His Majesty's most gracious Purposes aforesaid.

Given at Staten Island the Fourteenth Day of July, 1776.

(signed) Howe
W. Howe.

I. Germain Papers, CL.

JOURNAL OF AMBROSE SERLE ¹

[On board H.M.S. *Eagle*] Sunday, 14th. July.

An excessive hard Rain, prevented going on Shore this Day, and we had no divine Service on board. Mr. [Samuel] Reeve, our first Lieutenant, returned from Amboy this Afternoon, whither he had been sent yesterday by the Admiral [Howe] with Dispatches, addressed to the several Governors in North America, notifying his Arrival and the Objects of his Commission, and inclosing a Declaration to be published by them in their respective Colonies. This was a prudent and decent Way of acquainting the People of America, that the Door was yet open for Reconciliation; for it was expected, they would have the Curiosity to read the Inclosures, which were dispatched under a flying Seal, being their Interest & Concern more than that of the Governors. Mr. Reeve breakfasted with [Hugh] Mercer, the American Commander, who behaved civilly, yet rather dryly. They had very coarse Fare, which the American noticed, but added, they had Plenty of Necessaries, and did not wish for Luxuries. The Lieutenant [Reeve] very properly replied, that it was very happy for those who had not them not to wish for them.

Mr. [Philip] Brown, another Lieutenant, was dispatched with a Flag of Truce to Washington at New York. He was stopped by three Boats at a little Distance from the Town, demanding his Business. Upon being told that he had a Letter from Lord Howe to their Commander, they ordered

him to lay to, while one of the Boats went to the Shore for Directions. In a short time, three officers came off, and desired to know to whom the Letter was addressed. They would not touch it, but begged the Lieutenant [Philip Brown] to read it. As the Address was, *To George Washington Esq. &c. &c. &c.* they said, there was no such Person among them, and therefore would not receive it. Upon being asked what Address they required, it was answered, that "all the World knew who Genl. Washington was since the Transactions of last Summer." . . .

This Evening a Gentleman came on board from New Jersey for Protection.²

The Ships, we heard, are safe about 7 or 8 Miles above the Town.³

1. Tatum, ed., *Serle's Journal*, 31-33.

2. A Mr. Le Grand; see Moffat's Diary this date.

3. The *Phoenix* and the *Rose*.

JOURNAL OF LIEUTENANT COLONEL STEPHEN KEMBLE¹

[Staten Island] Sunday, July 14th.

This day a Flag of Truce sent by Lord Howe to New York was stopped by the Rebels off Red Hook; it carried a letter for Mr. Washington, which was not received, as the Title was not thought honorable enough, being only directed to Geo: Washington, Esqr. Letters carried by another Flag to Amboy was received, but we know no further, or what was the intent of it. From appearances think the Rebels will not listen to any proffers for an Accomodation; their declaration of Independancy is a convincing proof that they will oppose every mode for a Reconciliation unless on their own terms.

1. "The Kemble Papers," *Collections of the New-York Historical Society for the Year 1883*, I, 81.

DIARY OF DR. THOMAS MOFFAT¹

[On board H.M. Sloop *Swan*]

July 14th Mr Le Grand of N Brunswick came aboard from Shrewsbury and went up to the Admiral & General. He says Mr. Kembles Family at Morris Town were well. Thermometer Noon 65. Capt'n [James] Ayscough sent up Lieut Dowie with Mr Le Grand to Lord Howe.

1. Thomas Moffat's Diary, LC.

BRIGADIER GENERAL HUGH MERCER TO GEORGE WASHINGTON¹

Sir,

Perth Amboy 14 July 1776

This Morning Lord Howe sent Lt Reeve of the *Eagle* Man of War, with a flag of Truce to this Post - He delivered me the Letters which accompany this - Nothing worthy your attention has happened here since I had the honor to receive your Instructions of the 11th Inst by Mr Ross - The Enemies Guards in our View continue without any new movement - From their Number it is probable that two Regiments encamp near this End of Staten Island - We have been able however to procure no certain Intelligence of their Situation - No Person has yet come over to us, nor is it easy to find one of our Friends duely qualified or ready to undertake the busi-

ness of a Spy on the Island. About four Hundred of the Pennsylvia Rifle Battalion have joined us – and another Party of the same Regiment is on its way; from This last I have ordered One hundred Men to take post at the Ferries of Pasaic and Hackensack & shall receive all the Jersey Militia, as soon as Reinforcements arrive. When the two Battalions of Rifle Men and one of Musketry from Pennsylv, are posted from hence to the Ferries towards N York a favourable Opp[ortunit]y may probably offer to surprize the Enemies Small posts – Boats may I think be procured – and the Rifle Men would be happy to be so employd – Such an enterprize is not suspected by the Enemy, nor believed to be under consideration here – I have the honour to be Sir [&c.]

H Mercer

1. Washington Papers, LC.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND¹

[H. M. S. *Roebuck*, July 8 to July 14, 1776]

July 8th The Springs on the Island dried up so much on account of the long dryness of the Season that water became very difficult to be got near the Sea Shore, but by the time the *Fowey* joined us, which was on the the Ships Casks were nearly full. – Captain [George] Montagu performed this service with great judgment & prudence; and brought with him upwards of 100 Voluntiers for the Army, and several small Vessels laden with Cattle.

9th The next day, when I was preparing to Sail, an event hap- pend which obliged me to alter my design. This was two Batterys of heavy Cannon that the Enemy opened upon the Fleet, and directed their Fire principally upon Lord Dunmore's Ship, who had a day or two before taken the *Otters* station to give the latter an Opp[o]rtunity of healing & cleaning her bottom. The *Dunmore* returned the Fire, but seeing that her small Guns had no effect upon either of the Batterys, and that every shot from the Enemy struck the Ship she cut her Cable, and being Calm, towed off out of reach of the Guns; which she effected with little damage to the Ship, and the loss of one man killed, and another wounded. all the small Vessels that lay within reach of the Shot did the same. The Enemy then fired upon the Tenders in the Haven which obliged them to run ashore upon the Island. They were set on fire, and one of them was entirely consumed, but the Enemy boarded the other with a number of Armed Boats time enough to extinguish the fire; so that she fell into their hands, but with 2 cannon only, the rest having been thrown over board.

From the preparations of the Rebels it was now apprehended that an attack was to be made upon the Island, and being too weak to resist any considerable force (the Army being reduced by the small Pox and an epidemic Fever) My Lord Dunmore & the

land officers were of opinion that their Post on the Island was no longer tenable, and accordingly determined on evacuating it immediately: which was effected in the course of the ensuing night & the next morning, leaving behind one Cannon, which was spiked up. – Notwithstanding the Merchants & other inhabitants onboard the different Vessels, had been frequently ordered to keep their Ships in constant readiness for moving whenever their should be occasion, it is impossible to describe the distress & confusion that this floating Town was thrown into, upon the sudden order for quitting the Island, and preparing to sail; most of them were entirely without fresh water, and this the Man of war was under the necessity of supplying them with; as well as Seamen to Navigate them.

I had frequently recommended it to Lord Dunmore in the strongest terms, to use his endeavors to persuade the People that had put themselves under his protection, to sail with their Vessels to some place of security, on account of the great inconvenience that arose to His Majtys Service by keeping two ships allways to guard them, but on this occasion I took upon me to assure his Lordship that I had come to a resolution to get rid of every Vessel except the Transports, and that I should order one of the Ships to convoy them to St Augustine; accordingly orders were sent to them for that purpose, but as many of them were quite worm eaten, others without sails & Rigging sufficient to Navigate them, and the whole without water, it was absolutely necessary, that we should proceed to some place where the latter could be easily obtained, and where the state of each Vessel could be examined into, and the Familys taken out of those found defective, and distributed on board the others.

The nearest place, likely to answer these purposes, was St
 11th George's Island in the River Potowmack, whither we directed our
 Course the next day; but on our way thither was so roughly handled by a gale of wind at Nwt which took us at the Mouth of the
 July 14 River, that several of the Small Vessels were driven on Shore, many suffered, in their Sails & Rigging and the greatest part lost their Anchors & Boats. This Misfortune, to a Fleet ill provided before, was not to be remedyed, so that many Vessels were condemned to be destroyed in consequence of it.

1. Hamond, No. 5, UVL.

JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY ¹

Sirs/

I Recd your Lett[er] and am Well Satisfy'd that I have So far Pleasd you – you Menshon Sending £250 By Capt Nicollson he Brought Me a Order for that Sum But No Cash, have Sent the Order By Mr Wells to Recve the Mony, after Paying the flowr Expence to Poakamoak the Expence

of Discharging the Brigs and the hier of the Vesells for the Troops to Elk, shall Lay Out the Remainder in any Way you Pleas to Order as I have Open'd a Count for you shall Credit you With the Mony and Charge you for What I Doe and Pay for you, and Render you a State of the a Count Monthly or at the End of Sertain Jobs Done –

Mr Wells has S[everal] Proposals to Make But thinks it hard t[hat] he Cant Be Paid his Old a Count, Which I Now is hard On him as a Man Can have No Trust here for any thing, and his Surcomstances Wont admit of his Lying Out of his Mony So Long – there is 20 bbls of Super fine flowr Left with Me and I Was at the Bakehows Last Night there is a Good Deall of Bread Bakd, and Very Good, if there is any Wanted for the Brig Pleas Let Me Now in time, or if flowr is Wanted I have few Bar[rels] flowr I Would Sell at 9 S per hundred Which I Would Send Down for the Brig from your Humble Servant –

Baltimore July 14 – 1776 –

JeSee Hollingsworth

[P.S.] My flowr is fresh and good if you should Want to Send any to Chingoteag for the Brig –

1. Red Book, XV, Md. Arch.

2. *Ibid.*, on July 17 Hollingsworth wrote that he had not received the money and added "I have Been this 2 Days Getting Timbr for the Galleys."

LIEUTENANT COLONEL ALEXANDER SOMERVILLE TO THE MARYLAND
COUNCIL OF SAFETY¹

5 OClock Sunday 14th July 1776 Calvert County

Gentlemen About One O'Clock yesterday Morning by Express from Captain [Rezin] Beall, I Received Information that there were forty Sail of Vesells off Point Look Out, (Eight of which were Square Rigg'd) & Requesting some Assistance from our Malitia, (and to get the other part in Readiness in Case they should proceed up the Bay) – Collo [Benjamin] Mackall not being in the County; I gave such Orders as I thought might put us in the best posture of Defence; the Six Upper Companys were to hold themselves in Readiness to March on the Shortest Notice, & with Part of the Rest I went to Drum Point – about 4 OClock a firing of Cannon &c was heard; (Supposed to be in Potomack) which is Confirm'd this Morning by Mr Hugh Hopewell Junr who was down where the firing was; and brought the Inclos'd Letter from Collo Barnes; who also Requested the Assistance of Capt Beall & his men – Mr. Hopewell came to Drum point this Morning abt Nine OClock & Captn Beall with all the men he had there, set out about half past Ten; leaving that Post in the Charge of our Malitia, who are now but few in Number, but I propose to get (& keep) there about Sixty or Seventy men, Exclusive of Officers untill I Receive your Orders, or untill Captn Bealls Return. The Ships of War, Tenders &c was this Morning lying off between St Marys River & Point Look Out, & it is Reported by some Deserters from them that they intend to Land on St Georges Island in the Mouth of St Marys River – Captn Beall Desired me to Inform you of his Marching, and desires your Orders how he shall proceed – Collo Barnes

could not get an Express to Carry his Letter to you in St Marys, therefore sent it this Way & Expects to Receive your Answer the same way, which I will send him as soon as it comes; I shall go to Drum Point in the Morning & you may Depend I'll do all in my Power to prevent their Landing in this County, if they should alter their Course, so as to come up the Bay or into Patuxent; this Express is to be Paid from Drum Point to Annapolis which is about Sixty five Miles, & by whom I expect your Orders, which shall be punctually Obeyed. I am Gentlemen [&c.]

Alex Somerville

P S A messenger will be waiting at the late Capt Carrolls Dwelling House To Morrow Evening to Receive Your Answer to Collo Barne's Letter. You will be pleased to direct what Number of militia are to be kept on Duty in this County & what Number of Officers

A S

1. Red Book, X, Md. Arch.

15 July

CONDEMNATION IN NOVA SCOTIA ADMIRALTY COURT OF THE PRIZE
SCHOONER *Molly* AND CARGO ¹

Nova Scotia Court of Vice Admiralty 26th June 1776	}	Cause James Montagu Esqr Commander of his Majestys Ship the <i>Mercury</i> VS the Schooner <i>Molly</i> and Cargo Libel filed and entred and Order made thereon as on file
27th June		Petition for the sale of the Cargo filed and entred and Order made thereon as on file
29th June		Gustave Logie L[ieutena]nt of his Majestys Ship the <i>Mercury</i> being duly Sworne deposeth that on the 24th May last they took the Schooner <i>Molly</i> near Philadel- phia loaded with Corn and Oats bound to Sante Cruse, that the Rudder of the Schooner gave way and they took the Cargo out of her and brought the same into this Port that all the Papers found on board her are deliver'd to the Attorney General to be by him filed in this Court.
Sworn before me Charles Morris junr -		Gust Logie
15th July 1776	}	Court open'd by making Proclamation as usual Decree Pronounc'd as on file whereby the Schooner <i>Molly</i> & Cargo was Condemn'd as lawfull prize to the Captors thereof -
Account Sales as on file		

Court adjourn'd without Day - ²

1. Vice Admiralty Register, vol. 5, 1769-1777, N. S. Arch.

2. *Ibid.*, this date the brigantine *Recovery* taken June 18 by H.M.S. *Kingfisher* was also judged a lawful prize.

JOHN LANGDON TO COLONEL PAUL DUDLEY SARGENT ¹

Sir –

Portsmouth July 15th 1776

The drummer you were good enough to send me; has declined signing the Articles on board of Ship. I shall therefore send him back again to his Regiment if its agreeable to you, the reason why this Gen[tlema]n dont choose to sign, is, that he wants to go to Canada, or in short to get [a] large Bounty, which we are giving here and then to take himself off; I've refused a very good Drummer on his Acct supposing him as shipped. –

If this Fellow returns, I shall take it very kind, if you'll procure, (a Fife & Drum) for the Ship by any means, in your power, I've desired the Pvt to wait on you, and follow your Orders, who has the Conditions – With great Esteem [&c.]

Jn^o Langdon

To Colo Sargent Boston via Post.

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO JOSIAH BARTLETT ¹

[Extract]

Portsmouth July 15th 1776

. . . several french Vessells from the W. Indies have arrived at Newbury Port and Falmouth – . . .

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Munday 15th of July

- 2 [A. M.] Small winds cast off[f] our horser [hawser] for we Like to got on board the schooner
- 10 We fin[d] a strong Currant setting to the Southward
- 12 Sounded had 11 fathom on George's bank
Lattd in 41d.48m Longd in 67d.39m
- 1 [P. M.] Large swell from the southward
- 2 Saw Brakers bairing NE about 4 miles we take it to be the shoal of Georges it broke the bigness of A Mile in the form of A half moon tending SW & NE
- 9 small breaze

1. John Fisk Journal, AAS.

PETITION FOR COMMISSION FOR GEORGE CREIGHTON, MASTER OF THE MASSACHUSETTS MERCHANT SLOOP *Adam* ¹

To the Honorable the Council of the Massachusetts Bay State –

The petition of John Winthrop & Stephen Bruce humbly sheweth that they are owners of the Sloop *Adam*, George Creighton Commander now ready to sail for the Island of Hispanolia & being desirous of procuring a quantity of Cannon & military stores, they intend purchasing 'em at said Island, & for the better securing the same & defending the said Sloop, will

have her well arm'd on her homeward passage & take on board an additional number of Men with orders to proceed with all speed for some port on this Continent – Wherefore as 'tis probable the said Vessel may meet with some belonging to our enemies, & will be in a condition to make prizes of them – Your petitioners humbly pray that your Honors will commissionate the said Commander to qualify him therefor & your petitioners as in duty bound shall ever pray –

Step Bruce for
Mr John Winthrop & Self

Watertown July 15th 1776

[Endorsed] In Council July 16. 1776 Read & comitted to Moses Gill and Francis Dana Esqrs to report thereon

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 165, 427, 427a.

DAVID COBB TO ROBERT TREAT PAINE ¹

[Extract]

Boston July 15th 1776

. . . There is now in this Harbour two fine prize Ships, sent in by Capt [Henry] Johnson of this port, one from Jamaica for London, the other from Antigua for Halifax, the last of which, besides 400 & odd hhds of Rum, has on board 17 hhds that were not mentioned in her papers, & which were mark'd on the outside Jams, but contain English Goods, such as pins &c. – we are fearfull Capt Johnson is taken as he meant to come i[n] with the Ships, & tho' the Ships have been in port this week past we have heard nothing from him. –

. . . I have receiv'd two Letters from you since I wrote you; in the first of which you enquire respecting Hobarts casting of Cannon, if it is he who undertook to cast 'em in an Air Furnace, he has fail'd in his undertaking; but Cannon are cast in Different places in this Colony, 'tho' never very large as I have heard; but at Providence they cast as large as 18 pounds

1. Robert Treat Paine Papers, MassHS.

NICHOLAS & JOHN BROWN TO ROBERT MORRIS ¹

Sr

Providence. July 15. 1777 [*sic* 1776]

Yours of the 3rd April 1st And 16. of May is Before us the 43 ps which Capt Comstock Told us was Rousia sheeting Turn'd out Ravins duck is now All made up for the Friggets Light Sails. 100 ps Rousia duck was sent to Mr Langdon the Remaining 93 Both Lays in our stores waiting Your Orders. 10 of the small Arms was Gone in two of the Vessells we Fitted on Continental Acct Vizt Capts Crawford and Avery as Allso the 2 Swivel Gunns – Togather with the 12 lb powder And 30 lb Ball which we put on Bord with Two other Swivels for the Security Against the Enemy the Other 4 small Arms have sent His Excelency Genl Washington According to your Orders, our J.B. Being from home when the Last Vessill Capt Avery was Dispatch'd, prevented the several Bills Loading and Invo Being then sent,

Since which Publick Buisness And Inattencion to this matter Prevented, our Forwarding them Before. Inclos'd Invo & pr Acct Currt Inclos'd the several Bills Loading made from the Invo Ballance in our Favour £85.11.2½ Lmo Due to us. have no Doubt But they all Got Safe of the Coast, and heartely wish them Good success And Safe Return and are Sr [&c.]

1. Nicholas Brown Papers, JCBL. The endorsement reads: "Coppay Letter to Robert Morris. And Acct Currt July 15, 1776."

THOMAS GREENE TO GEORGE WASHINGTON ¹

Sir

Provid[en]ce July 15, 1776

Agreable to the request of his Honor Govr Cooke I have sent Forward to the care of Nathl Shaw Jr the small Arms flints & cutlasses imported by Samel Chace ² for the Continent wish them A safe arrivall at New York & your Excellencys health and the Arms of the United states success ag[ain]st our common Enemies Yrs With Respect –

T. Greene

P S there is

14,500 [gun flints]
30 Cutlasses
20 small Arms

1. Washington Papers, LC.

2. Captain Samuel Chace arrived in Providence on June 28, 1776; see *Providence Gazette*, June 29, 1776.

INVOICE OF ARMS SENT FROM DANIEL TILLINGHAST TO GEORGE WASHINGTON ¹

Providence July 15th 1776

Invoice of One hundred & Seventeen Small Arms, Eighty Nine Bayonets, Twenty Broad Swords & Three Fuzees, sent by William Browns Team from Daniel Tillinghast of Providence, to Nathl Shaw Esqr at New London who is Immediately to forward them to his Excellency General Washington at New York – Vizt:

S A	3 Cases c[on]t[ainin]g Scotch Arms taken by the <i>Andrew Doria</i> at Sea ²	} Vizt
	No 1 a Case ct 36 Small Arms 36 Bayonets 2 Broad Swords	
	2 a Case ct 42 Small Arms 42 Bayonets	
	3 a Case ct 39 Small Arms 3 Fuzees in Cases 11 Bayonets – 18 Broad Swords	

Providence 15th July 1776

{ Copy Orig[ina]l sent
{ Nathl Shaw Esqr

Errors [excepted]
Dan^l Tillinghast Agent

N B No 6 & 7 a barrell & Cag ct 17 M Gun Flints sent in the above Team to Mr Shaws Care by Clark & Nightingale & are to be forwarded his Excellency Genl Washington wth the above arms the first Opportunity –

1. Washington Papers, LC.
2. The arms taken from the Scotch troops on board the transports *Crawford* and *Oxford*, which had been libeled against by Captain Nicholas Biddle, with the trial set for July 22. Condemnation seemed a foregone conclusion so the weapons were shipped without awaiting the formal verdict.

Newport Mercury, MONDAY, JULY 15, 1776

Newport, July 15.

The transport ship mentioned under the Williamsburg head ¹ is one of the two taken by Capt. Biddle, in the *Andrew Doria*, some time past; two of the hands, Messrs. Lawton and Gardner, of this town, who were put on board by Capt. Biddle arrived here last Friday from Virginia, but last from New York.

1. Purdie's *Virginia Gazette*, June 21, 1776, describing the recapture by Captain James Barron of the transport *Oxford*, with Highlanders on board.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] Monday 15 July,

Cap. Harding came in, having just arrived with his brig from Boston, gave an account of his cruize, taking the ships and brig &c., and his reasons for leaving the post without order &c., is excused and justified for so leaving &c., and wants directions about cleaning, graving and refitting, and about the men who are probably infected with the small pox, and is directed to do the necessaries with the advice &c. of Mr. Shaw, who is Colony Agent for naval supplies . . . Many things to say to him, and about the prizes bro't in to Boston &c.

1. Hoadly, ed., *Connecticut Records*, XV, 478, 479.

GOVERNOR JONATHAN TRUMBULL TO NATHANIEL SHAW, JR. ¹

Sir:

Lebanon, July 15, 1776

I have sent you by Captain [Seth] Harding your appointment as Agent for the Colony, for the purpose therein mentioned. We are informed by him that he expects a number on board his brig may soon be taken by the small-pox, as they were much exposed before he left Boston. If any should be taken with that infectious disease, you will take timely and prudent care for their being provided for, either at your pest-house, or at Duck-Island, whichever you may think most proper, or any other convenient place, where the most precaution may be taken against spreading the infection, and by all means to prevent it getting in, or spreading among, our soldiery. We

doubt not of your attention to this, as well as every other matter committed to your charge. And am [&c.]

Jonathan Trumbull

1. Force, comp., *American Archives*, 5th, I, 360.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD¹

[Extract]

Dear Sir

Tyonderoga 15th July 1776. –

Last night I received your Favor of the 14th – I sent you yesterday Fifty four Batteaus, under The care of a Captain of Colonel [Anthony] Waynes Regiment. This Afternoon, Forty more Batteaus will go from hence to Crown Point. I do not think it necessary for any of the Regiments to March by Land to Tyonderoga, as I will take care to Supply Batteaus sufficient for the conveyance of the whole. –² As we have so much Work to do here, I cannot see how a Regiment can be spared to remain at Crown Point; The Vessells will be there as soon as possible. I hope the Comodore³ will sail tomorrow; & if our Naval Force cannot protect that part of the Lake from Invasion, I do not think One Regiment will be able to do it . . .

1. Gates Papers, NYHS.

2. *Ibid.*, Arnold had written to Gates this same date noting that “We want Oars for near thirty Battoes Lying here, which are at present useless.” Arnold added: “you may depend On my utmost exertion in forwarding our Naval Armament, on which I think much depends.”

3. Commodore Jacobus Wynkoop.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION¹

Monday Morning,

[White Plains] July 15th, 1776.

A letter from Genl. Washington, dated yesterday, by express, was received and read, and is in the following words, to wit:

New-York Head-Quarters,
July 14th, 1776.

Gentlemen – The passage of the enemy up the North river is an event big with many consequences to the public interest. One particularly occurs to me well deserving your attention, and to prevent which I shall gladly give every assistance in my power, consistent with the safety of the army.

I am informed there are several passes on each side of the river upon which the communication with Albany depends, of so commanding a nature that an inconsiderable body of men may defend them aganist the largest numbers; it may be that on board these ships there may be troops for this purpose, who, expecting to be

joined by the disaffected in that quarter, or confiding in their own strength, may endeavor to seize those defiles, in which case the intercourse between the two armies, both by land and water, will be wholly cut off, than which a greater misfortune could hardly befall the Province and army. I must entreat you to take the measure into consideration, and if possible, provide against an evil so much to be apprehended. I should hope the militia of those counties might be used on such an emergency, until further provision was made.

I have also thought it very probable these ships may have carried up arms and ammunition to be dealt out to those who may favour their cause, and cooperate with them at a fixed time. I would, to guard against this, submit to your consideration the propriety of writing to the leading men on our side in those counties, to be very vigilant in observing any movement of that kind, in order that so dangerous a scheme may be nipped in the bud; for that purpose to keep the utmost attention to the conduct of the principal Tories in those parts, any attempts of intercourse with the ships, and all other circumstances which may lead to a discovery of their schemes and the destruction of their measures.

I am, gentlemen, very respectfully, [&c.]

Geo. Washington.

To the Honble. the Prest. of the
Provincial Congress of New-York.

A draft of an answer to the letter just received from Genl. Washington, was read and approved of, and a copy transmitted by the same express, and is in the words following, that is to say:

White-Plains, July 15th, 1776.

Sir—Your letter of the 14th inst. was read in Convention. They see the importance of securing the passes your Excellency mentions, and will immediately take the measures you are pleased to recommend, and every other which they conceive will tend most to the security of this State. Your Excellency was informed by our letter of the 13th of the precautions we had used in order to prevent any intercourse between the disaffected people of our State and the ships of the enemy, and to repel any attempts they might make to land. They see the necessity of watching with the utmost vigilance the steps of the Tories in this and the neighbouring counties, and shall give your Excellency the earliest notice of any resolutions that they may form for this purpose.

We have the honr. to be, &c.

His Excellency Genl. Washington.

Die Lunae, P. M. July 15th, 1776.

Ordered, That Mr. [John] Jay, Mr. Robert Yates, Mr. [William] Duer, Mr. Robert R. Livingston, and Colo. [Charles] Dewit, be a committee to take into consideration Genl. Washington's letter, received and read this morning, and that they report thereon with all possible speed.

Resolved unanimously, That, if His Excellency Genl. Washington should think it expedient for the preservation of this State, and the general interest of America, to abandon the city of New-York, and withdraw the troops to the north side of King's Bridge, that this Convention will cheerfully cooperate with him in every measure that may be necessary for that purpose.

A draft of a letter to His Excellency Genl. Washington, to enclose the above resolution, was read and approved of, and is in the words following, that is to say:

In Convention, July 15th, 1776.

Sir – One or two pettiaugers have been observed going to and from the ships of war at Tarry Town. Had the detachment of militia stationed there been supplied with boats they would certainly have taken them. The Convention take the liberty, therefore, of requesting your Excellency to send them four whale boats, which they will take care to man.

I am directed by the Convention to transmit the enclosed resolution to your Excellency, and have the honour to be, with great respect, [&c.] By order.

His Excellency Genl. Washington.

1. *New York Provincial Congress*, I, 523, 524.

GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL ¹

Dear Sir

Head Quarters New York 15th July 1776

Since my last, two of the Enemies Ships, one of Forty, the other Twenty Guns taking advantage of a strong wind and tide passed us, notwithstanding a warm fire from all our Batteries. They now lie in Taupon Sea [Tappan Zee] between twenty and thirty miles up Hudson's River – Where no Batteries from the Shore can molest them. Their views no doubt are to cut off all communication between this and Albany by water which they effectually will do. If the Gondolas, Row Gallies, &c. from Connecticut and Providence were here I should think of making their Station uncomfortable. If possible, I must request they may be sent on as soon as conveniently can be – I have wrote Govr. Cooke, requesting the same of him – Tis not unreasonable to suppose these Ships have a number of small Arms on board which are intended to put into the hands of the disaffected on the North River and in the back parts of this Province, when a favorable opportunity may offer

for their making use of them against us. I am sorry to say their numbers, by the best information I can get, are great. Inclosed is a letter I wrote the 11th instant which, through mistake, was neglected by the Thursdays Post. We have one large Row Galley nearly compleated, and another which may be ready by the time those arrive from your Honor and Governor Cooke – The whole, when collected, will be a force sufficient to attack the two Ships up the River, as the Channel they now occupy is narrow which will prevent their working their Guns to advantage – I am with Esteem and Regard [&c.]

G^o Washington

1. Trumbull Papers, XXIX, Letter Book IV, 318, 319, ConnSL. The letter to Governor Nicholas Cooke, of the same date, is almost identical in text, with this addition: "Lord Howe arrived on Fryday last – his fleet cannot be far off." Washington Papers, LC. Cooke replied on July 20 that "the row galleys are ordered to proceed immediately to New York. . . ." Force, comp., *American Archives*, 5th I, 475.

New-York Gazette, MONDAY, JULY 15, 1776

New-York, July 15.

Last Friday Morning it was reported in Town, that Lord Howe was arrived at Sandy-Hook, with a large Fleet from England: Between 1 and 2 o'Clock P.M. two Ships hove in Sight and joined the Fleet at the Watering-Place; about an Hour after a Ship supposed to be the *Phoenix*, of 44 Guns, a Frigate of 28, and three Tenders, got under Way at Staten-Island and stood up for this City. – The Army soon took the Alarm, and in a few Minutes every Man was at his Station, well provided with all Necessaries for a vigorous Defence; but as soon as the Ships came near Bedlow's Island, they inclined towards the Jersey Shore, to avoid our Batteries that then began to play upon them from every Quarter on both Sides of the River; and notwithstanding they must have received considerable Damage,¹ they stood their Course up Hudson's River, firing several Broad-sides as they went along, without either killing or wounding any of our People, who on the Occasion behaved with uncommon Bravery. A strong southerly Wind, and the Tide of Flood facilitated the Ships getting above the Batteries near the Town, but we hear they were roughly handled about 12 Miles up the River, from whence they have not yet attempted to return, but we hear lay at Tarry-Town, about 30 Miles up the River, on Saturday evening.

Several Shot went thro' different Houses in the Town; two into the House of Mr. Verdine Elsworth, at Powlis Hook; three into Capt. Clarke's House at Greenwich; one of which went thro' the Front and lodged in a Brick Wall at the Head of Miss Clarke's Bed, in her Chamber, a Second went thro' the House, and the Third destroyed several Trees before the Door, and took its Course into the Woods.

A Ball also struck the House of Mr. Daniel Phoenix and from that took its Course to the new Dwelling of Mr. Christopher Smith, in the Opposite Side of the Street.

1. A man who escaped from the *Rose* following this engagement, reported, "That the most Damage they received was in passing the Battery at Powles-Hook and the Blue Bell - The Cook of the Ship had a leg shot off, some others wounded, a 12 Pounder lodged in their Fore Mast, one came thro' her Quarter Gallery into the Cabbin, and that her Shrouds and Rigging suffered much. The *Phoenix's* Damage he could not tell only that she had received a Shot in her Bowsprit," *ibid.*, August 5, 1776.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

July 1776

Moored off Statten Island

Monday 15th At 10 AM Dried Sails

The first part Mod Breezes & Cloudy Middle light airs & Do latter fresh Breezes & Cloudy At 3 P M a Flag of Truce came from New York with a Letter to Genl Howe sent the Boats to meet the Flag of Truce some Distance from the Ship hove in some of the B: Br Cable & Claped on a Spring & Veered the Cable out as before the Boats retd from the Flag of Truce ²

1. NMM, Admiralty L/E/11.
2. "A Flag of Truce was sent by Washington, to which an Answer was promised to be given, when the Admiral [Howe] shall have conferred with the Genl." Tatum, ed., *Serle's Journal*, 34.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Monday, July 15, 1776

Resolved, That it be recommended to P[atrick] Henry, Esq. governor of Virginia, to give orders for manning and sending to sea, under convoy, the brig *Fanny*, Captain [William] Tokely, which is loaded on account of the Continent.

1. Ford, ed., *JCC*, V; 559, 561.

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE FRIGATE *Randolph*¹No 8.
Frigate *Randolph*[Philadelphia, July 15, 1776]²
Nicholas Biddle Esqr Comr
To the Commissioners of the Navy Dr

Previous to her being Launch'd

1776.				
March 2	To Cash paid Samuel Kinder Pr Rect			£12.17..-
" 27	" " 30 Bolts Holland Duck @ £8.10	£255		
"	" 32 Bolts Russia do @ 7.10	240	495..-.-	
	" 7 doz Sewing twine 87 w 2/6		10.17..6	505.17..6
April 9	" Hawling carriage Stuff to William Evans			2..3..-
May 7	" Cash paid Robert Bridges for an old Sail			4..5..-
June 7	" 28 pieces Assorted Vizt			
	4 Pieces No 4 203½ yds			
	10 " L 449 "			
	9 " French 884 "			
	6 Bolts Russia		@ £ 7.10.45	
	72 lb Sewing twine	2/6	9..-.-	
" 20	" 8 pieces French Canvass 841 Ells is 1221 yds @			
July 11	" Cash paid Wetherell & Cressons Bill			4..-.-
12	" 2 Bolts Russia Duck @ £7.10			15..-.-
	[No balance shown]			

1. Woodhouse Collection, HSP.

2. The date used is that of launching. See Lydia McFunn to Nicholas Biddle, July 12, 1776.

WILLIAM LUX TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen.

Baltimore 15 July 1776

Capt Robt Sanders has been onboard the *Alfred* Adml Hopkins ever since he first fitted out, he went onboard at first as a Pilot when the Fleet was intended for Virga but after their destination was altered he continued onboard, and was in the Action with the *Glasgow*, he has Testimonials of his good Behavior and I believe will meet preferment in the Continental Service, but as you are intended to fitt out Tenders & Gondola's, If it be agreeable to give him the Command of one, I presume it woud be more satisfactory to him, and when you direct I will write for him to return.²

Commodore [John Thomas] Boucher has sent up for Capt Moore to go into the Virga Service, but as I made application to you in his behalfe I have prevaild on him to wait a day or two for your Answer. I must say that I think him very clever in his department, has perhaps seen more Service than any other that will be in that employ, And I shoud be sorry was he to quit the Service of our Province. If therefore you chuse to keep him as Captain to one of your Vessells you will please to write by Mr Yates who returns early tomorrow.

You will want Rigging for your Vessels wch we shall hope to furnish And with much Respect I am Gentlemen [&c.]

Will^m Lux

1. Red Book, XV, Md. Arch.

2. According to the *Alfred's* muster roll, Robert Sanders entered December 25 as a midshipman, and was promoted to Second Lieutenant on August 20, 1776.

AGREEMENT OF GEORGE WELLS TO BUILD TWO GALLEYS FOR THE
STATE OF MARYLAND ¹

Memorandum of an Agreement made this fifteenth Day of July Anno Domini 1776 Between the Council of Safety on Behalf of the province of Maryland of the one part and George Wells of Baltimore County of the other part. That the said George Wells hath agreed to build and compleat in a Workmanlike Manner two Row Gallies for the public Service agreeable to a Draft now proposed to the Council of Safety on or before the 30th Day of October next, to hire and find Workmen and Labourers, and all necessary Provisions and also all other Materials proper for constructing and completing the Hulls Masts and Yards of the said Row Gallies and keep an Account of all Expences whatever incurred in Building said Gallies. And the Council of Safety agree on Behalf of the Province to furnish such Sums of Money from Time to Time as may be necessary to carry on the Work and will also make the said Wells an Allowance for the use of their Shipyard, whilst the said Vessels are building as well as for their own Services in and about superintending the building said Vessels.

For & on Behalf of the Council
Dan of S^t Tho^s Jenifer P[resident]
George Wells

Test G. Duvall

1. Revolutionary Papers, Box 5, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO LIEUTENANT COLONEL
ALEXANDER SOMERVILLE ¹

No 34.

Sir,

[Annapolis] July 15, 1776.

We received yours of the 14th and by the same opportunity one also from Colonel Richard Barnes, informing us that Lord Dunmore and the Fleet were within the mouth of Potowmack, and as he heard, intended to take Possession of an Island called Saint Georges Island, but as their designs are uncertain we think you had better give notice to your Battalion to keep themselves in readiness to march to oppose any attempt they may make to Land in your County and likewise to assist in any neighbouring County.

Captain Beall will have orders from us to remain in Saint Marys County with Colonel Barnes to watch the motions of the Enemy And to regulate his Motions accordingly,² he will move to you if there should be a necessity. – We have wrote to Brigadier Dent who will take the Command of the Militia and Regular Forces in his District. – ³ You will communicate this to Colonel [Benjamin] Mackall if he should have returned to your County.

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. *Ibid.*

3. *Ibid.*, Dent commanded all militia in the Lower District of the Western Shore of Maryland.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN NATHANIEL SMITH ¹

No 41.

Sir,

Be pleased to send down immediately by the Tender *Resolution* two Eighteen pounders with Carriages with Rammers, Spunges, Ladles and Worms and a sufficient number of Wads of all sizes, with 500 five pound Shot.²

[Annapolis] 15 July 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. *Ibid.*, Smith complied with the order on July 18.

JEREMIAH JORDAN TO THE MARYLAND COUNCIL OF SAFETY ¹

[Extract]

Saint Marys County July 15th. 1776

Gentlemen This serves to inform you that there is now lying off the Mouth of St Mary's River, between Seventy and eighty Sail of Vessels – I am now at Leonard Town in my way down, with part of the 6th Battalion under my Command, when I received an Express from Colo Barnes (who is now at St Inagoes Neck with the Lower Battalion) informing me that this Morning Ten Boats full of men Landed on St Georges Island and had returned for more – I expect to be opposite the Island some time this Night, and shall endeavour to get the best intelligence I can of their Numbers, and give the earliest notice. . . .

1. Red Book, XV, Md. Arch.

BRIGADIER GENERAL ANDREW LEWIS TO RICHARD HENRY LEE¹

Dr Colo

Williamsburg July 15th 1776

Give me Leave to trouble you with some of the Particulars relative to our Engagement with the Fleet, the Troops, and Banditti on the Island – On the eighteth of this Instant in the Evening I got to the Camp before Gwins Island and found that by Employing a Number of Men to work in the Night, our Battery might be opened in the Morning – On the Nineth at eight OClock, the Fleet lay in a Range that suited our Purpose. We instantly opened our Ambrasures which to that Moment were secret to the Enemy – The *Dunmore* lay near and very fair, when she was saluted by our eighteen Pounders, our other Battery of five Guns was opened on them at the same Time. Their Amasement and Confusion was beyond Discription – The *Dunmore* waited to fire only five Guns – She slipt both her Cabels and was towed off by three Boats, both Batteries playing on her all the Time of the Retreat. She is prodigiously shattered, her Cabben tore to Peices & several Men killed. The Shot that missed her could not fail taking Place in some of the other Vessels, the *Oatter William* and the *Fowey* were so peppered that they were obliged to slip their Cabels also and tow off. The whole Fleet were in Confusion and moved to a safer Distance. We are told all the armed Vessels and several others lost Men – The Guns of both our Batteries were then turned on their Camp (the Shot crossing other in the Center of their Camp) this set them to scampering – The next Morning we collected all the Canoes that could be got in that Neighbourhood, which did not amount to more than thirty. We then turned our Thoughts to the clearing the Haven, and by making Use of two six Pounders (brass Peices) on travleing Carriages; made a Sloop of six Guns and a Scooner well armed with some Carriage Guns and Swivels move their Stations, they grounded, we maned Cano[e]s and took them. This Step threw some of our Men on the Island, which being observed by some of the Enemy, who were placed as Look outs, ran to their Camp and greatly alarmed them, by saying that the lower End of the Island was full of the damed shirt Men – This struck them with a Panick and set them to the trot – Before we could with our triffleing Cano[e]s land 250 Men on the Island, the vast Multitude of Boats, belonging to the Fleet (which consisted of upwards of 80 Sail) took them on Board. They left in their Battery one excellent six Pounder, and considerable Quantity of Baggage in their Camp. We shall have at least £1000 worth of Cabels and Anchors and 266 Bars of Iron, Articles very useful to us – They burnt four Vessels one of them large, some took her for the *Dunmore* but I think they were mistaken – The Inhabitants of the Island say that *Dunmore* received a Reinforcement of one hundred and fifty Tories from Maryland and a considerable Number of Beef Cattle some Time before they were routed, 50 Head of the Cattle fell into our Hands I am told since I wrote the above that after

the Fleet sailed a large Ship taken to be the *Dunmore* returned to the *Oatter* which lay near the Mouth of Rapehanack, the Ship was boyed by a Number of empty Casks lashed to both Sides, and that after puting her loading on Board the *Oatter* sunk and totally disappeared –

On Sunday Evening Colo Charles Lewis with 4 Companies of his Battalion before Gwins Island and at Burwells Ferry had Orders to march to Potomack in order to afford Quiet and Protection untill Dunmore would fix himself on some Spot – After which we must take our Measures accordingly I am [&c.]

And^w Lewis

The Honble Richard Henry Lee of Chantilly Westmoreland –

1. Lee Papers, UVL.

VIRGINIA NAVY BOARD TO COLONEL SOUTHY SIMPSON ¹

Sir Williamsburg 15th July 1776 –

We receiv'd your Letter, in consequence of which, we have sent you a draught which you are to be guided by, and shou'd be glad you wou'd hire Workmen and proceed to building of the Gallies with all possible dispatch – Youll take care to fix on some secure place for building them –

To Col. Southy Simpson	}	By order of the Naval Board –
in Accomack County		Thomas Whiting 1st Commissioner

[Endorsed] (This Letter was sent 19th July by Robt. Pages of Northamn.)

1. Navy Board Letter Book, VSL.

JOURNAL OF H.M. SLOOP *Cruizer*, CAPTAIN FRANCIS PARRY ¹

July 1776 Snows point West [Cape Fear]
 Monday 15 at 5 Came off[f] 5 Negros and 2 White Men from the shore
 Mode and Cloudy Wear recd Information of the rebels Com-
 ing down in Boats, Keep the peopel at their Quarters all
 Night

1. PRO, Admiralty 51/218.

16 July

CONDEMNATION IN NOVA SCOTIA VICE ADMIRALTY COURT OF THE PRIZE
 SCHOONER *Lydia* AND CARGO ¹

Nova Scotia	}	Cause
Court of Vice Admiralty		Francis Banks Esqr Commander of his Majestys Ship of War the <i>Renown</i> & the Schooner <i>Lydia</i> and Cargo
27th June 1776 –	}	Libel filed and entred Order made thereon as on file
1st July		James Alms Midshipman on board his Majestys Ship of War the <i>Renown</i> being duly Sworne deposeth that the Schooner <i>Lady</i> [<i>sic Lydia</i>] was seiz'd by Capt Banks of the

1. PRO, Admiralty 51/218.

said Ship *Renown* in Nantasket Road that she was outward Bound loaded with Lumber that he never saw any papers

Sworne before me – James Alms

Charles Morris junr Regr –

16th July
1776

} Court open'd by makeing Proclamation as usual
} Decree Pronounc'd as on file whereby the said Schooner *Lydia* was Condemn'd as Lawfull prize to the Captors thereof – Court adjournd with out day in this Cause –

1. Vice Admiralty Register, vol. 5, 1769-1777, N. S. Arch.

STORES ORDERED FOR THE MASSACHUSETTS STATE BRIGANTINE

Independence ¹

In Council [Watertown] July 16. 1776

ordered that the Commissary General be & he hereby is Directed to Deliver out of the Colony Magazines & stores for the use of the Colony Brigantine Capt Simeon Sampson, or his order the following Articles – Vizt

half a Tun Gun powder
100 Double head Shott
200 Six pound Shott
350 four pound Do
3°.0.0 Grape Do
4.0.0 Musket Ball, 14. a 22. to a pound
50 lb Buck Shot
400 flints
100 lb Match Rope
40. Fire Arms
40– Ca[r]touch Boxes
40 Cutlass Belts
6. Reams Cartridge paper
100 hand Grenades Taking Receipts for the same.

Read & accepted

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 165, 426.

ARCHIBALD BOG TO TIMOTHY PICKERING, JR.¹

Honorable Sir

Inclosed you heave a Clame against the Ship *George* leat Comanded by me I was teaken By a number of amercean preveteers fitted owt by order of the Honorb Congress on the 16th of June last and Was Browght into Boston harbour ² where I Still Remain at a very great Expencc and have but very little to Suport it and as I am informed that the Honorabl Congress has ordred all Masters and Sea men onboard of the Captiurs to Rescive there weages Due them onboard the Said Cap[tu]rs – I Must therefor bege of Your honnour to teake the trouble to lay the Claime before the Honorable

Court and as I Shall do Myself the Honour to weat on You at Court³ Shall be Much oblidged to Your honor to advise me how to Proceed – and am Sir [&c.]

Arch^d Bog

Boston 16th July }
1776 }

1. Pickering Papers, vol. 33, 157, MassHS.
2. The *George*, one of the transports carrying Highland troops, was taken June 16, 1776, in Boston harbor, by five of Washington's armed schooners, and the Connecticut brig *Defence*.
3. Pickering was Judge of the Admiralty Court for the Middle District of Massachusetts.

GOVERNOR NICHOLAS COOKE TO STEPHEN HOPKINS AND WILLIAM ELLERY¹

[Extract]

Providence July 16, 1776

We have already Two Privateers out from this Place and one from Greenwich. Three more are now fitting from this Town and will soon sail. Capt [Samuel] Chace brought with him Four 4 Pounders, Six 3 Pounders, and Eight Swivels which are greatly wanted here for privateers. I have written to the General to permit us to take them for that Use at the full Value in Case they can be spared,² and if any Opportunity offers I request your Assistance upon this Occasion.

1. "Nicholas Cooke Correspondence," *AAS Proceedings*, XXXVI, 329, 330.
2. Force, comp., *American Archives*, 5th, I, 378.

CAPTAIN ELIJAH FREEMAN PAYNE TO GOVERNOR NICHOLAS COOKE¹

Sir,

Providence July 16th 1776.

I the Subscriber late of the City and Colony of New-York, but now residing in Providence in the Colony of Rhode Island &c. request your Honor to grant a Commission or Letters of Marque and Reprisal to me as Commander of the Schooner *Defiance* of which I am Owner, She is burthened about Fifty Tons carries Four Carriage Guns Three Pounders and Eight Swivel Guns, manned with Fifty Men, and fitted with a suitable Quantity of Muskets, Blunderbusses, Cutlasses, Pistols, Powder, Ball and other Military Stores. She hath on board Twenty barrels Beef and Pork, Eight Casks Bread, with some Flour, Rice, Beans Pottatoes &c. James Bull is First Lieutenant, Barzaleel Smith, Second Lieutenant and William Tallman Master. I am with great Respect Sir, [&c.]

Elijah F. Payne²

1. Maritime Papers, Letters of Marque, R. I. Arch.
2. Payne's request was granted this date. Bonds, Masters of Vessels, R. I. Arch.

GOVERNOR NICHOLAS COOKE TO JOHN HANCOCK¹

[Extract]

Providence July 16th 1776

I have appointed Capt. Barnard Eddy, a very suitable Person, the Chief Carpenter. He hath already inlisted 20 Men, who are to be well provided with Tools and Arms at the same Rate at which the Marine Committee have inlisted those in Philadelphia. He informs me that he shall be able to pro-

cure the whole Number required of us, and march with them on Monday or Tuesday next at the farthest. He proposes to send off the Baggage on Saturday.²

1. Papers CC (State Papers of New Hampshire and of Rhode Island and Providence Plantations, 1775-88), 64, 360, NA.
2. Carpenters to build galleys at Skenesborough.

GOVERNOR JONATHAN TRUMBULL TO GEORGE WASHINGTON ¹

Sir

Lebanon July 16th 1776

This will be delivered to you by the Captain of one of our Row Gallies, two of which, the *Whiting* and the *Crane* are ordered to proceed to New York forthwith and put themselves under your Command. The third is stationed at Stonington which may be exposed to suffer from the attack of a single Ship, several of which are now cruising near it, if the Galley is removed from thence –

The great desire I have to comply with every requisition which concerns the defence of the American States at this critical juncture has induced me to send you these Galleys although I am sensible they are not furnished with Guns as may be necessary to render them so useful as they might be with heavier metal – The Guns intended for them by the Colony are not yet compleated at Salisbury. From thence we hope for them soon. I have directed the Captains to move your Excellency for some heavier Guns while in your service, or untill we can get such as are more suitable from Salisbury down the North River, if possible – I am sorry we cannot possibly spare you any heavy Cannon, it being wholly out of our power. We have no more than is necessary and are mounted upon our forts at New London and Groton. Should any of them be taken away, those fortresses will become in a great measure useless, and the Town and Fort upon an attack might fall into the possession of the Enemy, which could not happen but with the greatest detriment to the United States in general as well as this in particular – I am with great Esteem and Regard [&c.]

J – T1

1. Trumbull Papers, XXIX, Letter Book IV, 319, 320, ConnSL.

REPORT OF OFFICERS OF THE CONTINENTAL SLOOP *Providence* ¹

At a Committee held on board the *Providence* at Sea the 16th of July 1776 by Order of Jno P Jones Esqr to Consider the Conduct of Nicholas Johnson Master of the Schooner *First Attempt* under our Convoy Since our Departure from Boston & particularly Yesterday while the *Providence* was in Chace & Since that Time. –

Whereas Nicholas Johnson Master of the *First Attempt* hath paid no proper attention to the Signals made by the *Providence* for his Government Since our departure from Boston Especially Yesterday while the *Providence* was in Chace before the Wind & had given him the Signal to make Sail. – When, instead of obeying, he took in his Sails till he fell a Considera-

ble way a Stern And then hawled Close by the Wind. – And Whereas he hath persisted in this Obstinate & Unjustifiable Conduct ever Since by not bearing down in the Night nor Since Day Light this morning, When he could plainly discover the Signals made from time to time on board here

Therefore the members of this Committee being the principal Commission'd & Warrant Officers of the *Providence* who have hereunto Subscribed are Unanimous in their opinion & do Verily believe that the Said Nicholas Johnson hath Used & is using his utmost Endeavours to get away from the *Providence* & that without any Just reason and perhaps from bad Motives.—

John P Rathbun	William Hopkins Master
W ^m Grinnell Ft Leut	Henry Tillinghast Surgeon.
Edmund Arrowsmith	Ensign

1. Simon Gratz Autograph Collection, Case 5, Box 28, HSP. A contemporary copy with only the signatures of Rathbun and Grinnell is in Papers of John Paul Jones, LC.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] 16 July.

Capt. Mygatt of a provision vessel stopped by Capt. [Robert] Niles agreeable order, moving for leave to proceed &c., but it seems not safe, the enemy so many about, and could not consent to it &c.

On application of Wm. Lax, for cash toward his bill for building carriages for the arm'd vessels and gallies &c: *Voted*, that an order be drawn on the Pay-Table in favor of Wm. Lax for the sum of £80, to be accounted for on his bill for building ship carriages for cannon on board the gallies &c. and the cannon bro't by Commodore Hopkins. *Order given, delivered him.*

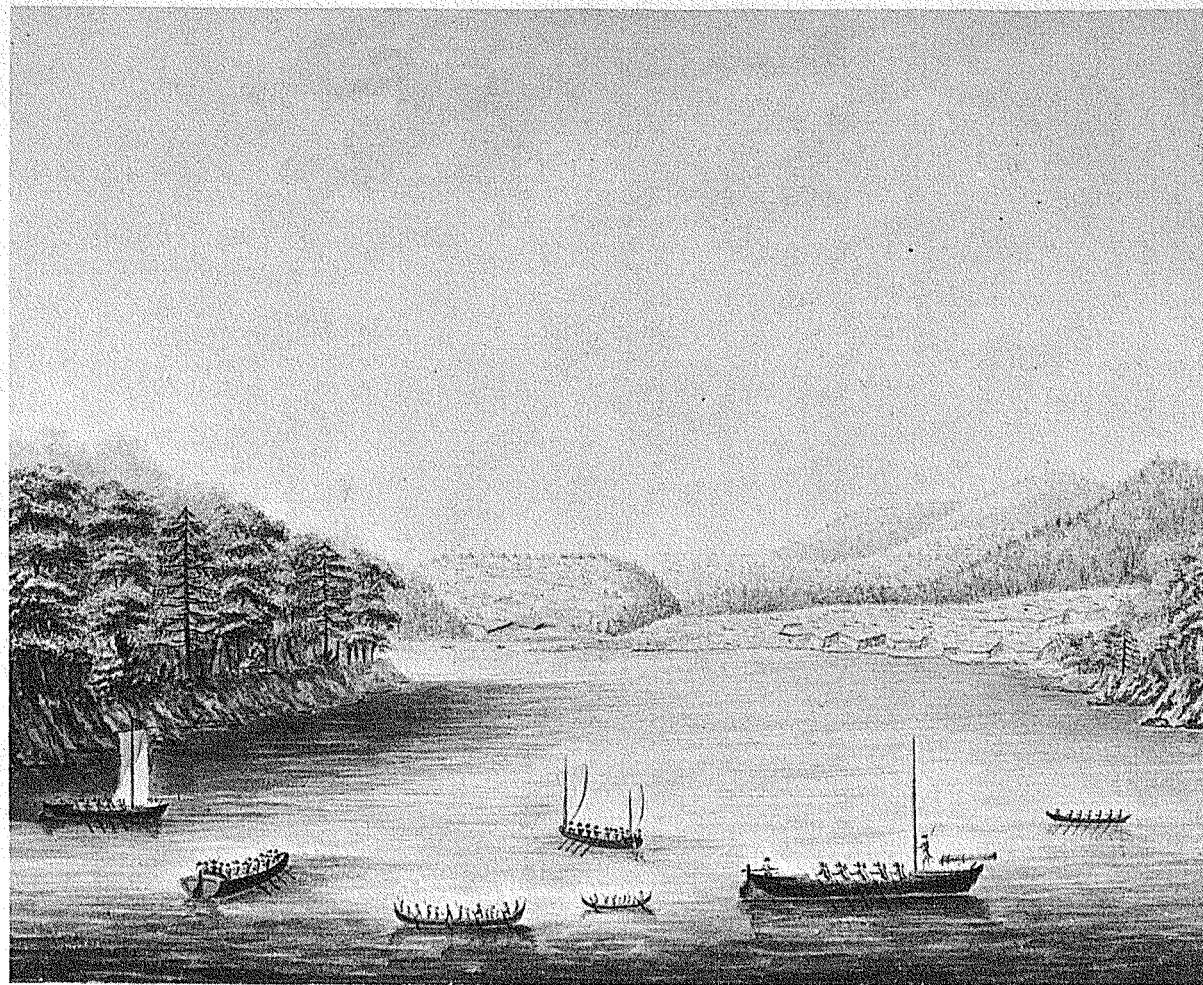
1. Hoadly, ed., *Connecticut Records*, XV, 480, 481.

MAJOR GENERAL HORATIO GATES TO JOHN HANCOCK ¹

[Extract]

Ticonderoga July 16th 1776

... A Council of General Officers was immediately held, wherein it was determined Unanimously to retire ² & take post on the strong Grounds opposite to the East point of Ticonderoga, to Endeavour by every means in Our Power, to maintain the Naval Superiority of Lake Champlain, without which, it is not possible, in our present Circumstances to hold any Ground upon this side the Carrying places leading into that Lake. In Consequence of these resolves, I came immediately with General Schuyler to Ticonderoga. We had the Ground for the New Encampment thoroughly examined, and commanded the Troops, as they arrived from Crown Point to prepare to Clear the Ground for their taking posts according to the Resolution of the Council of War. – The next thing was to Examine our Naval Force upon the Lake. The Vessels, which should have been Constantly Arm'd as Vessels of War, have hitherto been solely employ'd as Floating Waggons. of Course there was a Necessity of immediately sending them from Crown point hither to be Arm'd. Carriages for their Cannons were



"A View of Ticonderoga from the Middle of the Channel in Lake Champlain."

even to be made here, out of Wood taken from the Swamp. This is so far Effected, that a Schooner, mounting Ten Four, & Six Pounders, will be ready to sail tomorrow; the rest must wait to be fitted; and as the possession of every thing here depends upon keeping the Command of The Water, I shall do every thing our scanty means will afford to forward the Work. – as all the Field Cannon, with their [illegible] was lost in Canada, it takes a great deal of Time to Fix Our Artillery, Carriages being to be made from Wood Cut here; and so must Our Platforms for the Works we have to Erect.

The Gondolas General Schuyler has Order'd to be built, as he had no Model to direct him, are in nothing but in name like those at Philadelphia, the Rigging and Artillery are all to be Fix'd here, and when done, they seem to be Vessels very unweildy to move, & very indifferent for the purpose intended. Two are Finished, & Two more will be Finish'd this Week; if the Enemy gives us time to do all this, it will be well, if not, This wretched Army will probably be yet more unfortunate.

I am exerting all my powers to prevent the pestilence getting to Skeensborough, for should the Militia order'd there be infected, we shall be distress'd beyond Example.

General [David] Waterbury, who arriv'd the day before yesterday, is gone to Skeensborough to regulate the Militia when they Arrive, and to Stop them there. – he has this moment sent me an Officer infected with the Small Pox, to be removed to the General Hospital at the South end of Lake George – Colonel [James] Reed's New Hampshire Regiment is now at the Carrying place going to The General Hospital; They have upwards of Three Hundred Sick, and only just well men enough to row them over the Lake. – Thus Sir, you see the Melancholly Situation to which this Army is reduced.

I desire the bearer may not be detain'd a Minute Longer than to receive your Dispatches, and I must request, when any Express is forwarded to me from Congress, that he be Order'd to come the whole way and not deliver his Dispatches to any Other person to bring forward. –

Mr. Morgan Lewis who presents you this Letter, I brought with me from New York, and intended, conformable to the Resolves of Congress & General Washington's Instructions, to have appointed him my Deputy Quar. Master General, but General Schuyler says those Resolves & Instructions relate only to Canada; – A son of Governour Trumbull's who remains with me, I intended for Deputy Adjutant General, is in the same predicament. I am, Sir, [&c.]

Horatio Gates
Major General

1. Trumbull Papers, YUL.
2. From Crown Point.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

July 1776

Moor'd in Tapan-Bay, North or Hudson's River

Monday 15th First part Modt and fair Wr. Middle Fresh gales & Squally

with Rain. [Latter] Fresh Breezes and fair Wr P M empd working up Junk into Wads

Tuesday 16th at 9 AM Weigh'd the Stream Anchor & hove Short on the Small Bower at 1/2 past Weigh'd and Came to Sail in Company as before at 11 Anchor'd in Haverstraw Bay in 5 Fam Veer'd and Moor'd with the Stream.

Fresh Breezes and fair Wr P M empd as before. The *Tryal* Schooner and the two Tenders Anchor'd near the Shore with an intention to land some Men to bring off Cattle; at 3 the *Tryal* and Tenders Anchor'd in the Bay not being able to Effect their design being prevented by a Number of the Rebels having Assembled.

1. PRO, Admiralty 51/694.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION ¹

[White Plains] Friday Morning, July 16th, 1776.

The Convention took into consideration the danger to which the Continental ships building at Poughkeepsie, together with the stores belonging to them, will be exposed, should the enemy's ships pass the fortifications in the Highlands.

Resolved, That a letter be immediately despatched to the commissioners for superintending the building of those ships.

Thereupon a draft of a letter was read and approved of, and is in the words following, that is to say:

Gentlemen – The enemy's ships have left Tarry Town about ten o'clock this morning, with an intention as we conceive to destroy the Continental ships; we have therefore to request that you will exert your utmost abilities and attention to defend those ships from the hostile attempts of the enemy; but should you be of opinion that their preservation is not practicable, you will use your utmost endeavours to preserve the plank, rigging and other stores from falling into their power.

We recommend particularly to your attention, the security of the plank, which may hereafter be made a beneficial use of, for the safety of the State. Should you stand in need of assistance, you must apply to the nearest field officer, or committee in your district.

Yours, &c. By order.

To Jacobus VanZandt Esq. in his absence,
to the Capts. [Augustine] Lawrence and
[Samuel] Tuder, or either of them, at
Poughkeepsie.

1. *New York Provincial Congress*, I, 525–27.

REQUEST FOR COMMISSION FOR THE NEW YORK PRIVATEER SLOOP
*Independence*¹

Sloop *Independence* 70 Tons Burthen 10 Carriage Guns 4 Pounders. Owners Philip Bell of Philadelphia, Isaac Sears, Samuel Broome & Co & John Broome of New York, and Adam Babcock of New Haven, Thomas Truxton [Truxtun] Commander, Smith Richards, Capt of Marines, number of the crew 60. Qty of provisions, 15 Bbbs Pork 30 Bbbs Beef 500 wt Powder with a Proportion of Ball — 30 Muskets 20 Pistols, Cartridges in proportion. I do hereby request that a Commission be made out for the above Privateer Sloop.

John Broome.

White Plains, July 16th 1776.

1. *New York Historical Documents*, I, 423.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN¹

July 1776

Moored off Statten Island

Tuesday 16th At Noon Punishd Jno Cummins Seaman with 2 Dozen lashes for Striking his Officer
Light Breezes and fair At 1 P M Sent a Midshipmn in the Pinnace with a Flag of Truce to New York erected a Tent and sent the Sick on shore At 3 Bent the Short Cable At 6 made the Parole Sigl & the Sigl for a Petty officer from the *Chatham* at 1/2 past 7 the Flag of Truce ret[urne]d²

1. NMM, Admiralty L/E/11.

2. "Another Flag of Truce was sent to-day with a Letter to Washington from the General [Howe] wch was refused for the same idle and insolent Reasons as were given before." Tatum, ed., *Serle's Journal*, 35.

WILLIAM WHIPPLE TO JOHN LANGDON¹

[Extract]

Philadelphia July 16, 1776

Two of the ships were launched here last week, viz; the *Randolph* and *Delaware*; but when they will get to sea is uncertain, as they have no anchors yet. . . .

1. William Whipple Papers, Force Transcripts, LC.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY¹

In Committee of Safety.

Philad'a, 16th July, 1776.

By order of the Board, an order was drawn on John Nixon, Esq'r, and others, the Committee of Accounts in favour of John Morton for £310, being the balance of the Brig't *Dolphin's* Freight, a Bill having been drawn for said sum by Stephen Ceronia, on this Committee in favour of said Morton, which Bill has not yet appeared, & this is in full discharge of it.

By order of the Board, an order was drawn on Jno. Nixon, Esq'r, & others, the Committee of Acco't, in favour of Rob't Ritchie, for £48 5 6, for an Old Scow for a Hulk, an Anchor, Cabouse, &c.

Resolved, That Mr. Thomas Penrose & Mr. Arthur Donaldson be requested, and they are hereby Authorized to fix the two Piers at their proper stations in the line of the upper Chevaux de Frize, near Fort Island, and also to fasten the Boom thereto.

The Committee taking into Consideration the extraordinary trouble of Capt. [Robert] Whyte in attending and directing the Building & sinking Chevaux de Frize, and other publick services out of doors, are of Opinion he is entitled to Receive One hundred & fifty pounds for such services, And an order is drawn in his favour on Jno. Nixon, Esq'r, & others, the Committee of Accounts for said sum.

1. *Pennsylvania Colonial Records*, X, 647, 648.

New York Packet, THURSDAY, JULY 18, 1776

Philadelphia, July 16, 1776.

This day week sailed from our Capes 13 sail of vessels. The next day the *Orpheus* and *Kingfisher* took Capt. [Philip] Lacy, in Joshua Wallace's brig, Capt. [George] Kelly in a brig, and Capt. [Thomas] Patton in a sloop; the rest got clear. Sometime before the above ship took Captain [Thomas] Wiley in a pilot boat, and Capt. Wells [William Willis] in a schooner, which are all the vessels they have taken in a month past.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON ¹

July 1776 Cape Henlopen N55W 28 Leagues
 Monday 15 At 4 AM Fresh Gales, saw two sail to the Westward made sail & gave Chase from 5 to 6 fired 4, 6 Pounders shotted to bring too the Chase a Sloop from Philladelphia for St Eustatia wth Flour sent an Officer & 4 men on board her ² gave Chase to the SEt
 Fresh Breezes & Clear, Fired 3 six Pounders to bring too the Chase at 8 P M sent the Yawl in Chase to the SE at 11 Boat ret[urne]d
 Tuesday 16 at 4 AM saw the Chase to the SWt sent a Boat & took her a sloop from Philapdelphia for St Eustatia,³ set up the Topmast Rigging

1. PRO, Admiralty 51/4279.

2. *Martin*, James Neal, master, from Philadelphia for the West Indies, with flour, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

3. *Ibid.*, *Sarah and Elizabeth*, John Conner, master, from Philadelphia for the West Indies, with flour. On the following night, the sloop being leaky, she was set on fire, after taking out of her "One hundred & thirty six whole Barls & Seventy half Barls of flour & nineteen kegs of Bread," journal of the *Orpheus*, July 17.

TURBUTT WRIGHT TO JAMES TILGHMAN AND JOSEPH NICHOLSON ¹

[Extract]

Gent.

Kent Island 16th July 1776

It is truly affecting to behold the Distresses of the People here under an Apprehension that they are shortly to be visited by Lord Dunmore. From Reports formerly they have had much Uneasiness, but that Uneasiness is much increased by hearing that Colo Chew had sent Express to your Board informing that a Number of Ships and other Vessels were at the Mouth of Patuxent. If Dunmore has any Design on this Place (and from its Situation and the Quantity of Stock on it I don't think it improbable) I shou'd think it of the utmost Consequence to secure the Pass at the Narrows, as a few Men under Cover of a Breast-Work with a few Field Pieces wou'd effectually cut off all Communication between the Island & the Main, & shou'd Dunmore avail himself of this Advantage you may easily conceive what wou'd be the Situation of the Inhabitants.

The Stock of Ammunition here is very small and Numbers of their young Men have enrolled for the Flying Camp. Wou'd not a Supply of Powder and Lead be necessary, and wou'd it not be prudent to order about 200 of the Militia on this Service. . . .

To James Tilghman & Joseph Nicholson Esqr Annapolis
Mr Rice is requested to order the Ferryman to carry this letter immediately to one of the above Gentlemen

1. Revolutionary Papers, Box 10, Md. Arch. Tilghman and Nicholson were members of the Council for Defense of the Bay. Wright was chairman of the Queen Annes County Committee.

JOSEPH DASHIELL TO JAMES TILGHMAN ¹

Dr Sir:

Worcester County July 16th 1776

When Capt Kelly was down my Sloop lay at Such a Distance that we could not go to her as they ware in Such a hurrey but I Promised to Send up her Dementions he heard her Carector of being the fastest Saylor in this place - her standing Riging in Good order Sales & Runing Riging Very Indiferent - 46 feet Long on Deck. 14½ feet Beem 6 foot Hole - I Consider her Sales & Riging as not her worth to the Provance except her Standing riging & Should not have mention[e]d her only for her fast Saleing - I gave One hundred & fifty pounds for [her] Last yeare & if Better to Answer the Porpose Cannot be got, I am Willing to take the Same, for her now -

this Comes by a french Gentl[eman] who I have had at my house and Sent him part of the way to Annapolis he has Papers which will Shoe he is Des[i]rous to Enter in to our Sarvice in Defence of Liberty, and from his expearence hope he will be Sarvicable. You will ples Lay this before your Brurthen and Obl[ige] sir [&c.]

Joseph Dashiell

1. Red Book, XV, Md. Arch.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

July 1776 St Geo. Isld NW 4 Miles [Potomac River]
 Monday 15 Moderate and fair P M Manne'd the galley, & sent her to the *Fowey* Sent the Cutter to assist in bringing the *Logan* Transport which was at Anchor below us into the fleet,
 Teusday 16th A M. Weigh'd & turn'd up to the Island & anchor'd in 5 fath. George's Island NW $\frac{1}{2}$ W 1 Mile. Mr Brice was dangerously Wounded in Reconoitering the River in the galley ² at 10 the *Otter* join'd us with a ship that she had got off[f] the ground Opend a Cask of Beef N75 Cont[ent]s 190 Short
 Light Winds & fair, P. M. at 4 Saw Several sail off[f] Point Look out, weigh'd and gave chace, at 6 discovered the chace to be the *Fincastle* Tender with 3 Vessels belonging to the Fleet, Tack'd & brought too & spoke one of them made sail at 8 Anchor'd in 5 fath. St George's Island NW $\frac{1}{2}$ W 1 Mile,

1. PRO, Admiralty 52/1965.

2. *Ibid.*, the wounded officer died the next day.VIRGINIA NAVY BOARD TO CAPTAIN CHRISTOPHER CALVERT ¹

Sir

Williamsburg 16th July 1776

We intend lodging a quantity of Iron with Mr John Taylor at Smithfield who will let you have what you are in want of upon your sending to him. – We have engag'd with Messrs Baker and Hardy for furnishing you with provisions in the following manner, to wit, one day of salt provisions and two of fresh and Rations the same as are allow'd the Troops. – We have sent you £ 200 which you'll receive by Mr Webb. – you are to allow to each of the Carpenters a half Pint of Spirits P day which you must provide for them. inclos'd you have a Letter for Willis Reddick Esqr. County Lieut. of Nansemond requesting him to excuse the Carpenters from attending the Musters while they are at work on the Gallies which we expect he will agree to

As to the demension of the Gallies you are to finish the one you are now about agreeable to your first plan, but as we are of opinion that 25 feet is rather too wide, we wou'd therefore have you when you come to build the other to make her only 22 feet wide and the same depth as the other.

To Capt. Christopher Calvert in Nansemond

1. Navy Board Letter Book, VSL.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

July 1776

Anchor'd in St Mary's River

Monday 15 fired 1 half Pr to bring to a Canoe, boarded her & brot her along side the Schooner, Found her to be from Cumberland Island wt Messrs Martin & McCredie People Empd working up Junk and under Arms as before.

[First part] squally Wr with Rain Midl & Latter Modt & Cloudy at 2 P M Came on board from Wright's Landing the Surgeon with the sick men sent the Boat up the river Manned & Armed to see if the rebels had quitted the river and to bring down the sick -

Tuesday 16 At 5 (A M) weighed the Bt Br Anchor & hove short on the small Br in order to shift our birth People empd as before at 10 Came on board Mr Egan the Collector, Saw a Schooner off[f] the Barr.

Moderate & Hazy Wr intermixed with Showers of Rain, weighed & Came to sail and shifted our berth to the Entrance of the river & moored at 3 (P M) Arrived here His Majesty's Pilot boat from St Augustine with Provisions & ca for the Troops but none for the Schooner except 2 Barrels Rum, Came down from Wright's Landing the Boat that was sent for the Sick men - at 5 sailed hence the Pilot Boat for the Troops. Wrote to Capt Graham on his Majestie's service

1. PRO, Admiralty 51/4330.

"COPY OF A LETTER FROM ST. EUSTACHE, DATED 16 JULY [1776]
AND CONTAINING NEWS OF THE CONTINENT." ¹

On the 13th instant a schooner from North Carolina arrived here and the Captain related that General Clinton had abandoned this province as General Lee approached and sailed for South Carolina where General Lee was marching with the troops from Virginia and North Carolina.

A merchant from St. Christophe, presently in Halifax, wrote to his associate, who came here yesterday, that on 10 June Lord Howe coming from England had passed in front of this city and had sent word by express to his brother that he should come out and follow him, which he did immediately since the troops had been embarked for a few days and the fleet was ready to sail with the first orders. These two fleets together were believed to proceed to New York which must be beseiged by the main army according to the plan of the present campaign. We gather from what this merchant said that the views of the Royalists (who still seem to count on the defection of a great number of Americans) are to penetrate the country deep enough with their army in order to join with the army from Quebeck and to spend the next winter living on the abundant supplies of the land itself. They would await considerable forces, composed mostly of foreign troops, which would be sent there next year, in the hope to subjugate the thirteen confederate provinces with these gathered forces during the next campaign. Meanwhile, the Americans are making ceaseless preparations to counter the Royalists' plans with the most vigorous resistance. The great question concerning independence was to be resolved in Congress on

the 1st of this month. It is said that all the provinces except Maryland, Pennsylvania and New York are asking for Independence and have instructed their representatives in Congress to act accordingly. The news from this Continent is going to become more interesting, &c.

[Endorsed] Certified true copy

d'Argout ²

1. AN, Marine B¹, 458, 29-30, LC Photocopy.

2. Forwarded to Versailles by the governor of Martinique.

17 July

MAJOR GENERAL SIR GUY CARLETON TO ADAM LITTLEJOHN ¹

Guy Carleton Captain General and Governor in Chief of the province of Quebec, and Territories depending thereon &c.&c.&c. General and Commander in Chief of His Majestys Forces in said province and Frontiers thereof, &c.&c.&c.

To Mr Adam Littlejohn -

Whereas the farther progress of His Majestys Army under my Command, requires the Establishment of a considerable naval force on Lake Champlain; and for the more effectual preservation of the Vessels, Boats, and Stores, necessary thereto: I do hereby constitute and appoint you, during pleasure, master Attendant and Naval Storekeeper, requiring, directing and Authorizing you, to take under your Charge, and Cognizance all such vessels, Boats, and Stores, as at present are, or hereafter may be, deposited for the purpose aforesaid, at Chambly and St. Johns, or anywhere, from the mouth of the River Sorel, to the Isle aux Noix, you are moreover hereby Enjoined, to take under your care, all such ship Artillery, shot Tackle, Furniture, &c. thereunto belonging, or shall be committed to your Charge, whether from His Majestys Ships or Elsewhere; for all which this shall be your Warrant. Given under my hand and Seal of Arms at Chambly, the Seventeenth day of July, One Thousand Seven hundred and Seventy six. In the Sixteenth year of the reign [of] our Sovereign, George the third, by the Grace of God, of Great Britain, France, and Ireland; King, Defender of the Faith, and so forth.

sign'd Guy Carleton

By his Excellencys Command

E Foy

Mr Adam Littlejohn hereby Appointed Master Attendant and Naval Storekeeper, at Chambly and St. Johns.

[Endorsed] A True Copy, taken at Chambly, October the 6th. 1776

Witness my hand

Ch^s Douglas

1. PRO, Admiralty 49/2.

MINUTES OF THE EXECUTIVE COUNCIL OF NOVA SCOTIA ¹

At a Council Holden at Halifax
on the 17th July 1776

The Lieutenant Governor propos'd the Consideration of such measure as may most effectually prevent the Ill Consequences to be Apprehended from the Sale of large Quantities of Gunpowder and Fire Arms, brought into this Harbour, on board Vessels Trading to and from the Colonies in Rebellion by his Majestys Ships and Armd Vessels, and here disposed of at Public Sale, with other Cargoes in general for the benefit of the Captors as directed by Act of Parliament, and the Council having consider'd that Powder and Arms so sold might fall into the hands of ill designing persons through fraud and contrivance might convey the same to the Kings Enemies on the Frontiers of this Province, where by much Mischief might arise and danger to the distant parts thereof, such proceeding of Sale being directly contrary to the Kings Proclamation whereby the Exportation of all Military Stores to the Colonies is Strictly prohibited; except by Special Licence obtain'd for that purpose, the Council were thereupon of Opinion: That the only means to prevent the Consequences to be apprehended wou'd be by purchase of all Gunpowder and Fire Arms for His Majesty's use, and that Application and requisition be made to the Keeper of His Majesty's Ordnance Stores at Halifax, that he woud in behalf of the Principal Officers of the Board of Ordnance Purchase all such Military Stores, after Valuation by proper persons chosen for that purpose, The Lieutenant Governor having already remonstrated the necessity of such proceedings to the Agent for the Captors, who has agreed and Assented thereto.

1. N. S. Arch.

CAPTAIN JOHN FISK TO THE MASSACHUSETTS GENERAL COURT ¹

Salem, July 17, 1776

This may serve to acquaint your Honours that in the latitude 40°26' north, longitude 65°50' west, I fell in with the armed schooner *Dispatch* from Halifax, bound to New-York; and after an engagement of one-and-a-half hour, she struck to the American arms. I boarded her, and found on board eight carriage guns and twelve swivel guns, twenty small-arms, sixteen pistols, twenty cutlasses, some cartridge-boxes and belts for bayonets, nine half-barrels powder, all the accountments for said cannon. The commander and one man were killed, seven others wounded. The crew consisted of thirty men and one boy. I lost one man killed and two wounded, and my vessel was much shattered, which obliged me to return with the prize, which I have at anchor in Salem Harbour and wait your Honours' orders how to proceed with the prisoners.² All the Captain's papers and orders were thrown overboard. I am [&c.]

John Fisk

To the Honourable Council and House of Representatives of the Colony of Massachusetts-Bay now sitting at Watertown.

1. Force, comp., *American Archives*, 5th, I, 405,406.

2. The prisoners from H.M. Armed Schooner *Dispatch* were ordered confined in Salem and Ipswich. Mass. Arch., vol. 165, 443.

ORDER OF THE MASSACHUSETTS COUNCIL ¹

In Council [Watertown] July 17th 1776

Ordered that The honble Tho. Cushing Benja Austin & Wm Phillips Esqrs be a Committee to enquire into the Conduct of the Masters and Mariners of the Three Transports lately brought into Boston, and who are now resident there and make report as soon as may be – That the said Com[m]ittee give notice to the said Masters & Mariners of the time & place of said enquiry that they may be present if they [have] Cause – ²

Read & accepted

Jn^o Avery Dpy Secy

1 Mass Arch., vol. 165, 428.

2. The transports, which had carried Highlanders of the 71st Regiment, were ship *George*, Archibald Bog, master; brigantine *Annabella*, Hugh Walker, master, and ship *Lord Howe*, Robert Park, master, *New-England Chronicle*, July 4 and July 18, 1776.

PETITION OF WILLIAM ROSS AND NATHANIEL MORGAN TO THE MASSACHUSETTS COUNCIL ¹

State of the } To the Honorable the Council of said State sitting
Massachusetts Bay } at Watertown July [17] 1776

The Petition of William Ross and Nathaniel Morgan, both of the Island of Jamaica Gentlemen

Humbly Shews

That on the Twenty second day of June last, being on board the Ship *Zachary Bayly*, as Passengers, Bound on a voyage from Jamaica to London, they were taken by an American Privateer commanded by Capt [Henry] Johnson,² and brought into the Port of Boston, and that there were taken with the said Ross his Wife and Daughter and with the said Morgan two Children together with three Negroe Servants all of whom are dependant upon your Petitioners for their Support, The Circumstances of publick affairs your Honors are sensible, render it impracticable for your Petitioners to have any communication with, or to receive any kind of Assistance from their friends in Great Brittain, they are strangers here destitute of connections and having nothing more to subsist on than the little they may receive from the generous Bounty of their Captors, A Recovery from the very ill state of health under which they have long laboured, was the principle inducement they had to leave Jamaica and to sail for England where their more immediate connections call them – the same reason still remains added

to which the consideration that the loss of life would reduce a Wife and children to the most miserable situation is a reason Paramount to all others.

Your Petitioners therefore humbly request your honors, that you would permit them to proceed on a Voyage to England in a Brigantine they intend purchasing for that purpose carrying with them the said Ross's Wife & Daughter, the said Morgans two Children, the two Mates of the Prize ships,³ the Carpenters Boatswain, Steward and a boy with a sufficient number of Seamen to Navigate the Vessell, together with three Negroe servants, And as in Duty bound Shall ever Pray &c

Will: Ross
Nath^l Morgan

[Endorsed] In Council July. 17th 1776 Read & order'd that the above Petition be com[m]itted to Moses Gill & Francis Dana Esqrs to take the same under Consideration and report thereon –

Jn^o Avery Dpy Secy⁴

1. Mass. Arch., vol. 165, 108, 109.

2. The Massachusetts privateer sloop *Yankee*.

3. Referring to the *Zachariah Bayley* and the ship *Creighton*, taken also by the *Yankee*, and sent into Boston the same day.

4. *Ibid.*, petition was granted August 7.

JAMES WARREN TO JOHN ADAMS¹

[Extract]

Boston, July 17, 1776

I can give you little or no news. Two of our vessels have been brought too by a Man of War at sea, and the masters taken as they were told before Lord Howe, who told them he was bound directly to Philadelphia to settle with the Congress the unhappy dispute. He dismissed both the vessels and gave them paper to protect them against any or all cruizers, haveing first reprimanded one of them for the violation of the Acts of Parliament in the illicit trade at St. Petres, from which place he then came with French commodities.² Our coast is clear. I hear of no Cruizers at present to interrupt the passage of vessels. Last Saturday was the first time I have been in this Town since the flight of the Invincible British Troops. I can't describe the alteration and the gloomy appearance of this Town. No Business, no Busy Faces but those of the Physicians. Ruins of buildings, wharfs, &c.,&c., wherever you go, and the streets covered with grass. I have just heard that an honest man from St. Petres in twenty-five days says they had there intelligence of a declaration of War between Spain and Portugal. This is neither impossible or improbable, and may account for Lord Howe's being in a single ship, as we are told he had arrived at the Hook.

1. Warren-Adams Letters, I, 262, 263.

2. Ambrose Serle, in his journal, tells of the chase of two vessels on July 7, 1776, but of coming up with only one of them, a whaling vessel from the coast of Brazil to Nantucket. Her master was happy to receive a bottle of brandy. The vessel was released. Tatum, ed., *Serle's Journal*, 26.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT COLONY
 BRIG *Defence*¹

[New London, July 17, 1776]

			Dr
1776	The Colony Brig <i>Defence</i>	Seth Harding Master	
Apr 13	To 4 Cask Lampblack	2/	0..8..0
	To 24½ lb 10d Nails	/11	1..2..5½
	To 13 lb sheething ditto	/10	0.10.10
	To 182 feet pine plank	/2	1.10..4
	To 500 Brick	3/	0.15..-
May 25	To 24 lb 10d Nails	/11	1..2..0
	To 56 lb Junk	20/	5..-..-
	To 148 Ys Old Canvas	1/	7..8..-
27	To pd Wid Pools Bill		19.15..5
	To 64 lb Tallow @ 7d 2 G Oile	12/	2..9..4
30	To Henry Billings Bill		22..8.10½
	To Jere Clements do		11..4..-
	To John Turners do		19..6
	To Cash as p Rect		100..4..-
	To Guy Richards Bill		3.19..9
	To Joshua Starrs do		3..2..2
	To Nathan Baleys do		7.12..1
	To James Tilleys ditto		120..3..3
	To 18 feet Oak plank	/2	3..-
			309.18..-
By Cash Recd p Ledyard £200—to Colony Cr.			
To Ebenezer Webbs Bill			4.19.10
			314.17.10
	To 8 Swivel Gunns	a 65/	26..0..0
	To 21 lb Swivel Shott	a /3	..5..3
	To 500 Flints	a 4/	1..0..0
	To 597 lb Muskett Ball	a 6/	14.18..6
	To 1000 lb Powder		266.13..4
July 17	To pd Richd Deshons Bill		1.16..-
	To Cash as pr Receipt		50..-..-
	To pd Richd Deshons Bill		4.16..-
	To John Bolles Bill		1.15..6
	To Clark Elliotts Bill		3..-
	To Saml Latimers Bill		44..2..2
	To Alexr Merrels ditto		11..1..7½
	To Icha Powers Bill for Victualing Ed Brown		1.13..-

To Joseph Owens Bill	2.13..6
To pd John Russell for boards	1..6..-
	<hr/>
	743..1..8½
By Cash Carried to 2d Cruse £150..4..0	150..4..-
	<hr/>
	£592..7..8½

1. Shaw Papers, Ledger 4, 108, YUL.

GOVERNOR JONATHAN TRUMBULL TO GEORGE WASHINGTON ¹

[Extract]

Lebanon July 17th 1776

I have ordered two of our Row Gallies to proceed to New York, and trust they will be with you at the receipt of this – They have no Guns larger than nine pounders – I wish it may be in your power to make them more useful by replacing heavier metal upon them whilst they continue in your service. . . .

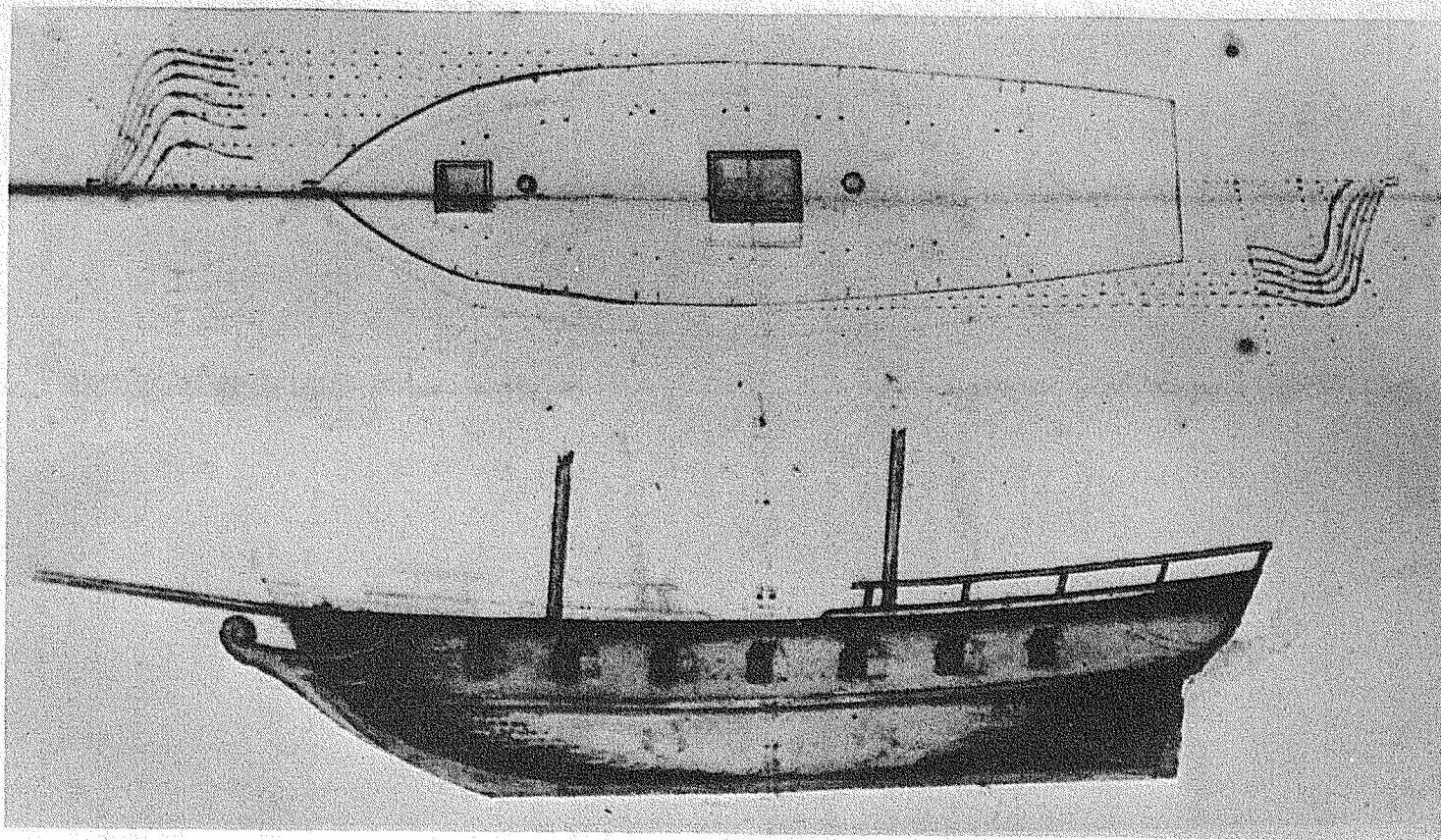
Since the arrival of the Fleet and Army at the Hook, several Frigates and Ships have been stationed between Montauk point and Block Island to intercept the Trade from the Sound, in which they have been so successful, that they have derived great advantages from the Provision Vessells they have taken, and by frequent advices from the Captains of our Armed Vessels, and others, it appeared highly improbable, that any Vessel going out or coming in by that passage would avoid falling into their hands; and as several Vessels were prepared and preparing in sundry places to proceed to Sea with Cargoes of provision, the owners of which must be presumed to be ignorant of the hazard they ran, in getting out, and sensible of how great importance it is, that all supplies of provisions should be kept back from the Enemy, and having good grounds to believe that some evil minded persons had designedly carried provisions to the Enemy, or thrown themselves in their way, as your Excellency will see by the enclosed copies of Depositions taken & sent to Congress – ² I have given orders to the Captains of the Armed Vessels in the Service of this Colony, to stop and detain all provision Vessels coming out of any port in this Colony, or through the Sound and bound to Sea, for the present, and untill the Continental Congress and the Congresses or Conventions of the Colonies or States to which they respectively belong, may be apprized of the hazards attending those proceeding on their voyages, and on consideration shall give such orders as they may think fit respecting the same. ³ . . .

19th Received your favor of the 15th instant – which induced me to send orders immediately to Theophilus Stanton, Capt of our other Row Galley The *Shark*, to proceed with her forthwith to New York and subject himself to your Command – I wish him safe and serviceable to your Designs –

1. Trumbull Papers, XXIX, Letter Book IV, Conn SL.

2. See Deposition of Captain Robert Niles, July 17.

3. Trumbull sent similar information to Hancock on July 19. Trumbull Papers, XXIX, Letter Book IV, ConnSL.



Schooner of the type used on Lake Champlain.

DEPOSITION OF CAPTAIN ROBERT NILES¹

Robert Niles, of lawful age, and Captain of the schooner *Spy*, testifies and says: That in the beginning of the present month, a ship, to appearance of about one hundred and sixty or seventy tons burden, loaded with flour, lay at anchor in Fisher's Island Sound, for the term of about one week; that during said term this deponent spoke with said ship, and advised and ordered her to make New-London harbour, assigning for reasons, that her situation was unsafe, being exposed continually to the ships of the enemy; and also that her remaining there was very disagreeable to the people of New-London, fearing that her cargo would fall into the hands of the enemy. However, the commander refused to comply with said advice and order, but remained in that situation until a number of small vessels came up and joined her, when she sailed, without waiting or attending to any signal of safety, as has been practiced by other vessels. This deponent further says, that when cruising on his station he very frequently had seen the Block-Island boats passing to and from; that he has good and sufficient reason to believe that they are much employed in furnishing the enemy's ships and vessels with intelligence, supplies, and every comfort in their power to afford; and that the people of New-London, Groton, and Stonington, are generally of the same opinion, appear to have no doubt of the truth of that fact, and are much dissatisfied with that circumstance. This deponent further says, that at the time of the Commodore's fleet lying in the harbour of New-London, after his return from New-Providence, one Littlefield, of Block-Island, came over to Stonington, and there, or near there, purchased a hogshead of Jamaica spirits, and paid therefor about one hundred and twenty dollars in milled money, as it was then and ever since has been universally said and believed, and returned with it to said Island, at which time there lay watering at said Island one of the King's ships; and further saith not.

Robert Niles

The above is a true copy of the deposition, attested 17th July, 1776.

Wint. Saltonstall, J.P.²

1. Force, comp., *American Archives*, 5th, I, 402.

2. *Ibid.*, 401-03, similar depositions were made by Thomas Kanady, master of ship *Mary*, and by Ebenezer Colefax, master, and Nathan Spicer, member of the crew of sloop *Macaroni*.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD¹

Sir

Tyonderoga 17th July 1776: -

As I am intirely unacquainted with the Lake below Crown Point, I send the Commodore² with the Largest, & Best Schooner, to receive his Instructions from You in regard to this Cruize he ought to make; I think until the rest of the Vessells are Fitted, it will not be adviseable to send this Schooner into the Narrow part of the Lake Below. I wish you were here, to give directions for puting our whole Squadron a Float, it seems to me they are very Tardy About it, but am intirely uninform'd as to Marine

Affairs. I like Capt Mahew whom you sent here, but I think the Commodore seems Slow, & wish he may retain all that prowess for which he says he was so Famous last War – it is of the Greatest consequence to Our Affairs, to have the Arm'd Vessells Commanded by Men of Firmness, & approved Courage – I am Sir [&c.]

Horatio Gates

1. Gates Papers, NYHS.
2. Commodore Jacobus Wynkoop.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION ¹

[White Plains] Wednesday Morning July 17th, 1776.

Resolved, That the commissioners who superintend the building of the ships at Poughkeepsie would be justified in suspending that work and suffering the carpenters and others employed thereon to labor under the direction of the secret committee of this Convention, on such vessels or works as they may think proper to build and erect for the defence of Hudson's river.

Resolved, That the commissioners would be justified in suffering the materials intended for the purpose of building the Continental ships to be employed by the secret committee, in such a manner as to them shall seem best calculated for exercising the trust imposed in them.

Resolved, That this Convention will immediately apply to the Honourable the Congress for their approbation of this measure.

Resolved, That the commissioners of the Continental ships, and Captains [Augustine] Lawrence and [Samuel] Tudor, be immediately furnished with a copy of these resolutions.

Resolved, That the secret committee have power to impress boats, vessels, teams, wagons, horses and drivers, when they shall find it necessary for the public service, as well as to call out the militia, if occasion should require.

Resolved, That the Treasurer of this State be ordered to furnish the gentlemen of the secret committee with the sum of \$5,000, in advance, in order to enable them to expedite the important business with which they are entrusted.

1. *New York Provincial Congress*, I, 527, 528.

GEORGE WASHINGTON TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

New York, July 17th 1776.

As for the Articles wanted for the Gondolas, I should suppose many of them may be purchased of the Proprietors of Crafts about Albany, & Persons who have vessels there, by allowing them a good Price. The Communication by Water being now stop'd they cannot employ them, & I presume may be prevailed on to part with most of their Tackle, for a good Consideration . . .

The Carpenters from Philadelphia, unfortunately had not Time to get their Tools &c on Board a Craft here before the Men of War got up. They set out by Land next Day, and I suppose will be at Albany in the Course of this Week, as also two Companies from Connecticut.

I have enquired of Mr Hughes, & find that the six Anchors & Cables were on Board Captn Peter Post's Vessel belonging to Esopus; who, upon the first Appearance of the Fleet coming above the Narrows, went off without taking the Necessaries brought by Captain Douw. Mr Hughes says, Captain Douw who brought you the Lead, had Orders to get them.

I have inclosed you a List of the naval Articles the Qr Master expects to obtain & send from hence, which will evince the Necessity of your Exertions to get the Rest elsewhere. Many of the Articles, I should suppose may be made at Albany & within the Neighborhood of it.

1. Washington Papers, LC.

JOURNAL OF THE NEW JERSEY PROVINCIAL CONGRESS¹

[Trenton] Wednesday, July 17, 1776

A letter from the Committee of Newark, requesting that this Congress would procure, or order to be built, four gondolas or row-gallies, mounted with cannon, to ply between the mouths of Passaick and Hackinsack rivers and Perth Amboy . . .

1. *Minutes of the Provincial Congress and the Council of the State of New Jersey* (Trenton, 1879), 510.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Wednesday, July 17, 1776

The Board of War, to whom the letter of General Washington, of the 14, was referred, brought in a report, which was taken into consideration; Whereupon,

Resolved, That General Washington, in refusing to receive a letter said to be sent from Lord Howe, addressed to "George Washington, Esqr" acted with a dignity becoming his station; and, therefore, this Congress do highly approve the same; and do direct, that no letter or message be received, on any occasion whatsoever, from the enemy, by the commander in chief, or other, the commanders of the American army, but such as shall be directed to them in the characters they respectively sustain.

Ordered, That the above be published.

Resolved, That it be earnestly recommended to the convention of New Jersey, to cause all the stock on the sea coast, which they shall apprehend to be in danger of falling into the hands of the enemy, to be immediately removed, and driven back into the country to a place of safety.

1. Ford, ed., *JCC*, V, 566, 567, 571-72.

JOHN ADAMS TO MAJOR JOSEPH WARD ¹

[Extract] Philadelphia Wednesday July. 17. 1776
 our Privateers, have the most Skill or the most Bravery, or the best Fortune, of any in America. – I hope Capt [Henry] Johnson was in a private Ship. – ² I dont like to hear that the continental Cruisers have taken so many and the Provincial Cruisers and privateers so few Prizes – our People, may as well fight for themselves as the Continent. –

1. Adams Papers, MassHS.

2. Johnson commanded the Massachusetts privateer sloop *Yankee*, commissioned May 23, 1776.

ADVERTISEMENT OF SALE OF REMAINDER OF THE PRIZE SHIP
Juno's CARGO ¹

[Philadelphia] July 17, 1776

The Remainder of the Cargoe of the Prize Ship *Juno*, consisting of Jamaica Spirits, Sugar and Fustick, will be sold this afternoon at Bright and Pechin's Wharff.

1. *Pennsylvania Gazette*, July 17, 1776.

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentel Men

[Shipyard, Maryland]

the Barrer Capt Ewing has a ship to Dispose of She is a Nue vesell and as well Built one as Ever I Se She is Raley a Complet Pice of Work, and Stout Enuf to Carey 8 or 10 Six Pounder With 50 Men She Draws Less Water then any vesell of hir Size – She is Nue ankers Cabels and Rigen hir Main Sal[s] nue but not Large Enuf for the Provence Service I would agreed With him for hir but am In Sum Doubts at hir Sailing fast by the Wind there is no Doubt of hir Sailing Exseding fast from the wind Capt Ewing has agreed to Carey hir to anaplois to you I have tould him you Would Git Gilbert Midelton try how She Sails by the Wind Gil midelton Will Make Proper allowance for hir being badly saild If She will answ[e]r the End of Sailing by the Wind She maybe maid so able that Nothing but Men a war Can hurt hir and then She Run In to such Shole water from that they Culd not git at hir I think When She has 50 Men With water and Provetion and 10 Six Pounder She will not Draw More then 6½ feet water If Mr Midelton finds She will ansure the End of Sailing by the Wind She May be Bought from Capt Ewing for 450 £ or 475 £ and he must find you a Nue Mast Boom and all other Spars for thay are all two Short I am [&c.]

Stephen Steward

July the 17 1776

I have had a goodell of Business with Capt Ewing and have all Ways found him verey Puntuel S.S.

1. Red Book, XV, Md. Arch.

JEREMIAH JORDAN TO THE MARYLAND COUNCIL OF SAFETY ¹

St Marys County, St Georges River, July 17th 1776

Gentlemen/

I arrived down here on the 15th Instant with about One hundred of the Militia, where I found Capt Beall with part of his Company and one Company of Colo Barnes's Battalion – about day Break yesterday we were Visited by a Row Galley or Row Gondola Carrying 5 Swivels on each Side and a Six pounder in her head and another in her Stern, they Rowed Close along side our Centinels and not a Man to be seen & instantly began a very heavy firing which lasted about One hour but without doing any execution, although their shot raked the ground on every part where the Men were stationed – In the even[i]ng she returned again and engaged us again for upwards of two hours, and at the same time the Troops landed from the Ships on St George's Island to the amount of about 300 hundred pushed down to the point opposite to us with Swivels & Musquet[r]y and kept up a very heavy fire, from which Capt Beall was dangerously wounded in the Shoulder with a Ball (as he says) from a Riffle, which has rendered him incap[able] of Duty. –

I shall endeavour to keep the post we are at, at present if possible, if not shall retreat to the Woods about half a Mile. – From a report we had given us Yesterday they are Constructing another Vessel like the above and that they intend attacking us on the Potomack side – I think from all appearances the Fleet will Continue some time if so, some Cannon and Swivels will be absolutely necessary to dislodge the Men they have Landed on this Island. – ²

With what assistance we Can give in this County, I think 500 of the Militia of the upper Battalions will be full enough to oppose the Enemy – we have Now at different posts about 600 Men

For further particulars refer you to Mr Hopewell by return this goes Express, he also will inform you the difficulties we Labour under in getting provisions for the Men without Money to pay for it immediately. £300 I think wou'd be Sufficient—Colo Barnes with his Battalion is on the other side of the River watching the Motions of the Enemy there I am Gentlemen [&c.]

Jeremiah Jordan

Excuse this paper

1. Red Book, XV, Md. Arch.

2. The Council replied on July 18: "shall immediately send you four Field Pieces &c." Browne, ed., *Arch. of Md.*, XII, 72.JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Wednesday July the 17th 1776

A Warrant from the Navy Board in favour of James Webb for two hundred pounds for the use of Captain Christopher Calvert for paying the Workmen for building the Row Galley at South Quay was presented, countersigned by the President & ordered to be registered.

1. McIlwaine, ed., *Journals of the Virginia Council of Safety*, I, 73.

VIRGINIA NAVY BOARD TO RICHARD ADAMS, RICHMOND ¹

Sir

Williamsburg 17th July 1776

The board of Commissioners for the Navy desire to know whither you have receiv'd any Iron from Mr James Hunter for building Gallies,² if you have, be pleas'd to forward three Tons to the care of Mr John Taylor in Smithfield, and if you have not receiv'd so much, send whatever he has lodg'd with you. A Vessel must be hired if there is not one going down that can take it in, as the Carpenters are waiting and cannot proceed without it.

1. Navy Board Letter Book, VSL.

2. *Ibid.*, on July 18 the Board wrote to James Hunter at Fredericksburg asking if he would supply "Iron of different sizes and Anchors," and inquiring if he had "sent the Iron ordered by the Committee of Safety to the care of Mr. Richard Adams at Richmond."

"EXTRACT OF A LETTER FROM CAPT. JACOB DUNNELL, DATED ST. PIERRES,
MARTINICO, JULY 17, 1776." ¹

I sailed from Dartmouth, in the sloop *Nancy*, on the 9th of September, 1775, bound to the coast of Africa; on the 4th of November arrived at Goree, at which place I began to make my trade; from thence proceeded down to Mountsirarder – On the 10th of January, 1776, laying at anchor at the above-mentioned place, I was taken by the sloop of war called the *Atalanter*, Thomas Underwood, commander;² at which time they had taken a schooner called the *Juno*, belonging to the same owners, one Shockley, master, on a whaling voyage; I had the liberty of remaining on board my own vessel with the prize master so long as I behaved well; but if any complaint should be found against me, the Captain told me he would put me in irons; my mate and one of the people were taken on board the ship, and the 3 others remained on board the sloop; they then proceeded with the prizes down to Cape Coast, where they disposed of upwards of 6000 gallons of rum, some rice and other articles on their own account, and purchased slaves; these goods were part of said, sloop *Nancy*'s cargo from thence they proceeded with the prizes down the coast, in search of the Americans, but luckily found none; then sailed over to St. Thomas's, where we found the *Pallace* [*Pallas*] frigate, and the *Weazel* sloop of war. They had cruised the coast down, and the *Pallace* had taken one prize, a schooner, registered at New-York, one Scanett master; the *Weazel* had taken two prizes, a sloop belonging to New-York, one Darbey master, and a small schooner belonging to South-Carolina, which had been a long time on the coast, and when at St. Thomas's, there was an information given of a brig lying up Gibboon river, one Marshal master, from London, with American papers, and belonging to New-York, mounting 14 guns. The *Dartmouth* schooner, one of the prizes mentioned above, was immediately armed, and the *Weazel* sloop of war went in search of said brig, but I think she may have got clear, as I believe Capt Marshal had information of their coming. On the first day of May, 1776, the *Pallace*, Capt. Cornwall ³ and the *Atalanter*, with their prizes, sailed in company from St. Thomas's bound to Jamaica; and that on the

15th of May, in the lat. of 2 S. and long. 5 W. we parted with the said vessels, the 8th of June arrived at St. Vincent's, the prize master being on shore, we all agreed (11 in number, 4 men-of-war's-men, 7 prisoners with myself) to run away with the sloop *Nancy's* and at the time of our making the attempt, two of the prisoners, who belonged to Capt. Shockley's schooner, which were his mate, by the name of Beatle, his brother and one of the men-of-war's men, failed in said attempt. We then put them all three on shore, with their chests and cloaths, and got said vessel under sail about 3 miles from the land, when it became quite calm; we tarried on board said sloop until day brake, we then tho't the prize master might be apprized of our attempt, therefore left said sloop, took to our boat and proceeded for Martinico; where, thank Almighty God, we are all safe arrived, but with loss of said sloop *Nancy*, and all my papers of every kind; Capt. Shockley and his people were all put on board the *Atalanter*.

1. *New-England Chronicle*, September 12, 1776.
2. H.M. Sloop *Atalanta*, Captain Thomas Underwood, who died July 9, 1776, at Jamaica.
3. Captain William Cornwallis of H. M. S. *Pallas*.

18 July

CONDEMNATION IN NOVA SCOTIA VICE ADMIRALTY COURT OF THE PRIZE
SLOOP *Fanny* ¹

Nova Scotia Court of Vice Admiralty 29th June/76	}	<p style="text-align: center;">Cause</p> George Talbut Esquire Commander of his Majestys ship of War the <i>Niger</i> VS, The Sloop called the <i>Fanny</i> . Libel filed and entered, order made thereon as on file. John Jurd Mate of his majestys Ship <i>Niger</i> being duly Sworne deposeth that the Sloop called the <i>Fanny</i> was detained and Brought into this Port by the Brig that Brought the Hessian Troops, the deponent immediately went on board the said Sloop by Captain Talbuts Orders, and Seized the said Sloop as Forfeited, that she is Loaded with Flour, some Tobacco, and Lumber <p style="text-align: right;">John Jurd</p> William Britton Master of the said Sloop <i>Fanny</i> being duly Sworne deposeth that the Papers Produced by the Captors were the Papers belonging to the said Sloop marked from No 1 to 7. Sworne before me William Britton <p style="text-align: center;">Charles Morris junr</p> Petition for Sale of the Cargo filed and entered, and Order made thereon as on file – Court opened by making Proclamation as usual, Amount Sale of the Cargo returned as on file, Decree pronounced
2d July 1776.		
3d July 1776.		
18 July 1776.		

as on file whereby the Sloop *Fanny* and Cargo, where Condemned as Lawfull Prize to the Captors thereof.—
Court adjourned without day in this Cause. ²

1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

2. Schooner *Lydia* was also declared lawful prize this date.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Thursday 18th of July 1776

9 [A.M.] Out Boat sent the Dockter on board the schooner to dress the wounded

Small breezes of wind from NW fair weather

1. John Fisk Journal, AAS.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Thursday July 18th 1776

Petition of Jeremiah Obrian for Himself & the *Machias Liberty* Crew — Humbly Sheweth, that your Petitioner with the above Crew hath been Employ'd in the Colony Service since the first day of February last, & have not receiv'd any Pay therefore the Chief of the Men being Almost Naked, & have no other dependance but the Money Allow'd by the Honble Court — which Court through false Representations made to them by Mr [Moses] Hagen, have Ordered Our Wages to be Stopt, to make good an Illegal Demand of Sd Hazen's upon us as we Understand to the Amount of Eight Hundred Pounds for Goods taken out of his Vessell, which had Vessell & Cargo been taken would not Amount to that Sum — The Manifest of her Cargo was One Thousand Bushells of Salt, Ten Hhds Molasses, Ten hhd Rum, One Bagg Cotton, two Small Baggs of Coffee, part of a Cask of Loaf Sugar, One Trunk Shoes Codd Lines and Mens Capps — Out of which your Petitioner took for the Colony Service, One & half hhd Rum, One bbl Molasses & three Quartrs of hundred Sugar, One Pr Coils Rigging, which your Petitioner Supposed the Vessell to be a Lawfull Prize, & the Property [of] the Colony's, and they Standing in Need of such Articles presumd to take them Keeping a Proper Account thereof & to Account with the Colony therefor — Your Petitioners hope that Act of Independance shall not Exclude them from their pay, but that your Honors wou'd take the Matter into Consideration & award them as in your Wisdom Shall see Meet — The Sloop that your Petitioner Commands is now at Marblehead Newly Graved & fitt for Sea with two Months Provision on board full Mann'd and Waiting the Orders of the Honble Court as in duty Bound shall ever pray

Jeremiah Obrian

1. Mass. Arch., vol. 19, 84, 86.

MASSACHUSETTS COUNCIL TO GEORGE WASHINGTON ¹

Sr

[Watertown, July 18, 1776]

Messrs Jackson Tracy & Tracy Merchts of Newburyp[ort] are very solicitous to procure a Release of the Officers & Men of their late Privateer (*Yan-*

kee Hero) which was taken after a brave & manly Resistance, by the *Milford* Frigate they are now in the hands of our Enemies We take leave to recommend their Case to yr Excell[en]cys consideration, not doubting but you will attend to any Application made to you on their behalf by the Gentlemen above named and afford every reasonable Assistance to accomplish their benevolent purpose; and if they shod be happy enough to effect it, it will give us a particular pleasure, as those Men by their past Conduct merit our regard & shod they be obtaind may be greatly serviceable in the American Navy –

We cannot neglect this opportunity of recommending to your Exc[ellenc]ys particular consideration the case of Mr James Lovell, who suffer'd a long & severe imprisonment in Boston & was carried off in the Fleet to Halifax, where he has remain'd a close prisoner ever since. His enemies have not been able to fix any crime upon him & when he has repeatedly desired to be brought to a trial, they have always declined it. We are very desirous to procure his liberation & if there is a possibility of effecting it, should esteem it a favor if your Exc[ellenc]y would give in exchange for him any person you may think proper.

[Contemporarily endorsed] This draft was accepted July 18, 1776, and orderd to be signd & sent to Genl Washington

1. Mass. Arch., vol. 165, 122.

THOMAS CUSHING TO JOHN HANCOCK ¹

[Extract]

Dr Sir.

Watertown July: 18: 1776

I wrote you the 15th Instant that the Ship *Hancock* was launched but stoped by the way, She has since got off without the least hurt & safe along side the Long Wharf at Newbury Port. She is a very fine Ship, there is not one Superior to her on the Continent – We want the Guns, and orders for Enlisting the men – Genl Washington has ordered all the Continental Regiments Stationed in this State to the southward, so that our Lines & fortifications will be entirely destitute of men . . . We are almost drained of all our men the People here are surprized at the large Requisitions that have been made upon this Government they think it will be impracticable to get any more Men. . . .

1. Harbeck Collection, HUL.

LIBEL OF CAPTAIN GEORGE McARROY AGAINST THE PRIZE SHIP *Reynolds* ¹

Colony of the Massachusetts-Bay, Southern District, ss.

To all whom it may concern.

Notice is hereby given, That the Maritime Court for the Southern District of the Colony aforesaid, will be held at Plimouth, on Wednesday the 7th day of August, 1776, at the hour of ten in the forenoon, to try the justice of the capture of the ship, named the *R[e]ynolds*, burthen about 300 tons (lately commanded by Keylock Rusden) and of her cargo and appurte-

nances: Against which a libel is filed before me (the said ship being brought into the Southern district aforesaid) in behalf of the owners, officers, marines and mariners of the armed sloop called the *Congress*, commanded by George McAroy.² And the owners of said Ship, or any persons concerned may appear and shew cause, if any they have, why the same ship, her cargo and appurtenances should not be condemned.

At the Court aforesaid, will be tried the justice of Gilbert Harrison's claim to certain goods found on board the schooner *Volant*, lately condemned in the Maritime Court for the Southern district;³ of which this notice is given to all persons concerned.

N. Cushing, Judge of said Court.

1. *New-England Chronicle*, July 18, 1776. This issue of newspaper also carries notice of court to be held at Salem on August 2 against sloop *Two Friends* captured by Jeremiah O'Brien in *Machias Liberty*.
2. Spelled Macaroy in privateer bond, see Volume 4, 775.
3. See petition of Gilbert Harrison, June 17, 1776.

NATHANIEL SHAW, JR. TO GEORGE WASHINGTON¹

Sir,

New London July 18th 1776.

Inclos'd you have Capt Jehiel Tinkers Receipt for three Chests of Arms and One Barrell & One Kegg of Flints, a p Invoice Inclos'd,² the Arms were Sent to me by Daniel Tillinghast Esqr the Flints by Messrs Clark & Nightingale Merchts In Providence desiring I would forward them to you by the first Oppertunity, hope they will come Safe to hand & am Sir [&c.]

Nath^l Shaw Jun^r

on the Service of the
United States of America

To

On the *Crane* Galley
Capt. Tinker.

His Excellency George Washington Esqr
General & Commander in Cheif of the Forces
of the United States of America
In New York

1. Washington Papers, LC.

2. Shaw sent additional arms on July 22. Shaw Papers, Letter Book, YUL.

MAJOR GENERAL PHILIP SCHUYLER TO CAPTAIN RICHARD VARICK¹

[Extract]

German Flatts July 18. 1776.

Whatever Carpenters may arrive from any of the Colonies are to be immediately forwarded to Skenesborough by the Way of Wood Creek, & You will therefore write to Mr [Christopher J.] Yates who is at Cheshires to Order Batteaus to that Place, that they may not be detained there. -

1. Schuyler Papers, Letters & Orders, 18 April, 1776 - 29 June, 1777, NYPL.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

July 1776

Moor'd in Haverstraw Bay.

Wednesday 17th

At 8 AM Sail'd the *Shuldham* up the River, to Sound. -
Light Winds and Cloudy at 6 P M Anchor'd here the
Shuldham.

Thursday 18th AM Sail'd up the River his Majesty's Ship *Rose* and *Tryal* in order to destroy some Vessels the Rebels had at Peeks Kill;² Captain Wallace found a large Body of Rebels intrenched upon heights directly over them he therefore thought proper to desist from any Attempt. —

1. PRO, Admiralty 51/694.

2. The Continental frigates *Congress* and *Montgomery*.

JOURNAL OF H.M.S. *Rose*, CAPTAIN JAMES WALLACE ¹

July 1776 Anchor'd in Hav[er] Straw Bay — North River
 Wednesday 17th A M fir'd 3 Shot at some Arm'd Rebels
 Fresh breezes and Clear Wr at Noon weigh'd and came to Sail, Steering up the river as did the *Phoenix Tryal* and Tenders.
 Thursday 18th Light Breezes and Cloudy with Thunder, Lightning and rain P M sent our Tenders into Harvest Straw Creek to cut out a Sloop She run on shore on the flats, Steering along shore we was fir'd at by a Number of Rebels arm'd, fir'd several shot at them, at ½ past 1 Anchor'd off Thunder Hill Point NNNE at 4 Weigh'd and back'd and fil'd down the river, at 7 Anch'd in Do Creek as did the *Tryall* and *Charlotte* Tender.

1. PRO, Admiralty 51/805.

DIARY OF ENSIGN CALEB CLAP ¹

[New York]

July 18th the Declaration of Independant State was read at the City Hall, (A Committee was sent from the Revention [Provincial] Congress), after the Declaration was read the People give three Cheers, then the K[ing],s coat of Arms that was in the City Hall, was taken down, and burnt, and the American flag, Hoisted immediately, it was proposd that the Bodies of Church shou,d have the Honour of taking down their coat of Arms in their Respective Churches themselves, and if not the People are allowed to proceed in the like manner as this day herd

1. *The Historical Magazine*, III, 248.

LIEUTENANT COLONEL SAMUEL BLACHLEY WEBB TO MAJOR GENERAL ARTEMAS WARD ¹

[Extract] Head Quarters, New York, July 18th 1776
 Sir, His Excellency General Washington, having Occasion to ride out early this Morning, has directed and ordered me to acknowledge & answer your two Letters of the 11th inst . . .

He is surprised, that out of upwards of 400 Prisoners only 73 Arms have been sent on; as he supposed every Man must have had his Arms with him. He begs your Attention in collecting from the Agents & others, all the Arms that have been taken & forward them immediately to this Place

where they are much wanted. Inclosed is a List of Articles he has taken from the Invoices, & would have you send on as soon as may be.

By Express Yesterday, we learn of the Arrival of the Northern Army at Crown Point, where those infested with the small Pox, will immediately be sent to a distant Hospital, that the Troops from your State, bound that Way need not be under any apprehension of Danger from the Disorder.

The Enemy on Staten Island remain as when I last wrote.

I have the Honor to be with Respect & Esteem [&c.]

Sam^l B. Webb. A.D.C.

List of Articles taken in the Transports which his Excellency General Washington requests General Ward to forward from Boston to New York as soon as possible.

From Ship George.

All the Fuzees, small Arms & Bayonets, Shoulder Straps, Gun Straps, Leather Buller Pouches, hair Knapsacks, Canvass Knapsacks, Belts, Flints, Marquees, and Soldiers Tents, common Tent Poles, tin Canteens, Camp Kettles, Blankets, Watch-Coats, Soldier's Cloathing, Stockings, black Plumes.

From Ship Anne

All the check'd & striped Hollands, Check Shirts, Writing Paper, Thread Stockings, Check Trowsers, Men's Shoes, Ticken Trowsers, Men's Hatts.

From Ship Lord Howe.

All the small Arms, Bayonets & Cartouch Boxes, cast off Canteens & Kettles, Soldiers Blankets, Cutlasses, Canvas Knapsacks, Marquees.

From Brig Annabella.

All the small Arms, Shoes, Soldiers Tents, Sheet Lead, Pack Saddles, Cartouch Boxes, Leather Bullet Pouches, Shoulder Straps, Gun Straps, Cutlasses, Bayonets & Belts.²

By Order of his Excellency General Washington

Sam^l B. Webb. A.D.C.

1. Washington Papers, LC.

2. On July 27 John Bradford, Continental Agent at Boston, was ordered to send the articles "with the utmost expedition and dispatch." Trumbull Papers, V, 128, ConnSL.

New-York Journal, THURSDAY, JULY 18, 1776

To the Printer.

Under a tyrannical Government, it generally happens that the officers in Administration from the highest to the lowest, are a set of villains, who countenance and support each other in every species of oppression, injury and abuse of the unhappy people who fall into their clutches. The *Laws*, even those that were well intended, in the hands of such officers, are only instruments of Oppression, but afford no protection from it. Of this the following Narrative of Capt. Robert Campbell, affords a remarkable instance, and is a slight specimen, of what every American might expect, if ever these Colonies should again fall under subjection to the tyrannical power of Great-Britain, or any other state or person.

Narrative of the Case of Captain Robert Campbell, of New York.

On the 24th of October, 1775, Captain Robert Campbell, Master of the sloop *America*, having on board 65 hogsheads of sugar, a mare and a chariot, shipped by and belonging to inhabitants of St. Croix, sailed from that place, bound to New York, where he intended to pay the duties, having refused other freight offered on condition of his attempting to run it at New York. – Meeting with bad weather soon after he sailed, his vessel and rigging received some damage. On the 24th November, lat. 35, long. 68, he was brought to by the *Viper* sloop of war, Capt. [Samuel] Graves, who sent for and examined him, looked over his papers and returned them, saying he would put an officer on board to keep the sloop by him, as he was going to New York; but soon after took the papers again, saying he would inclose and send them to Boston, where sugars bore a better price than at New-York. However, he assured Capt. Campbell, that if his vessel had no powder on board, she should not be condemned. Some time after Capt. Campbell was returned to his sloop, the man of war's boat came again, with a message from Captain Graves, demanding Capt. Campbell's sword and pistols, which the officer having received, took of his own accord a small box containing six bottles of castor oil, and a small cup of jelly – meanwhile the men were not idle, but like their officer, took many little things that lay in their way, and broke open a cask of sugar, from which they stole as much as they could conveniently hide from their superior thief. Capt. Graves, as he proceeded in villany, growing more callous, now demanded and took away Capt. Campbell's Mate and people, putting five of his own men on board in their stead, with orders to steer N.N.E. for Boston.¹

Soon after setting sail, Capt. Campbell perceived that neither of Graves's men understood working the vessel, nor taking an observation, and told them that as they proceeded, they would never reach Boston. On the 30th of November, all the provisions the *Viper's* men had brought, being expended, and having only 90 lb of bread on board the sloop, which he observed the men used very lavishly, he proposed dividing it among them, which was done and amounted to about 10 lb. each man. The sun having not appeared for five days, they now stood south, and continued so three days, to lat. 35.11. Then put it to vote whether to go on the coast, or to the nearest port. The bad condition of the vessel and shortness of bread and water, induced Capt. Campbell to vote for the nearest port, which being agreed to, they sailed for Bermuda three days, but not being able to reach it; the officer ordered his second, to sail for Antigua – where, with Capt. Campbell's best assistance, they arrived in St. John's harbour, the 21st day of December last. On the day of his arrival, the vessel was seized by a custom-house officer, on suspicion of having on board foreign rum and sugar. Capt. Campbell then entered his protest against Graves and the custom-house, for all losses, &c. occasioned by the detention, seizure, &c.

Capt. Campbell perceiving his vessel detained, and no likelihood of any redress, applied for advice, to a Lawyer, one Philip Hicks, who on his behalf drew up and presented a petition to the Hon. Robert Christian, Esq; Judge of the Court of Vice-Admiralty for the Island of Antigua, reciting the fore-

going particulars, and setting forth the great injury he had sustained in his property, and the many personal insults he had suffered by opprobrious language, &c. That though Capt. Graves was arrived, and pretended the sloop *America* and her cargo were lawful prize, yet he had instituted no process, nor taken any step towards her condemnation, the petition therefore prayed that the Judge would issue a monition against him and all other persons concerned in the seizure and detention, &c. citing them to appear at a certain day, and answer to the complaint against their conduct respecting the said sloop.

The Judge granted the petition, and appointed the 26th day of January, for holding a Court of Admiralty, for the purposes mentioned in the petition.

After this monition, Graves found it necessary to bestir himself, in order to secure the plunder, which by an act of piracy he had violently taken from an innocent man and the right owner, from being wrested out of his rapacious hands. He therefore applies first to the officers of the custom-house, who had, as well as himself, seized the vessel, and as they no doubt agreed to share the plunder between them, they jointly concurred in a letter to the Attorney General, who was also a Justice of the Peace and the King's Proctor, of which letter the following is the substance, viz.

To Thomas Warner, Esq;

What can or shall we do with the vessel we have taken, brought into port and seized? Though her papers are good, and she has not broken any of the acts of trade; neither is there any thing on board that will confiscate her – But her owners are in a state of rebellion against the King, and his Parliament.

[The Attorney had as yet come upon no terms with them, and therefore it was necessary he should let them know his importance, in order to enhance his share in the plunder.]²

The following is a copy of his answer.

Though you have the vessel in port, and you actually know that her owners are in a state of rebellion against the King, and Parliament, and his troops – yet their goods and effects cannot be forfeited nor confiscated, before they are convicted or fled.

What secret measures were taken after this, to induce the Attorney General to become an accomplice in the villainy we know not, but that he did become an accomplice, appears from the part he afterwards acted in the business.

In order to embarrass Captain Campbell and put it out of his power to prosecute his suit, two of his sailors, Thomas Pacey and John Lawrence were tampered with, treated and intoxicated, when they were suborned to swear, on the 23d January last, before the same most conscientious *Attorney, Proctor, Justice, &c.* Thomas Warner, Esq; at least so he certifies, that Captain Campbell had, to each of them acknowledged, that since the rebellion in North America he had served as an Artillery soldier in the rebel army, and that when he was at New York, and St. Croix, he wore a cockade in his hat.

Therefore he, (the illustrious Thomas Warner, Esq;) issued a warrant, to John Jackson, Constable, requiring him, to take up and keep in safe custody, the said Capt. Campbell, till he should be dealt with as the law directs.

After this warrant was served on Captain Campbell, he was not immediately put under close confinement, as might have been expected from the tenour of the warrant, but suffered to go at large for several days, no doubt to give him an opportunity to go off, if he chose to do so, because, in that case, by the new act, the vessel and cargo becomes forfeited. But Captain Campbell, aware of the snare, made no effort to go off, but, on the contrary, urged on his suit. Finding this plan ineffectual, it was dropped, and recourse had to another. He was now taken up, and closely confined in a goal with felons, at a short allowance of raw provisions, which were to be dressed by the common Negro Hangman, and under this rigorous and ignominious confinement and treatment, he continued for eight weeks and three days. – During which time, and afterwards, till his departure, he was treated with continual insults, and the utmost contempt, being shunned by the men with whom he had been acquainted, who would scarcely deign to speak to him; – some indeed told him, that they should give offence to their superiors if they shewed him any countenance; and one considerable merchant, with whom he had often done business, told him, that he feared his coming to his house, would expose him to censure, and be a disadvantage to him; after which, Captain Campbell never went near him.

During this time, (on a combination of all the villains concerned) there was exhibited (on the 9th of March 1776,) against the vessel and cargo, a libel, which was designedly made a false one. – That upon its being proved false, another might immediately take place, upon another act, which was not in force till after the commencement of the first process. In the Libel, the seizure of the vessel by the *Viper*, which was on the 24th November, (when no act by which it could be seized was in force) was set forth to be on the 6th of January, when the act for seizing American vessels was in force.

After the (Allegation or) Libel, above mentioned was issued, (signed by George William Jackson Register in Admiralty) Mr. Hicks, (before mentioned) Captain Campbell's Attorney, acquainted him by note, that he, (Mr. Hicks) was employed to prosecute the claim of Mrs. Alletta Heyliger, for 28 hogsheads of sugar, her property, (part of the 65) on board the *America*, that he was clear the vessel could not be condemned, and advises Capt. Campbell to put in his claim, and give security as the law directs. It appears by a note of Isaac Harvey, that he had provided security for the vessel, and Captain Campbell was at liberty to take every advantage, on that account, that the law would afford him.

On the third of May, came on the trial, when, after a full examination and hearing, the judgment sets forth,

the claim of Mrs. Heyleger, that it was allowed, and her property ordered to be restored; but that no other claim being made,

the Court, as their definitive sentence, declared, the sloop *America*, her tackle, apparel and furniture, and the lading on board, (except Mrs. Heyleger's 28 hogsheads of sugar) to be condemned as lawful prize, for the use of the Captors.

The night before the trial, Mr. Hicks, the Lawyer, who appeared to be very intimate with Mr. Christian the judge, was a long time in close conversation with him. – Mr. Hicks told Captain Campbell, that he had said, if a claim for the vessel and remainder of the cargo should be made by Captain Campbell, it would have been allowed in Court, and the whole restored; but if it should be done, preparations were made to exhibit another Libel immediately on the new act, which would certainly have produced a condemnation of the vessel and cargo, at fifty or 100 pounds more expence; so that by Mr. Hicks's advice, Captain Campbell thought proper to wa[i]ve his claim, and acquiesce in the judgment.

The custom house officer had thought proper to quit his claim on the seizure he had made of the vessel, which being at that time in custody of the men of war, was of no real damage to Capt. Campbell, and therefore he could recover no damage on that account; and of the Captain of the man of war none could be recovered, because by the act, no damage shall be recovered of any person seizing vessels, though it should appear on trial that the seizure had been illegally made, and the vessel should be cleared.

Thus every way was Capt Campbell cut off from any redress, and after suffering a long and cruel imprisonment, and innumerable insults was obliged to acquiesce in the loss of vessel and cargo, without the breach of any law, even those oppressive and tyrannical laws of our enemies themselves.

The following accounts were for charges on the imprisonment of his person.
Captain Robert Campbell

To the Hon. Robert Christian, Esq; Dr.				
1776	My fee for calling and attending a special	}	£	5 0 0
March 28.	Court to admit you to bail.			
Ditto.	For summoning three Judges and the	}		0 14 0
	Attorney-General at 3s 6d. each.			
Ditto.	A Writ Habeas Corpus, to produce your	}		0 3 9
	person in Court,			
				£ 5 17 9
Fee per Docket,			£2 4 5½	
Writing four notes to the	}		0 13 4	
Judges and Attorney				
General, at 3s. 4d.				
Writ Habeas Corpus,			0 6 8	3 4 5½
Constable's (Jackson) trouble for apprehending	}			1 10 4
you, for treasonable practices, and bringing				
you before Mr. Warner,				
				£10 12 6¾

A Note sent with the Constable's Account.

Mr. Warner sends his Compliments to Captain Campbell, and if he will not pay Mr. Jackson's accompt, Mr. Warner must issue his warrant to compel him to do it.

1. See journal of H.M. Sloop *Viper*, November 24, 1775, Volume 2, 1118.

2. The bracketed statement is the printer's.

New York Packet, THURSDAY, JULY 18, 1776

New York, July 18.

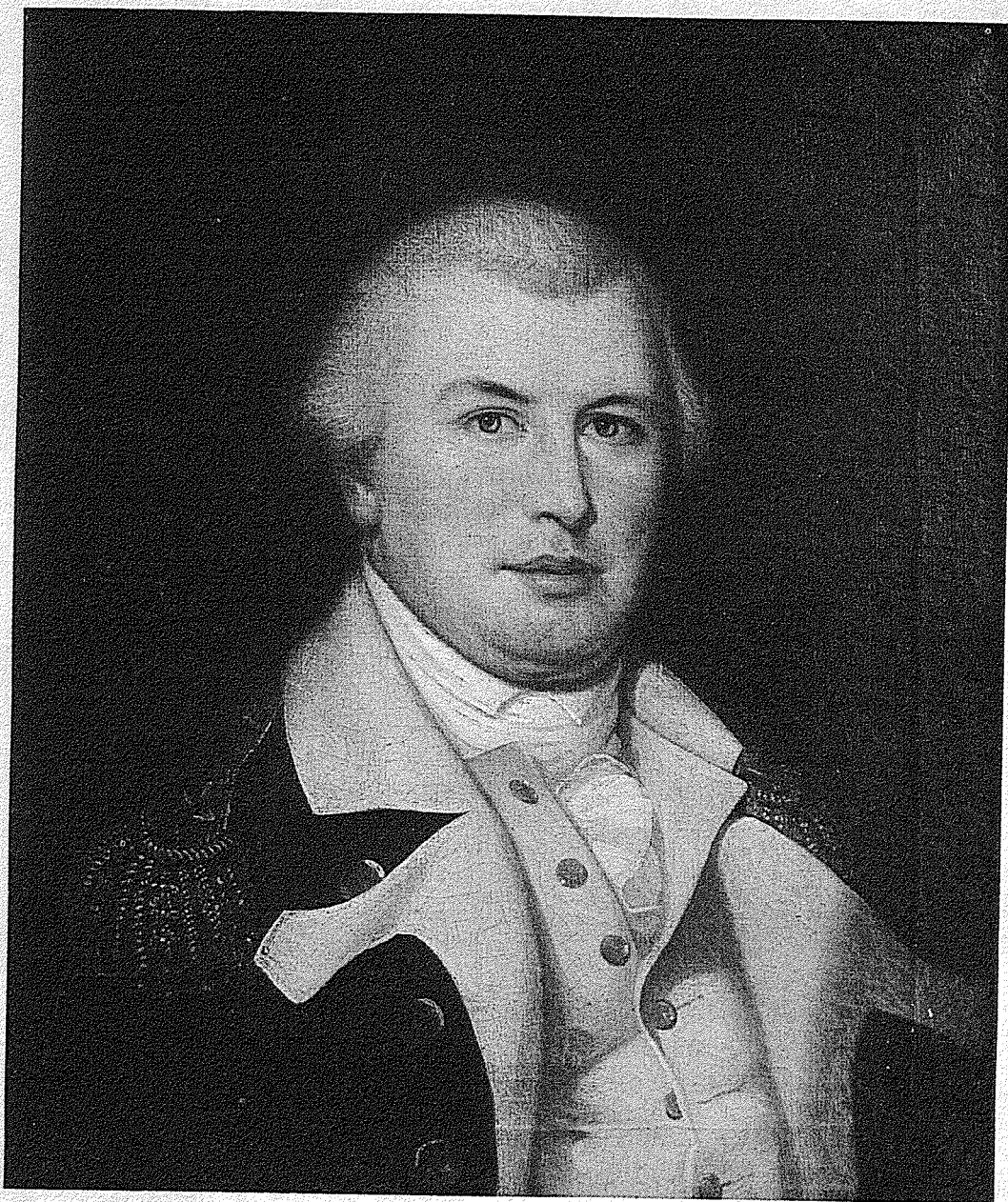
Last Friday morning it was reported in town, that Lord Howe was arrived at Sandy-Hook, with a large fleet from England: Between 1 and 2 o'clock P.M. two ships hove in sight and joined the fleet at the watering-place; about an hour after a ship supposed to be the *Phoenix*, of 44 guns a frigate of 28, and three tenders, got under way at Staten Island, and stood up for this city. — The army soon took the alarm, and in a few minutes, every man was at his station, well provided with all necessaries for a vigorous defence; but as soon as the ships came near Bedlow's Island, they inclined towards the Jersey shore, to avoid our batteries, that then began to play upon them from every quarter on both sides of the river; and notwithstanding they must have received considerable damage, they stood their course up Hudson's river, firing several broad sides as they went along, without either killing or wounding any of our people, who on the occasion behaved with uncommon bravery. A strong southerly wind, and the tide of flood facilitated the ships getting above the batteries near the town, they were roughly handled about 12 miles up the river.

Several shot went thro' different houses in the town, two into the house of Mr. Verdine Elsworth, at Powlis Hook, three into Captain Clarke's house at Greenwich, one of which went thro' the front and lodged in a brick wall, at the head of Miss Clarke's bed, in her chamber, a second went thro' the house, and the third destroyed several trees before the door, and took its course into the woods.

A ball also struck the house of Mr. Daniel Phoenix and from that took its course to the new dwelling of Mr. Christopher Smith, in the opposite side of the street.

A gentleman, who arrived here on Tuesday evening, reports that he saw the two ships of war and three tenders standing up the river, under sail, at 11 o'clock the same day; the foremost ship about 13 miles below Fort Montgomery. That 1400 of the militia were called in to the fort, which, considering the good condition it is now in, 'tis hoped will be sufficient to repel the utmost efforts of the ships to proceed further up the river; their principal design no doubt is to destroy our two frigates on the stocks at Poughkeepsie, which are almost ready for launching.

We are informed that William Barrack and John Sneden, two of the pilots on board the ships of war, were both killed by the shot from our batteries in passing them last Friday. These adventurers up Hudson's river, are



Nathanael Greene.

the *Phoenix*, Captain Parker, and the *Rose*, commanded by the infamous Wallace, and their three tenders.

Several ships from the fleet at Staten Island, (whether men of war, or transports, or where bound, we could not learn) sailed through the Narrows this day towards Sandy-Hook.

'Tis said the fleet destined for the American station is, as follows, viz. One of 70 guns; three of 60; seven of 50; two of 44; seven of 32; twelve of 28; five of 24; five of 20; two, of 18; seven of 16; three of 14; three of 10; and three of 8; besides armed vessels and one bomb ketch.

BRIGADIER GENERAL NATHANAEL GREENE TO GEORGE WASHINGTON ¹

[Extract]

Camp on Long Island July 18 1776

Sir I receivd a line from Col [Samuel Blachley] Webb last Evening directing me to enquire how many Ships had past the Narrows. Colo [Edward] Hand reported one yesterday morning, which I thought was reported in my morning report and if it is not reported there, it was an omiss[i]on of mine, I beg your Excellency to examin it. Colo Hand reported at four OClock in the Afternoon that a Brigantine had gone down towards the Hook, and that the Ship that went through the Narrows in the morning had come too, off New Ullrich shore; at Seven in the Evening he reported that the Ship had gone down to the Hook; and that the Enemy were intrenching on the heights of Statten Island.

The two last Reports I did not come to the knowledge off, until within Night. I went over to the City at five and did not return until Eight. I thought it would be too late to get them to Head Quarters seasonably, therefore concluded to report them in the morning.

I have not receivd Colo Hands morning Report yet. I was down at Red Hook about sun rise and saw a Sloop streaching down towards the Narrows. Nothing extraordinary has happened the last twenty four hours. Our out Guards suspect that there are spies about the Camp. The Centries have fird half a dozen times, A Night the three preceding Nights.

Col Hands morning report is this moment come in, he mention'd every thing continues in the same situation as last Evening, except the Sloops going through the Narrows, that I observd from Red Hook.

1. Washington Papers, LC.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philadelphia, 18th July, 1776.

Resolved, That the Marines on Board the Ship & Floating Battery be allowed fifty shillings per month, to commence the 1st day of June last.

1. *Pennsylvania Colonial Records*, X, 649, 650.

Pennsylvania Evening Post, THURSDAY, JULY 18, 1776

Philadelphia, July 18.

The brig *Polly*, Capt [Philip] Lacey, the brig [*Adrian*], Capt. [George]

Kelly, Capt Wells [William Willis] in a schooner [*Fidelity*], and Capt. [Thomas] Patton, in a sloop [*Peggy*], belonging to this port, were taken by the *Orpheus* and *Kingfisher*, off our capes, the beginning of this month, and Capt. [Thomas] Wiley, in a pilot boat [*Betsey*], was taken about four weeks ago.

CAPTAIN JAMES NICHOLSON TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlem

Baltimore July 18th 1776 –

I was favor'd with your orders of the 16th I shall finish heaving down the Ship this Evening, and expect to Sail from this on Sunday or Monday at farthest. I have been detain'd in Caulking the Ship all round. This, have sent by the small Tender to wait your further orders untill the Ship comes down. The large Tender Sails this Morning with the two Eighteen pounders, Shot, Wads &ca – I am [&c.]

James Nicholson

1. Red Book, XV, Md. Arch.

THOMAS SMYTH TO JAMES TILGHMAN ¹

[Extract]

Shipyard [Maryland] July the 18th 1776

. . . The Resolution of the Convention in ordering our regular Troops to march to the Assistance of New York & the Jerseys must have been precipitate & inconsiderate or I think they woud not have done it. Our Province is left thereby exceedly weak & defenceless more especially as so large a Body of our Militia is soon also to march to the Northward & will carry with them most [of] our best Arms – did the Convention consider that there was two Fleets to the Southward of us one on the Verge of the Province cheiffy under the Direction of an inhumane Brute Dunmore and the other but a few Days Sail from us? shoud it be disappointd in its Intentions agst Carolina have we not some reason to think it may steer its course to this Province hearing that all our Force was marched to the Assistance of N. York? God protect us and grant that something may happen to put an End to our dreadful and unnatural War if it continues but a few years nay another year both Countrys must be ruined and America I am afraid first . . .

1. Revolutionary Papers, Box 10, Md. Arch.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Thursday 18 July 1776

Ordered That the commanding Officer in St Mary's County take under his Charge the Schooner lately taken from the Enemy, unlade her and put her to what Use he may think best for the public Service: likewise the Sloop which is now aground if it can be done with Safety.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO SAMUEL THOMAS ¹

By Andrew Snape Hamond Esqr

Whereas the Armed Ship on board of which his Excellency the Earl of

Dunmore Governor of Virginia is embarked has been under the necessity of cutting away two of her Anchors to avoid the fire of a Battery erected by the enemy against her, and remains at present with a Single Anchor: You are therefore hereby required and directed to Supply the Ship *Dunmore* with one of the Bower Anchors belonging to the *Levant* Victualer under your command, taking his Lordships receipt for the Same, specifying the weight of it, and for so doing this shall be your warrant.

Given under my hand on board
his Majesty's Ship the *Roebuck* off of
St Mary's River Virginia the 18th July 1776

To Mr Samuel Thomas
Master of the *Levant* Victr Transpt

A S Hamond

1. Hamond, Orders issued, 1776-1777, UVL.

"[JAMES] CUNNINGHAM'S EXAMINATION 18th JULY 1776" ¹

In what Occupation did you act in Virg[ini]a?

I was a Book Keeper there to Messrs Jameson & Co.

q: What became of Mr Jameson

a: In the Fleet -

q: What Vessel was you on Board?

a: The *Dolphin* - Brig

q: Did you continue in the same Vessel or did you land at Gwin's Island

a: No - I never landed

q: What Time did you leave Gwins Island & what was the Cause

a: We were obliged to leave it by Batteries being erected on Shore -

q: Was any damage done to the Shipping?

a: Ld Dunmore's Vessel - The Boatswain was killed - a man lost his
Arm -

q: None killed on the Island

a: None

q: What Cond[it]i[on] were the People in on Board

a: sickly - the small Pox negroes had the Goal Fever

q: What No were there?

a: Not above 300 in arms

q: Who commands them

[a:] [torn] Son commands

q: How many dy'd & were bury'd at G. [Gwynn] Island

a: I think there must have been 500

q: How were you provided with Provision?

a: Salt Beef enough for Troops

q: How many Families on Board the Fleet

a: I suppose 1000 Souls -

q: How many did the Ships bring from G. I.

a: 150 - 50 bel[ongin]g to 14th Regt - they do not exceed 300 in all -

q: How many did land upon St. Geor[ge]s Island

a: I dont know - none but Soldiers

- q: How many marines on Board?
a: *Roebuck* 75 – *Fowey* 25 – *Otter* 15
- q: Did you know where they are going?
a: No –
- q: Did you come off[f] or did you drift ashore
a: I come off[f] voluntarily –
- q: Whose Property was that in [the] Vessel?
a: It was sold at Vendue
- q: Were the people inoculated on Board?
a: Yes. –
- q: Whose Prop[ert]y w[as] the Molasses
a: I bought part
- q: Was Govr Eden on Board the *Fowey*
a: Yes – I have seen him walking the Decks
- q: Did you know the *Fowey* was upon the E. S. [Eastern Shore]
a: Yes – The Govr was not on Board.
- q: Did they consent you shd come off
a: No –
- q: Was it in the Night that you left the Fleet –
a: In the night – the Fleet was after wood & water
- q: Have you Plenty of Bread
a: Yes –
- q: Were there any Troops arrived at G: Island?
a: No – no Troops – but part of the 14th
- q: Do the Tenders ply out in the Bay
a: Yes – they keep cruising
- q: Did you know when Govr Eden goes Home?
a: Yes he goes in a Store ship
- q: How much Stock was got upon E: S.
a: The private Families got no share of it – I saw Cattle [o]n Decks
- q: Do the Tenders go out in the Bay – a cruizing?
a: Yes – I have seen 'em out in the Bay.
- q: How long were they inocul[ated] & was it done to communicate it to
the People on shore
a: By no means every one in the Fleet was inoculated, that had it not –
- q: How many Men in the Gondolas
a: Ten Oars on each Side – an old Flat – Captn Ham[on]d & Ld
D[unmore] at Variance – I don't think Govr Eden has any thing
to do with the fleet – the *lively* Frigate at the Capes – Molasses at
a Bit – Good W. I. [West Indian] Rum at 2/2 – Marines & Sailors
woud desert but no others – not 14th
- q: what distance *Fowey* from the Shore
a: Musq[ue]t Shott –
- q: what No of Vessels in Fleet
a: 72 – many small Boats

- q: Did you not say that the Fleet was going to Sea?
a: Yes – a Signal gave from *Dunmore* for Masters of Ships to come on Board to receive orders that they were going to St Augustine – Not when to turn out to do duty –
- q: Did you [learn] any vessels –
a: two Tenders on the Straights 2-4 Pounders – 2-2 Do *Dunmore* 3-6 Pr – fired & Slipt her Cables – the *Otter* upon Careen with her Guns out –
- q: How long was it after the Cannonade before you left off[f]
a: Immedy – upon the first Discharge of Cannon –
- q: Where did you get Beef.
a: from Antiqua a Brig with 500 Bbls – a Stowr Brig with 500 Do
- q: What Ex[ecution] did to [the] Tenders on E: S. [Eastern Shore]
a: I Man killed & 8 or 9 wounded
- q: Money plenty
a: yes – Commodore Ham[on]d the best man in the Navy – Capt Hamd will convoy 'em all out Safe to Sea –
- q: Has not Ld D sent [Flag abt] to communicate the Infection?
a: Not to my Knowledge – Captn Hamd not continu[ing] on the Station – to go to N. York –
- q: How many Guns the *Lively*
a: 30 or 36 Guns – 11 [torn] Shot in the *Dunmore* 18. ²

1. Red Book, XV, Md. Arch.

2. In a letter of July 19, the Maryland Council of Safety advised the Maryland delegates to the Continental Congress of this examination and of Dunmore's movements. Council of Safety Letter Book, No. 1, Md. Arch.

JOHN WEST TO THE PRESIDENT OF THE MARYLAND COUNCIL OF SAFETY ¹

Sir.

Alexandria July 18th. 1776.

At a meeting of the Committee for this County and District, a Resolution was entered into to write to your Council of Safety, and appointed me for that purpose.

I am informed that your Commanding Officer or Officers in each County have it not in their power to raise the Militia (on any occasion) under his or their Command, without application to your Council of Safety and instructions from them for that purpose.

Permit me to say I apprehend many dangers may be avoided, many good consequences (in case of a sudden Attack from the Enemies of America) are obvious had the Commanding Officer in each County on Potowmack River full power to raise the Militia and order them to March where there was a real occasion either in your own Province or to the assistance of a Sister Colony. We have been frequently Allarmed with Dunmore and his Banditti with the Vessels of War paying us a Visit, and when he lately made his appearance in our River, it was presumed, his intention was to make this place an object worth his attention – His well known enmity to Liberty, his untoward disposition towards this Commonwealth in particular, and his cor-

rupt principles, capable of committing the most atrocious Villainies, give cause to suspect that his intention might be to distress this place and the Inhabitants of each side the River, by which your Province would experience the dire effects of the Marauders.

Should you be Attacked, and our assistance necessary, we wou'd cheerfully obey the summons of Liberty humanity, and Neighbourly affection, and fly to your Assistance, we should be wanting in [honor] did we not, because we are not bound up by any Ordinance, nor Command, but at full liberty to exert ourselves in behalf of ourselves and in that of a Sister Colony.

I hope you and the Gentlemen of your Council of Safety will excuse this remonstrance to you, and that you will see the necessity in the same light that we do of empowering (at least) your Commanding Officers on the River to raise the Militia under their respective Commands (in Case of danger) and to March them where there maybe a call for them. I am convinced the Gentlemen & Soldiers would cheerfully do it from a principle of Humanity & friendship tho' the danger was more remote from them was this request put in execution. I am Gentlemen [&c.]

John West Charm Pt

1. Red Book, XV, Md. Arch.

ADVERTISEMENT FOR A DESERTER FROM A COMPANY OF VIRGINIA MARINES ¹

Alexandria, July 18th 1776.

Four Dollars Reward

Deserted last night from Capt. John Allison's company of Marines, John Pierce, born in Maryland, 18 years of age, 5 feet 5 inches high, fair hair tied behind, a thin spare lad and fair complexion: Whoever secures said deserter, so that he may be returned to his company, or sent to Alexandria, shall receive the above reward, with reasonable charges paid by

John Allison, Capt. of Marines.

It is probable he will endeavour to enlist in the troops now raising in Maryland, therefore all recruiting parties are desired to be particular in regard of him.

1. *Dunlap's Maryland Gazette*, August 20, 1776.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO LORD DUNMORE ¹

Roebuck [St. George's Island] 9 at Night Thursday
the 18th July 1776.

My Lord

After waiting the whole day with the fulest expectations of seeing the Transports get under way to join me, and grudging every hour that was lost of so fair and fresh a wind. Mr [John] Orde is just returned to me, & informs me that the *Anna* will not be ready until tomorrow evening. I confess this disapointment and delay is more than I have temper and patience to bear; therefore cannot help tresspassing so far on your Lordship as to beg the favour of you to make en quiry into the cause of it, and Satisfy yourself

there has been no neglect of duty, or the Ship incumbered with other goods than what your Lordship has been acquaintd with. It is now five days since the Transports were Ordered by your Lordship to take in the empty casks, and one of them is not yet clear of her Cargoe; which if she was under my command, I should look upon as Sufficient cause of dismission from the Service, or at least of turning the master out of his employment.

I beg pardon for troubling you so long, on this business; but you must attribute it to the great uneasiness I suffer, at Seeing three of the Kings Ships in a State of perfect inactivity, at a moment when it is necessary to Strain every nerve to its utmost exertion in prosecuting the War.

I am Sorry there is no Pilot to be got for the *Anna* – however I will make a further en quiry thro' the fleet. I must also again request the favour of the draft of the River, which shall be returned when we come back.

Mr Orde tells me he thinks your Lordship still means to accompany us; I hope I need not tell you how happy I always am in having your company; But should I be disappointed of that pleasure, I submit it to you, whether it will not be necessary for your Lordship to give Captain Leslie Orders to put himself under my command: I am Sorry to Say that the disgrace of Gwin's Island evacuation, hangs so much about me that, I cannot help thinking it necessary to issue positive Orders, where the 14th Regt are to be concerned.

I have seen one of the Rebel look out Boats this afternoon that came down to look at us; I sent the *Otter* to Chace her, but the former was too nimble and went off. The *Otter* and *Ranger* will Sail up the River in the night and perhaps get above her: in that case we may stand some chance of seeing her again.

If my Lord, there should be likely to happen any new delay to the Transport, why should not the Troops come on board the *Roebuck*, or on board the other Transports, and th[is] Ship follow when she is ready?

I fear your Lordship will think me very troublesome and importunate, however you must on this occasion forgive me, as I am always most truly and affectionately [&c.]

A S Hamond

1. Hamond, Letters and Orders, 1775–1778, UVL.

MASTER'S LOG OF H.M.S. *Roebuck*¹

July 1776 St. Geo[rge's] Island NW $\frac{1}{2}$ W 1 Mile [Potomac River]
 Thursday 18th AM Supply'd Several Vessels in the Fleet with Water, and Loose'd the Fore topsail
 First Part Modt the Latter fresh gales and Hazy P M at 1 Made the *Otters* & *Fincastle's* Signal's to Chace at 3 Came in a Small Schooner from the Eastern Shore, Made the Signal to Call in Cruizers, at 8 the *Fincastle* sail'd out of the River

1. PRO, Admiralty 52/1965.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Thursday July 18th 1776.

The Board took under consideration the Invitation, prepared by the Commissioners of the Navy, from the Commonwealth of Virginia to their Brethern who are sons of Liberty & Seamen to engage in the Defence of the Liberties of America containing an agreement between the Captains of Vessels of War fitted out at the expense of this Commonwealth, & the several Seamen engaging to serve therein; which was read and approved of; And it is ordered that the public Printer strike off one hundred Copies of the Same.

A Warrant from the Navy Board in favour of Banister Howe for thirty pounds for the use of Captain [Robert] Tompkins for furnishing necessaries for the *Henry Galley*, was presented, countersigned by the President, and ordered to be registered.

A Warrant, from the Navy Board in favour of Adam Jeffries for fifteen pounds for furnishing the Cruiser Commanded by Captain Deane ² with necessaries, was presented countersigned by the President; and ordered to be registered.

1. McIlwaine, ed., *Journals of the Virginia Council of Safety*, I, 74, 76-77.

2. Schooner *Revenge*, William Deane, commander.

GOVERNOR PATRICK TONYN TO LORD GEORGE GERMAIN ¹

[Extract]
(Triplicate)

His Majestys Schooner *St John* had injudiciously made an Hospital on the Georgia side of St Mary's River nigh to a Stockade erected three Years ago by Mr Wright when an Indian War was expected. To which place Mr Germain and Charles Wright have retired from their Estate in this Province, and Armed their Negroes; it is opposite to the post occupied by His Majestys Troops, who had also inadvertently sent Sick Men there. The 11th Instant Lieutenant Bucher of the 16th Regiment upon this Detachment returning from a visit at the *St John* Schooner in the Cutter with the Master sent by Lieutenant [William] Grants Account to bring off the Sick, upon two alarm Guns being fired from Mr Wrights Stockade, a Canoe with five Soldiers attending Lieutenant Bucher followed at some distance, when the Cutter arrived within a Creek they were fired upon, a Sailor was killed, another mortally wounded, Lieutenant Bucher the Master and Boatswain taken prisoners, and the Cutter burned. The Canoe with the five Soldiers escaped back to the Schooner.

A Solider of the 60th Regiment in the Hospital with the Surgeon and the Sailors made their escape to Mr Wrights Stockade.

By Mr Wrights Account the Rebels carried off twenty of his Negroes.

The Rebels were fired on from the Stockade and it is certain some were wounded as it appeared when they retired Men had lain on the Ground and bled, and were tracted by their blood.

They have been exceedingly imprudent my Lord to fix the Sick Men on

this Spot, Amelia Island being better situated within this Province, in the rear of Troops and Schooner.

(No 18) St Augustine 18. July [17]76

[Endorsed] Original & Duplicate supposed to have fallen into the hands of the Rebels.

1. PRO, Colonial Office, 5/557, 165-72.

RICHARD HARRISON TO COUNT D'ARGOUT ¹

Sir,

I have been ordered by the honorable Security Council of Virginia presently holding the executive power of the Government to communicate to your Excellency various papers for your perusal.

This is to inform you that after being long persecuted and still more oppressed by the British Government which has not only employed force but all kinds of cruel and inhuman means to put into effect its destructive plans, the good People of Virginia could no longer support this tyranny and considered the unfortunate alternative either to submit themselves unconditionally to an unreasonable despotism or to declare their complete independence from the British Crown and Parliament. The second solution was adopted unanimously by their representatives. Furthermore, the delegates to the General Congress were instructed to employ every means to make this Independence universal among the Confederate Colonies.

The Council wishes to make evident the true motives behind its decision to the entire World and especially the French nation (whose generous feelings arouse its greatest hopes for assistance in this important crisis). Therefore, it sends you, Sir, the copy of its proceedings trusting that they will be clear enough to render useless the unfavorable advice which its inveterate enemy might attempt to press upon you.

Since this crisis may last for a long time and since the Colonies are forced meanwhile to obtain from foreign sources war ammunition and various other articles, I was commanded to beg your Excellency to continue to receive with hospitality the vessels from Virginia in your ports and to allow them to trade there as freely as required by the nature of these circumstances. While generously offering to supply the needs of an oppressed People, such an attitude cannot fail but show to your Excellency that much good for your Government will result from it. It may also be the beginning of a more widespread and lucrative trade for the French Dominions whose prosperity Great Britain has interest to oppose.

I am presently waiting for an answer from your Excellency which I must transmit to Virginia. I have the honor to be with deep respect [&c.]

At Fort Royal, 18 July 1776.

Signed: R. Harrison

[Endorsed] Certified true copy

d'Argout ²

1. AN, Marine B7, 458, 37-39, LC Photocopy.

2. Forwarded to Versailles by d'Argout, governor of Martinique.

19 July

JOURNAL OF H.M.S. *Blonde*, CAPTAIN PHILEMON POWNOLL ¹

July [1776] Moored off Point Champlain.

Friday 19 AM pass'd us several Transports and Batoes Also the *Henley* Snow and *Boreas* Brig with frames of Vessells onboard for the service of the Lakes, Employed working up Junk.
 Modre and hot Cloudy Wr PM payed the Ships Sides and Masts over again with Varnish of Pine, blacked the Bends, & Rigg'd a New Gaff,

1. PRO, Admiralty 51/118.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSSON ¹

July 1776 Ditto [Sambro Light House] No33Et 96Leags

19 At 3 A M in 2d Rf's at 4 Fresh Gales & Cloudy 1/2 past made the Signal & chaced a Schooner to the N. W. lost a log & three lines at 6 Fired 5. Six Prs to bring her too at 7 took possession of do a Schooner from St Eustatia for Falmouth with Arms & Ammunition put a Mate & 4 Men on board took her people out & took her in Tow close Rf'd the FS's at 10 Squally Split the main Topmast Staysail unbent it & bent another P. M. Fresh Gales & hazey with a heavy Sea at 5 handed fore & Mizen TS's at 10 More Modte set Do & out 3d Rf's

1. PRO, Admiralty 51/117.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Friday 19th of July 1776

at day light Cape Ann harbour boar North 2 miles

Calm

At noon came to Ankor in salem harbour with Our prize in company sent the wounded men On shore prizoners on board rainy in the night

1. John Fisk Journal, AAS.

WILLIAM WALL, RICHARD SALTER AND JOSEPH TILLINGHAST TO GOVERNOR
 NICHOLAS COOKE ¹

Sir,

Providence July 19th 1776.

We the Subscribers all of Providence in the Colony of Rhode Island Merchants request your Honor to grant a Commission or Letters of Marque and Reprisal to John Warner Commander of the Sloop *Yankee Ranger*, of which we are Owners; She is burthened about Twenty five Tons carries Four Carriage Guns Two Pounders and Six Swivel Guns, manned with Twenty five Men, and fitted with a suitable Quantity of Muskets Blunderbusses, Cutlasses, Pistols, Powder Ball and other Military Stores. She hath on board Ten barrels of Beef and Pork, Eighteen Hundred Weight of Bread with some Flour, Rice, Beans, Pottatoes, &c. Holiman Warner is First

Lieutenant, John Kilton Second Lieutenant, and Daniel Simons Master.
We are with great Respect [&c.]

W^m Wall R^d Salter Joseph Tillinghast ²

1. Maritime Papers, Letters of Marque, 1776–1780, R. I. Arch.

2. *Ibid.*, the owners made Continental bond for \$5,000 this date.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] Friday 19th July

Copies made of a number about six depositions taken at New London of the conduct of some New York provision vessels throwing themselves into the enemies hands &c., in order to send Gen. Washington: originals for the [Continental] Congress.

On repeated application from Genl Washington &c.: Ordered, that Capt. [Theophilus] Stanton of the row-galley *Shark* shall, in addition to the ordered before, immediately repair to Genl Washington at New York and subject himself to the command of said general until further orders.

Voted and ordered, That Capt. [Seth] Harding of the brig *Defence* immediately cause said brig to be fitted and repaired with necessary repairs, and that he cruise in the Sound and in proper places and grounds, for the best advantage and interest of the Colony.

1. Hoadly, ed., *Connecticut Records*, XV, 487, 488.

Connecticut Gazette, FRIDAY, JULY 19, 1776

New-London, July 19.

Last Sunday the Privateer Brig *Defence*, Capt. Seth Harding, in the Service of this Colony, returned here from Boston.

By a vessel from Cape Francois, we learn that the French at Hispaniola are determined not to suffer any American vessels to be seized within their Limits, by any English Ships.

LIEUTENANT EPHRAIM ANDERSON TO JOHN HANCOCK ¹

Hond Sir

[New York, July 19]

I have the Honour now to inform you that I am preparing for the Destruction of the Brittish Fleet in this Harbour, and hope in a few days to be able to give a good acc[oun]t of the Greatest part of them, –

I shou'd be Extreamply thankfull if the Congress will Honour me with the Appointmt. of Deputy Adjutant Genl to the Flying Camp – it is a department in which I am Sure I can be of Infinite Service to the Cause, by diciplining Such Young Troops both Officers and Men – I will leave myself upon the Congress for the above or any other appointment they may Honr me with &c. I am Hond Sir [&c.]

E^m Anderson ²

1. Papers CC (Letters addressed to Congress), 78, I, 11, NA.

2. Anderson was adjutant in the Second New Jersey Regiment.

GEORGE WASHINGTON TO MAJOR GENERAL ARTEMAS WARD ¹

[Extract]

Head Quarters, New York, July 19, 1776

The several Articles wrote for in my Letter of Yesterday, you will please to forward to Norwich, with Orders for them to be sent on by Water, provided the Enemy's Ships should not stop the Communication, in which Case Land-Carriage must be procured . . .

1. Washington Papers, LC.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

July 1776

Moored off Staten Island

Friday 19th Mode & fair Wr At 3 P M Sent a Lieut with the Pinnacle to New York with a Flag of Truce At 5 the Flag of Truce returned ² At 6 made the Parole Signal ³

1. NMM, Admiralty L/E/11.

2. "A Flag of Truce was sent this Afternoon to the Town, and recd. for Answer, that Washington would see a General officer, if the Admiral & General pleased, on the morrow." Tatsum, ed., *Serle's Journal*, 38.

3. The password to be given to the officers and the guards in the fleet.

DIARY OF DR. THOMAS MOFFAT ¹[On board H.M. Sloop *Swan*]

Friday July 19th The *Liverpool* and *Halifax* sailed. Thermometer 70. Two declarations ² were given by Captn Ayscough to Lieut [William] Quarme to be given to Robert Morris to Disperse in N Jersey also four to Stephen Edwards & Ezekiel Chandler.

1. Thomas Moffat's Diary, LC.

2. Lord Howe's declaration of June 20, 1776, offering pardons to individuals and restoring the King's Peace to any area upon receiving submission and proof of loyalty.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Friday, July 19, 1776

Resolved, That the Secret Committee be empowered to contract with Mr. Mirtle for the importation of goods to the amount of £30,000 sterling, at his risque, and £15,000 sterling, at the risque of the United States of America, for the public service.

That the Marine Committee be empowered to purchase a swift sailing vessel, to be employed by the Secret Committee in importing said goods.

Resolved, That a copy of the circular letters, and of the declarations they enclosed from Lord Howe to Mr. W[illiam] Franklin, Mr. [John] Penn, Mr. [Robert] Eden, Lord Dunmore, Mr. [Josiah] Martin, and Sir James Wright, late governors, which were sent to Amboy, by a flag, and forwarded to Congress by General Washington, be published in the several gazettes, that the good people of these United States may be informed of what nature are the commissioners, and what the terms, with the expectation of which, the insidious court of Britain has endeavoured to amuse and disarm them, and that the few, who still remain suspended by a hope founded

either in the justice or moderation of their late King, may now, at length, be convinced, that the valour alone of their country is to save its liberties.

1. Ford, ed., *JCC*, V, 590, 592-93.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 19th July, 1776.

The Committee taking into Consideration the extraordinary trouble of Mr. Samuel Morris, jun'r, in attending and directing the Building of Chevaux de Frize, procuring Loggs, and other publick services out of Doors, are of Opinion he is entitled to Receive one hundred & fifty pounds,

By order of the Board, an order was drawn on John Nixon, Esq'r, and others, the Committee of Accounts, for the above sum of £ 150, in favour of Mr. Morris, for the purpose aforesaid.

1. *Pennsylvania Colonial Records*, X, 650, 651.

MARYLAND COUNCIL OF SAFETY TO JOHN PAGE ¹

Sir,

Your favour communicating the intelligence that the Enemies Fleet had been driven from their Station, and their Forces obliged to abandon Gwynn's Island, came safe to hand and demands our acknowledgments.

They have since arrived in Potowmack, and Landed some Men on St Georges Island, at the mouth of Saint Marys River, where they have thrown up Entrenchments. – We are making preparations to dislodge them as soon as possible – In return we congratulate you on our success in the Southern quarter and We are &c:

P.S. We have ordered Mr Hughs to send immediately to Geo: Town two 18 pounders for the use of your Colony, to be delivered to Messrs Mason and Dalton's order –

[Annapolis] 19 July 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch. Page was president of the Virginia Council.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Friday 19 July 1776.

Adjourned till 3 O'Clock & met accordingly.

Ordered That the *Defence's* small Tender convoy Capt. Thomas's Company to the Mouth of patuxent in St Mary's County.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

BRIGADIER GENERAL JOHN DENT TO THE MARYLAND COUNCIL OF SAFETY ¹

Charles River Head Quarters 19th July 1776

Gentn On my arival at this Place, of the 16th Instant I found there had been an Engagement with the Enemy with no other loss to us but the Misfortune of Captn Page Beall being badly wounded, tho' its hoped not

mortal – By four Deserters wh[ich] came over to us yesterd[ay] we are inform'd the Mate or Mid-Ship man of the *Roe Buck* was killed in the Action. By the best Information the Enemy have not more than 50 Regulars of the 14th Regiment, about 150 Tories and 100 Negroes that have Arms; all of wch are landed every Morning, and embarked in the Evening under Cover of the Fleet, wh[ich] continues in the Mouth of St Marys River opposite the lower End of St Georges Island. Our Strength at present is about 400 Militia exclusive of the Independant, and Captn Forrest's Company. I made bold immediately on my Arival here (the Strength of the Enemy being much magnified) to order to our Assistance three full Companies of Militia from Coll [Josias] Hawkin's Battallion, to be selected from the Interior part of the County, wh[ich] I expect will arive about tomorrow Evening, when, I shall discharge an equal Number of the most necessitous of those now on Duty. The Fleet (wh[ich] at first consisted of Eighty Sail) is now reduced to little more than half that Number, many of the Tenders & square rigged Vessels having gone to Virginia opposite the Mouth of Potomack where a pretty constant Canonade has be[en] kept up ever since I have been here. We are told by the Deserters (two more of which have come over since I began to write) that the Fleet Intend only to wood & Water on the Island, burn all, or most of their small Craft and proceed to Sea. Had we a few great Guns at a Place called Cherry Fields Point: well planted & served we might anoy the Fleet so as to oblige them to quit their Station Captn Forest's Company has relieved an equal Number of the Militia who readily parted with their Arms such as they were. – I shall as often as any thing of Consequence happens communicate it to you with the Utmost Dispatch 'til when I am [&c.]

J^{no} Dent

1. Red Book, XV, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Friday July 19th 1776

Two French Gentlemen styling themselves Le Chevalier de Saint Aubin & Le Chevalier de Harrincourt, who were taken by Lord Dunmores Fleet when they were coming in with a Cargoe of Arms & Ammunition from Martinique being introduced this day before the Board, and it appearing from their Account that they had been officers in the Armies of France, one as a Captain of Light Horse and the other of a Company of Foot, and that they are destitute of Clothes & other necessaries of which they lost by flying from the Enemy when they were under their confusion in the late attack on Gwyns Island; Ordered therefore that Warrants issue on the Treasurer to pay twenty pounds to each of those Gentlemen, And it is farther ordered that Mr. Southall entertain them on reasonable Terms at the expense of the public.

1. McIlwaine, ed., *Journals of the Virginia Council of Safety*, I, 77, 79–80.

VIRGINIA NAVY BOARD TO COLONEL ARCHIBALD CARY ¹

Sir
 Williamsburg 19th July 1776
 The Board of Commissioners desire you will as soon as possible send to James Town the Articles hereafter mention'd, as one of the Gallies is now waiting for them and can't proceed untill She gets them –

- 1 Eight Inch Cable 75 Fathom
- 1 do. 6½ Inch 80 Fathom
- 2 Coil of 2½ Inch Rope
- 3 Coil of 2 Inch Rope
- 1 Coil of 1½ Inch Rope
- 6 lb Marlin
- 6 lb Housin

1. Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN JAMES COCKE ¹

To Capt James Cock on Board of the Brigg *Rawleigh*
 Sir
 Williamsburg 19th July 1776
 The Board of Naval Commissioners desire you will on the receipt of this inform them of what number of Seamen and Marines you have on board, the condition of your Vessel, how she Sails, and whither She is likely to answer the purpose for which She was intended, and if any material matter shou'd happen during your cruise, that you do immediately transmit an account of the same to this Board. –

1. Navy Board Letter Book, VSL.

PURDIE'S *Virginia Gazette*, FRIDAY, JULY 19, 1776

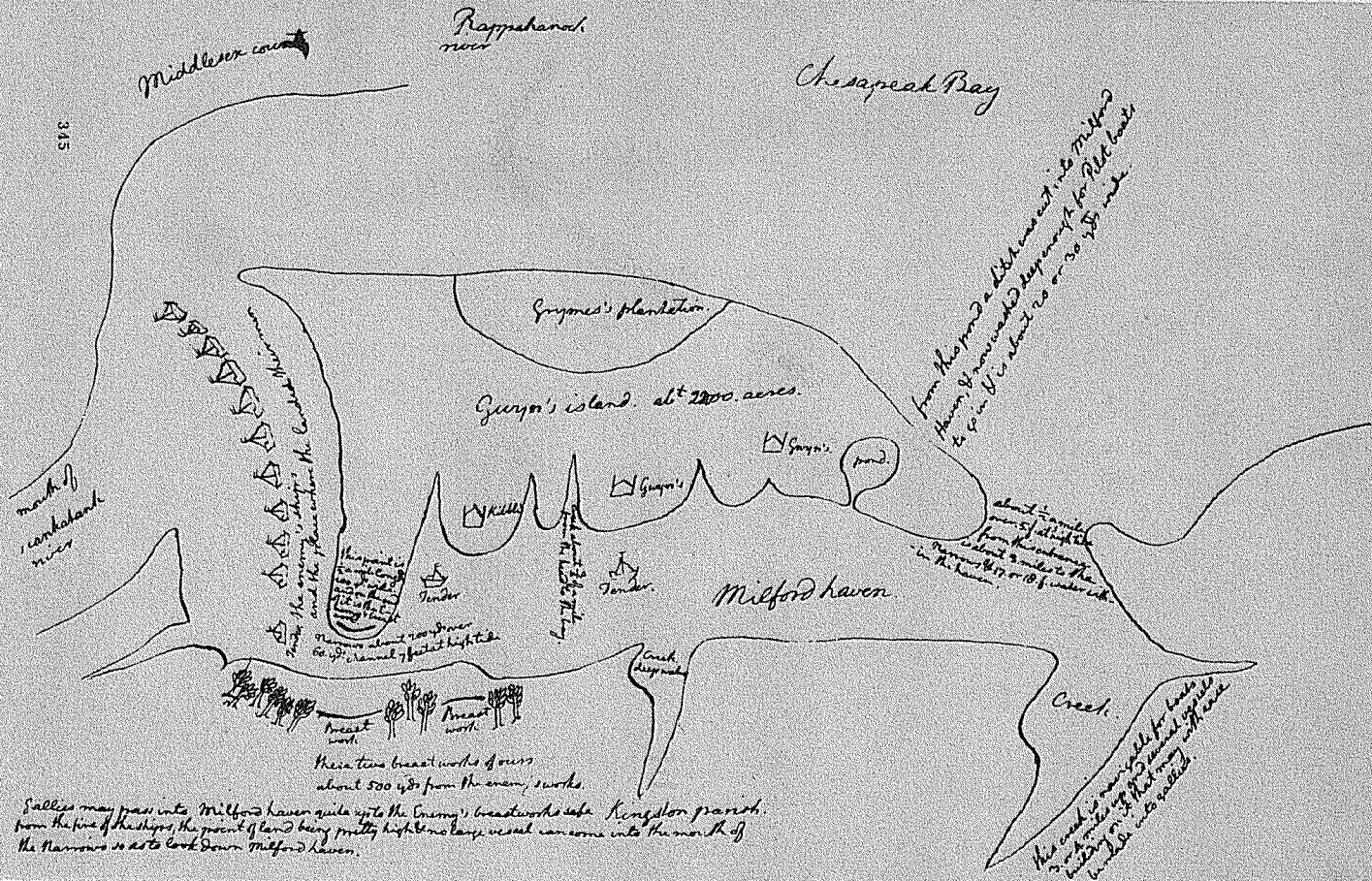
Williamsburg, July 19.

From Hampton we learn, that advice was brought there from the Eastern Shore of a tender, mounting two carriage and twelve swivel guns, being drove ashore in a squall of wind, five or six days ago, with 18 pirates on board, among them mr. James Parker, late of Norfolk, merchant; who immediately surrendered themselves to a party of our troops, and begged for quarters. A boat from another tender, her consort, attempted to cut her out from the creek where she was secured; but our people, perceiving their design, lay in ambush for them, and, when nigh enough, rushed into the water and fired upon them, killing five of the crew, it was supposed, as three were seen to fall overboard, and two to drop down in the boat, upon which the pirates tacked about, and rowed, faster than they came, to their tender.

Lord Dunmore's pestilential fleet was seen last Sunday morning at the mouth of Potowmack.

The following is a particular account of the attack and rout of lord Dunmore, with his piratical crew, from Gwyn's island.

We got to the island on Monday the 8th, and next morning, at 8 o'clock, began a furious attack upon the enemy's shipping, camp, and fortifi-



Thomas Jefferson's sketch map of the action at Gwynn Island.

cations, from two batteries, one of five 6 and 9 pounders, the other mounting two 18 pounders. What forces the enemy had were encamped on a point of the island, nearly opposite to our five gun battery, covered by a battery of four embrasures, and a breastwork of considerable extent. Besides this, they had two other batteries, and a stockade fort, higher up the haven, where troops were stationed to prevent our landing. In the haven were three tenders, one a sloop (the *Lady Charlotte*) mounting six carriage guns, a schooner of two carriage guns, six swivels, and a cohorn, and a pilot boat, badly armed; who had orders from capt. [Andrew Snape] Hammond, of the *Roebuck*, to prevent our boats passing over to the island, and to annoy the rebels by every means in their power.

General [Andrew] Lewis announced his orders for attacking the enemy by putting a match to the first gun, an 18 pounder, himself; and the *Dunmore* being then nearest to us, at the distance of only 4 or 500 yards, the shot passed through her hull, and did considerable damage. Our five gun battery likewise began playing on the fleet, the enemy's camp, and works; and the fire soon became so hot that the *Dunmore* was obliged to cut her cables and haul off, after receiving ten shot, some of which raked her fore and aft. The *Otter* lay next to her, and it was expected would have taken her birth; but the first shot we gave her took place, supposed between wind and water, as she immediately slipped her cable likewise, and hauled out on a careen, without firing a gun. By this time all the fleet, any way near shore, began to slip their cables, in the utmost confusion; and had the wind set in with a flood tide, we must have taken great numbers of them. Our 18 pounders did great execution from the upper battery, which raked the whole fleet; and capt. [Samuel] Denny, who commanded the other battery, soon silenced the enemy at the point, knocking down several tents, which put their camp into great confusion. At half after 9 the firing ceased, which was renewed again at 12, with double vigour, from both batteries; and nothing prevented our pushing to the island, during the cannonade, but the want of vessels.

The general being determined to cross next day, gave orders for all the small craft to be collected together from the neighbouring creek that night, and two brass field-pieces, six-pounders, to be carried to a place called lower Windmill Point, to attack the tender that lay there, and facilitate our crossing. Accordingly, in the morning, capt. [Charles] Harrison, who had the direction of those field-pieces, began playing upon the tenders, which he galled so much, that the schooner ran up a small creek which made into the island, where the crew abandoned her, and the sloop got aground in reach of our cannon; upon which the general ordered capt. [Gregory] Smith, of the 7th regiment, with his company, to man the canoes and board her, which was done with alacrity. However, before our men came up with her, the crew got into their boat and pushed for the island; but capt. Smith, very prudently passing the tender, pursued them so close, that, before they could reach the shore, he exchanged a few shot with them, and took part of them prisoners. The enemy's lookouts, perceiving our men close upon the lower

part of the island, cried out *The shirtmen are coming*, and scampered off. The pilot boat made no resistance.

General Lewis then ordered 200 men, under col. [Alexander] M'Clanahan, to land in the island, which was performed as expeditiously as our small vessels would admit of. On our arrival, we found the enemy had evacuated the place with the greatest precipitation, and were struck with horror at the number of dead bodies, in a state of putrefaction, strewed all the way from their battery to Cherry point, about two miles in length, without a shovelfull of earth upon them; others gasping for life; and some had crawled to the water's edge, you could only make known their distress by beckoning to us. By the small-pox, and other malignant disorders which have raged on board the fleet for many months past, it is clear they have lost, since their arrival at Gwyn's island, near 500 souls. I myself counted 130 graves (or rather holes, loosely covered over with earth) close together, many of them large enough to hold a corporal's guard. One, in the middle, was neatly done up with turf, and is supposed to contain the remains of the late lord of Gosport. Many were burnt alive in brush huts, which, in their confusion, had got on fire. In short, such a scene of misery, distress, and cruelty my eyes never beheld; for which the authors, one may reasonably conclude, never can make atonement in this world.

The enemy left behind them, in their battery, a double fortified nine-pounder, great part of their baggage, with several tents and marquees, besides the three tenders, with their cannon, small arms, &c. also the anchors and cables of the *Dunmore*, *Otter*, and many others, to the amount, it is supposed, of 12 or 1500 L. On their leaving the island, they burnt some valuable vessels, which had got aground. Mr. John Grymes's effects on the island have fallen into our hands, consisting of 35 negroes, horses, cattle, and furniture.

Major Byrd, on the approach of our canoes to the island, was huddled into a cart, in a very sick and low condition, it is said, and carried down to Cherry point, where he embarked. The second shot the *Dunmore* received cut her boatswain in two, and wounded two or three others; and she had scarcely recovered from the shock when a nine-pounder from the lower battery entered her quarter and beat in a large timber, from the splinters of which lord Dunmore got wounded in the legs, and had all his valuable china smashed about his ears. It is said his lordship was exceedingly alarmed, and roared out, *Good God, that ever I should come to this!* We had our information from one of his people that came ashore after the engagement, who was taken by our scouts; he likewise said, that many were killed in the fleet, which had sustained some thousand pounds worth of damage. The *Fowey* and *Roebuck* were the lowermost ships, besides which there were 100 and large odd sail of vessels, who took their departure on Thursday afternoon, and are supposed to have gone into Potowmack.

In this affair we lost not a man but poor capt. [Dohicky] Arundel, who

was killed by the bursting of a mortar of his own invention; although the general and all the officers were against his firing it. His zeal for the service cost him his life.¹

1. Dixon and Hunter's *Virginia Gazette*, July 20, also carried an account.

JOSEPH CLAY TO THOMAS YOUNG¹

Sir

Savannah the 19th July 1776

I understand you have by you or can procure a Quantity of Sail Duck and as the Public have determined on Building Six Row Galleys each of which are to Carry two large Lateen Sails which will require a very considerable Quantity of Canvas to Answer that purpose. I would Therefore be glad if you cou'd furnish or procure us the Quantity necessary f[o]r I suppose each Boat will want between 3 & 400 Yards. I should be glad of a Line from you in Answer to this and am Sir [&c.]

Joseph Clay

P.S. I would rather secure a larger Quantity of Canvas than possibly may be wanted than run the risque of being short

1. Lloyd W. Smith Collection, MNHP.

20 July

The Freeman's Journal, SATURDAY, JULY 20, 1776

Portsmouth, July 20.

Last Tuesday arrived here in 21 days from Halifax, Capt. John Salter, of this town, Capt. Nathaniel Dowle, Capt Crawford, Mr. Skinner and Mr. Jones. — On the 6th Sept. 1775 Capt. Salter in the ship *Crisis*, sailed from Newbury Port for the Island of Antigua [upo]n the 12th was taken by Capt. [Thomas] Bishop, of t[he] *Lively*, and carried into Boston,¹ where his chest was broken open and all his money, (to amount of 800 Dollars) with sundry other valuable articles stole. On the 12th March following, from a false representation to General Howe was sent on board the ship *Thames*, kept in irons 10 days and 4 weeks a prisoner — then sent ashore at Halifax, and there continued three weeks in goal — On the 28th of April, by order of Gen. Howe was released without any tryal, after petitioning the General for a hearing.

An Express passed through this town last Thursday, who bro't an account that Capt. Mowat in the *Canceaux*, had taken all the fishing boats which lay within his reach, to the number of 20 sail, at the Eastward of Casco-Bay, it's supposed has carried them into Halifax.²

1. The ship *Crisis*, with lumber, from Newbury bound for the West Indies, John Salter, master, appears in Graves's Prize List, December 31, 1775, Appendix D, Volume 2.

2. This was probably the *Viper*, Captain Samuel Graves, as Mowat was in Halifax waiting for the completion of a new ship, the *Albany*; the *Canceaux*, under a Lieutenant Schenck had been sent with dispatches to Quebec. Howe's disposition of his fleet, August 13, 1776, PRO, Admiralty 1/487.

APPRAISAL OF MASTS AND SPARS FOR THE CONTINENTAL SHIP *Raleigh*¹

for Ship *Raleigh*—To be paid the owners if not deliver'd, or the Colony

Main Mast 27 Inches	£ 19 - 4
Fore Mast 26 Do	17 - 1
Mezen Mast	5 - 0
Main yard 18 Inches	4 - 0
Fore Do	3 - 10
	Long. £ 48 . 15 . 0

Portsmo July 20th. 1776 }
Appraised by } Moses Noble
James Marden

1. John and Woodbury Langdon Papers, NHHS.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK¹

Remks on Satterday 20th of July 1776

Pleasant weather Landed our prisoners let most of our people go on shore on liberty

1. John Fisk Journal, AAS.

MASTER'S LOG OF H.M.S. *Milford*¹

July 1776 Cape Ann No 65 Wt 12 Leags
Saturday 20 saw two Sail in the N W Qr made Sail & gave Chace
Fresh Breezs & Clear at 6 fir'd 5 Shot at the Chace at 1/2 past
fir'd 3 more at 7 fired 2 Shot and Brot too the Chace sent our
Boat onbd the Prize and took possession Rec'd Prisoners on-
board prov'd to be an American Schooner,² Wore Ship and
made Sail.

1. PRO, Admiralty 52/1865.

2. The prize was the schooner *Triton*, from Kennebec River for the West Indies, with lumber, flour and fish. She was condemned as a legal prize on August 23. Vice Admiralty Register, vol. 5, 1769-1777, N. S. Arch.

JONATHAN GLOVER TO GEORGE WASHINGTON¹

Honoured Sir

Marblehead July 20, 1776

I am Extremely Sorry to take up one moment of your attention Engaged as it is in concerns of the highest Import to the United American States: But Seeing without your kind Interposition I may be Materially Injured, I hope you will Excuse Me.

your Excellency was pleased to appoint Me one of the agents for the Continental armed Vessels, which office I have Endeavour'd to discharge with diligence and Fidelity: and Conducted, I would fain Suppose, to your satisfaction. Among other things, when the Ship *Hope*, Laden with powder, was taken, I hasted to Pulling point Gut through which they attempted to Carry the Ship to Boston, But she got aground, So I procured Small craft and Before Night got out Twelve Hundred Barrils of powder. I procured

a guard of one Hundred & fifty Men from General Ward, Lest the Enemy Should take the Ship By their Boats in the night. I Engaged the Best Pilot in Boston to Carry up the Ship, But he despaired of doing it in the Night, Because he Could Not See the Marks, as the Channel was Crooked, I told him I did Not chuse to trust her their that Night, and that She must be got up, he Said it was Impossible, I then proposed placing at anchor a Number of the Small Vessels with Lanthorns on Board them at the Shallow places and Bends of the Channel: and after they were thus Stationed, the Ship flitting and the wind Being fair, we made sail and got up her to Boston Safe at anchor off the wharf Before day Light, and I ceased Not till with vast labour and fatigue the whole Cargo was secured. on account of this Business for four days and three nights I did not pull off my Cloaths, and scarcely Slept at all, afterwards I Libelled the Ship & Cargo, and attended the trial and Condemnation, in one word, I have taken the whole care of them, and Nothing Now Remains, to be don, But Makeing sale of the Ship and a few articles that are not Military Stores, the work of a day. in this Stage of the Business Mr John Bradford of Boston Steps in and desires to Sell this Ship *Hope* and her Cargo, and Claims a Commission on Some others against which I have Either finished or Commenced Proscution, I will take the Liberty fairly to State his Pretensions, he Recd in a private Letter, about Six weeks Since from Mr [John] Hancock Informing him, that through his Friendship he was appointed agent for all prizes Brought into this Colony, and that his Commission Should be forwarded as Soon as Might be, and advising him when he Should Rec[eiv]e it to make known his appointment in the Public Newspapers, this Letter Mr Bradford communicated to Me, as I have Reced No Intimation of this from your Excellency, who appointed Me an Agent, Nor from any person under the Authority of Congress and as Mr Bradfords Commission has Not arrived, and perhaps Never May, I thought it my Duty Not only to My Self But to your Excellency, and the Continent, to Continue acting in that Capacity as far as Respected those Vessels that comes in My hands, those that have Been since Brought in, to avoid any Colour of disputes I have Not Meddled with; under these Circumstances I flatter myself My Conduct will Receive the approbation of your Excellency and the Congress and if your Excellency Shall judge it Expedient a Line from the Marine Committee of Congress May Settle this Matter as in Justice it ought to be, which is all I wish, Mr Bradford has Lately Recd a Letter from the Marine Committee which Considers him as agent Respecting Some Matters yet to be done, this with Mr Hancocks Letter is all that give him any authority. I hope I Shall be Excused for thus Troubling you. I was afraid the publick Service would Suffer by an altercation Between us, and the Captors, I shall Esteem it a favour if your Excellency will give directions to have the Military Stores taken in the Ship *hope* appraised in order that the Captors may [get] their Shares as they are grately in want of many of them I am with the utmost Respect [&c.]

Jonathan Glover

GOVERNOR JONATHAN TRUMBULL TO JOHN HANCOCK¹

[Extract]

Lebanon 20th July 1776

Sir This Colony has been so unfortunate as to employ two Brigs one after another both of which have proved bad Sailors, the last of the two being well recommended, was purchased by this State and fitted in the best manner, this indeed, by Divine Favor was successful in taking one Ship and Brig in Nantasket Road near Boston, and afterwards assisted in taking another Ship in the Bay, of which you have received information –² Capt [Seth] Harding, the gallant Commander of her, complains that she is a dull Sailor and not fit for the Service – There is a Sloop of 150 Tons, Bermudas built, brought from New Providence by Commodore Hopkins which the Captain informs might do well to be turned into a Brig³ The Cloathing and Military stores on board our Brig *Defence*, may be put on the sloop, and she fitted in a very short time to proceed on a cruize again[st] our Enemies – Our request is, that this State may have the Sloop at appraisal, or on such terms as the Honble Congress may judge reasonable; that so she may be fitted and employed accordingly – Colo [William] Williams, who brings this, and comes to take his seat in Congress agreeable to the appointment of our General Assembly, will inform fully on the subject, which renders it unnecessary to add, only my hope for a favorable answer –

1. Trumbull Papers, XXIX, 74–75, ConnSL.

2. The Scotch troop transports *George* and *Annabella*, and the *Lord Howe*, taken June 19 and June 20, 1776.

3. The sloop *Endeavour*.

MUNITIONS IMPORTED ON BOARD THE *Bountifull*¹

This may Certify that Monseieur Mary Young Commandr of the Sloop *Bountifull* has Brot into this Port the Following Warlike Stores Vizt

18 three pound Cannon with Carriages &c

12 Swivels

300 Small arms

700 W[eigh]t Muskitt Ball

One Ton of Cannon Ball

Four Thousand wt of Powder

all which were Exhibited to the Committee of Inspection in this Town –²
p R. Mumford Clerke

New London July 20th 1776

To all whom it may Concern

1. Conn. Arch., 1st Series, IX, 312, ConnSL.

2. *Ibid.*, 313, an accompanying invoice gives values, sales and disposition, thus:

Invoice of Warlike Stores Imported in the Sloop *Bountifull*

Capt Merry Young

6 Cannon a £40

£240.. 0 .0

7 Ct wt Muskitt Ball a 6d

17..10..0

40 Ct wt Powder a 5s/4d

1166..13..4

75 Muskitts Sent to General Washington }

225.. 0..0

no Price obtained Value'd a 60/ }

50 sent out in the Sloop	
175 Sold on an Average a 50/.	437..10..0
12 Cannon	}
12 Swivels	
1 Ton of Ball	
The Sloop for	
	<u>2700.. 0..0</u>
L Money	£4786..13..4

DISPOSAL OF POWDER AND ARMS FROM THE SECOND VOYAGE
OF THE CONNECTICUT SLOOP *Macaroni* ¹

[New London, July 20, 1776]²

Accot Desposal Powder bro't in the *Macaroni* the 2d Voyage

342 Kegs to Norwich	wt - 7547
23 ditto to Col [Gurdon] Saltonstall	wt - 672½
11 ditto to Gilson	- 177½
1 ditto to store to pay Huntington &c	32
1 ditto to Ely's Co	<u>28</u>
<u>378</u>	8457 lb

2 ditto used on the Voyage

Weight of Powder

50 kegs wt	1532½
46 do	520
172 do	2003
107 do	3440
4 do	<u>337½</u>

379

French wt	7833
8 PCt	<u>624</u>

8457

910

7547

[Cost of Cargo]

50 kegs	wt 1532½ lb	4½	6896.5
44 ditto	440	5	2200.
1 ditto	10	6	60.
1 ditto	70	3½	245.
<u>96</u>	<u>2052½</u>		

1 Chest Cartrages

172 kegs	2003	5.5	10515.15
107 ditto	3440	4.4	14448.
1 ditto	15	5.	75.
3 ditto	<u>3221½</u>	5.15	<u>1854..7.6</u>
<u>380</u>	<u>7833</u>		<u>36294..7.6</u>

18 Swivel Guns	1260.
131 Small armes & 3 blunderbusses	6638
19 P[ai]r Pistols	594.8.6
6 hangers & belts	94.10.0
18 Cutlass's	156.15.
300 flints	9.
250 Muskett ball	115.10 —
33 Swivel Shott	30.15 —
200 lb Langrage	16.10 —
	<u>45209.16.0</u>

[Recapitulation]

131 Small Armes bought	
42 Lost	
<u>89</u> Remains one of w[hi]c[h] Charge to W[illiam] P[ackwood]	
18 Swivels bought	71 Musketts to Elys Co
5 Lost	19 Motts Co
<u>13</u> Remains	<u>90</u>
342 kegs Powder	1 bot of Benvers
11 do to Long Island	<u>89</u>
24 do Court House seller	
<u>377</u>	
1 in store	
<u>378</u>	
8 Swivel Guns Hardens [Seth Harding's] Brig	
5 Lost in <i>Macaroni</i>	

1. Shaw Papers, Packet No. 3, YUL.

2. The date is approximated. While the *Macaroni's* second cargo was received at New London on February 2, 1776, the final accounting was not completed until after word was received of the loss of the *Macaroni* at the beginning of her third voyage. This is evident by the final entry in the above account. The news of her capture reached New London on July 17, 1776, when her mate, Ebenezer Colefax, and one of her hands, Nathan Spicer, arrived from New York and made affidavits. Presumably a few days were required to assemble the account.

NATHANIEL SHAW, JR.'S ACCOUNT OF POWDER VENTURES ¹

Dr	Nathaniel Shaw Junr in Accot wth Willm Packwood	Cr	
To Powder & Armes Shipt home in <i>Macaroni</i> 1st Voyage	19796.3. —	By Sales of the Sloop <i>Macaroni</i> Cargo the 1st Voyage	28845.18.1
To Coffee & Cocoa in ditto 1377-18.60	7884.0. —	By 200 half Jos	13200.
Amo Disbursments on sd Voyag	1097.8. —	By Cash pr Sloop <i>Commerce</i>	11487.18.2
To Powder & Armes Shipt home in <i>Commerce</i> 1st Voyage	17489.19. —	By Amo Sales <i>Macaroni's</i> Cargo 2d Voyage	13765.2.4
Disburs[emen]t on ditto	1859.5. —	By Cash carried out in her	65472.0.0

To Powder & Armes Shipt home in <i>Macaroni</i> 2d Voyage	}	47715.10..4	By Cash Reced of R Jinnings	16500..0..0
Disbursments on ditto				7864..7..0	Ballance	5209..4..3
				<u>149270.18..7</u>
				<u>£154480..2.10</u>
To Sundry Goods of the 2d Voyage 20.187 Left in R Jenning's hands	}	20691.10..0		
To Left in Sargentons hands			8490.18..5	5209..4..8
To Cash Returned		8401..0..0	4191.10..-	
				<u>1017.14..8</u>
To pd Satinett pr <i>Commerce</i> 170.				
To Frontenack & [illegible] p <i>Macaroni</i>		367.		
To pd Jona Leeds		198.	735..0..0	
To the ballance of the <i>Black</i> <i>Jokes</i> Cargo	}	12315.19..7		
To Cash advanced S Champ- lin Storage &c			139..2..6	20691.10..0
				<u>16500..0..0</u>
				<u>154480..2.10</u>

NB The above Ballance is due Wm Packwood in Case Jenings 4191.10..0 pays this sum
[New London, July 20]²

1. Shaw Papers, Packet No. 3, YUL.
2. See footnote 2 under preceding entry.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

July 1776. Anchored in Haverstraw Bay.
Saturday 20th AM Light Breezes and fair Wear at 9 Unmoor'd Weigh'd
and Came to Sail Run further up the River, at Noon came
too with the Small Bower in 5 Fam Water Veer'd and
Moor'd with the Stream Anchor; Fired a Shott at a Party
of Rebels on the Shore. -

1. PRO, Admiralty 51/694.

QUARTERMASTER GENERAL STEPHEN MOYLAN TO JEREMIAH WADSWORTH,
NEW YORK¹

Sir New york 20th July 1776
the public Service requireing a Number of Ships & Vessels, I have to
request of you. to Set out as soon as possible for Connecticut, & purchass for
account of the United States of America, from twenty to thirty. ships, sloops
& briggs, of the greatest Length of Keel that you Can get, the Least expen-
sive & Oldest vessels will answer, & we want no more Rigging on them than
will be barely necessary to transport them to this place - as the greatest dis-
patch is necessary, Let each vessel be sent off[f] as soon as purchasd, &
ballasted, with wood (if practicable) & stone -

Whereas it may happen, that the navigation of the Sound may be Stop'd
in that Case, you will do well to Stipulate with the Owners, that they shall
receive their vessels, all charges theron, to be paid by the publick in short,
from your known good Character, & attachment to your Country I doubt

not but you will exert your Self in this business, purchasing as cheap as possible, & sending them forward with all possible dispatch, relying there on I remain Sir [&c.]

Stephen Moylan Q M G

1. Hubert S. Smith Collection, CL.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH ¹

[New York] 20th [July]. – A flag from Gen. Howe, with Adj. Gen. [John] Patterson, came up with a message to Gen. Washington, respecting the recent capitulation in Canada, and insinuating that Gen. Howe was desirous, if possible, to bring about an accomodation. The same day, news was received from South Carolina, that the British, in attempting Sullivan's Island, with their ships and a large body of troops, said to be from 1300 to 2000, were defeated by the Americans; one frigate burnt and blown up, several others damaged, and 172 men killed and wounded. On the side of the Americans, 10 were said to be killed, and 22 wounded.

1. Abbatt, ed., *Heath Memoirs*, 42.

Constitutional Gazette, SATURDAY, JULY 20, 1776

New York, July 20.

Since our last, several of our late King's ships from the fleet at Staten Island sailed through the Narrows towards Sandy-Hook, and, its generally believed, they are gone to the Sound to stop the communication between the New-England States and this.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

July 1776

Moored off Staten Island

Saturday 20th At 9 AM Sent a Lieut in the Barge to New York with a Flag of Truce ² Caulkers Employd as before
The first part Modr & fair, Middle light Breezes & Do
Latter fresh Breezes with thunder & hard rain At 3 P M
made the *Greyhound* & *Kingfishers* Signal for a Boat with
a Petty Officer, made the Parole Signal

1 NMM, Admiralty L/E/11.

2. "Another Flag of Truce went this Morning from the General, which met with a better Reception than any of the preceding." Tatum, ed., *Serle's Journal*, 38. Colonel John Patterson, Adjutant General of the British Army, went in this flag and was received by Washington. See *Heath Memoirs* this day.

BRIGADIER GENERAL HUGH MERCER TO JOHN HANCOCK ¹

[Extract]

Head Quarters Elizabeth Town 20 July [1]776

Sir Your favour of the 17th Inst with resolves of Congress of the 10th which I had the Honor to receive yesterday I shall pay all possible attention to –

Some days ago I came to this Place with a View to execute a plan to surprise some of the Enemies Posts on Statin Island formd by consent of

General Washington, from what we could observe and the intelligence receiv'd there were three Stations includeing the new blaseing Star which together with some few Houses off from the sound containd from five to Six Hundred men; two Creeks inclosd these stations all but a narrow neck of Land, so as to prevent any easey access of reinforcements.

It was intended to pass the sound from the mouth of Thompsons Creek a little below this Town to statin Isleand at a propper time of night so as to be on the back of the Enemies Quarters, before daylight appeard, we were first to have securd by a strong party the Neck of Land between the two Creeks, and then to have divided our force in such a manner as to have attack'd all the posts at once as soon as it was light – then to have retir'd if successful by the Ferry at the new blaseing Star; the night before last was fix'd on for this enterprize the first division consisting of Continental Troops under Major Nolten [Thomas Knowlton] march'd with me to the mouth of Thompsons Creek by nine OClock, with design to pass the Sound – Immediately, the two Battalion's of the Pensylvania rifle Men together with the first Battalion of the Pensy Millitia were to follow; the Whole force would then have consisted of about thirteen hundred Men – some of those Troops were renderd unfit for Service, by having had a very fatiguing march from Brunswick, this oblig'd us to think of contracting our plan, but very Tempestious weather comeing on obligd us to desist all together from the enterprize; some Gentlemen well acquainted with the passage there, being of opinion that we should endanger the loss of our whole party, in attempting to cross with such boats as we were provided with –

I have troubled you with this Narrative partly with design to point out the necessity of haveing boats of a propper construction built for the service of this Army, either to afford a safe & speedy passage to the Troops for the attack of the Enemy on Statin Isleand, or to move our men with expdion to New York or Phila. should the service require their assistance at either place . . .

1. Papers CC (Letters from General Officers), 159, 145–47, NA.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, July 20, 1776

Resolved, That the letter from General Lee, with the papers enclosed, which were received and read yesterday, be referred to the Board of War.

Resolved, That the thanks of the United States of America be given Major General Lee, Colonel William Moultrie, Colonel William Thompson, and the officers and soldiers under their command, who, on the 28th of June last, repulsed, with so much valour, the attack which was that day made on the state of South Carolina, by the fleet and army of his Britannic majesty:

That Mr. President transmit the foregoing resolution to General Lee, Colonel Moultrie and Colonel Thompson.

1. Ford, ed., *JCC*, V, 593–94.

EDWARD RUTLEDGE TO ROBERT R. LIVINGSTON ¹

[Extract]

Philadelphia, July 20, 1776

You will receive by this Conveyance what to me & to all who love me has & will be a most pleasing piece of Intelligence – I mean an Account of a very complete Defeat of the British Navy in So. Carolina. – On the 28th of June the *Experiment* of 50 the *Bristol* of 50, the *Sol[e]bay*, *Syria*, *Actoon* & *Action* ² of 28 each, the *Friendship* of 26, the *Sphynx* of 20 & the *Thunder Bomb* drew up in Line of Battle before our Fort at Sullivan's Island about 5 miles from & in full sight of the Town – to divert the attention of the People the Bomb began to throw her shells until the Ships could be brought to bear upon the Fort, at the same time they attempted to land a Body of about 2000 men from 35 Flat Bottom Boats on a distant part of the Island judging that we had so many out of the Fort – but in that they were wrong, as indeed in almost every thing else, for we had abt. 3000 men posted there with 2 Field pieces & an 18 poundr under the Command of Col. [William] Thompson of the Rangers who twice repulsed their whole Force with Loss on their Side, but none on his own.

“The Fleet during the whole of this time indeed from 11 o'clock A.M. until 10 at Night kept up a most furious Fire on the Fort but were at last gallantly repulsed, with a mere handful of Men, a force which to one so little skill'd in war as I am, would have appear'd totally inadequate for the purpose – We had but 800 Men in the Fort & could bring but 12 Guns to bear upon the Fleet. The Loss as to Men on our part was inconsiderable as to No. & Character (other than being as brave as they could be []) – there were but 12 kill'd & 24 wounded, not an officer beyond a Serg; the least part, – Genles [Charles] Lee and [Robert] Howe says they behaved to a share with as much coolness & courage as they ever saw – & what makes it more singular is, that but one of the whole Number had ever been in Action – the *Bristol* lost her Mizzen Mast the 1st shot, her main and fore mast her Hall Yard etc vastly damaged – the Capt. of the Commodore lost his Arm, the Commodore was wounded in the thigh & knee and had his Breeches torn off 44 Men kill'd 30 wounded 20 of whom are since dead – the *Experiment's* Capt. kill'd tog[ethe]r with 57, others & 30 wounded – the Ship vastly hurt, several of her Parts brok into one or it is the general opinion that neither of the above Vessels will ever get to Sea again – Uncertain what the others lost The *Actoon* got aground & was set on fire by her own people but did not blow up before a Mr. Milligan a Marine officer had boarded her brought off her Colours her ships Bell, Sails, Stores, etc. The *Thunder Bomb* shatter'd her Bed in the Firing so much that she must be got into Dock to refit before she will be able to [get] cut – this my dear Friend is as much as I can relate of a Defense which must redound to the Honour of our valiant Countrymen – I think it will have most happy Consequences, not to that Colony alone, but to all America, it will fill her with a Spirit of Emulation & go far I hope towards overthrowing opposition. . . .”

1. *Rare American Historical Autographs, The Collection of Frederick S. Peck* (Philadelphia, 1947), No. 44

2. *Syren, Actaeon, and Active.*

By an Express arrived yesterday from *South-Carolina*, we have the following important Intelligence.

Extract of a letter from Fort Johnson, South-Carolina, July, 2, 1776.

“ABOUT this day month a very formidable fleet came over our bar, containing in all about fifty sail, under the care of seven or eight men of war of considerable force.—The troops from their transports landed about a fortnight since on Long Island, a little to the northward of Sullivan’s Island, only parted by a small creek, say from 1500 to about 2200 men, uncertain exactly how many. These were to force a pass across the creek and attack our fort on Sullivan’s Island on the back, whilst Commodore Parker with his fleet cannonaded it in front. On the 28th, accordingly, the Commodore came up in the Bristol of 50 guns, with him the Experiment of 50 guns, the Active frigate of 28, the Solebay of 28, the Syren of 28, the Actaon of 28, the Sphinx of 20 guns; the Thunder bomb, and the Friendship transport mounting 20 guns. The Syren, Actaon, and Sphinx, very providentially got foul of each other, and aground on the shoal called the Middle, between Sullivan’s fort and this post; the Syren got off, the Actaon and Sphinx were so foul, that the ~~Sphinx~~ ^{Sphinx} was obliged to cut away her bowsprit to save the Actaon’s mainmast; in this condition the Sphinx with difficulty got off. The Actaon, a fine new frigate not 12 months old, the enemy was obliged to quit and burn. The four first the Bristol, Experiment, Active, and Solebay came to anchor about 500 yards, and kept up a most furious cannonading from 11 o’clock in the morning till 10 at night, at the same time the Thunder bomb threw her bombs at that battery for several hours. The Friendship transport also had no inconsiderable number of cannon. The fort on Sullivan’s Island, containing 32 cannon mounted, was commanded by Colonel Moultrie, of the 2d regiment of our provincials, who had only his own regiment of 350 men rank and filed in.—he made a most noble defence, and obliged them to sneak off in the dark, about 10 o’clock, leaving their anchors and cables behind them. Hardly less than 12,000 cannon were fired at that fort, and had my friend but had a ton or two of powder more, he would have disabled them effectually. The fleet are so shattered that I believe they will hardly trouble us again unless reinforced. The Commodore is now altogether unrigged, his mizen-mast gone, and fishing his mainmast.—The enemies troops attempted to pass from Long-Island to Sullivan’s, but were entirely repulsed.—In this long engagement we had 12 men killed and 20 wounded.”

Copy of a letter from Fort Johnson, South-Carolina, to General Lee, at Charlestown, dated July 3, 1776.

“I have the pleasure to send to your Excellency five seeming very honest fellows, who slipped from the men of war last night, and came to us a little before day-light. Their names are, Thomas Benner, of Massachusetts-Bay, Daniel Howlin, of Boston, New-England, James Scott, of Virginia, Robert Hamilton, of New-Hampshire, Edmund Allton, of ditto.

“The first three were taken in the sloop Sally, Jenkins, master, bound from Cape-Nicholas to Dartmouth; Scott was mate of her.—The two last were taken the third of March, in the brigantine Friendship, John Hadden, master, bound from Madeira to Piscataqua, in New-Hampshire.—The ships in the fleet are, the Bristol, of 50 guns, (Commodore’s ship) had 44 men killed and about 30 wounded,—the Captain his arm shot off. The Experiment of 50 guns,—the Captain killed,—57 killed and about thirty wounded. The Solebay of 28 guns, Capt. Hunt, 2 killed and three or four wounded. The Active, of 28 ditto, Captain Williams, First Lieut. killed, and one marine wounded. The Syren, of 28 ditto, Capt. P.uneaux. The Actaon, of 28 ditto, Captain Atkins, burnt. The Sphinx, of 20 ditto, lost her bowsprit. The Friendship, an armed vessel, mounting 20 guns, taken into the service.—The Thunder Bomb, of 6 guns, altogether disabled, her beds being totally shaken and gone, so as not possible to be repaired without going into dock.

All the masts of the Commodore so disabled that they must be obliged to be taken out, and the people say there was a talk of fishing his masts and going to Antigua.

“These men say, it was generally reported that the engineer on board the bomb, came up to Charlestown in disguise, was at the taverns and at all our fortifications; that some of their boats come in every night and might be easily intercepted. The ships were in such a hurry to get away, that they cut their cables. The fleet very poorly manned; one third of the hands they came up with, taken out of the transports. Ever since they left Cape-Fear at two-thirds allowance, they never saw a mouthful of fresh provisions on board, that came from the shore, since they were taken. These men say, they had orders to spare none, to give no quarters. That 5000l. sterling is offered for your Excellency’s head. A splinter whipt the Commodore very cleverly, tore all his breeches behind to pieces, and left his posteriors quite bare. They are very scarce of water.”

ADVERTISEMENTS FOR DESERTERS FROM PENNSYLVANIA GALLEYS ¹

Deserted from the *Cambden* armd boat, Richard Eyres commander, a certain William Nichols, by trade a ship joiner, about twenty-one years of age, five feet six or seven inches high, fair complexion, and light coloured short hair. He had on, when he went away, a red and white striped outside jacket, white inside ditto, white breeches, blue and white spotted stockings, good shoes, and plated buckles. Whoever secures said Nichols so that I may have him again, shall receive Four Dollars reward.

Richard Eyres.

N.B. All persons are forbid to harbour or conceal the said Nichols upon their peril, as he belongs to the Provincial fleet.

Deserted from the armed boat *bulldog*, Alexander Henderson commander, John Lawson, a seaman, twenty-five or six years of age, of a fair complexion, and long hair tied behind. Whoever secures the said man in jail, or brings him on board the said boat, shall have Five Dollars reward, and reasonable charges.

Alexander Henderson.

1. *Pennsylvania Evening Post*, July 20, 1776.

PETITION OF GUARD BOAT CAPTAINS TO THE PENNSYLVANIA COMMITTEE
OF SAFETY ¹

To The Honourable the Committee of Safety

The Humble Petition of Charles Lawrence, William Watkin and Robert Tatnall Commanders of the Guard Boats Station'd at Darby Creek –
Sheweth

That Your Petitioners labour under great inconvenience in being Supplied with Meat, from the Fort, and John Mitchell Esqr further informs us that we are to send to Philadelphia for our Meat for the future –

Your Petitioners humbly represent the difficulty of sending our men thirty two Miles every day, the difficulty of getting the men on board when in Town, and in case of an Alarm, the Wind & Tide might not admit of their coming down to our assistance –

Your Petitioners beg leave to inform you, that Mr Sketchley Morton a resident at this place where we lay, will Supply us with fresh Meat every day, at the same price as is allowed at the Fort –

Your Petitioners humbly beg, that Your Honours will be pleased to take it into consideration and Your Petitioners will for ever Pray

Darby Creek

July 20th 1776

Charles Lawrence

W^m Watkin

Rob^t Tatnall

1. Committee of Safety, Navy Papers, Pa. Arch.

BRIGADIER GENERAL JOHN DENT TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentn

St. Georges Head Quarters 20th July 1776

From the Acc[oun]ts given me by several Deserters that, the Fleet in-

tend up Potomack River to Water, and from the Motions of the *Roebuck*, five other Ships & a Sloop, I have the greatest Reason to believe they are now on their Way for that Purpose. Nanjemoy we suppose to be the Place of their Destination. I have by Letter informed the Committee of Correspondence of the Motions of the above ships, and shall endeavor to watch their Motions & prevent their Depredations with all my Might. There was a brisk and severe Cannonade from two or three Tenders & a Row-galley off Smith's Creek about six oClock this Morning the Consequence of wh[ic]h I have not as yet heard I [am] Gentn with much Esteem [&c.]

J^{no} Dent ²

p Express Upon public Service

1. Red Book, XV, Md. Arch.
2. The Council of Safety replied on July 21 to this letter and to Dent's of July 19. Council of Safety Letter Book, No. 1, Md. Arch.

GOVERNOR ROBERT EDEN TO DANIEL WOLSTENHOLME ¹

Dear Sir

Roebuck 20th July 1776

I received this morning your letter of the 19th, with an Annexed declaration and Assurance that any Flag sent for you, and your Effects shall be received with the respect due to it

Commodore Hamond's Inclination to render any Service in his Power to any of His Majesty's Officers in your Situation; has induced him to order a flag to be sent on Shore for you on Monday or Tuesday next; And you shall have as good Accommodations for your Passage to England in the Victuallar, he has been pleased to Grant me, as it will afford. And I am desired to Assure you that any flag or Vessel with a flag that you may employ to bring off[f] your Effects and stock, with their provision and Water, shall be Allowed to return immediately Unmolested

Dr Scott and four other Gentlemen, besides myself, take this opportunity of going to England. he desires his Compl[imen]ts to you and such of our Friends, as may be with you, in wch I Join and in wishing you health and a good Passage I am Dr Sir [&c.]

Rob^t Eden

1. Red Book, I, Md. Arch. Wolstenholme was "Collector of the Customs in North Patowmack," Browne, ed., *Arch. of Md.*, XII, 103.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

July 1776	St Geo. Isld N W 1 Mile
Friday 19th	A M. the <i>Otter</i> sail'd out of the River
Saturday 20th	Modt & fair A. M. at 3 Sent the Galley into Smiths Creek to Reconnoitre at 8 a Schooner from Baltimore Anchor'd here at 10 the Galley Return'd having lost Wm Ward Quarter Master at Noon Weigh'd & made sail with the <i>Dunmore, William, Anna & Fowey's</i> Prize
	First part Modt & fair Latter part Modt & cloudy P.M. Came over Sandy Point in 19 feet water at 3 Saw the <i>Otter</i>

turning up the [Potomac] River $\frac{1}{2}$ pt 9 Anchor'd off Normine Cliffs in $4\frac{1}{2}$ fath.

1. PRO, Admiralty 52/1965.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Saturday July 20th 1776

Ordered, That Commissions issue appointing Eliezer Callender Esquire Captain of the Sloop *Defiance* William Green first Lieutenant Lewis Jones second Lieutenant Celey Saunders Esqr Captain of the first Row Galley ² Stafford Lightburn first Lieut Samuel Nealey second Lieutenant James Markham Esqr Captain of the second Row Galley ³ John Lurty first Lieutenant Henry Lightbourn second Lieutenant William Saunders Captain of the Schooner *Adventure* Richard Lightbourn Lieutenant

1. McIlwaine, ed., *Journals of the Virginia Council of Safety*, I, 80.

2. Galley *Lewis*, Celey Saunders, commander.

3. Galley *Page*, James Markham, commander.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Sir

Off[f] Spencer's Inlet July 20th 1776

I had the honour to acquaint you by a letter sent in the *Tarrible* Sloop on the 17th of this month,² that the troops have all embarked, and that when the few transports now remaining in Spencers Inlet could get out we should be ready to go to Sea;

As the wind is now fair & those vessels will probably be out this morning, I must again submit to you whether, recollecting our small quantity of water, the danger which the Agents seem to apprehend in case of a gale of wind, with other reasons of still more importance, the advanced season & necessity of our being as soon as possible at NY recollecting all this & the uncertainty when the frigates can get out whether it will not be more advisable for us to go to sea without them; the agents will no doubt take every precaution & as the bays of Delaware & Chesapeake must be marked I apprehend no danger; I understood from Mr Tomkin [Thomas Tonkin] that you wish to have Mr [John] Knowles with you, as the *Palister* & *peace & plenty* are the only two transports that will remain with you, & as our safety will depend in great measure on our keeping together, I am sure you will think tis necessary he should be with us; I have the honour to be

1. Sir Henry Clinton Papers, CL.

2. *Ibid.*

JOURNAL OF H.M.S. *Sphynx*, CAPTAIN JAMES REID ¹

July 1776

Friday 19

Moor'd in Five Fathom Hole off Charles Town.

Long boat Employed as before [watering]

Fresh Breezes & Cloudy W[eathe]r at 2 PM Weighed & dropt further to the Southward, at 5 came to with the Bt Br in $\frac{1}{4}$ less 5 fms and Veerd to $\frac{1}{3}$ of a Cable, Lighthouse WBS Suli-vans Island NBW, the Signl on board the *Experiment* for all

Lieuts sent the Boats to assist at the Embarking of the Troops from the Lighthouse Island, Lost in getting the Casks off 3 Puncheons, 2 Hogshead & 1 Barrell,
 Saturday 20 AM the Signal on board the *Experiment* for Assistance, at 10 Do attempted to go over the bar, but the Wind not answering obliged her to Anchor again, the *Solebay* got over the bar, and the *Thunder* Bomb on Shore on the No breakers, Do made Sigl in Distress
 Squally Wr with Thunder, Lightning & rain, Boats assisting the *Thunder*, at 10 she went off and got over the bar.

1. PRO, Admiralty 51/922.

"EXTRACT OF A LETTER FROM CAPTN [THOMAS] DAVEY
 COMMANDER OF HIS MAJESTYS SLOOP *Diligence*, CONCERNING
 THE ILLICIT TRADE CARRIED ON IN THE RIVER MISSISSIPPI,
 DAT'D PENSACOLA THE 20TH JULY 1776." ¹

I found in the River a great many French Vessels, who hoist'd French Colours, & have proper French passes, therefore it was not in my Power to Seize them, as they were in a Spanish Port. I was therefore oblig'd to inform the Spanish Governor of their being in the River; and to assure him they were not English Vessels, and that I would not in any manner protect them

He said he was oblig'd to me for my information, and that he would order them to quit the River immediately, and that they must have come in under English Colours, as he had given strict orders not to admit any Foreign Vessels except English. I dare say it is true; but as I have not proof of their hoisting English Colours I cou'd not Seize them. In short Sir, there is no possibility to prevent the French from Tradeing in that River without a Vessel is kept constantly at the Balize, with strict orders to Examine every Vessel, & if any are found to be French, the Commanding Officer (as he cant Seize them) should be order'd to represent it to the Spanish Governor. The Captain should also have a Deputation to Seize Vessels carrying on a Contraband Trade – this plan I am sure will effectually prevent the French from Trading there without the Spanish Governor chuse's to connive at it, which I believe he will not dare to do, as his orders are not to admit any Foreign Vessels into the River except English. I have the Honor to be Sir [&c.]

Tho^s Davey

1. PRO, Admiralty 1/240. Letter was sent to Vice Admiral Clark Gayton.

SAMUEL CURSON TO COMFORT SANDS, NEW YORK MERCHANT ¹

Sir –

St. Eustatia, 20th July, 1776.

My last respects was the 30th May. I then forwarded you duplicate of sales of Captain Pullar's cargo, with bill of lading, and invoice of what I shipped in return. Also the Hon. [New York] Congress's account current

– balance due me, £620 7s. 2d. If you find it right, I shall be much obliged to you to pay it to Messrs. Curson and Seton, as I owe them a large sum.

Powder continues in great plenty; it has lately been sold as low as 30s. per cwt. Will not you be in want of blankets next winter? They may be had here at 2 and 3s. a piece.

Provisions are like to be very much wanted soon; there is but little good in these islands. If we have not larger supplies than heretofore we may suffer much. The English islands already feel the effect of America withdrawing their trade from them; and some begin to think with us, Great Britain will lose her object. I am, with great respect, sir, [&c.]

Sam. Curson.

1. *New York Provincial Congress, II, 301.*

RICHARD HARRISON TO THE VIRGINIA COMMITTEE OF SAFETY ¹

Gent.

St Pierre Martinique July 20, 1776

Your Letter of the 1st ulto I had the Honor of receiving a few days ago by way of Statia, and agreeable to your request, immediately waited on the Governor, Count Dargout, with the several interesting Resolves it contained; which I have the Happiness to inform you were received with politeness & Thanks, perused with pleasure, and are now on the way to the Court of France.² I embraced this Occasion of Broaching also to his Excellency the other more delicate part of your Commands; and for answer on that Subject, am authorized to assure you that the Americans may rely on a hospitable reception here, Protection, and every Indulgence in his power to grant them. At the same time being unable to accomodate them, openly, with so free and extensive a Trade in certain Articles, as they might wish, he can only assist them by Connivance, and therefore expects on their part Secrecy & Discretion in the Management of these Matters, untill he knows the result of his representations to the King, when perhaps less reserve may be necessary. – This, Gentlemen, is as much as he can well promise; is sufficient to demonstrate his friendly Disposition, & will I conceive suffice for your temporary purposes. –

As to the people in General, I can venture to say, they are as united in their Wishes for the Success of America, as the Americans themselves, and the ancient Distinctions of Whig & Tory are as much used among them. I believe they are sincere. For were we to admit them divested of all regard for the Rights of Humanity (which I by no means intend to insinuate) every Event tending to humble the Pride & Power of their Rivals, would we may naturally conclude, contribute to their Joy & Triumph.

Many Vessells belonging to this Island have lately sailed for the Northward and more will shortly follow. Several of them with Ammunition, which is now plenty & cheap. Dunmore keeps them from Virginia & Maryland, whither they have a great Inclination to trade. Could you once remove him I do not doubt but you would soon be well supplied with every necessary – There are now two Vessells on the point of Sailing, which I am

persuading to the port you mention, and I believe they will attempt it. One of them is a fine Sloop mounting 12 Guns, well manned, and determined to fight her way through – If you should think it expedient to grant Commissions to such Vessells, I have reason to believe many more would be fitted out of this place; as they would then have the double Temptation of Trade, and making Captures – I should not have mentioned this matter to you, had I not been applyed to by some who are desirous of engaging in such an Enterprize provided I could procure them Commissions. Should you think proper to send me any, I shall endeavour to make a prudent use of them. –

My design in coming to this place was to serve my Country. Whenever therefore I can be of Use to Virginia, lay your Commands freely, and depend on their being executed with much pleasure, by [&c.]

R^d Harrison

1. Executive Papers, Patrick Henry, VSL.

2. See Harrison to d'Argout, July 18, 1776.

21 July (Sunday)

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS ¹

[Extract]

Isis Quebec July 21st 1776

Sir Having on the 12th return'd from Chambly, I found here an order from Lord [Richard] Howe, to put myself under his Command, And to take all his Majts Ships & Vessels in this river, under mine; with several other orders, being all dated on the 13th Ultimo, off or near Cape race – Vice Admiral Shuldham's first Order by the *Canceau* Arm'd Ship, & dated at Halifax, had overtaken me at Trois rivières, in my way up – I also by the same conveyance (of the *Tartar*) receiv'd your's of April 17th giving me an account of the provisions, sent out by the *Alborough* Victualler, which, with all the rest of the *Tartars* Convoy, is safely arrived here, & her lading shall be disposed of, as directed. I have therewith, receiv'd the Orders of my Lords Com[missione]rs of the Admty as to the numerous Transports in general, which have enter'd this river, since my arrival here; And after mature deliberation with General Carleton, who has for some time past, been daily expected down from the Army, by the way of Montreal, I shall do every thing for the best, in that important respect, with his Excellency's approbation. The Wishes, Desires, & requisitions, of his Excellency, & the other Generals, are, because of the pressing exegencies of His Majesty's service, to employ, for want of readier craft, the Long boats of all the Transports, and Ordnance Ships, for the Conveyance of the Army, across lake Champlain which from a moderate estimate, already made, cou'd safely carry about eighteen hundred men, with arms, Accoutrements, Tents & Provisions for ten days – The Masters of the Ships, having done honor to their Country, by their Willingness during the whole course of this prosperous expedition, do not Scruple to return to England, without Long boats, (and I hope Carpenters too; at least such of them whose Ships are not leaky) on this important

occasion. The *Kent* transport, (carrying this) the *Speke* Hospital Ship, both Old Indiamen; And a large Swedish Transport, of about four hundred Tons Burthen, are to sail forthwith, after delivering their Long Boats, which are very large. And if General Carleton on his return, has no objection, which I do not believe he will have, the rest of the Transports some excepted, which possibly may be reserved for the sake of their Men, shall in succession follow – Having learn'd, by an Extract of a Letter from Mr Secretary [John] Robinson of the Treasury, sent me by General Carleton that their Lordships of that Board, are hard put to it for Ships, to send out more provisions from Cork to Canada, this year, I have taken it upon me, to add to the *British Queen, Beaver & Elizabeth*, (Victuallers for that department) the late arrived Naval Victualler the *Alborough*, & the Transports called the *Isabella & Dorothy* Wm Clarke & Cuthbert Berkeley Masters; Berkeley winter'd here both sail for nine Shillings a Ton per Mensem, And if not wanted can but be order'd from Cork to Deptford, whither they are Chartered. at all events my rectitude of intention assures me of their Lordships pardon, If I have err'd herein, I also send two large Transports loaded with Coals to Halifax where they are much wanted & from whence I presume, the Commanding Officer will send them home after delivery.

I have proposed to Lord Howe, that the *Blonde* be continued at Champlain, which is above the rapids of Richlieu; The *Triton & Lord Howe* arm'd Ships at the foot of them, the *Isis & Juno* here, (the latter to be kept in full readiness) and the *Bute* at the Isle of Bique – As also to remain here, the *Magdalen* Schooner & *Gaspee* Brig. This disposition is the most approved of by General Carleton, as the best to operate on the minds of the people, in this extensive Province And I make no doubt, of its meeting with His Lordships approbation he having signified that the Generals wish, as to the appointment of Ships, to be continued in this river, be complied with moreover it is intended that the four Ships first mentioned above, shall lend as many Seamen, as they can possibly & with propriety spare, for the important service, now under preparation, on lake Champlain. – As also Stores, of many kinds & Guns for the two new frames of Vessels; one to be taken down here, which is to carry sixteen twelve Pounders, one already taken down at St Denis, in the Sorel, to carry twelve of the same Caliber, or nine Pounders at least, And ten six Pounders for the *Maria* Arm'd Schooner taking down at Chambly, which three Vessels; the largest one being about One hundred & Eighty Tons, and the other two of about One hundred Tons each, are setting up or to be set up at St Johns: Guns for a few of the largest long boats, And a great Variety of other Craft, may possibly mostly be procured elsewhere: by all these means, our acquiring an absolute dominion over Lake Champlain is not doubted of – but it is with the Army herein to determine the quantity of force necessary. We can only strain every nerve, in contributing as far as possible, towards the procurement thereof – The *Lizard* is stationed to protect the Island of St Johns, with the adjacent fisheries – The *Carysfort* is under orders, forthwith, to join Lord Howe; And is very shortly to be followed by the *Tartar*. The *Pearl* is again to cruize in

the Gulph of St. Lawrence – And the *Gaspee* & *Magdalen* to be kept in full readiness for carrying dispatches as service may require – It is intended that the *Bute* and *Lord Howe* shall escort the Fur Ships homeward – For which a Convoy is to be sollicitated And which will sail in October ²

1. PRO, Colonial Office, 5/125, 43b.
2. Letter continued on July 23.

WILLIAM DUER TO JOHN JAY AND ROBERT R. LIVINGSTON ¹

[Extract]

White Plains Sunday
21st July 1776 –

Genls Putnam and Mifflin have made an Exact Survey of the River opposite Mount Washington, and find that the Depth in no part exceeds 7 Fathoms – The Middle however of the Channell (wh is from 3 to 7 Fms) is not much less than 1800 Yds – the shallow Part of the River running in an oblique Direction – G.W. expresses himself extremely anxious about the Obstruction of that Channel, and Means are daily used for executing that Purpose – It is impossible to procure Vessells enough at New York, so that the Measure must be delay'd 'till such Time as more Vessells can be brought through the Sound from Connecticut – however I am not without apprehensions that this Resourse will be cut off, as I understand that some of the Enemy's Vessells have saild out of the Hook, with an Intention (probably) of cutting off our Communication with the Sound –

It is however an Object of so much Importance that no Difficulties however great ought to deter is from our Attempt to carry it into Execution; if we succeed the Designs of the Enemy in this Campaign are effectually baffled, if we fail we cannot be in a more lamentable Situation than we are –

Exclusive of the great Advantage we Should reap in obstructing the Channel so far to the Southward, it is I fear the only Place we can depend upon shallowing to the Southward of the Highlands whilst the Men of War are in the River For if proper Batteries are erected near the Water at Mount Washington, and on the opposite side mounted with Guns of 18 24 and 32 Pounds it will not be practicable for any Vessells to be so near as to prevent our Working under the Cover of these Works – I have strongly urg'd Genl Washington to send Genl Mifflin some heavier Metal, and though he seems half inclined this necessary operation has not yet taken Place –

There is another Consideration which I hope will induce one of you to repair immediately to New York – The Committee of Safety of Philadelphia have sent three Persons to New York in order to assist us in making Fireships – One of them a Mr [John] Hazlewood with whom I have convers'd is peculiarly clever – The Fireships charg'd in his Manner must I am confident prove destructive to any Vessell they fix upon – I have spoken concerning our Wishes to destroy the *Phenix* and *Rose* now in this River, and he is ready to undertake it, not doubting but he will meet with a generous Encouragement – I applied to Genl Washington to get Leave for him to



peint par Jean Willekinson à Boston

ISRAEL PUTTNAM.

Major Général dans les Forteres de la Province Connecticut,
et Commandant en Chef de l'Expedition à Bunckers-Hill
pres de Boston le 17. Juin 1776.

Se vend à Londres chez Thom. Cart.

come up the River; but his Presence will still be wanted in Town for the ships their Loading 'till this Day Week, when he will wait on your Committee if You send him Notice by Express – he lodges at Mrs Graham's in Broad Street . . .

I had almost forgot to tell you that this Design of obstructing the Channel near Mifflin's is [conceived] under the Pretext of preparing Vessells for obstructing the Channel in the East River – It will be therefore be adviseable that Your Conversation should give a Colouring to this Matter . . .

P S – For gods Sake exert yourselves to Secure the Sea Vessells wh are in the River –

To John Jay, and Robt R. Livingston Esqrs.

Members of the Secret Committee, at or near Poughkeepsie:²

1. Robert R. Livingston Papers, 1765–1776, LC.
2. On July 16, the New York Provincial Congress appointed Jay and Livingston to a committee "to devise and carry into Execution such measures . . . for obstructing the channel of Hudson's river, or annoying the enemy's ships in their navigation up the said river . . ." *New York Provincial Congress*, I, 525–27.

GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL ¹

Head Quarters New York July 21st 1776

Dear Sir

By letter received from five Gentlemen Committee appointed by Provincial Convention of this State to reconnoitre and report the situation of the High Lands and Forts on Hudsons River, I find them in great want of Cannon, two men of war and three tenders being but about ten miles below them, and in daily expectation of their attempting to pass the Forts Montgomery and Constitution, to burn the two Frigates building at Poughkeepsie. In this situation they have mentioned sending to your Honor a request for those now at the Salisbury Furnace which I am fully persuaded you will, if possible, readily comply with, as it is not in my power to lend them any assistance from this Quarter – I have the honor to be Sir [&c.]

G^o Washington

1. Trumbull Papers, XXIX, 322, ConnSL.

PASS THROUGH NEW YORK FOR CAPTAIN ABRAHAM WHIPPLE ¹

Camp on Long Island July 21 1776.

Permit the bearer Capt Abraham Whipple who commands one of the Continental Frigates ² to pass and repass from the City of New York to this Island and back again.

also through any part of the Forts fortifications or Encampments during his stay at New York, he being a person that may be safely trusted.

Nathaniel Greene
Brigadier General

To all the Guards and
Sentries in and about

the City of New York belonging
to the Continental Army.

1. Abraham Whipple Papers, RIHS.

2. Commander of the frigate *Providence* who was returning from Philadelphia. Whipple had been mildly rebuffed by Congress for a "rough, indelicate mode of behaviour to his marine officers," while commanding the *Columbus*. William James Morgan, *Captains To The Northward* (Barre, Mass., 1959), 51.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

July 1776

St Geo[rge's] Island NW – 1 Mile

Sunday 21st A M at 4 Weigh'd & made sail at 10 Anchor'd in the Narrows a Little above Cedar Point in 13½ fath sent the galley on shore which Brought off[f] three Ferry Boats from Leadars Ferry at 11 Weigh'd But falling Calm Anchor'd with Kedge & Hawser in 13 Fath. Cedar Point SbE ½ a Mile
First and latter parts Moderate and fair, P.M at 2 Brot home the Kedge & Let go the Sm Br at 3 Weigh'd and made sail, On Information of a Number of Rebels being Assembled in a House on the Maryland side, fir'd several 18 Pds at it, at 8 Brot Maryland Point NNE ½ Mile at 10. Anchor'd in 4 Fath Smith Point East ¾ of a mile.

1. PRO, Admiralty 52/1965.

CAPTAIN ALEXANDER CAMPBELL TO LORD WILLIAM CAMPBELL ¹

A Narrative of the Loss of the Ship *Glasgow Packet* (Transport) upon the Bar of Spencers Inlett near Charlestown South Carolina, the 21st of July 1776.

Upon the 18th Inst: I embark'd on Board the *Glasgow Packet*, with my Party, agreeable to the Orders I receiv'd that Morning from Lord Cornwallis. On my Arrival on Board, Captn Porterfield (Master of the Vessel) acquainted me that Mr [John] Knowles (the Agent) had given him Orders to be the last of the Transports to cross the Bar, as he had some small Guns on Board, to cover the Transports, whilst getting out of Spencers Inlett.

On the 20th all the Vessels in the Inlett, got under Way in the Forenoon Tide time, and by the Assistance of several Hands and Boats (The Troops being likewise mov'd out of some of them) they happily got over the Bar; the *Glasgow Packet* also got under way in due time of Tide, but it falling calm, oblig'd her to come to Anchor, the other Vessels warped out. I consider'd this Circumstance as a bad Omen to get over the Bar, and being inform'd that Mr Knowles the Agent, was at that time on Board the *Jenny*, assisting her in getting over, I went immediately and acquainted him with the Situation of the Vessel, and mention'd my own Suspicions, that she could not get over the Bar without Assistance; Capt. Thomson of the *Kitty* likewise spoke to the same Purpose, he having been on Board the *Glasgow*

Packet, when she was oblig'd to come to Anchor. Another Circumstance increas'd my Apprehensions of the Badness of our Situation: At the Instant I was applying to Mr Knowles, the *Jenny* struck, tho' she drew Eighteen Inches less Water, than the *Glasgow Packet*, which I instantly observ'd to Mr Knowles, who promis'd his Endeavours to provide Assistance next morning early, if the Fleet did not sail, which indecisive Answer increas'd my Anxiety, and I resolv'd to wait on Genl [Henry] Clinton at the Fleet, and represent my Apprehensions, of the Want of Assistance to help us over the Bar; I can not omitt mentioning that I represented in the strongest Terms the Necessity of Assistance, and applied for the same to General Clinton himself, also to Lord [Francis] Rawden, Capt'n [John] Drummond and the Gentlemen about the General (whose Business I thought it was to attend to my Application) that we might not be neglected, finding the Fleet was ready to sail. —

The Genl told me he would acquaint Sr Peter Parker with our Situation, who he hop'd wou'd afford me Assistance early in the Morning if the Fleet shou'd sail; at the same time the Genl gave me a Note to Mr [Thomas] Tomkins the Agent, desiring he would order back the *St Lawrence* to our Assistance immediately with Boats, Anchors &c. I went to Mr Tomkins on Board the *Friendship*, and deliver'd him the Genls Note; I had the Mate of the *Glasgow Packet* along with me, and made known to Mr Tomkins the evident Necessity of furnishing Assistance to get the Vessel over the Bar, as the other Transports had, and importun'd him much not to neglect us. —

His Answer was he wou'd send the Genls Orders to the *St Lawrence*; but as the Fleet was to sail directly if the Wind continued fair, he could not afford any other Assistance, neither was he sure the Commander of the *St Lawrence* wou'd comply with the Order.

Next morning about five o'Clock the Fleet got under way, but the *St Lawrence* did not return, nor any other Assistance; there was however a fine favourable Breeze, and about ten o'Clock the Ship got underway, the Breeze still continuing good, and kept her way very well for a considerable time, till within a Cables Length of the Bar; when she began frequently to strike; but continued her way till within about 40 Yards of the shoalest Part of the Bar, when she ceas'd making way, and stuck fast, continuing to beat excessively upon the Bar; this might be about 11 o'Clock. Signals of Distress were made, and Guns fir'd; Capt: Porterfield then got out a Small Anchor, with which they endeavour'd to heave the Vessel off; but without Success; in Short all my Men help'd, ev'ry Person assisted as much as possible agreeable to the Masters Directions till it was half past twelve of the Day, when I judg'd it most advisable, to wait on Sr Peter Parker as quick as possible, and apply to him for Assistance; I took the Yawl and arriv'd at the *Bristol* a little past three o'Clock, having row'd about the Distance of Ten or Twelve Miles. Sr Peter Parker immediately order'd a flat Bottom'd Boat manned, and a Kedge Anchor and Hawser, also Mr Witworths arm'd Sloop, to follow us to the Vessels Assistance (there being little Wind) for the better Dis-

patch, he was likewise pleas'd to send his own Pinnace with me. Being thus amply and expeditiously equip'd by Sr Peter Parker, with the means probably of saving the Vessel, and at any Rate the Party with their Arms and Necessaries, the Ships Company and perhaps the Provisions, I was happy at this Appearance of Relief, while it was yet Daylight, and was returning as quick as possible; a little past 6 o'Clock I met the *St Lawrence* returning from the Bar with the *Glasgow Packets* Long Boat at her Stern, seven of the Men had came off in her, who inform'd me the Vessel was taken about 4 o'Clock by a Row Galley mounting Ten Guns (Nine or Twelve Pounders) and some Swivels, and Boats towing of her. The Men who came off, say that the Ship had taken a Heel to one Side, and leak'd very much, that she struck so violently it was scarce possible to move upon the Deck, and her Head being to the Bar, and her Stern to the Shore made it impossible for them to bring a Gun to bear upon the Rowe Galley, who fir'd repeatedly both Grape and Round Shot at her. Being in this distress'd Situation Capt. McNicoll and Lieut: Frazer the Officers on Board despairing of any timely or effectual Assistance or Relief, judg'd it advisable to throw their small Arms overboard, to prevent their falling into the hands of the Rebels. How it happen'd that no more of them came off in the Long Boat I cannot tell, but it is most probable, that the Persons who came off in the Boat, loos'd her away for fear of being overset with more. As soon as I went on Board the *St Lawrence* I saw the Rebell's Boats along Side the *Glasgow Packet*, and their Rowe Galley a little Distance off.

I propos'd to Captn Greaves of the *St Lawrence*, to attempt recovering the Vessel and Party on Board, he told me No, that he had no Orders to go within the Bar, and the time of tide would not admit of his going over at any Rate. I then return'd on Board the *Bristol*, and acquainted Sr Peter Parker of the Misfortune, who next Morning dispatch'd the *St Lawrence* to try if possible to recover her; just as she reach'd the Bar, the Rebels who had already strip'd her of her Rigging set her on Fire.

I can not well express how my Soul is affected at the disagreeable manner by which my Friends and other trusty Associates have fallen into the hands of a rebellious and tumultuous Enemy, coop'd up in a wrecked Vessel, wholly divested of the Power of even acting in their own Defence. We always had the Honour of the General and other our superior Officers Approbation of doing our Duty, and their falling a Sacrifice notwithstanding the Generals good Attention and Orders to furnish us with Assistance in due time, is grievous to me and the unhappy Sufferers in its Manner and bad Consequences.

Alex^r Campbell Captn

R: H: Emig[ran]ts

Return of a Party of the Royal Highland Emigrants commanded by Captn Alexandr Campbell on Board the *Glasgow Packet* (Transport) lost on the Bar of Spencers Inlett July 21st 1776.

	Captns	Lieuts	Gentn	Voluntrs	Sergts	Corpls	Drumms	Privates
Fallen into the hands of the Rebels	1.	1.	6.	3.	2.	2.	28.	
Escap'd	1.				1.		8.	
Total	2.	1.	6.	3.	3.	2.	36.	

Escap'd:

Lieut: Allen Stewart, of the late 78th Regiment.

Mr William Campbell North Carolina.

Alexander Ross of Do.

Ships Company fallen into the Hands of the Rebels.

The Master	4 Sailors
1st Mate.	2 Boys
Boatswain.	2 Negroes
Steward.	2nd Mate escap'd.

1. Sir Henry Clinton Papers, CL.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD¹

July 1776 North Caicos Wt 8 Leags
 Saturday 20 At 1 AM Sounded no Ground at 60 fms at 2 TKd at 5 Out
 2d Reef Topsls Bore up Sett Steering Sails Saw two Sail to
 Windward Gave Chace at 11 Fired two Shott and Brought
 too a Sloop from North Carolina² Sent a Boat on Board &
 took possession of her at 1/2 pt fired a Shott at another at
 Noon in Chace
 At 1 P M Little wind & fair Wr Fired a Shot & Brot too the
 Chace a Sloop from Georgia³ Saw the Land bearing South
 Wt Sent 7 Men on board of the Sloop & brought her Crew on
 Bd Turks Isld SSW 1/2 W 3 or 4 Leagues at 4 made Sail in
 Chace of a Sloop in the SE Qu[arte]r at 5 fir'd 2 Shott at the
 Chace Shortn'd Sail at 6 Turks Isld SSW 1/2 W. 3 or 5 Miles
 sent the Boat Mann'd & Armed After the Chace at 7 the NE
 end of Turks Isld SWt 4 or 5 Miles the Chace & Boats
 SSE wore to the NW at 8 Do Wr One prize in Sight 1/2
 past TKd 1/2 past 9 TKd 10 TKd 1/2 past 11 TKd 1/2 Past
 12 TKd the Boats return'd hoisted them in. In 1st Reef
 Sunday 21 Topsls at 4 little wind TKd at 5 bore away the two Prizes in
 Company at 8 Brot too with the Maintopsl. to the Mast at 10
 made Sail at 11 Tack'd at noon the Middle of Turks
 Isld. EBN 2 Legs

at [1] P M Modre Breezes & fair Wr Tacked At 3 Tack'd at 5 Spoke a Sloop from Bermudas at ½ past Anchd. in the Old Road of Turks Island, off Shore about ½ Mile the two prizes Anchd here sent the Boats Mann'd & Arm'd to Examine the Vessels in the Sound.

1. PRO, Admiralty 51/39.

2. Sloop *Hope*, George Cuzens, master, with a cargo of rice, Gayton's Prize List, *ibid.*, 1/240.

3. *Ibid.*, sloop *Flying Fish*, — Littlefield, master, with lumber.

22 July

JOHN LANGDON TO WILLIAM WHIPPLE, PHILADELPHIA ¹

[Extract]

Portsmouth 22d July 1776

Dear Sir — Yours of the 8th instant is now before me, in which I found what I've been looking for some time it was publicly read, and declared (on the Parade the 18th Instant) by the Sheriff of the County, we are in a very bad Situation for want of Guns, and Ball, for the use of the Ship, also Orders for Powder, on the Agent at Boston, provision of the Commissary who has not got any Orders to deliver any Provisions to me.² We have Enter'd thirty or Forty Men, and I am doing the best I can with them, but its some Misfortune, to me, not to have Orders seasonably which renders my Schemes; difficult, and puts the Continent to much more Expençe, we have now these Men, and not one single Commission for Officers, who are not willing to act, till their Commissions come, no Provision for them, but what I procure, at high price when their is Enough in the Commissarys hands at Boston, perhaps spoiling, no Orders for it, tho' I wrote for three Months ago, no Powder for the Gunner to make his Cartridges &c. had the Orders for enter[ing] Men come but Ten Days before; should have compleated our Hands; ere this, but this Order was also too late — however hope we shall get our Hands soon. —

I shall appoint a Steward who will be fit [a] Man for Purser — I should be glad to know if we are to Furnish any Bedding besides Hammocks; pray send an Order for small Arms (say some of those Carbines which were taken) — I have no doubt we shall do the Business for them at New York, if Howe should march to Philadelphia to pay a visit to Congress hope a resolution will be passed, and put in Execution, for confining him, and his Officers; in the New Goal —

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. At the head of this letter is a memorandum reading: "Portsmouth July 16th Wrote to Messrs Breck & Flannigan to call on the Commissary General for Provisions for Ship *Raleigh*."

Boston Gazette, MONDAY, JULY 22, 1776

Watertown, July 22.

Thursday last the *Tyrannicide* Privateer, in the Service of this State, commanded by John Fisk, carried into Salem, an armed Schooner of 8 Carriage and 12 Swivel Guns, and 30 Men, which he took off George's Bank, about three Weeks ago, after an obstinate Engagement of three

Glasses.¹ The Schooner belonged to and sail'd with the Fleet which is arrived at New-York, and was one of those which belonged to the Rear Division.² The *Tyrannicide* had one Man killed, and one Wounded, and was much shatter'd, but is now refitting, and will soon beready for another Cruize. The Captain of the Schooner³ and one Man was killed: the Master lost one Arm, and about 10 wounded, several mortally.

Yesterday a ship with 1500 Barrels of Provision arrived safe at Boston, from Ireland.

Also a French ship with West India Goods.

1. H.M. Armed Schooner *Dispatch*, taken July 12.

2. Shuldham's list of his squadron of May 24, 1776, designated the *Dispatch* to escort the fleet from Halifax.

3. Lieutenant John Goodridge who has been confused with the Goodrich family of Virginia.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Watertown] Monday, July 22d 1776

Whereas it is represented that Yesterday a Vessell from Ireland ladened with Pork and Other Provisions assign'd for Supplies to our Enemies entered the Harbour of Boston and was Compell'd to Submit to the Fortress of this State placed there,² and as the said Provision is wanted for the use and Service of this State, it is Ordered that the Commissary General be and hereby is directed forthwith to engage the same for that purpose. —

1. Mass. Arch., vol. 19, 118.

2. The ship *Queen of England*, James Arnout, master, lured into the harbor by the *George*, Caleb Hopkins, a decoy ship wearing a commodore's pennant. *New-England Chronicle*, July 25, 1776.

RICHARD CRANCH TO JOHN ADAMS¹

[Extract]

Boston July 22d 1776

The Declaration of Independency which took place here last Thursday, was an Event most ardently wish'd for by every consistant Lover of American Liberty, and was received accordingly by the loudest Acclamations of the People, who Shouted — God Save the united States of America! — We have various Stories current here of Vessels having spoken with Lord Howe, and that he inform'd them he had Powers to treat with Congress &c. *Beware of Punic Faith.*

Yesterday we had the Pleasure of seeing a Prize Ship with Provisions from Ireland, safely Anchor'd off Hancock's Wharfe. It seems by the Captain's account of things, that he was blown off to the W. Indies last Winter, was question'd by the Admiral at Jamaica, and roughly treated by him for coming so far to Leeward; he vindicated his Character; and after refitting, was sent off with a strict charge to go directly to Boston. He took a Pilot at Nantuckett, who foolishly told him that the Troops were gone from Boston; but happily the Captain would not believe him till our Fort at Nantaskett gave him full conviction. The chief of her Cargo is 1500 Barrells of Pork and Beef, with a Quantity of Butter.² We have also just received the agree-

able News, that an Arm'd Schooner, with Letter of Marque fitted out by the Derby's of Salem, has taken a large Jamaica Ship, with 394 Hhds, of Sugar, 143 Puncheons of Rum, 40 Pipes of Medaira Wine, and other West India Articles, and sent her into Sheepsbutt. It is asserted that she has also 27 Pieces of Cannon in her Hold, from 4, to 9 Pounders.³ The above Schooner has also taken a Sloop from England with Dry Goods, bound to N: York, and carried her into Cape Ann.⁴

1. Butterfield, ed., *Adams Family Correspondence*, II, 57-58.

2. The ship *Queen of England*.

3. The *Anna Maria*, taken by Captain Joseph White in the Massachusetts privateer sloop *Revenge*.

4. This report was erroneous.

THOMAS CUSHING TO JOHN HANCOCK ¹

[Extract]

Boston July 22: 1776

. . . Capt McNeil is just arrived in town from Philadelphia, after having some Consultation with him, shall send you A List of officers - we wait for the Cannon, pray let me Know how soon we may expect them, as also the order for Enlisting the Men & for What time ² . . .

1. Walter Fuller Don Collection, EI.

2. Cushing's inquiries regarding cannon and enlistments related to the *Continental frigates Boston*, Captain Hector McNeill, and *Hancock*, Captain John Manley.

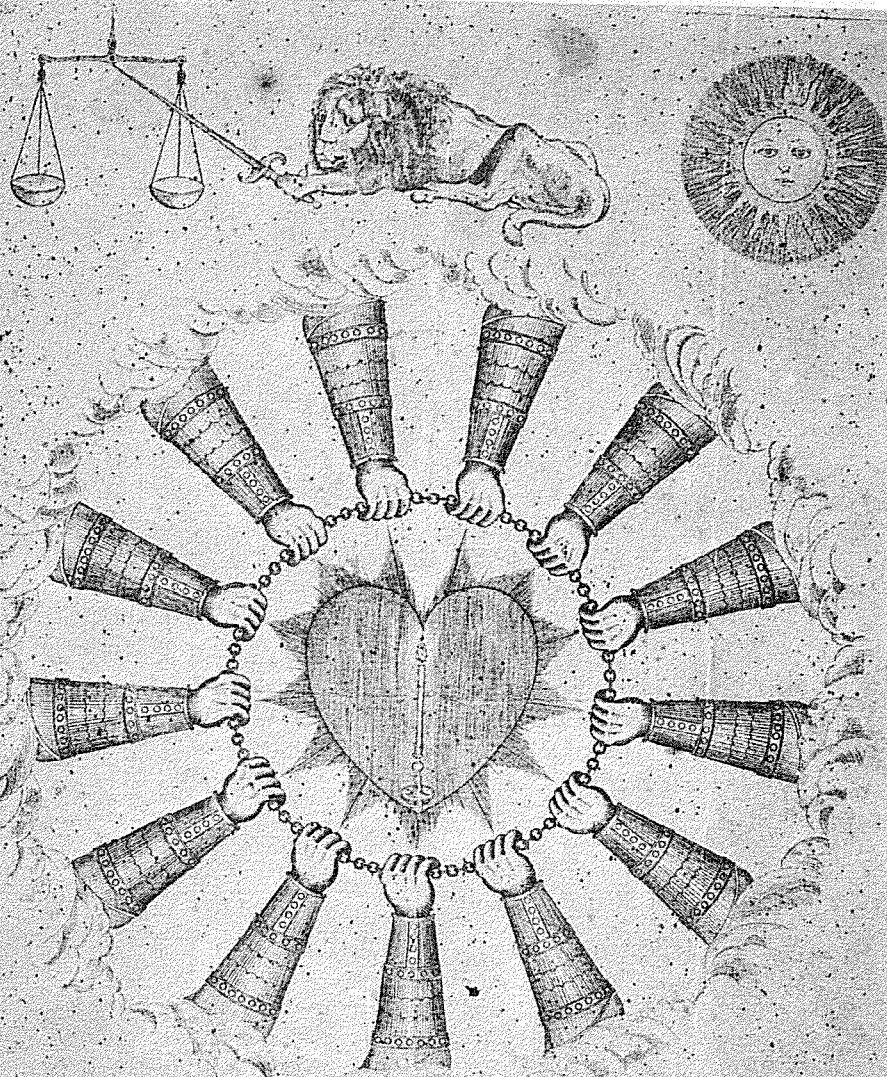
CAPTAIN JOHN GRIMES TO GOVERNOR NICHOLAS COOKE ¹

Newport July the 22d 1776

Sr these are to Acquaint your Honr According to Oders the 21st I came to sail the Rowgally *Spitfir* & Left Oders with Capt Hyers to Come to Sail with Oders how to Conduct on our Pasig to Newyork after sum time the Gally *Washington* Lay Stil I fired to Signal Guns for her but to no Purposss I am Serta[in] I Could have Got Round But my Oders would not Permit me to go Alone by that I came back & Inquired the Reason of her not Coming his Answer was he would not go With Somthing to Rash to Mention his People being all Gone & Farther said he Would not be Odered by me with that I sent one of Lieut to take Comand & Carry her to Newyork & have Put Part of my Men on board & Mr Hill the Former Master as Capt for to Conduct he[r] there as I Understud meaning of the Hone Hous the Gallys Where Much Whanted in York as I am Certain the[y] Will Answer Good Purpose When Whe Get there as I am Informed its a Desine Planed on Porpos that his men Should Lev him so as to have an Excus for not Going as Your Honr & the Worthy Representatives of this State has thought Proper to Apoint me the Comand of these Gally I hope I shall be a Creadit to this Goverment & sum Honr to my Self thes[e] Frome Yours to Command I am [&c.]

John Grimes

PS. I Shall Sene Word with Colo Richmond About the Deserters from the Gally, with there Names & hope sumthing may be Don With them



AMERICAN INDEPENDENCE
Declared July 4th 1776.

Thou tyrannous King, when wilt thou be tried, Warn'd by one heart, united in one Band
 Thy injured Sons America's aid, . . . Fall on their fight and Independent Land,
 To cause thy sinking head, . . . Of Britain and the World.

GOD SAVE AMERICA!

The Honl Nickels Cook Govener & Command in Chief of the States of the Rhoad Island & Providence Plantations ²

1. Nicholas Cooke Papers, RIHS.

2. Governor Cooke replied on July 24 that he "was heartily mortified at the misconduct of the people on board the *Washington*. . . . I shall cause enquiry to be made into the conduct of Capt. Hyers, his officers and men. . . ." *Collections of the Rhode Island Historical Society* (Providence, 1867), VI, 158-59.

CAPTAIN NICHOLAS BIDDLE TO COMMODORE ESEK HOPKINS ¹

Sir

Newport July the 22 17[76]

I am to acquaint you that I saild from this place in the Continental Armd Brig *Andrew Doria* on the 25th of June, and accompanied the armd Sloop *Fly* as far as New London on her way to New York. On the 30th I saild from New London on a Cruise And on the 11th of July took the *Nathaniel and Elizabeth* a Ship bound from Jamacai to London commanded by William Hoare who is the Principle Owner. Just as I had taken the Captain and Crew out of the Ship and Mann'd her another Vessel came in sight to which I gave chase ordering the Prize Master to make the best of his way to the first Port of safety he could get to. The Vessel I Chased Proved to be a French Ship. Cap Hoare saild in Company with a fleet of fifty Sail under Convoy of a Fifty Gun Ship.

I Cruised till the 15th without seeing any of the Rest of the fleet and as the wind blew hard from the S W had no doubt of their having passd me. I then Steerd for Newport and Arrived here Yesterday. I had the Misfortune to strike on a Rock coming out of New London which makes it Necessary for to Careen the Vessel. I shall Make what dispatch I can in getting Ready for Sea And wait for Orders. I am Sir [&c.]

1. Nicholas Biddle Papers, on deposit at HSP.

Newport Mercury, MONDAY, JULY 22, 1776

Newport, July 22.

Yesterday arrived here, from a cruise of about a month, the brig *Andrew Doria*, Capt. Biddle, who about ten days before took the ship *Nathaniel and Elizabeth*, Capt. [William] Hoar, from Jamaica to London, loaded with 300 hogsheads of sugar, 100 hogsheads of rum, &c. Capt. Philip Brown, of this place, was put in prize-master, and ordered to the first port he could make. Capt. Biddle saw two frigates under an easy sail near Block Island yesterday morning.

Yesterday in the afternoon, Lieut. Calcott of the *Merlin* ship of war (which lay a little without the harbour) came in a barge, with a Flag, to this town; the General Assembly being then sitting, he was conducted to the State house, where he delivered a letter to his Honor Governor Cooke, from Richard Viscount Howe, of which the following is a genuine extract.

[Howe's circular letter to the various governors]

The above mentioned letter was dated on board the "*Eagle*, off the Coast of the Province of the Massachusetts Bay, June the 20th 1776."

While the Flag was in here the *Cerberus* lay a little without the *Merlin*.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Monday, July 22, 1776

The Congress took into consideration the report of the committee respecting an exchange of prisoners; Whereupon,

Resolved, That the commander in chief in each department be empowered to negotiate an exchange of prisoners in the following manner: one continental officer for one of the enemy of equal rank, either in the land or sea service, soldier for soldier, sailor for sailor, and one citizen for another citizen:

That each state hath a right to make any exchange they think proper for prisoners taken from them or by them.

The Marine Committee having recommended the following gentlemen for officers of the *Rawleigh*, namely,

Peter Shores, John Wheelwright, Josiah Shackford, lieutenants; George Jerry Osborne, captain of marines; Stephen Meads, first lieutenant; Nathaniel Thwing, second lieutenant:

Resolved, That they be accepted, and that commissions be granted to them accordingly.

1. Ford, ed., *JCC*, V, 598-99, 601.

WILLIAM WHIPPLE TO JOHN LANGDON¹

[Extract]

Philadelphia 22d July 1776

Dear Sir I have your favor of the 6th inst – in answer to the part of it respecting the Commissions I can only say, I am perpetually dunning the President to send them – if any alteration in wages of the Commission officers they will be higher: so there can be no difficulty with them – if any are lowered it will be the mates, midshipmen, coopers, sailmakers and perhaps some other of the petty officers and perhaps boatswain carpenter and gunner – if the three last are altered it will be but a trifle, say one dollar – the number of men I sent you some time ago – 80 seamen 80 mandsmen and 80 or 90 Marines – but it's my opinion if a greater proportion of seamen are entered and less landsmen there can be no harm done – if the officers have boys, no doubt they must be on the roll – it cannot be a question whether the men are to have hammocks – to be sure they must – the men to be entered for a year and as much longer as you can get them – if you can get arms the sooner the better – The Agent will have a commission for the business he does – therefore I suppose will employ what clerks he thinks necessary.

I always thought you had ample powers to fit the ship for sea and I believe it's so understood by the Committee – it is impossible to get the exact dimensions of the guns as there are but few made here and it's altogether uncertain whether they can be sent to you – The furnaces here have met with many accidents and I am of opinion your guns must come from Providence or some other furnace Eastward. . . .

The order the officers stand appointed.

Peter Shores 1st Lt

George Jerry Osborne Capt Marines

John Wheelwright 2d Lt

Stephen Meads, 1st Lt

Josiah Shackford 3d Lt

Nathl Thwing 2d -

Warrants will be filled up with the names you sent

1. William Whipple Papers, Force Transcripts, LC.

SAMUEL HUGHES TO SAMUEL PURVIANCE, JR.¹

Sir

Philada 22d July 1776

I have contracted with Congress for 1000 tons of Cannon at £36..10..0 to be delivered again the 1st January 1778. I have had but little conversation with the Marine Committee about the Frigates Guns; ² they seem to leave it to you and Capt Nicholson to direct the length 3 inches in or over; therefore hope you'll send me the draft and directions, as soon as you can to the furnace, Where I hope to be in 3 or 4 days - No News from New York - the Militia of this province are marching dailey to New York. The News of [Henry] Clinton's defeat has raised their spirits in this place wonderfully I am with regard [&c.]

S Hughes

1. Purviance Papers, MdHS.

2. The frigate *Virginia*, building at Baltimore.

BENJAMIN FRANKLIN TO GEORGE WASHINGTON ¹

Philadelphia, July 22, 1776.

Sir: The bearer, Mr. Joseph Belton, some time since petitioned the Congress for encouragement to destroy the enemy's ships of war by some contrivances of his invention. They came to no resolution on his petition, and, as they appear to have no great opinion of such proposals, it is not easy, in the multiplicity of business before them, to get them to bestow any part of their attention on his request. He is now desirous of trying his hand on the ships that are gone up the North River; and as he proposes to work entirely at his own expense, and only desires your countenance and permission, I could not refuse his desire of a line of introduction to you, the trouble of which I beg you to excuse. As he appears to be a very ingenious man, I hope his project may be attended with success.

With the sincere esteem and respect, I have the honour to be, [&c.]

B. Franklin.

1. Force, comp., *American Archives*, 5th, I, 496.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON ¹

July 1776

Cape Henlopen N88Wt 18 Leagues

Saturday 20 at 6 AM Chased to the S W at 8 sent the Barge man'd & Armd after the Chase

Light Airs, at 8 P M the Barge Return'd with a Schooner from Philadelphia to the West Indias, Made Sail

- Sunday 21 at 4 A M saw three sail in the S W gave Chase at 5 took a Sloop from Philadelphia for the West Indias at 9 took a Brig from Do for Do at 10 in Chase of a Brig, at Noon 4 Prizes in sight
Light Winds & Hazy Wr the Barge in Chase of a Brig at 6 P M the Barge Join'd us with with a Brigg from Philadelphia for the West Indias wth Flour Made Sail,
- Monday 22 at 4 AM sent the Barge in chase of a Schooner, at 8 She return'd with a French Schooner from Philladelphia for the West Indias wth Flour ² at noon a sail in sight to the ESEt a Brig sloop & 2 Schooners in Company

1. PRO, Admiralty 51/4279.
2. Prizes taken, all carrying flour from Philadelphia, in order of capture: *Fancy*, Joseph Titcomb, master; *Delaware*, James McKnight, master; *Endeavor*, A. Bartlett, master; *Dispatch*, Peter Parker, master, belonging to the Congress, sailing for France; *Mary Ann*, Guil De Grave, master. Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

MARYLAND COUNCIL OF SAFETY TO THE KENT COUNTY COMMITTEE OF
OBSERVATION ¹

No 68.

Gentlemen, We received by Captain [Richard] Berry the following Articles Vizt – 50 Barrels Powder four half Barrels ditto 15 Chests of Arms two large and two small pieces Lead.² – We send him back again for another Load, and the Schooner *Resolution* is to follow her, to bring away every thing She leaves. – The Money for Waggon Hire and other Contingent expences we have ordered into the hands of Mr Thomas Smyth – Sixty Barrels or 6000 Weight of Powder, and Lead in proportion is to be left for the Eastern Shore Magazine. – five Barrels for your County – We want the Swivels, Blunderbusses &c: to fit out a small Vessell immediately. – Should Elisha Winters have any Guns, please to let them come down by the Schooner *Resolution*. P.S. We expect the Sixty Barrels for the Eastern Shore Magazine were left at Talbot Court House
[Annapolis] 22 July 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.
2. In Executive Papers, Box 6, Md. Arch., the receipt for these stores reads: "Recd July 22nd 1776 From on Board the Boat *Liberty* Robt [sic] Berry Master Fifty Barrells & 4 half Barrells of Powder Fifteen Boxes Musquits supposed to contain 15 Each 4 Parcels of Sheet Lead supposed to Weigh 1500 lbs Arch^d Anderson 1st Lt 4th Indpt Company."

"EXTRACT OF A LETTER FROM VIRGINIA, DATED JULY 22, 1776" ¹

On Sunday last I was informed that Lord Dunmore was landing his troops on Thacker Washington's plantation, a little below Hoo's ferry. About twelve o'clock the same night, the Major of the county came express, to let me know that the fleet was then at Marlborough, a few miles above Boyd's-hole. The alarm was soon spread, and in a very little time the shores were covered with men. I went over early yesterday, and discovered four ships and three tenders. They appeared, as near as I can guess, to be

somewhere about Dumfries. The remainder we supposed to be below, either coming up, or attempting to land. Some few of us then pushed down the river, but found the militia dispersing just before we got to Boyd's-hole. They had received information that the balance of the fleet was at anchor near the mouth of the river. This morning early we returned to Patowmack river, and saw only three ships and two tenders, and hearing very distinctly, at the same time, a heavy cannonade at or near Alexandria, we concluded the other ship and tender had made the town a visit, where they will certainly meet with a warm reception. As yet we have no account. I shall proceed to morrow morning up the river Patowmack, and continue there till the fleet goes down.

1. *Pennsylvania Gazette*, July 31, 1776.

23 July

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS¹

[Extract]

[*Isis*, Quebec] July 23rd

I have received the account, by one of my Midshipmen sent Express from Chambly that the Engineers have pronounced the Ground in one or more places, thro which the road leads, from thence to St Johns, not to be of sufficient Density for the Transportation of the whole Hull of the *Maria* arm'd Schooner, And that it would require too much time, and be productive of other inconveniences, to remove that obstacle. She is therefore taking down, to her floor heads, in order to be the more easily transported. The same Obstacles obtaining, with regard to the other two Hulls at Chambly the instant I received this Intelligence which I communicated viva voce to General Carleton His Excellency authorized me to have the frame building here, (already alluded to) of a Ship of one hundred & Eighty Tons burthen, taken down Today all the Carpenters afloat Went to Work, and it is expected that by after Tomorrow Evening, her Members will be ready for shipping off to Chambly in the Thirty Long boats, which are to be left by as many Transports, which Longboats are to be rowed by Canadian Boatmen, but for the greater safety & dispatch, to be steered by English patrons. The General agree, that the Transports may depart some excepted in case of exigences, but with their Long boats they must leave their Carpenters to whom His Excellency engages that they shall not be detained Longer than is consistent with their return to England before Winter: And I that they shall have a Transport kept for their Conveyance as also for that [of] such Seamen, as shall emancipate from the Lake service in consequence of Conditions Made or to be made with them, who have enter'd or shall Enter. The Transports shall sail, as fast as they can be got down from the Sorel, And Pilots can be procured for them from this bason, to the Isle of Bic where Twenty have long been in waiting, for the expected Brigade of Brunswick Troops.

Be pleased to assure my Lords Commrs that in all Cases, I shall act for the good of His Majts Service, to the Best of my humble Capacity I beg

leave to recommend the herewith inclosed for your persual and your communication of the Contents thereof, to their Lordships. And am &c

Cha^s Douglas

P.S This moment General Carleton has in the most earnest terms desired that Lieut John Schank, with whose great merit I am well acquainted, Commanding the *Canceau* Arm'd Ship may have the superintendance in rebuilding at St Johns, the Ship already taken down here, almost to the very Keel; and the Command of her when afloat in lake Champlain I therefore send the *Canceau* to the Sorel, with Guns &c for the New Ship; And moreover to the end, that the Men and all the necessary Sails Anchors and Stores belonging to her, which are remarkably well adapted may be employed under their present Commander, And on the lake in question – The *Gaspee* Brig is to go in her stead to the Commander in chief, with General Carleton's next Dispatches And this very instant I received by a fresh Express from Captn [Thomas] Pringle of the *Lord Howe* in the name of Major General [William] Phillips, the request that the frame in Question (already in pieces) be taken down, and sent up to them – And most singularly happy am I, in this as in almost every thing else, We have ever anticipated Wishes and requisitions.

1. PRO, Colonial Office, 5/125/43b. Continuation of July 21 letter.

American Gazette, TUESDAY, JULY 23, 1776

Salem, July 23.

Sunday last was sent in here by Capt. [Peter] Lander in a Letter of Marque Schooner belonging to this Place,¹ a Sloop from the West-Indies, bound to Halifax, laden with Salt: She has on Board some Brass Blunderbusses, and a Quantity of English Goods; was taken about a Fortnight ago.

About the same Time was taken by the above Letter of Marque, a Ship from Jamaica, bound to London, laden with Three Hundred and Ninety-three Hogsheads of Sugar, One Hundred and Forty-four Hogsheads of Rum, Twenty-four Pipes of Wine, Twenty-six Pieces of Cannon, from Nine to Four Pounds, and Fifteen Tortoise: This Ship is thought to be worth between Twenty and Thirty Thousand Pounds Sterling. She is not yet arrived here.²

1. The letter of marque schooner was the *Sturdy Beggar*, commissioned June 13, 1776.

2. The ship was the *Princess Royal*, which never did arrive, being retaken by H.M.S. *Milford*, on July 25, 1776, within three leagues of Cape Ann, Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

GENERAL ORDER OF MAJOR GENERAL HORATIO GATES¹

Head Quarters [Ticonderoga] July 23rd 1776. –

Parole Martinico Counter Sign Monckton

Whereas it is of the utmost consequence, that a well regulated Body of Sea Men, and Marines, should be immediately draughted from the Several Brigades of this Army, to the End that the Army of The United States may Continue to Support Their Naval Superiority, and Command



John Schank.

of the Waters of Lake Champlain; and for the Encouragement of such Seamen, and Marines, as shall be so Draughted for the important purpose aforesaid; The Honorable The Congress of The United States have Order'd each Non Comid Officer, Seaman, & Marine, while employ'd in the Service aforesaid, an additional pay of Eight Shillings Lmo pr month, over and above the pay they are entitled to receive in the Corps to which they respectively belong –

The Following is the Detail for the Non Commission'd Officers, Seamen, & Marines to be Draughted from each Brigade. They are to Parade to Morrow Morning at Eight o'Clock, & immediately to be deliver'd to the Officers appointed to Command Them.

Each Officer, will keep a Roll of their Names, Regiments, & Companies, that their pay abstracts may be regularly made up, and adjusted Once a Month. –

Detail for the Seamen and Marines

	Serjeants –	Corporals –	Drumrs –	Privates
First Brigade	6	4	4	64
Second	6	4	4	62
Third	6	2	2	60
Fourth	10	6	6	102
Total	28	16	16	288

1. Orderly Book of Major General Horatio Gates, 10–11, NYHS.

BRIGADIER GENERAL GEORGE CLINTON TO GEORGE WASHINGTON ¹

[Extract]

Fort. Montgomery 23d July 1776.

Sir I am favoured with your Excellency's Commands of the 17th Instant, and am happy to find the Measures taken here for the Reception of the Enemys Shipping approved. [Yesterday] some of the Carpenters from Poughkeepsie arrived at this Place with the Fire Rafts. They are constructed on the Plan lately transmitted to your Excellency by my Brother – We are busy preparing & hope to be able Tomorrow or next Day to draw them across the River, tho I fear we will be put to great Difficulty in procuring Anchors Cables &c for securing them. The Combustible Matter with which they are filled will I apprehend hardly be quick enough for want of Spirits of Turpentine & Salt Petre. We have neither & I don't know where to apply for or how to procure these necessary Articles. Shoud the Enemy ever attempt to gain Possession of this Fortress by Land with equal Numbers only we are in a bad Situation to defend it – The Hill on the South Side of Poplopens Kill & not above 1/7 of a Mile distant over looks us. Every Gun almost in our Battery lays in open view of it – It is accessable to the Enemy from a Landing that we cannot Command with our Batteries by a Road along which Field Pieces may easily be brought up – We must for the safety of these Works keep a large Body of Men there shoud the Enemy attempt landing if no Works are erected. If fortified a less Number will hold the Ground annoy the Enemy's Shipping, and render us safe from that Quarter or any attempt by Land. . . .

... On the 16th Instant the Enemy's Shipping came under way & proceeded up the River opposite the Stores at Haverstraw about 8 Miles above where they first lay Opposite Tarry Town, they discharged a few Shot at the Houses on the West Shore without doing any damage – I went down there next Day caused the Goods to be removed out of the Stores & the cattle Sheep & ca contiguous the Shore to Places of safety & ordered 180 Militia under a prudent Officer to protect that Neighbourhood & prevent the Enemy getting any Supplies – In the Afternoon a Tender Sloop made Sail & run up within full view & long Shot of our Battery sounding the River carefully as she beat up – We gave her a 32 pounder which hit her, She put about & fell down to the Shipping plundering a small House on her Return near the Shore before our People could possibly get there – The 17th Instant The *Rose* Capt [James] Wallace & the same Tender came under Sail. The Tender soon after endeavouring to cover a Barge in Shore at which our People were firing run aground & did not get off before Evening. The *Rose* proceeded up within three Miles of this – plundered a poor Mans House & set it on Fire – Capt Wallace headed the Party who committed this little Robbery; his Share of the Plunder was a Handkerchief full of Salt & a Pigg so very Poor that a Crow would scarcely deign to eat it – The House stood single under a Mountain & we thought the Poverty of the Owner would be a sufficient Protection tho' we had a Party not far distant that they were not able to arrive Time enough to prevent the Mischief. Their being able to move from a Place so much quicker by Water than we can by Land is much against us – However I think I have my Party so disposed of now as to prevent effectually any Mischief in future – The *Rose* fell down in the Evening near to where the Tender was a Ground & the next Day the *Phoenix* moved up to her so that they now all lay about 5 or 6 Miles below us – A Deserter swam on Shore from the *Rose* a few Nights ago I desired Colo Nicolls & Hays to take & transmit to your Excellency his Examination which I hope you have recd he was a Vollandier in our Service last summer was taken on Board of one of our Privateers last Winter by the *Rose* is now here & well known by our Artillery Officers & People – I am very Apprehensive that the Enemy's Shipping (from their moving up so near us & other little Circumstances) mean to take the Advantage of a Dark Night & Slip by us – The Shores are high & bold & the navigation of course safe & Easy – To prevent this I have sent an advanced Guard every Night on the extreme Point in View about 2½ Miles below Our Works properly prepared to kindle up a large light Fire on the Shipping's heaving in Sight; I have also on the Shore opposite the Battery & a considerable distance up and down the River Large Piles of dry Brush & Wood mixt with leaves & the best Combustible Matter I can procure with proper Persons to set them on Fire upon the Signals being given from the first Point; So that by having them between us & those Lights we will be able to play upon them with great Advantage while our Shore will be thereby darkned to them –

PS. Since writing the above Messrs Livingston, VanZandt & Lawrence arriv[e]d here to consult upon the most adviseable Way of fixing a Chain

aCross the River & to view the Shores. The Ship Carpenters at Poughkeepsie are making more Rafts & other Matters advised by the Committee of Congress. . .

1. Washington Papers, LC.

“EXTRACT OF A LETTER FROM FORT MONTGOMERY, DATED JULY 23.”¹

. . . Last Thursday a man made his escape from on board the *Rose*, by swimming. He is well known here by officers and men from Boston, in the train. He was taken last summer by the *Rose*, in going to the West-Indies. He says, they expected to be joined by several hundred Tories, who were to drive down to them stock of all sorts; they had been informed that great quantities of goods were deposited in the stores at Peek’s Kill, that they were to destroy, after which to proceed through the Highlands to Poughkeepsie, and burn our ships of war there: That they were much chagrined at the disappointment – they had on board 120 men and boys, and 20 marines: That the most damage they received was in passing the batteries at Powle’s Hook and the Blue Bell – the cook of the ship had a leg shot off, some others wounded, a 12 pounder lodged in the head of their foremast, one came thro’ her quarter gallery into the cabbins, and that her shrouds and rigging suffered much. The *Phoenix’s* damage he could not tell only that she had received a shot in her bowsprit. What he saw he declared. As he was a prisoner, ’tis not likely they would let him know their disasters.

1. *New-England Chronicle*, August 8, 1776.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION¹

Die Martis, HO. A. M.

[White Plains] July 23d, 1776

The Convention were informed that provisions are very scarce and dear in the city of New-York; that they have, notwithstanding, been shipped for exportation, and have fallen into the hands of the enemy: Therefore,

Resolved, That no provisions whatever shall be laden for exportation on board of any ship or vessel at the port of New-York, or from any other part of this State, unless for the use of the crew of such ship or vessel, or for the necessary supply of any of the United States of America, until further order; and that the city and county of New-York shall be first applied to for their permission to export any provisions for the purposes aforesaid, which said committee are hereby empowered to judge and determine upon the propriety of granting such supplies.

Resolved, That in all cases where a breach shall be made in the above resolution, the vessel and cargo shall be forfeited to the use of this State; and the persons guilty of infringing it, shall be held up as enemies to the United States of America.

1. *New York Provincial Congress*, I, 537.

MASTER'S LOG OF H.M. BRIG *Halifax* ¹

Remarks on Thursday July 18 1776

- A M Weighd at 10 the flood Obligd us to Come too within the Narrows Empd Occasionally Moderate Breezes and fair Weather
- 2 [P. M.] Weighd and Came to sail with a sloop in Company Empd Turning out of sandy Hook –
- 4 [P. M.] Fresh Breezes and Cloudy weather Sandy Hook light house WSW 4 Miles Empd Turning to wndward
- Fresh Gales and Squally w[ith] some Rain in 2d reef Topsls at ½ past 6 Bore away for sandy Hook the sloop in company at 8 Came too wt the Bt Br in 6 fathom of Water at Sandy Hook – the Light House East 1½ Miles
- Hard Gales and Squally wr Thunder Lightning and Rain

Remarks on Friday July 19th 1776

- 1 [A. M.] Moderate at ½ past weighd and Came to sail the Above Refugee Sloop in Company Stood out of the Hook –
- 3 [A. M.] Sandy Hook light House WNW 3 or 4 Miles Fresh Gales and Squally Wr Handed the Topsails The High land of Never Sunk NNW 5 or 6 Miles Running along shore to the Southward at ½ past 9 Came too wt the Bt Br in 7 fathoms of water Veerd to ½ a Cable off Shark River The Entrance of the Creek 1½ Miles Sloop In Company Fresh Breezes and Cloudy Weather saw some People on the
- 1 [P. M.] Beach which we supposed wanted to Come off – Sent the sloops wale Boat but could not land the Surf being High, Empd Blacking the Bowsprit Yards &c &c
- 6 [P. M.] Little wind and fair Weather
- 8 [P. M.] the Boat wt some People from the sloop went on shore
- 10 [P. M.] Cleard for Action
- 12 [M.] Light Airs wt some Lightning

Remarks on Saturday July 20th 1776

- 11 [A. M.] Saw a Sloop to the No Wd Standing to the N W
- 12 [M.] Mod Breezes and fair W. Empd Occasionally
- 1 [P. M.] Saw some People on the beach near the place that the Boat landed at sent the Sloops wale boat to them found them to be some People that was sent to Repair the Refugees Boat she Having ben stove in landing
- 8 [P. M.] found the Refugees to be all safe on shore
- 9 [P. M.] Calm

Remarks on Sunday July 21 1776

- 4 [A. M.] Do and Cloudy
- 6 [A. M.] Modt Breezes and Cloudy Weighd and Came to Sail the Refugee Sloop in Company. Empd Turning to the So ward

- 10 [A. M.] Squally Close Reeft the Topsails Sloop in Company
- 12 [M.] The So m[ost] part of the wood lands WNW 1½ Miles off Shore Empd Turning to Wind wd and Tacking Occasionally
- 1 [P. M.] Fresh Breezes and Cloudy Weather wt Rain
- 3 [P. M.] at ½ past 1 Came too with the Bt Br off Sequan Inlett in 7½ faths of Water sandy Bottom the Entrance of the Inlett NW the So mt point of land SbW The Sloop in Company.
- 6 [P. M.] Saw a number of People on the Beach which we supposed to be the Refugees sent the Boat but the Surf being High could not Land at 8 Squally Veerd to ⅔ of a Cable
- 12 [M.] Light Breezes and Cloudy Weather
Remarks &c on Monday July 22d 1776
- 4 [A. M.] Light Airs and Foggy
- 7 [A. M.] Saw some People on the shore which we took to be Refugees Sent our Yawl and Sloops Wale boat to them
- 9 [A. M.] as soon as the Boats got in to the Surf the Rebels begun a heavy firing of small arms on them.
- 12 [M.] Fird several 4 pr Shottd at the Rebels got the Boats on Board all safe Weigh and Cume to Sail
Fair Weather Refugee sloop in Company
- 3 [P. M.] Came too wt the Bt Br in 6 Fathoms of[f] the Mouth of Shark River saw some people on the shore
- 5 [P. M.] sent the wale Boat to them which Returnd with some Refugees at 7 Weighd and Came to sail Sloop in Company
- 9 [P. M.] Came too off Wardells Beach in 7 fathoms of water sandy Bottom 1 Mile off shore
- 12 [M.] Modt Breezes and fair Weather Lattd Obsd 41-17
Remarks on Tuesday July 23d 1776
at ½ past 6 saw some people on the Beach makeing signals for the Boats to take them off
- 7 [A. M.] Sent the Boats Mannd and Armd to them as soon as the Boats came near the shore, those people Fird on them
- 9 [A. M.] weighd and run near in shore and fird several 4 Prs at them and drove them from the Beach at 11 the Boats returnd all well made Sail for the Hook Sloop in Co

1. PRO, Admiralty 52/1775. The *Halifax* and her refugee sloop consort were cruising along the New Jersey coast as far south as Shark River between the present Bradley Beach and Belmar.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Tuesday, July 23, 1776

The Marine Committee having recommended Richard Palmes to be captain of marines,

Resolved, That he be accepted, and a commission be granted to him accordingly.

1. Ford, ed., *JCC*, V, 601, 604.

ROBERT MORRIS TO NATHANIEL SHAW, JR.¹

Sir

Philadelphia 23rd July 1776

Some time ago we agreed with Mr Christopher Champlain of Rhode Island to Charter A Ship of his called the *Peggy* Now lying at Norwick in your Province, provided a Suitable Cargo could be procured for her There

As we wish you to act as our Agent in this bussiness, we request you will inform us of the different articles of your produce together with the prices, and what you would recommend to load said Vessell with at this time or in one or two Months hence for the European Market. as Soon as we receive your Answer we shall direct you how to proceed in the purchase, and will Send you the terms on which we agreed to Charter the Vessell We are sir

By order Rob^t Morris, chair man of the Secret Commee.

1. Nathaniel and Thomas Shaw Letters and Papers, NLCHS. See previous volumes in this series for the checkered career of the ship *Peggy*.

JOSEPH HEWES TO SAMUEL PURVIANCE, JR., BALTIMORE¹

[Extract]

Philada 23d July 1776

. . . I do not hear of any person that has been recommended as Lieutenant for the Ship you are building,² nor have I as yet received your recommendations, please to send me the names of three Gentlemen in the order that you and Capt Nicholson would wish them to stand I have mentioned Dr Budd to the committee; he is not yet appointed – I have no doubt but he will be, at the same time the Lieutenants are appointed I am with much respect Dear Sir [&c.]

Joseph Hewes

1. Purviance Papers, MdHS.
2. The Continental frigate *Virginia*.

JOHN READ TO OWEN BIDDLE¹

Sir:

Fort Island, 23d July, 1776.

The Roomes for the Officers in the Barracks are nearly finished – one of the Carpenters (Mr. McCleester) has, at the request of some of the Officers, applyd for the following locks to put on the Doors of their several Apartments, Vizt

For Capt [Thomas] Proctor, 1 Chamber door Lock; for Lieut. Courtney [Hercules Courtenay], 2 cubbord & 2 Chamber Door Locks; for Lieut. [Martin] Stroberg, 2 cubbord & 2 Chamber Door Locks; a Barrack Roome for Capt [John] Hamilton, of the *Congress* Galley, will take 2 cubbord & 2 Chamber Door Locks, as a Barrack Roome, is finished, for his reception. I am, Sir, [&c.]

John Read.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 786. Owen Biddle was a member of the Fort Island Committee, of the Pennsylvania Committee of Safety. However, the Committee of Safety had been succeeded on July 23 by a Council of Safety.

ARCHIBALD BUCHANAN TO DANIEL OF ST. THOMAS JENIFER ¹

[Extract]

Baltimore Town 23d July 1776

... you was so Obliging as to Mention us as proper persons to undertake Building of Gundalous for the Province, if the Council [of] safety thinks proper I will undertake a part and shoud be Obliged to you to agree for me Whatever St[e]phen] Stewart or Others hav I will take and endeavour to dispatch business (You Are no Stranger to my foremans Work) I can get more hands if I want them and will begin immediately and finish as soon as in my power and think as soon as any other Person that begins with me – if You Order me to begin please to let me hear by a line, I am Sir [&c.]

Arch^d Buchanan

1. Red Book, XV, Md. Arch.

MAJOR THOMAS PRICE TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen

Upper Camp St Georges 23d July 1776

I Arrived at this Place the 21st Inst with one of the four Pounders the other two I left at Leonard Town 'till further orders – After Inspecting this Camp and Giving the Necessary Orders I went over to the Lower Camp Commanded by Colo Barnes who is Stationed much nearer the fleet than this Camp – I think a Nine Pounder could reach the *Fowey* from one of the Points, 'tho I doubt our doing her much Damage – The rest of the fleet lay out side of her they are very Quiet & Give us no Disturbance The *roe-buck* and three or four large Ships, went up the river the Evening before I got Here since which a Number of Cannon have been fired as I suppose near the Mouth of Nanjenroy – I have order'd the other two peices of Cannon to the Lower Camp & Shall as soon as the Nine Pounder arrives Order that there & if Intrenching Tools which I have sent after Can be had thro up an Intrenchment as near the *fowey* as possible I find great Difficulty in Procuring Necessarys it is the Poorest Part of the Country I ever was in I suppose not three spades & Shovals to be had within ten Miles – We have several Deserters from the the Enemy most of them in the small Pox ...

Upon my Arrival here I was Informed that General [John] Dent had Ordered a flagg of Truce on board the *Fowey* to request a Passage for Mr Daniel Wolstenholm to go to England with his Property and that this was done in Consequence of a Passport Mr Wolstenholm Obtained from the Committee of this County and that he Expected a Boat every Day to take him on board but as Matters are Circumstanced I thought it Adviseable not to suffer Mr Wolstenholm to leave the Province until your knowledge and approbation Could be had relative to this Buissiness therefore hope for your Instructions by the return of this Express who Promisses to return Immediately – ² I am Gentlemen [&c.]

Tho^s Price

P S The *Fowey* & *Otter* with About Fifty sail of Vessels are still here –
This Express to be paid by your Board

1. Red Book, XV, Md. Arch.

2. Price, a Major in Smallwood's Continental battalion ranked both Brigadier General John Dent and Colonel Richard Barnes, militia officers. Dent and Barnes expressed resentment at having their actions relative to Wolstenholme counteracted by Major Price Red Book, XV, Md. Arch.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

July 1776

Smith Point East $\frac{3}{4}$ of a Mile [Potomac River]

Monday 22d A M, $\frac{1}{2}$ Past 7 Weigh'd and made sail, at 12 Sandy Point N E 1 mile

First Part Squally with Rain Thunder & Lightning, Latter Part Modt & Cloudy P M. at 2 Made the Signl to Anchor at 3 Anchor'd in $3\frac{1}{2}$ fath Sandy Point East $1\frac{1}{4}$ of a Mile at 4 began to fill Water

Tuesday 23d A M. at 4 fille'd all our Water, at 6 Saw a Number of Arm'd men near Col. Brents House on the Virginia Shore Landed Our Marines & a Party of the 14 Regt & Burnt the Col. House –

Mode & fair P.M. at 12 the Tenders & Boats Return'd Lieut Wallis of the 14th & our Drummer was wounded at 4 Saw a Number of Arm'd men about a Boat in a Creek Sent the Galley which Brot the Boat off.²

1. PRO, Admiralty 52/1965.

2 This incident raised a storm over the alleged conduct of the Maryland militiamen on the scene. *Dunlap's Maryland Gazette*, Baltimore, August 20, 1776, carried a series of charges and countercharges.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Tuesday July 23d 1776

A Warrant, from the Navy Board in favour of Captain Thomas Lilley for thirty pounds, for paying the Men Wages of the *Liberty* Cruiser, was presented, Countersigned by the President, and ordered to be registered.

Resolved, that Captain James Dunsby, of the Boat *Nancy* be permitted to proceed, & to trade at Saint Eustatia or any other foreign Island with the following Cargoe, viz, five Hogsheads of Tobacco, Two hundred & seventy five & a half Bushels of Indian Corn, six Barrels of Flower & eight bags of Bread.

On the Recommendation, of the Naval Board Mr Samuel Towles, is appointed second Lieutenant of the Cruiser *Revenge*, in the room of Mr Richard March, who has resigned; And it is ordered that a Commission issue accordingly.

Resolved, That Captain John Crew, of the Sloop *John & Milsy*, be permitted to pass laden with Six hogsheads of Tobacco, sixty barrels of Flour three hundred & twenty nine Bushels of Indian Corn, and two thousand hogshead Staves; to any of the Foreign Islands allowed by Congress, and to trade at the same, agreeable to the Regulations by them prescribed.

1. McIlwaine, ed., *Journals of the Virginia Council of Safety*, I, 85–86, 87.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Tuesday the 23d day of July 1776. –

Capt Christopher Calvert is empowered to hire at the public expence Carts sufficient to convey any Necessaries to South Quay for the use of the Gallies now Building there under his direction and in case Carts sufficient for that purpose cannot be procured in the manner above mentioned he is empowered to impress them having them first appraised by two honest Men upon Oath –

Ordered that a Warrant Issue to Capt Deane for Seventy eight pounds seven shillings and seven pence half penny for pay of Carpenters employed in fitting the Schooner *Revenge* per Account to the thirteenth of July. –

Ordered that Capt [Isaac] Younghusband apply for and receive from the person or persons who may have Charge of the *Oxford* prize Ship ² all the Water Casks and light Sails that can be spared and that upon receiving the same he Certify to this Board the number of Casks their Sizes and Condition and what of them he may think necessary for his own use –

Ordered that a Warrant Issue to Hugh Walker & Compy for thirty eight pounds nineteen shillings and eight pence farthing for sundry Clothing bought by Lieutenant [Aaron] Jeffries for the Seamen &c on Board the Schooner *Revenge* to be charged to Capt Deane –

Adjourned till tomorrow morning Nine of the Clock –

Signed Thomas Whiting ³

1. Navy Board Journal, VSL. The first sixteen pages of the journal are missing. This entry begins at the top of page 17.
2. The transport carrying Highlanders taken May 29, 1776 by the Continental brig *Andrew Doria*; retaken from the prize crew by the prisoners on June 11, and recaptured while entering the Virginia Capes by Captains James and Richard Barron in two small armed vessels.
3. The members of the Virginia Navy Board were Whiting, John Hutchings, Champion Travis, George Webb and Thomas Newton, Jr.

GOVERNOR SIR BASIL KEITH TO VICE ADMIRAL CLARK GAYTON ¹

[Extract]

Spanish Town 23rd July 1776

. . . I have Letters of the most alarming kind by which it appears the Parishes of Westmoreland & St James's are also at the Eve of General insurrection and indeed there is reason to think it was meant over great part of the Island I have not time to transcribe these informations which you shall have at Leisure I have only to Assure you that there is every reason to think this Island is in more danger than it has ever been since the English Conquest of it, I trust as I have every reason to do that the Safety and protection of this Island is your first object and in that firm belief as Governor of it beg you will send one of your Ships directly away to Lucea with orders to act with the Kings Subjects there to spare Powder to the Chief Magistrates or Colonels of Militia and to Sail from one place to another where the Danger calls without waiting your further orders, send down your Arms and I will give you what price you please for them, Flints, Ball &c&c please order your Ships when they go from place to place to make all the parade they

can such as keeping in the day time Jack, Ensign & Pendant flying and when at Anchor to fire Morning & Evening Guns. I will explain my reasons for this another time, excuse a hasty scrawl and want of ceremony multiplicity of Business will plead my Excuse. I refer to you the propriety of getting some Vessel ready to proceed in a few days to Europe when we know our real Situation the present Pacquet being a remarkable bad Sailer, I urge this supposing you have Authority upon such occasions, if not you will forgive my Ignorance and inform me of it –

1. PRO, Admiralty 1/240.

24 July

ADVERTISEMENT FOR DESERTERS FROM THE MASSACHUSETTS STATE SLOOP OF WAR *Tyrannicide*¹

Ten Dollars Reward.

Deserted from the Sloop *Tyrannicide*, John Fisk, Commander, in the Service of this State, on Sunday last the Twenty-first Instant, Two Seamen, one named Andrew Burnett, about Twenty-seven Years of Age, a smooth-faced Man, about Five Feet Five Inches high, wears dark Hair: Had on when he deserted, a dark-colored Waistcoat and Breeches, and was born in *Great-Britain*. – The other named Robert Brown, about Thirty Years of Age, a thick-set Man, about Five Feet Five Inches high, full-faced, and much pitted with the Small-Pox, wears dark Hair; Had on when he deserted, a dark-colored Waistcoat and Breeches, and was born in *Great-Britain*. – The above Two Men were lately Prisoners of War, and were inlisted out of Ipswich Goal.

Whoever shall apprehend said Deserters, and bring them to the Goal in this Town, or secure them in any of the Continental Goals, so that they may be returned to their Duty again, shall receive the above Reward of Ten Dollars for each or either of them, and all necessary Charges, to be paid by the Honorable Richard Derby, Esq; or the Subscriber,

John Fisk, Captain.

N.B. All Sheriffs and others are desired to use their utmost Care in detecting them immediately, lest they may go over to the Enemy again
Salem, July 24, 1776.

1. *American Gazette*, July 30, 1776.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND¹

[Providence] July 24 1776

Present Nicholas Cooke Esqr Nicholas Brown Joseph Brown John Brown Henry Ward Joseph Nightingale William Russell Daniel Tillinghast, Jabez Bowen.

Voted That a Bill be drawn on the Honble Stephen Hopkins Esqr at Philadelphia for Eight Hundred and forty Dollars, in favour of Mr Peter T. Curtenius of New Yorke.

Voted that Benjamin Eddy Build a New Barge And a Skiff for the Ship *Warren*, under the direction of Capt John B. Hopkins.

Voted That Mr Jonathan Ellis be paid Forty pounds Lawfl Money out of the Treasury in part [for] his Hand Bill and for Boxing Blocks.

Voted That Mr John Burrough and the other people at the States Elaboritory be employed to procure and put up the Gunners Stores for both the Ships of War.

1. Journal R. I. Frigates, RIHS.

ORDERLY BOOK OF BRIGADE MAJOR PETER SCULL ¹

[General Orders]

Head-Quarters [Ticonderoga] July. 24. 1776.

. . . The Captains of the arm'd Vessels and Gondola's, to send this evening a sign'd return to the D. A. G. [Deputy Adjutant General] of the ammunition and military Stores wanted for each Vessel and Gondola. –

Brigade Orders.

Detail for the Batteau Guard

	Cor.	Priv
[Philip] DeHaas	1	1
[Arthur] St Clair		2
[Anthony] Wayne		3
	1	6

1. MNHP

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

Skenesborough July 24th 1776

Dear General I wrote you the 21st from Ticonderoga and by Direction of General Gates forwarded you some Indian Goods. – last night I arrived here and found Four Gondalos were compleated & gone to Ticonderoga, Two others will be finished in five days, & four more in Ten days, each of which will mount three, or four, heavy pieces of Cannon, & Fourteen Swivels. – Thirty Carpenters are arived from Connecticut, & are Cuting Timber for a Row Gally, to mount six pieces heavy Cannon, & Twenty Swivels, One hundred other Carpenters from Pensilvania, & the Massachusetts Bay will be here this evening, who will take in hand three other Gallies, the whole I expect will be compleated In three weeks – & will require a much greater Number of Seamen to Navigate them, than can be furnished From the Northern Army. Only Seventy Seamen have been returned from the whole Army, we shall want at least three hundred more to man the Gondalos, Gallies & Vessells on the Lake, exclusive of those that It may be necessary to build, of which we cannot Judge Untill we know the Naval preparations the Enemy Are making at St Johns, which expect to have advice of on return of our reconoitering Parties. Three or Four experiènced Commanders are wanted for the Row Gallies & four or five for the Gundalos, the Seamen are

of so much Consequence, I had thoughts of sending, directly to Connecticut for them, but Doubt If they can be engaged on the same Terms, as allowed by Congress for those in the Navy. (Vizt Forty eight Shillings Lawfull Money pr Month) as there is no prospect of makeing reprisals on the Lake, but rather Fatigue & Danger, I am told they cannot be engaged For less than the Common Premium & Ten Dollars pr Month wages, which I could not engage as I have had no particular Instructions, on that head, perhaps they can be furnished from the Army at New York At any rate we must have them *our Navigation without will be useless*, – Soldiers, or Landsmen will by no means answear without a number of Seamen In each Vessell. I hope no time will be lost in engageing and forwarding them to this place. If you think proper to Send to Connecticut, I beg leave to recommend Capts Samuel Chew & Francis Brown of New Haven, Capt Amos Green of Stamford, Capt [Azariah] Whitelsey of Saybrook & Capt Seth Warner of Haddam, who are Men of Spirit and if not engaged, I make no doubt will undertake & Engage a number of Seamen – Inclosed is a List of a Number of Articles which are wanted for the Vessells (exclusive of those wrote for before) in particular the Sail Cloth & Cordage, the former may be had of Thos Mumford of New London, the Latter of Mr. Mortimer at Middletown If none can be procured nearer. – All the Powder we have on hand, (which is about Eight Tons) will hardly make Thirty rounds for each Gun, so that as much more ought to be sent us emediately, I expect to return to Ticonderoga tomorrow, & will forward you a Return of our Artillery, Ammunition & Ordinance Stores, many of the articles in my List, tho' trifles Are absolutely necessary, & cannot be procured here. We are at a loss for Gunners, very few can be spared From the Artillery Companies, & no others are to be had here. I could wish Ten or Twelve, with their mates could be sent us, & that they may have Directions to bring such Articles, as will be wanted And are not Included in my memorandum. . .

PS. The Vessells cannot be Completed untill the Blocks & Cordage Arives
B A ²

1 Gates Papers, NYHS.

2. *Ibid.*, Arnold wrote a similar letter to General Gates this date.

MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK ¹

[Extract]

Dear Sir

German Flats July 24th 1776

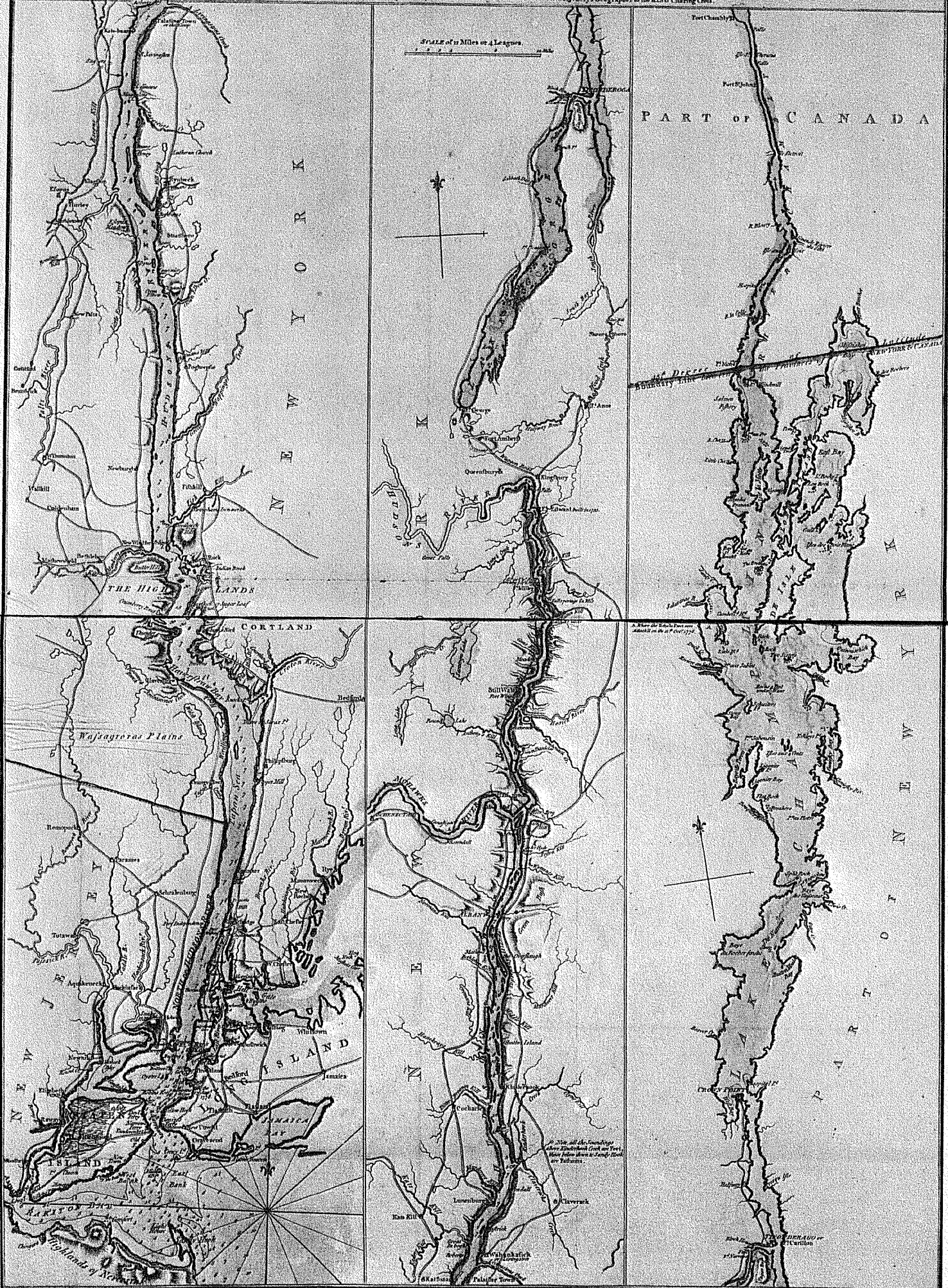
Your Excellency's Favour of the 17th Instant was last Night delivered me by Mr Bennet.

If I had with me the Remonstrance of the Field Officers against quitting Crown Point. I should attempt to point out the Insufficiencys of each of the several Reasons they gave against the removal of the Army to Ticonderoga and which would at the same time shew on which I founded my Opinion of the propriety of the Measure but as the paper was left at Albany I shall curiously enter info some Observations – The little time I have for reflecting on the Subject; the constant Interruptions from the Indians; Indis-

position of Body and my Inability to convey my Ideas with that perspicuity the Subject merits, I hope will plead for the Inaccuracies which you will discover. Crown point is a peninsula which projects from the West side of Lake Champlain and runs down and almost paralell to both Sides of it – the East side of the peninsula is bounded by the Waters of that part of the Lake, which flow from Skenesborough and Lake George, passing by Tyconderoga in their way; and the North East Corner of the peninsula is distant from the East shore of Lake Champlain about half a Mile or something better, but under three Quarters of a mile. The Northwest Corner of it is nearly, if not quite two Miles distant from the Western shore of the Lake — If the Enemy should have a Naval superiority, our armed Vessels must retire to the Southward of Crown Point between that and Tyconderoga, or take Shelter under any Fortifications we might have there, In either Case the Enemy may go along the Western Shore; land in the Bay that forms the peninsula and attack any Force that may be at Crown Point from the Rear, or they may land on the East side of the Lake, below Crown point, and as the Country is flat, and in some parts improved, they may possess themselves of the East Shore; between Crown point and Ticonderoga, without any great difficulty, however Strong any Fortifications on the East side, opposite to Crown point, might be and hence all supplies must be cut off unless our Force at Crown point should embark in Batteaus & be sufficiently strong to land and repulse them, and there is little prospect that such an attempt would succeed, considering how infinitely better they are provided than we and what Advantages they would receive from the works they might throw up; besides the Last consideration permit me to subjoin that such is the Nature of the Ground at Crown point (the point faces to the North; fronts the Lake and is indented with small Bays, and about one Mile broad in a streight line from the North Eastern to the Northwestern point) that the Fort which General Amherst erected there, was so exposed from the Grounds about it, that it required three or four strong Redoubts to cover it – Redoubts, that were in themselves very considerable Fortifications and built at much expence, on Account of the Scarcity of Earth, insomuch as, that all the Fortifications ten Thousand Men could make in the Course of the Campaign would be far from formidable.

At Ticonderoga we are not exposed to these Dangers or Difficulties – The Lake between the Fort and the intended Encampment on the East side of it, does not exceed half a Mile in Breadth – Let us now suppose that the Enemy are capable of forcing our Armed Vessels to seek Shelter at Tyconderoga – Nothing then is to obstruct their coming to that place Being come, let us suppose that they would land on the East side of the Lake – The intended Camp is defended on the North by a large Creek and sunken Country, which effectually prevents any approaches from that Quarter, they must therefore take a Tour of several Miles to head the sunken Country before they can get into our Rear. If they do, are our supplies Cut off? No, – for we have the communication by Lake George open, should they drive us out of the strong Camp on the East side; I think it im-

A Topographical MAP of HUDSON'S RIVER, with the CHANNELS Depth of Water, Rocks, Shoals &c. and the COUNTRY adjacent, from SANDY-HOOK, NEW YORK and BAY to FORT EDWARD, also the Communication with CANADA by LAKE GEORGE and LAKE CHAMPLAIN, as high as FORT CHAMBLY on Sorel River. By CLAUDE JOSEPH SAUTHIER, on the Original Scale of Four Miles to One Inch. Engraved by WILLIAM FADEN Surveyor to the late Majesty's Geographers to the KING's Charing Cross.



possible for twenty thousand Men to do it. ever so well provided if the Camp consists of less, than even a Quarter of that Number indifferently furnished; such is the natural Strength of the Ground but let us suppose that the Enemy should land on the West side and attempt to [drive] us thence; here we fight on an equal Footing (except what Advantages our Lines and Fortifications may give us) and we can oppose nine tenth of our Army to them; for they cannot prevent the junction of our Troops either way whenever they may please to join – Let us suppose the worst – They drive us from the Ground; we loose our Cannon, but they cannot prevent such as do not fall in the Engagement from retiring to the strong Camp. (A bare Inspection of A. good Map, if I had one to send your Excellency would I hope convince you of the Weight of these Narrations. –

But if we are obliged to retreat from Ticonderoga will not their Vessels pass our Strong Camp and get between that and Skenesborough? I think it impossible for them to pass The passage is narrow the Channel more so: Our Vessels laying in Line of Battle on the South side of the Camp; their's obliged to Come up by two at a time, at most: exposed to our Cannon in getting there, and when there at once attacked by our Vessels and our Batteries within point blank Shot.

But if the Enemy have possession of Ticonderoga will they not cut off our supplies! Yes. effectually any supplies attempted to be sent by the way of Lake George, but not those sent by the way of Skenesborough or thro the Towns laying in this Colony. on the East side of Lake Champlain between the Camp and New Hampshire and the Northern parts of Massachusetts.

But cannot the Enemy when in possession of Tyconderoga penetrate into this Colony by the way of Lake George and leave our Army in the strong Camp; Yes provided they take their Boats, provisions &c. Out of Lake Champlain on the North side of Tyconderoga and convey them by land into Lake George: the Distance between three and four Miles but as they cannot do this without our knowledge we can move any part of our Army by the Way of Skenesborough to Fort George before they can reach it, but as we have no Naval Force on that Lake, nor any strong Fortifications and if they are superior; and our Army not reinforced by Militia which I should hope would not be the case, we can retire from there to some place in the Vicinity of fort Edward, and bring away all the Carriages from the few Inhabitants that live there and I conceive that they would find it extremely difficult if not impossible to move only such of their Boats and Necessaries, as they cannot dispense with over a fifteen Mile Land Carriage, even if they should be able to bring a considerable Number of Carriages each carrying four Barrels of pork or Flour (and they can bring no Carriages that will convey more) to transport one Days provision for 10,000 Men and the Carriages can only compleat a trip in two Days.

Upon the whole. I do not only think Ticonderoga infinitely preferable to Crown point for a Stand to be made, but so happily situated for us that I

have very little Apprehension of General [John] Burgoyne's being able to succeed in that Quarter unless there should be too great a Disparity of Numbers in his Favour.

I had almost forgot to Observe that your Excellency from the information you have had seems to entertain an Idea that the Situation of Crown point Is of the utmost importance especially if we mean to Keep the Superiority & Mastery of the Lake and that if its abandoned by us it is natural to suppose the Enemy will possess it and if they do that then our Vessels will be in their Rear, and it will not be in our power to bring them to Tyconderoga or the post opposite to it. Your Excellency will pardon me for a few Remarks on that passage of your Letter. Crown point lies about forty three Miles from the extreme South part of Lake Champlain. which is at Skenesborough. and about one hundred from the Northern Extreme, which is at St Johns - The part of the Lake South of Crown point is Seldom in any place above two Miles wide from Crown point to about 1[8] Miles North of it may be at a Medium about $3\frac{1}{2}$ Miles three and four being the extremes; beyond that for about 56 Miles it is Seldom less than six or more than 14 or 15: but a Chain of Island running nearly parallel to the sides of the Lake lay in the broadest part on and nearly in the Middle so that the Width on each Side is about six Miles.

Let us now suppose our Navy to be in any part of the Lake to the Northward of and out of the Reach of the Cannon that may be at Crown point and there attacked by the Enemy, what assistance can it receive from any Fortifications at the point None surely and if worsted it must fly to the South Side of Crown point for shelter and the Enemy have the entire Mastery of the Lake. If Crown point was totally abandoned and if the Navy was attacked and worsted in any part to the Northward of Ticonderoga whether in Sight of that place or towards the North End of the Lake, the Consequences are exactly the same It must retire to the South of where the Army is. If we abandon Crown point, that the Enemy will possess themselves of it is Certain if they can do it. but if we suppose they can, we must not only suppose they can and will pass our Fleet altho their's should be inferior, or that they must have a Naval superiority - If they can pass our Fleet any where beyond Crown point, their Army can attack ours at Crown point, if it is there, or at Tyconderoga if there in either Case our Ships will be in their Rear. But supposing, they could and would by some means or other frustrate our Intentions in having A Navy in the Lake (which Intention appears to be to prevent any Boats coming up) and pass by it altho superior to theirs Is it probable they will do it? Will they risk the Danger they may run if a fair Wind should enable our Ships to get up with them? Will they risk an Interception of their Supplies and a prevention of Retreat in Case of a Repulse? I think not but if their Navy is superior the keeping possession of the Lake is impossible. and then the Question now is, where is the best place to make a Stand with the greatest prospect of Advantage to us - I think that place to be Tyconderoga and the Grounds opposite to it I may

be mistaken. The only View I had in giving my opinion for removing the Army to these places was, that I thought it would there most advance the Interest of the Cause we are engaged in.

Altho I do not recollect that in the Resolution of the General Officers to move the Army from Crown Point, that it is observed that a small post was to be kept there; from whence our Vessels might be supplied more readily than from Tyconderoga yet that was determined on . . .

1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 256-61, NA.

GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL ¹

[Extract]

New York July 24th, 1776

Sir I was honored yesterday with your favor of the 17th instant and return you my thanks for your kind attention to and compliance with my request for the Row Gallies. They are not yet arrived that I know of —

The orders you have given to your armed cruisers for stopping provision vessels appear to me extremely necessary. I have mentioned the matter to Congress and shall warmly recommend the same to the consideration of the Convention of this State. It it should be attended with inconvenience to individuals, yet necessity and public utility ought to be first considered and outweigh every thing else — But it cannot. There is nothing but what they can readily dispose of for the use of the Army and for ready cash, so that every ground of objection must be nugatory. I am Sir [&c.]

G^o Washington

1. Trumbull Papers, XXIX, 322, 323, ConnSL.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS ¹

Sir,

Chatham off Staten Island 24th July 1776.

On the arrival of Lord Howe at this place a few days ago, I was not a little surprized to find that on His Lordship's calling off Halifax, He was informed by Commissioner Arbuthnot that there was no intimation left with him to what place His Majesty's Squadron under my Command and the Transports under my Convoy had proceeded, This indeed, if Fact, would have been a very gross and un-Officer-like Omission, of which I think it my duty to acquit myself, by sending you herewith a Copy of a Letter I wrote to, and left with the Commissioner a few days before my Departure from Halifax, which was delivered to him by my Secretary, which he acknowledged the receipt of,² but which in the Multiplicity of Business he is Engaged in, in his several Departments, I presume he must have forgot or mislaid, and therefore beg you will please to communicate it to their Lordships for my Justification. I am Sir [&c.]

M: Shuldhham

1. PRO, Admiralty 1/484.

2. See Shuldhham to Arbuthnot, June 5, 1776.

JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW ¹

July 1776 Do [Lighthouse off Sandy Hook] No 43 Wt 31 Lgs
 Wednesday 24 AM saw a sail standing towards us, made sail twds her, 1/2
 past 8 found her, to be, a sloop from Hambourrh, with Bale
 Goods, belonging to New York.² Sent the Cutter on board
 her, took the people out of her, and sent a midshipman, and
 4 men to take Charge of her, hoisted the Boat 'in, and wore
 Ship
 Light airs and fair at 2 PM saw a fleet gave Chace, found
 them to be 4 Sail of Transports under Convoy of His Majes-
 tys Ship *Niger* – at 7 parted Co with the above – 1/2 past 9
 gave Chace to 3 Sail found them to be His Majestys ships
Senegall one Transport and a French Brig. Wore Ship and
 made sail.

1. PRO, Admiralty 51/548.

2. *Sally*, John Williams, master, J. and A. Stuart, owners, from Hamburg for New York with
 lincns, canvas, etc., Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, July 24, 1776

The Marine Committee having recommended Benjamin Thompson to
 be a lieutenant of marines in Captain Palmes's company,

Resolved, That he be accepted, and that a commission be granted to
 him accordingly.

Resolved, That all the resolutions of this Congress, passed on the twenty
 third day of March last, and on the third day of April last, relating to
 ships and other vessels, their tackle, apparel and furniture, and all goods,
 wares and merchandises, belonging to any inhabitant or inhabitants of Great
 Britain, taken on the high seas, or between high and low water mark, be ex-
 tended to all ships and other vessels, their tackle, apparel and furniture, and
 all goods, wares and merchandises, belonging to any subject or subjects of
 the King of Great Britain, except the inhabitants of the Bermudas, and Pro-
 vidence or Bahama island.

1. Ford, ed., *JCC*, V, 604, 605, 606.

WILLING, MORRIS & CO. TO WILLIAM BINGHAM, MARTINIQUE ¹

[Extract]

Philada. July 24th 1776

Sir We were much Concerned to find you were so long detained at Cape
 May, but as you did at last escape clear of the Men of Warr on this Coast,
 we hope you will arrive safe at Your destined Port and there be able to exe-
 cute your Commission to be very satisfactory to all Concerned,² We are
 told Mr LaMaitra arrived safe at Martinico but have no Certainty of it,³
 sorry we are that Mr Merediths Sloop fell into the Enemys hands, for its not
 only a Considerable loss but disapoints you & the Publick,⁴ The Brig this

goes by will we hope have better luck and make up for the loss and disappointment of the other, but we feared to put any Goods onboard on our own Account as the Coast now swarms with Men of Warr.

We hope however that you may send us back some Goods by the *Reprisal* in the footing proposed in our former letter and you may depend on our attention in the Sale & Remittances for them . . .

. . . Shou'd Mr Bealle [Samuel Beall] be arrived in the West Indies when this gets to hand tell him We think Occracock Inlet in North Carolina is at this time the safest place along the Coast We are sir [&c.]

Willing Morris & Co.

1. Papers of Robert Morris, Accession 1805, LC.
2. Bingham took passage on board the Continental ship *Reprisal*, which sailed from Cape May on July 3, 1776.
3. Captain James LaMaitre.
4. See journal of H.M.S. *Orpheus*, July 4, 1776.

THOMAS SMYTH TO DANIEL OF ST. THOMAS JENIFER ¹

[Extract]

Chester Town July the 24th 1776

Sir Your favr of the 22d Instant to the Committee of Observation for this County was this morning delivered to Mr [illegible] Ringgold & myselve and we immediately ordered all the powder & Sail Cloth in the Care of the Committee on board Capt: Bary [Richard Berry] for which youll receive inclosed his Receipt – the second Escort of Waggons is expected at Town to night by when I hope the Schooner *Resolution* will appear that the powder &c may be delivered to her out of the Waggons. The Money sent to me by my son for the Payment of the Waggonage of the powder & other contingent Charges did not reach me untill after the Arrival of the Waggons that brought the first Load from Chincoteague they have since been paid off I am with much Respect [&c.]

Tho^s Smyth

The Honable Daniel of St Thomas Jen[i]fer Esqr
President of the Council of Safety in Annapolis
by Capt Bary

1. Red Book, XV, Md. Arch.

“EXTRACT OF A LETTER FROM DUMFRIES, IN VIRGINIA [JULY 24]” ¹

On Monday, July 22, the *Roebuck*, *Mercury*,² *Otter*, and an armed ship, came up to Potomack, and anchored two miles below Dumfries, where the water is fresh. Next day at 12 o'clock, they sent off two tenders, a gondola covered, and eight large boats full of men, of the 14th regiment, marines, &c. They landed at William Brent's, Esq; where about 60 of the Stafford militia were posted without any cover; the gondola drawing but sixteen inches water, ran in close to the shore, and with a nine pounder and grape shot, obliged the militia to retreat, when about 150 men landed, and burnt the out-houses &c. of Mr. Brent, and intended to have burnt his fine mill and other houses; but the *Roebuck* observing the Prince William militia on

their march, hoisted a white flag, and their men immediately retreated, without doing any further damage. The fleet having taken in fresh water, fell down the river the next day. Three white men and four negroes were found dead on shore; two of the whites were sewed up in hammocks, and shot through the breast; they had fine Holland shirts on, and are supposed to have been officers. A gold laced hat was found with a bullet hole through both sides of the crown. As the riflemen had some fair shot at them, it is not doubted but several are killed.

1. Almon, ed., *Remembrancer*, III, 334. The letter is undated. The day after the British went down the river, is the likely date.
2. Probably the *Fowey*; not the *Mercury* which was not in this area at that time.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Wednesday the 24th day of July 1776. –

Ordered that Colo [William] Aylett deliver unto Lieutenant [Aaron] Jeffries for the use of the Schooner *Revenge* commanded by Capt [William] Deane One thousand twenty four penny Nails, One pound of Brimstone and some Pump Leather –

Ordered that Gabriel Maupin deliver unto Lieut Jeffries for the use of the Cruizer *Revenge* commanded by Capt Deane as much Lead as he may think Necessary to answer his present purpose –

Ordered that James Anderson, Black Smith do at the Public expence perform such Work as may be required of him by Capt [Edward] Travis for the use of the *Manley Gallie* –

Ordered that the Keeper of the public Magazine deliver unto Capt Travis for the use of the *Manley Gallie* the following Articles, to wit, Two Quire of common Cartridge paper, One hundred pounds of Sheet Lead, Ten pounds of Copper Shett [*sic* sheet], one dozen double headed Shott, Fifty pounds of Musket Ball, One hundred pounds of Lead – six powder Horns & priming pins, Ten pounds of Match Rope and twenty five twelve pound Shott. –

Ordered that the public be made a Debtor to Mr. James Hunter keeper of the public Store at Fredericksburg for One hundred and sixteen pounds eight shillings and six pence it being for sundries furnished Capt Dick for the use of his Company of Marines –

Ordered that a Warrant Issue to Capt Alexander Dick for One hundred and four pounds thirteen shillings and ten pence half penny for the pay of his Company of Marines from the sixteenth day of June One thousand seven hundred and seventy six to the sixteenth day of July following and for half pay of himself and officers from their Appointment. also forty four pounds seven shillings and four pence for necessaries furnished his Company –

Ordered that a Warrant Issue to Richmond Allen for Eleven pounds fifteen shillings for Masts Yards &c furnished Capt Deane for the Schooner *Revenge*. also for forty seven pounds seven shillings for masts Yards &c furnished Capt Thomas Lilly for the *Liberty* Cruizer –

1. Navy Board Journal, 18–19, VSL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Wednesday July 24th 1776

The Board proceeded to deliver their Opinion on the case of Bartlett Goodrich, John Cuningham, and James Mohony that the proceedings of the Court of Commissioners for Northampton County be confirmed; and thereupon it is ordered, that the said Goodrich and Cuningham be sent to New London in Bedford County to be allowed to go at large within the limits of the Town on their parole; and that the James Mohony remain a prisoner in the public Jail but to be allowed on his parole to go at large within the limits of the Capitol Yard, the main street, and Houses thereon, as high up as Mr Southalls during the pleasure of the Board. And it was farther ordered that the Judges of the Court of Admiralty be desired to hold a Court as soon as conveniently may be upon the Vessel & Cargo belonging to the said Bartlett Goodrich which was stranded on the Shores of Northampton County.

1. McIlwaine, ed., *Journals of the Virginia Council of Safety*, I, 88-89.

25 JulyJOURNAL OF H.M.S. *Triton*, CAPTAIN SKEFFINGTON LUTWIDGE ¹

July 1776

Moord at Port Neuf

Thursday 25th Recd, an Order from Captn [Charles] Douglas to send 40 Seamen & petty Officers to Quebec to proceed thence to Chambly ²

1. PRO, Admiralty 51/1013.

2. This detachment was to serve on board the fleet building at St. John's for service on Lake Champlain. On September 2, another draft of thirty-seven seamen under a midshipman went off from the *Triton* for the same service, and, two days later Commodore Douglas ordered "20 Men more from the *Triton*, 25 from the *Isis* and 20 from the Transports to Serve on the Lakes," *ibid*.

MASTER'S LOG OF H.M.S. *Milford* ¹

July 1776

Do [Cape Ann] WSW 5 or 6 Leags

Thursday 25 at 9 AM saw a Sail in the NW Quarter, made Sail and gave Chace at 11 She hoisted English Colours. We Hoisted Yankee Colours at Noon the Chace upon our W. Bow Dist 4 Miles

Little Wind and Clear at 3 Fir'd 8 Shot at the Chace at 4 fir'd 5 more Shot Endeavour'd to run the Chace onshore, got the Boats ahead to tow the Ship and got the Ships Oars out fir'd 6 more Shot at her, at 6 fir'd four more Brot too the Chace they hoisted out the Boat and went onshore before our Boats could overtake them, sent an Officer and men onboard and took possession, proved to be a Jimaca man of London taken 6 days before by a Provincial Arm'd Schooner,² at 8 in 2d Rfs Topsails and got the Boats in

1. PRO, Admiralty 52/1865.

2. The ship *Princess Royal*, taken July 10 off Bermuda by the Massachusetts privateer schooner *Sturdy Beggar*, Peter Lander, commander, Vice Admiralty Register, vol. 5, 1769-1777, N. S. Arch.

ACCOUNT OF WILLIAM HACKETT FOR BUILDING THE MASSACHUSETTS BRIG
Massachusetts, AND SLOOP *Tyrannicide*¹

Dr Capt William Hackett his acct with Richard Derby junr		Cr	
1776		July 26	
Apr. 23d	To Cash 610 Dollars	183..	
June 24	To Cash as Recd Cash pd 21 Ap. on acct the Sloop	50.. 172.16-	
July	do pd 13 May on acct do Cash as Rec[eived] do pd in cash the Sloop my Order on E.H. Derby for the Ball- [ance] when pd will be in full	174..- 26..4..6½ 75.12- 391.16..1	
		<u>£1073..8..7½</u>	
			Salem

Salem 25 July 1776
Errors Excepted
Richard Derby Junr

1. PM.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK¹

Remks from Satterday 20th of July to Thursday 25th, 1776

Emloyd in gitting water and small stores on board in gitting our vesel
fixt for sea on bent our sails Sent them on shore to be mended got
them on board bent them got fit for sea Changeable Weather this
6 days past

1. John Fisk Journal, AAS.

JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL¹

To the honble the Councill of the State
of the Massachusetts Bay

humbly shews John Bradford Agent of the continental armed Vessells
that he is informed by his Counsell that the Presence of Archibald Campbell
Esqr² & Donald Campbell late Mate of the *Annabella* Transport Ship is
necessary at the Trial of that Ship & of the Ship *George* which is to be at Sal-
em on the thirtieth Day of July instant the said Bradford therefore prays
that the said Archibald Campbell Esqr & Donald Campbell may be permit-
ted to attend said Trial under such Restrictions as to your Honors may seem
fit, & as in Duty bound will [ever] pray³

Jn^o Bradford

[Boston] July: 25th 1776

1. Mass. Arch., vol. 165, 462.

2. Lieutenant Colonel Archibald Campbell, who commanded the battalion of the 71st Highlan-
ders on board the transports captured in June 1776.

3. *Ibid.*, the Council ordered the two Campbells to attend the trial.

CALEB GARDNER TO GOVERNOR NICHOLAS COOKE ¹

Sir,

Dighton July 25th 1776.

We the Subscribers of Dighton and Swanzy in the State of the Massachusetts Bay Merchants, request your Honor to grant a Commission or Letters of Marque and Reprisal to Samuel Dunn junr. Commander of the Private Sloop of War *Revenge* of which we are Owners She is burthened about Seventy five Tons carries Ten Carriage Guns Four Pounders and Sixteen Swivel Guns and manned with Seventy Men and fitted with a Suitable Quantity of Muskets, Pistols, Cutlasses, Blunderbusses, Powder Ball and other Military Stores &c. She hath on board Forty barrels Beef and Pork, Twenty five Tierces of Bread with some Rice, Beans, Pottatoes &c. George Brown is First Lieutenant, Allin is Second Lieutenant, and John Sanford is Master. We are, with great Respect [&c.]

Caleb Gardner ²

1. Maritime Papers, Letters of Marque, R. I. Arch.

2. Owners made Continental bond, \$5,000, this date. *Ibid.*, Bonds, Masters of Vessels.THOMAS CHILD TO NICHOLAS AND JOHN BROWN ¹

Gentlemen

Tiverton 25 July 1776

I have bought the Brigg of Mr Corey and am to pay Eighteen hundred Dollors in Contenentle or Rhode island money and I tarrey hear to git the Brigg Redey to Bring to Providançe and Shall be glad you will Send the money by Capt Northam, as they dont Cear to go after It for It is a Matter of indifferanc with them weather thay Sell or not Shee is a fine Vessel fit for the Perpos and as well Bult as Ever I Saw a Vessel I intend to have the Vessel Redey by the time that Capt Northam Can git Back and am Gentleman [&c.]

Thomas Child

1. Brown Papers, JCBL.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES ¹

[Extract]

Skensborough July 25th 1776

. . . I have sent, Carpenters to Assist in Fixing the Gondalos & Vessells, I should have returned this morning but the Boats which were sent to Cheshire ² the day before yesterday for the Carpenters are not yet returned: It will be Necessary for me to Stay untill they Arive to give them Orders respecting the Craft they are to build – I have sent of[f] an express this Morning to Genl Schuyler for Sundry Articles wanted for the Gondalos & have requested him to send either to Connecticut, or to Genl Washington, for Two or Three hundred Seamen, who will be Absolutely Necessary to Man what Craft we shall soon have Completed, without a Larger Number of Seamen than can be found in the Northern Army, our Navigation will be useless – we have received No Advice from below

lately, the first Compy of Militia Arived last evening, others are expected every minute – I am with Esteem & affection Dr Genl [&c.]

B Arnold

1. Gates Papers, NYHS.

2. A vital saw mill was located here where Colonel Cornelius Wynkoop found "that the saw mill did not go at night, only by day, and no boards sawed. I have now given them the strictest charge to saw continually. . . ." Force, comp., *American Archives*, 5th, I, 582.

MAJOR GENERAL PHILIP SCHUYLER TO CAPTAIN RICHARD VARICK ¹

[Extract]

German Flatts July 25. 1776.

By all Means advance the Carpenters Money, For I wish to get them at Work & will humour them with any thing to obtain that End. –

Inclose You a List of Stores sent up Mr Hughes. If arrived, forward them to Tyonderoga, You will find a Duplicate of the List I sent down to General Washington when I wrote him on the 12th instant, – Such Articles of that List as have not been sent up, You must procure from the Owners of Sloops at Albany, who can now spare them as the Navigation is, for the present stopped: – this is a Matter of so Much Moment, as to Claim Your first Attention: If You cannot procure a sufficiency of Blocks, Let the [illegible] Blockmakers make them & write in My Name to the Gentlemen at Po[u]ghkeepsie, who have the Direction of Building the Vessels there, to send up whatever You cannot get at Albany, & intreat them to be as Expeditious as possible in forwarding them to You. –

The Anchors & Cables mentioned by Mr Hughes were delivered to Capt Peter Post of Esopus, If they are not come to Hand, Send an Express for them, Send up a Ton of Iron to Skenesborough & desired Mr [Hermanus] Schuyler to write in Time for what he may want.

1. Schuyler Papers, Letters & Orders, 18 April, 1776–29 June, 1777, NYPL.

GILBERT LIVINGSTON AND WILLIAM PAULDING TO ROBERT R. LIVINGSTON ¹

Dear sir

Poughkeepsie July 25th 1776 –

Yesterday Mr [Abraham] VanZandt. Capt [Augustine] Lawrence & Myself. returned from the Forts, on examination we found the River considerably wider at Montgomery than at Constitution – and the Rocks on both the shores much more difficult to fasten Chains to, at the former Place than at the latter; from what Information we have had since I saw you, think it highly probable Mr [John] Jay will succeed in procuring Cannon – if so there is a very advantageous place to erect a Battery (Which may speedily be done) to defend a Chain at Constitution – Which from the several Considerations – of the Narrownes of the River – The tides being less Rapid – And the Wind not blowing in so direct a Manner up the River – have induced me to prefer this Place to Montgomery—

On My Return found Mr Paulding here by him learn that the plan is laid, and carrying into Execution, for stopping the Navigation at Mount Washington – By the Inclosed Letter from Mr [William] Duer you'll find More particulars on this subject – that part of his Letter which refers to

Your or Mr Jays going immediately to Genl Washington We much approve of -² & Wish you could see him & conclude which to go - & as our plan of Operation is now laid, think it would not be amis for both to be there -

Mr Paulding is now with me & Joins in this Letter. says that part of the Chain is in New York. We this day intend to send off an Express to Curtineus [Peter T. Curtenius] to send it up - as well as 2 or 3 barrels of spirits of Turpentine if to be had - the Chain that is in New York is made of Barrs' not more than 1. & 2 Inch square - so that our Orders to Mr Livingston Must be altered, for it will certainly be of no use to have one part thicker than another, perhaps before you Receive this, you will have an oppertunity to Measure that part of the Chain which is at Albany, that You may be certain as to the exact size of the Iron, as Mr Paulding did not actually measure that in N. York -

We have not sent a Copy of Mr Duers Letter to Mr Jay because we think it highly probable they will Meet at Gov: Trumbuls Neither have we Wrote to Mr Hazlewood thinking When either You or Mr Jay or both should Arive in N.Y. that engagement would be better done than it could be by Letter -

Our Rafts go on briskly - The ships below are about in the Middle of[f] Haverstraw - nothing particular - from the Forts - in high spirits - tho' badly found as to Artillery - Are sir With esteeme [&c.]

William Paulding
Gilbert Livingston

We Congratulate you on the good News from Gen: Lee -

1. FDRL.

2. William Duer to John Jay and Robert R. Livingston, July 21, 1776.

COLONEL A. HAWKES HAY TO GEORGE WASHINGTON¹

[Extract]

Haverstraw July 25th. 1776

... the great extent of Shore we have to guard is extreemly bourdensome to the People & I suppose is the true reason that has induced Captain Parker to fix his Station in Haverstraw Bay - Since the Distruction of Halstead's House, & the robbing the poor Man of his Hoggs by Captain Wallace, nothing of a hostile nature has been attempted, the Enemy have collected their Force nearly opposite my House and imploy their Time in sounding the River. - Their having taken down the Sand Baggs from the Side of their Ships, spread Awnings in all their Vessels and neglecting to imbrace the many fair Winds and Tides that have offered, induces me to think that Capt Parker has resolved to confine his operations to the South side of the High Lands and to make no further progress up the River till the arrival of a Reinforcement. - As yet they have had no supplies from this Shore nor any addition to their Strength except two poor Wretches of infamous Characters, nor have I any reason to think that many have resorted to them from the Eastern Shore, altho' a Bullock was brought from thence & hoisted with great shouting from a Barge into the *Rose* at the Dawn of Day on Monday last & my Guards have since seen Cabbage delivered from a Canoe - If there

has been any other Communication between the Enemy and the County of West Chester it must be in the Night for I have observed no Increase of the Number of Boats about the Ships or Tenders in the Day time

Permit me Sir to suggest that it would tend greatly to obstruct the Designs of the Enemy if the Shores above & below them were furnished with light Whale Boats to pursue their Barges, this would enable us not only to dismiss part of the Guards now employed, but also to cut off any supplies, follow them where ever they may attempt to land & prevent the disaffected from joining them, give greater safety & releive the Peasant, and upon the whole be a saving to the Public. . . .

P.S. Half after Ten O'clock A:M: This Moment The Ships and Tenders came under Sail, fair Wind and Tide, and they are proceeding down the River

1. Washington Papers, LC.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. ¹

July 1776.

Moor'd in Haverstraw Bay.

Thursday 25th at 9 AM Unmoor'd Weigh'd & drop'd down the River at 12 Came too wth the Small Bower in 5 Fam Water off Singing Town Tallows Point NEt Veer'd to ½ a Cable and Moor'd Ship with the Stream, Distance from the shore 2 Miles; Fir'd two Guns at a Party of Rebels. In Co as before. – ²

Light Breezes and fair with Lightning in the NWt PM the Master empd Sounding about the River, upon the Boat approaching the Shore the Rebels Fir'd upon her and [s]lightley wounded Mr James Clark,

1. PRO, Admiralty 51/694.

2. The *Rose* and three tenders.

BRIGADIER GENERAL THOMAS MIFFLIN TO GEORGE WASHINGTON ¹

Camp at Mount Washington

My dear General

July 25, 1776 8 oClock P M

I have this Minute receivd a Letter from Mr [Elbridge] Gerry at Norwalk on his Way to Boston, with the following Paragraph,

I was informed at the White Plains by some Gentlemen of the Convention that a person very unfriendly to the American States had authentic Information of the [plan] of the General in providing the Cheveax de Frize, and that it was appropriated, with the Ships, to stop the Channel in the North River and hem in the Enemy's Ships.

The Movement of the Ships this Morning down the River confirms Mr Gerry's Information. Lieutenant Connoly says they came 9 Miles down this Morning. – We keep a good Look out for them as the Wind & Tide are favorable to their Wishes. – When they first appear I will order 6 Alarm Guns

to be fired at a Minutes Interval; and when they come within Reach will keep up as heavy a fire as possible. I am with Attachmt [&c.]

Tho Mifflin

1. Washington Papers, LC.

QUARTERMASTER GENERAL STEPHEN MOYLAN TO JEREMIAH WADSWORTH,
NEW HAVEN¹

Sir

New York 25th July 1776

I received your Letter of the 22d from New Haven, and am sorry there is not a Better prospect of procuring Large vessels, I hope you will have more Success at the eastern part of the Colony, should you not we must do the best we can with the sloops, the Sooner you send them off the better, if you find you Cannot get a sufficient Number of Large, I believe you must even take the two, tho extravagant the price of them. Coud you Not make a bargain, that such part of the Rigging as we shoud not have occasion for, to be returnd & allowance made for its value, but this is a trifling Consideration as I dare Say the States will find use for it as to the time it must depend upon Circumstances, dont you Loose any, & I will tell you when to Stop, I am Sir [&c.]

Stephen Moylan

1. Lloyd W. Smith Collection, MNHP.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH¹

[New York]

[July] 25th. — A row-galley or two arrived from Connecticut; and fire-ships, rafts, &c. were preparing with great expedition.

1. Abbatt, ed., *Heath Memoirs*, 43.

Pennsylvania Ledger, SATURDAY, AUGUST 3, 1776

New-York, July 25.

Last Lord's day a great many shot were heard in this city from Bergen-point. The occasion was this: A barge from the fleet full of men, landed on the point, but were opposed and driven off with precipitation by our troops; a smart fire ensued from a tender for a considerable time, without doing any injury. By two deserters, we are informed, that a Captain and two privates were killed on board their barge.

AMBROSE SERLE TO LORD DARTMOUTH¹

New York Harbor, Off Staten Island

July 25. 1776

My Lord,

After a most tedious Passage of nine Weeks, we safely arrived on the 12th instant off Staten Island in the Harbor of New York. We had contrary Winds for the much greater Part of the Way; and, from a Belief that the Army continued at Halifax, we went round thither as to the Place of Rendezvous. Near Newfoundland we fell in with the *Tartar* Frigate and

her Convoy, bound to Quebec; and off Halifax we met with the *Renown*, of 50 guns, with several Transports, having on board the Scotch Troops from Greenock. Your Lordship will have heard of the Capture of four of these Transports and of Col. [Archibald] Campbell their Commander. At whose Door this Adventure must be laid, is above my Inquiry: People here are very free to guess, and very ready to say; that the naval Part of the Armament has been so conducted, as if it were meant to effect as little real Service as possible.

The Army here is in high Spirits, and, in such good Health, that, in the Number of about 9000 Men, not above 12 are indisposed. They shew the utmost Ardor to attack the Rebels. I am sometimes afraid the Soldiers hold them too cheap. A certain Degree of Disdain it may be right to indulge; but an Excess of it, in the case of an obstinate Resistance (which, from the Numbers of the Rebels, amounting to near 30,000, is not improbable), would occasion a Disappointment, that might end in Despair. Your Lordship would have been entertained with a View of the *Eagle* entering into New York Harbor. A little before our Arrival off Sandy Hook, we heard a brisk Canonade, and could see the Smoke rising over the Point of Land, which lay between us and the Town. We soon found, that it was occasioned by the *Phoenix* and *Rose* Men of War, with three Tenders, who had been ordered to force their Passage up Hudson's River, in order to cut off Supplies and to keep it open for Genl Burgoyne's Troops, which, with a thousand Indians, are expected soon to come down from Albany. The Batteries fired 194 Guns, and only one Shot took Effect upon a Tender, with very little Damage. The Ships returned the Fire very briskly. They had no sooner passed along in this bold Defiance of the whole rebel Force, which the Rebels themselves had pronounced impossible; but the *Eagle* came full in view, saluting and saluted by the Ships in the Harbor, with general Acclamations from the several Crews, and from Detachments of the Army spread over the Hills and along the Shore. A nobler Scene, heightened as it was by a beautiful Landscape and by the finest Day I ever knew, could not well be exhibited. We learnt afterwards by a Deserter, that the Inutility of their boasted Batteries, together with Lord Howe's Arrival, had thrown the Rebels into a visible Panic, and occasioned Express after Express for Reinforcements of Men. For greater Security, they have likewise removed the Bulk of their Powder and Magazines into Connecticut. The two ships are very safe about 10 or 12 Miles above the Town. As an Instance of the Hardiness of our People, I cannot help mentioning, that a Sailor sate upon the Top Gallant Yard of the *Rose*, under the Fire of all their Batteries, in a daring Bravado, and passed by unhurt.

The People of the Army begin to be impatient for the Arrival of the Hessians and the other Reinforcements. They are cantoned in several Quarters over Staten Island, and, by the Assistance of the Fleet, are posted in Security. The Operations will probably commence soon after the Hessians disembark. 'Tis feared, that, in the Conflict, the handsome Town of New York will perish by the Rebels; and it is asserted, that the Connecticut

People would have set it on Fire before this Time, but for the Provincials of this Country. The New England Folks desired to relieve the New Yorkers (who defend their own Town, and, because it is their Property, wish to preserve it) immediately after the Passage of the Ships. The Truth is, they are all extremely jealous of one another; and some of them have openly declared, that they can consider themselves as little better than in an Enemy's Country. The Connecticut People would destroy New York for a double Reason – the one, as a Rival would be demolished, which they have ever hated; and the other, as the King's Troops would be deprived of a convenient Station. There is great Reason to believe, from some Communications to Govr Tryon, and which in Conversation he has mentioned to me, that when the Troops give them one signal Defeat, Numbers will declare themselves immediately, upon such a positive Proof of Protection. At present, they are obliged upon every Account of Prudence and Safety, to conceal their Sentiments and Determinations. Those, who either have not been so discreet, or being more eminent in Station have been more noticed and suspected, have been obliged to fly for their Lives. Many have escaped and are escaping daily to the Camp; and others have retired to Woods and Swamps, where they are hunted like Game, and, with a Barbarity unparalleled except among the Savages, have been shot and murdered. The Madness of this People, excited by their own Publications, and by others from England, and especially by some late Speeches in Parliament, Dr [Richard] Price's Pamphlet, &c. is inexpressible. It is unnecessary to tell Your Lordship, that they have declared themselves Independent States, and proclaimed His Majesty, with every Aggravation of Insolence, an ungrateful Tyrant. Your Lordship will have also heard of the Demolition of the King's Statue, and several Pranks of that kind, which are now but common things with these deluded People. A Clergyman, who in his Sermon only exhorted the People to Moderation as it became Christians, without entering in the least upon Politics, was dragged out of his Pulpit as an Enemy to America, tarred, feathered, and carried about half naked upon a rough Pole in so rude a Manner, that he was obliged to submit to a certain Italian Operation for the Preservation of his Life. I need not add, that Affairs are as yet very unripe for peaceful Negotiation.

A Day or two after our Arrival, Lord H. sent up a Flag of Truce to the Town, inclosing a Copy of his Declaration; but because it was addressed only "To George Washington Esq. &c.&c.&c." they would not receive it. This is one Sample of their Vanity, as well as of their Indisposition to treat. I might give Your Lordship many others, which daily occur in their Publications. They make themselves sure of Victory, and affect to despise the Troops. I cannot omit the following Instance of it, which may serve likewise for a Specimen of the Rant and Bombast, which passes for sound Reason and Sense in this Part of the World. "Be assured" (says one of their Writers) "that the Sun, Moon and Stars shall fall, the Ocean cease to roll, and all Nature change its Course, before a few English, Scotch and German Slaves shall conquer this vast Country."

They have set up their Standard in the Fort upon the Southern Point of the Town. The Colors are thirteen Stripes of Red and White alternately, with the English Union cantoned in the Corner.

We can very plainly see their Works and Intrenchments, which appear to be strong. It will be an arduous Task to dislodge them; but it must however be attempted and succeed too, or the Colonies are our's no more.

The Rebels have good Intelligence of all that passes at Home, notwithstanding the Embargo upon Letters. Mr Wm Temple, Brother of Mr John Temple, lately arrived at the Congress with Letters ('tis said) from some great Names at Home, which were artfully concealed in his Cloaths. Himself was heard to declare, that they were inclosed in the Buttons, which were made large for the purpose.

The noted Major [Robert] Rogers is escaped from Philadelphia, and has joined the Army under General [William] Howe.

Lieut. [Edward] Sneyd is taken Prisoner, and is somewhere in Connecticut. Adml Shuldham mentioned him very handsomely at our Table a few Days since: I took the Opport[un]ity of saying, he was related to Your Lordship, and that You had some Concern for his Interests; which Lord H. was pleased to observe with much Attention.²

The People of Berkshire County in Massachusetts Bay have opposed the Decrees of the Congress, not from Principles of Loyalty, but from a thorough Hatred of all Subjection and Order. The Congress sent Commissions to Judges and other Officers for the Execution of Justice: The Multitude burnt the Commissions, and declared they would have no Law but the Law of Moses. This was the County, which first opposed the Administration of Justice under lawful Authority.

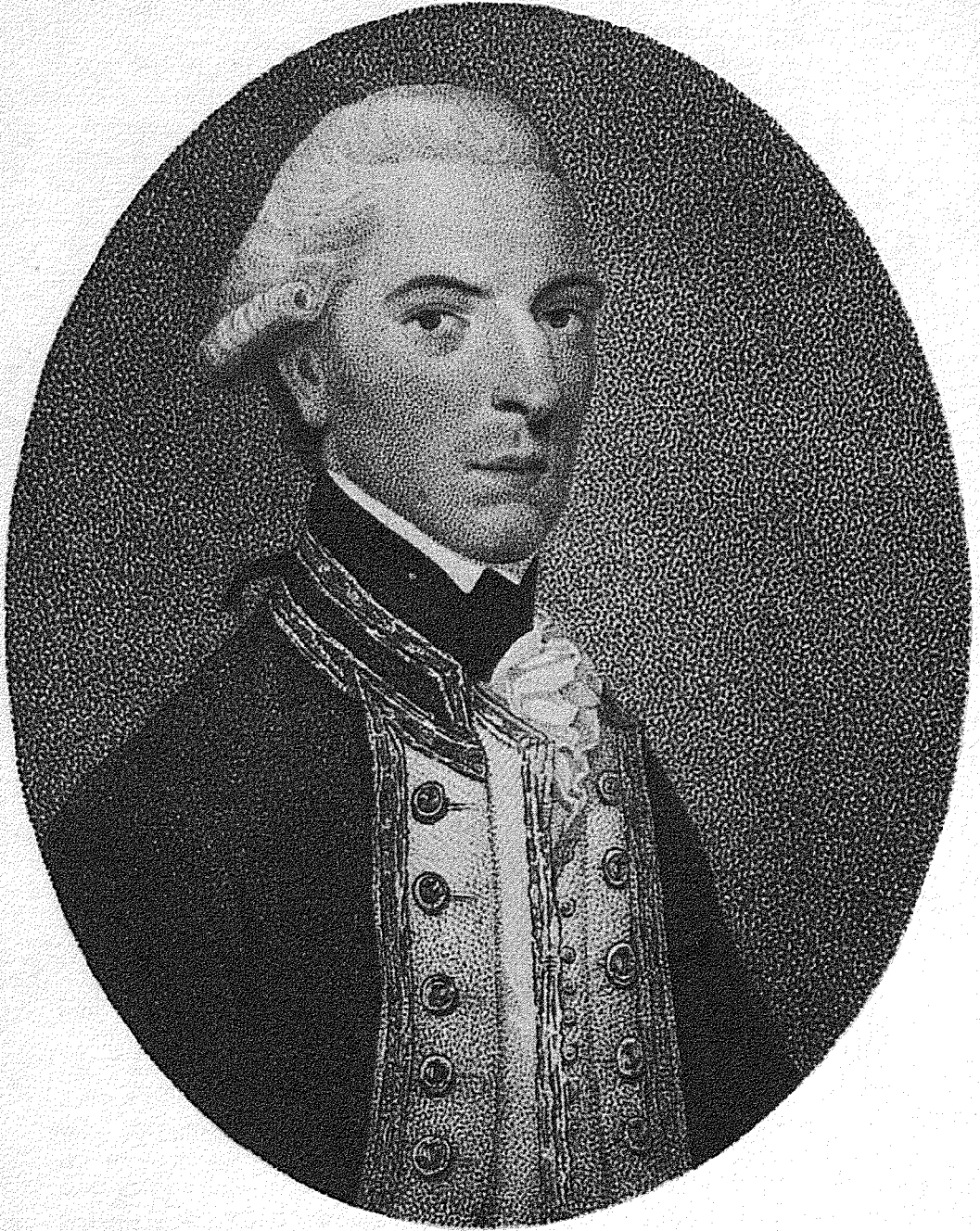
I fear Your Lordship will be quite tired with a Letter of this Length: I would only plead in Excuse, that You cannot be troubled in this manner very often from hence, and that it was much more difficult to determine what to omit than what to say. Inclosed is an Extract of a Letter from Massachusetts Bay, by which Your Lordship will be acquainted in some Measure with the State of that Province.

With the greatest Gratitude and Respect, I have the Honor to be, My Lord, [&c.]

Ambrose Serle.

P.S. We expect Mr. [William] Hotham's Fleet with the Hessians and Guards every Day, and wait for them with Impatience.

P.S. I know not how to aggravate Mr Stanhope's Feelings, which I certainly must, if I write to him what I know respecting his Son. 'Tis a painful Task to me, in the only Letter I may probably trouble him with from hence, to be the Conveyor of unplesant News. Your Lordship has heard, that he was taken Prisoner by the Rebels. At first they confined him; but hearing and believing, that he was a young Man of Family and great Expectations, they released him upon his Parole of Honor, and appointed him a certain Limit. This Parole he has broken, stoled a Horse to facilitate his Escape, and, without knowing the Country, or where any of the King's Ships



Henry Edwyn Stanhope.

lay to receive him (if it were right to receive him), he strolled about, till, from Description of him by Name and Person in the Advertisements of the public Papers, he was seized and brought to Washington. He is now in Irons at some Goal in or near this Place; and we are under some Apprehensions about him ³

Mr Percy, I hear, continued a very violent Agitator in the Rebel Proceedings, and stirs up the People with a Heat little short of Phrenzy. Such Conduct in such Persons affords too much Room for the Taunts of Infidels:

Tantum Religio potuit suadere malorum.

'Tis truly shocking to cover over human Pride or Violence with the broad Mantle of Religion.

1. B. F. Stevens, ed., *Facsimiles of Manuscripts in European Archives Relating to America 1773-1783* (London, 1889-1898), 2040.
2. Lieutenant Edward Sneyd, R.N., commanded the British bomb brig *Bolton*, which was taken by the Continental Fleet on April 5, 1776. See Volume 4.
3. Lieutenant Henry Edwin Stanhope, H.M.S. *Glasgow*, was taken prisoner at Newport. See previous volumes in this series.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

July 1776 Do [Sandy Hook] No 86°40 Et Dist 40 Leags
 Thursday 25 at 8 A M spoke wt the *Renown* pr Sigl at 10. Exercised Great Guns and small Arms and at noon the *Renown* and 20 sail in Compy
 First part Light Breezes and Clear, middle and Latter light airs and Cloudy wt thick Foggy wr at times at 1 P M gave Chace to two sail to leewd one of which had an English Ensign in her main top mast shrouds Fird several Guns and at 3 joined them found them to be the *Bristol* Transport & the *Hetty* Snow the former having had an Action wt a Rebel Privateer and beat her off. Sent the surgeon on Board the *Bristol* to dress some of the men who had been wounded ½ pt fir'd a Gun and made the sigl to speak the *Renown* Repeated ditto who some time after bore down & joined us Received on Board 2 wounded soldiers from the *Bristol* Transport

1. PRO, Admiralty 51/360.

JOURNAL OF H.M.S. *Renown*, CAPTAIN FRANCIS BANKS ¹

July 1776 Sandyhook No. 80:214 Dt 14 Leags
 Thursday 25 P M Perceived one of the Convoy to Leewd to make the Signl of Distress; do md the Signl to speak the *Flora* ½ past spoke her & Orderd her to the Ships Assistance . . . At 7 brought too & sent the boat wth my Surgn: onboard the *Bristol* Transport; she having Engag'd a Privateer the Night before; by wch some of her Men werè Wounded; ½ past 7 the boat returned,

1. PRO, Admiralty 51/776.

MARYLAND COUNCIL OF SAFETY TO COLONEL RICHARD BARNES ¹

No 76.

Sir, Before your Letter and papers therein inclosed came to hand, we had received a Letter from Major Price, in which Mr Wolstenholme's affair was mentioned. – The Council of Safety thereupon passed a General order to all the Committes of Observation and Military Commanders, not to suffer any Person whatever to go out of the Province for the present, a Copy of the Order was inclosed to Major Price and your Committee. – all intercourse with the *Fowey* has been heretofore expressly forbid by the Convention, besides times are so much altered since Mr Wolstenholmes passport and the Men of War have so openly Invaded this Province, that we could not discharge our Duty without passing such order, at least we thought so. – Mr Wolstenholmes case may be attended with particular circumstances, he must however submit to the times. – We hope both General Dent and yourself on reflection will be of opinion that we have done right. – the suffering Gentlemen to go off, on Board the Men of War or Tenders or any other Vessel that may have communication with them is attended with great danger to the Colony. – every means of intelligence must be cut off if possible. We are &c

[Annapolis] 25 July 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

JOURNAL OF H.M.S. *Fowey*, CAPTAIN GEORGE MONTAGU ¹

July 1776 At single Anchor in Potomack River Middle of St
Thursday 25 George's Island WSW off Shore ½ a Mile
Light Airs Inclinable to Calms
at 7 A M Discovered some Rebels on the Island fired four
9 pounders at them on which they retreated to the Main

1. PRO, Admiralty 51/375.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Thursday the 25th day of July 1776. – Resolved that the following places be appointed as Magazines or Repositories for the reception of Provisions and Naval Stores for the use of the Navy in the Several Rivers, to wit, for York River Fraziers upon Mattapony, for James River Low point, upon Chepokes Creek for Rappahanock River – Bathursts Landing upon Piscataway Creek, and for Potowmack River potowmack Creek in Stafford County. – ²

1. Navy Board Journal, 19, 20, VSL.

2. *Ibid.*, 20–22, on July 26, the Navy Board appointed “Agents or Contractors for purchasing provisions, Ship Materials, Naval Stores and all other Necessaries which they may be directed to Purchase,” and resolved that they be allowed “a Commission of two and a half percent on all Sums of Money by them disbursed . . .” Those named were: William Holt, James River; Merriwether Smith and William Roane, Rappahannock River; James Hunter, Potomac River; and William Roane and William Frazer, York River.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Thursday July 25th 1776.

Ordered that Captain Paul Bascome, of the Schooner *Polly* a square stern Vessel, Burthen twenty Ton, or thereabouts, built in Bermuda, but now in this Commonwealth, be permitted to sell the said Schooner to any person, residing in the said Commonwealth, who may be willing to purchase the same. Dissentient Mr. [Bartholomew] Dandridge, because the above mentioned Vessel appears to be Bermudian Property.

Resolved, That John Granberry Master of the Sloop *Betsey* be permitted to proceed to the Island of Hispaniola with his Cargo consisting of three hundred Barrels of Flour, and that he be allowed to Trade at that port.

A Warrant from the Navy Board in favour of Colonel Theodorick Bland for seventy two pounds two shillings and three pence half penny for smiths work and sundries furnished the Brig *Raleigh* Capt Cocke was presented Countersigned by the President and ordered to be registered.

Resolved, That John Middleton, of the Schooner *Polly* be permitted to proceed to Hispaniola with his Cargo consisting of Flour and Corn & that he be allowed to trade at that Port, he having given Bond and security to comply with all Regulations made by Congress.

1. McIlwaine, ed., *Journals of the Virginia Council of Safety*, I, 93, 94.

JOURNAL OF H.M. SLOOP *Otter*, CAPTAIN MATTHEW SQUIRE ¹

July [1776] Sting Ray Point [Virginia] bore WNW
 Thursday 25 At ½ past 3 A M weighed & came to sail. At 6 do saw a Sail. Set Studding sails & give Chace. She fired a Gun to leeward, & hoisted Rebel Colours. At 9 shoaled our water to ½ Twain, hauled down Studding sails, the Chace being close in Shore. Made sail & stood down the Bay.
 The first part mode & fair, the midl & latter light airs. At 2 P M saw a Row Boat, two Schooners & a Brig in Hampton Road, gave Chace do cleared Ship for Action. Hove overboard being an incumberance, Arm Chest for Boats two, Tables Hounds-ear one, do small six & Hencoops two. At 5 the Row Boat fired a Gun & the Brigg & Schooners stood close in shore. At Sun set Cape Henry bore SSE. At 9 shortened sail & hauled up for the Cape. At 11 came too with the B Bower in 7 fam off Cape Henry,

1. PRO, Admiralty 51/663.

CAPTAIN WILLIAM CHACE TO GEORGE BABCOCK, PRIZE MASTER ¹

At Sea July 25th 1776 in Lattd 34. .20 Longe 54. .30 –
 Mr George Babcock as I have appointed you Prize Master of the Ship *Staar & Garter* my Orders to you are not to leave Company of the Sloop *Diamond* but Consort with her till my further Orders, and that in Dark nights you

keep a light in your Shrouds or some Convenient part of the Ship to be seen and upon your hearing a Gun from the Sloop Either in the day or Night you are to make Directly towards her and in Case of Bad Weather which may Prevent your finding the Sloop, you are to lie by till Clear Weather or if in the Night you are to lie by till morning, and in Case of being Seperated, your orders are to steer Directly for Nantucket and proceed to Providence Thro' the Vineyard Sound and take a pilot as soon as you possibly Can get one on board, one as is well Recomendend if you can, mind you are not Imposed on – In case you fall into the Eastward of Nantucket or into the Western Sound, you are to Send an Express that is to hire a man & Horse Imediatly & Send to Messrs Nichols & John Brown Merchts att Providence. informing them where you be & there wait there Orders but if you should hit into the Vineyard sound you may Proceed to Bedford or into Seconet. that is if you get a good Pilot; to take Charge of the ships, Because to get good pilots cost what it will – if you get into Bedford stay their till Messrs Browns orders you to Depart, if we are chased by any Vessell & I hoist my Jack at Mizzen Peake you are to make the Best of your way off or if in the night we are chased upon my firing two guns you are to leave me & shift for your Self But on hearing but one Gun you are to make for the Sloop as Afore Mentioned Be carefull to keep Peace Among your People and be always on your Gaurd & Charge Your People Such as you may Depend on, to be carefull of the Rest or they may Plot your Overthrow; – These are my Orders which Please to Observe, and you have a Copy of my Commission for your further Safety and Protection; Being Assured of your Punctuall Performance, I Subscribe Myself your freind

William Chace ²

1. Admiralty Papers, vol. 9, R. I. Arch.

2. Commander of the Rhode Island privateer sloop *Diamond*.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS ¹

Sir

Squirrel Jamaica July 25h 1776

Herewith you'll receive a Duplicate of my Letter of the 2nd inst, and I beg leave to acquaint their Lordships that His Majestys Ship *Boreas* Sail'd the 3rd inst with the 50th Regiment for North America and Inclos'd is the Embarkation return of that Regiment for their information

I likewise beg leave to acquaint them that His Majestys Sloop *Atalanta* arriv'd the 8th instant from Barbadoes and that Captain [Thomas] Underwood died the next day I have appointd Lieutenant Everitt to Act as Captain of her 'til the *Antelopes* arrival when I propose giving the first Lieutenant of that Ship a Commission for her. I likewise beg leave to inclose their Lordships the several Affidavits relative to William Platt, who I have sent to England in the *Pallas* to take his Tryal for the Crime he has committed, which I hope their Lordships will approve.

In my former Letter I acquaintd their Lordships with the Gun Powder & Arms taken by Lieut Montais. on its being brought in I immediately wrote to the Governor & offer'd it him for the Island at the Market price to

prevent its falling into bad hands & ever getting to North America In answer to which his Excellency acquaint's me that he had assembl'd his Council & laid the matter before them who were of opinion there was not a Necessity for purchasing the Small Arms as they soon expected a large Supply from Great Britain and in regard to the Gun Powder they had not a sufficient unappropriated Fund to enable them to purchase it on behalf of the Public, but as the same time, offer'd to take it on their own Accounts for the Island at the rate of £6.15 pr Barrall when the Market price was £15, not doubting but the legislature would refund them at the next meeting of the General Assembly

As His Majesty had been most graciously pleas'd to give the sole property of all Prizes to the Captors, I thought I should have been doing them a great Piece of Injustice, and what I had no Authority to do, to consent to the Islands having it so much under the Market price which I wrote the Governor and told him to prevent it ever getting into the Hands of the Rebels, I would order it to be kept in His Majestys Magazines until I heard from their Lordships respecting it. in regard to the small Arms as they had declin'd taking them at any rate; and there being no probability of their being want'd for His Majestys Service the Captors had order'd their Agents to sell them. the Captors have since agreed for the Island to have the Powder at their offer'd price, rather than wait 'til I here from their Lordships: I therefore must beg that you will lay the matter before them and request their directions, how I am to Act in future; if any Powder or Ammunition should be brought in by my Cruisers, whither 'tis to be Sold agreeable to Act of Parliament, or purchas'd for His Majestys Service.

The reason my thus troubling their Lordships, is, that the Governor has wrote to Lord Geo[rg]e Germain informing him that I had refus'd to Let the Island have the Powder at that price when the Market price was higher, which I did for the reasons I have assign'd in the former part of my Letter, which I hope will be fully Satisfactory to their Lordships and clear me of any Imputation which may be alledg'd against me.

I beg leave to acquaint their Lordships that a Vessel arrivd from the Mississippi who brings Account of the *Diligence's* having taken Eight Prizes – I likewise beg leave to inclose them a Letter from Mr. Gauld wherein they will see how he proposes Employing himself, and have sent by the *Pallas* a fair Copy of his last Years Work.

I have likewise order'd Surveys & Estimates to be made on His Majestys Victualling Stores & Mast Now at Greenwich and have transmitted to the respective Boards, Reports thereof. I am, with respect Sir [&c.]

Clark Gayton

I. PRO, Admiralty 1/240.

ABRAHAM VAN BEBBER TO THE VIRGINIA COUNCIL OF SAFETY ¹

S[t]. Eustatius July 25, 1776

Gentlemen

Your very much esteemed favours of 25th April & 13th May came safe

to hand are now before [me] whose Contents I note: They have served to answer the desired Effect and I find myself under every obligation to your Honourable House for your favourable opinion of my Conduct. The Vessels mention'd address'd to my care are not arrived, if any of them should be fortunate enough you may depend they will have quick dispatch. I wrote you the 24th May by Capt Isaac Caton in a Ten Gun Sloop bound to Charles Town So Carolina by whom shipped you fourteen thousand three hundred wt of Gun Powder I likewise wrote you the 13th June by Capt Martin & Shipped sixteen thousand three hundred wt of Powder this Martin is in a Ten Gun Brigantine and has a very considerable Cargo on board for the Province of Maryland dayly hope & expect to hear of his arrival. I have debeted Messrs Lux & Bowly to your Colony's Cr[edit] for £1015 – by advice from them & have received a Bill from Mr John Dixon on Mr Webb for 600 Dollars but not heard of its acceptance. I intend to give you a State of your Acct with me, by the next opportunity and shall pay the Balla[nce] to VanBibber & Harrison who we have already inform'd you had enter'd into a Partnership in order to strengthen our Credit that we may be more enabled to comply with and Facilitate the Commands of our Country and supply their many Wants – therefore in future beg you'd direct Your favours for either of us to V B & H S[t.] Pier's Martinique I intend continuing here, but think it not so safe for Vessels to get into as the other Places mentioned. I am [&c.]

Abm. VanBibber

1. VSL.

VAN BEBBER & HARRISON TO THE VIRGINIA COUNCIL OF SAFETY ¹

Gentlemen/

St Eustatius July 25. 1776 –

The preceding is A Letter from our AVB ² acknowledging the Receipt of your several favours. We now embrace the Opportunity by Capt John Pasture in a very fine Boat belonging to your Colony to Ship on account and Risque of said Colony Seven thous[and] five hundred pounds Gun Powder and Ninety Stand of Arms for which you have enclos'd Invoice & Bill of Lading We also intend to Ship on board a fine Bermuda built Boat Capt [Thomas] Davis four thous[and] pounds Gun Powder and Ninety Stand of [Arms] the whole of which sincerely wish safe to hand. We have assured Capt Pasture that if he should be fortunate enough to arrive Safe and deliver his Cargo in good order he would be generously treated by your honourable House to encourage him to exert himself. Our RH ³ is at Martinique where I understand some Vessels from Virginia and other Provinces are arrived – With due Respect we Remain Gentlemen [&c.]

VanBibber & Harrison

[Enclosure]

Invoice of Sundries shipped by Van Bibber & Harrison on board the Boat *Pluto*, Thomas Davis Master, on Accot of the Colony of Virginia, agreeable to Bill of Lading therewith transmitted.

Saint Eustatia July 25. 1776 -

		Statia Curr[enc]y
4000 lbs of Gun Powder	a £ 13.4/ P C	528. — —
90 Stand of Arms	49/6	222. 15. —
	Storage	2. 12 6
	Portrage & Literage on bd	16 — 6
		<hr/> 754. 4 —
	Commission 5 P Ct	37. 14 . 2.
		<hr/> £ 791. 18. 2

(Copy)

Van Bibber & Harrison

Invoice of Sundries shipped by Van Bibber & Harrison on board the Boat *Molly*, John Pasture, Master, on Acct & risque of the Colony of Virginia, agreeable to Bill of Lading therewith transmitted -

Saint Eustatia July 25. 1776.

		Statia Curry -
7500 lbs Gun Powder	13 £.4/.	990 — —
90 Stand of Arms	49/6	222 15 —
	Storage	7.10 —
	Porterage & Litera[ge] on board	1.19. 6
		<hr/> 1222 — 4. 6
	Commission 5 P Ct	61. 2 — 3
		<hr/> £ 1283. 6. 9

(Copy) Van Bibber & Harrison

1. State Agent, 1775-1782, VSL.
2. Abraham Van Bebber.
3. Richard Harrison.

26 July

JOURNAL OF H.M. BRIG *Diligent*, LIEUTENANT EDMUND DOD ¹

July 1776 Moored off Charlotte Town [Island of St. John]
 Thursdy 25th First part modr & Cloudy, middle rain, latter modr & fair
 PM Recd information of a French Schooner being at St Pe-
 ters on the North Side of this Island, Armed the boat & the
 Lieut went up to examine her;
 Friday 26th AM dry'd the Sails
 PM the Boat ret[urne]d from St Peters, The Lieut having
 Seiz'd the Schooner (& put 3 of our Men on Bd of her) as
 an Illicit trader, She coming from the Island of Mequilon
 with Salt & one puncheon of rum, She being out of the
 Boundaries prescribed by the late treaty of peace ²

1. PRO, Admiralty 51/4109.
2. According to the *Diligent's* journal of July 29, the Frenchman was cleared by the Court of Admiralty, "the master making it appear that he was bound on a fishing Voyage but forced by stress of weather into St Peters."

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Friday—July 26th 1776 –

Recommendation from Capt Simeon Sampson of Mr Daniel Adams & Saml Higgins as 1st & 2d Lieutenants of the Brigantine *Independence*, Read & Ordered that said Adams & Higgins be Comissionated Accordingly—

On Motion Ordered, that the Comissary Genl be directed to deliver out of the Colony Magazine & Stores, for the use of the Colony Sloops *Republic* & *Freedom*, Unto Capt John Foster Williams Comander of the *Republic*, & Capt John Clouston, Comander of the *Freedom*, or their Order the following Articles – Vizt. –

12..Cannon –	100 lb Musckett Balls –
14..Swivels & Cohorn's	50 lb Match rope –
30..Musketts –	14 Powder Horns –
20..Pr. Pistol's –	25 Barrels Pork –
20..Tomahawks –	25 Barrels Beef –
40..Lances –	90 lb Bread –
1..Ton Shott suitable for Cannon	10 Firkins Butter or Oil in Lieu thereof –
3..0..0 Grape Shott —	20 Barrels of Peas or Beans –

Bonds being given by Simeon Sampson,² a Comission was Issued out to him as Comander of the Brigantine *Independence*, fitted out by the State of the Massachusetts Bay to make Captures on Our Enemies Vessels. –

The Comitte Appointed to prepare Instructions for Capt Sampson, reported a Draft, which was read and Accepted & Signed by the President, and is as follows Vizt

Capt Simeon Sampson –

The Brig *Independence* under your Command being in all respects Equipped in Warlike Manner, and being also well & properly Man'd so as to proceed on a Cruize, You therefore are Directed Imediately to proceed on a Cruize not only against our Unnatural Enemies, but also for the Protection of the Trade of the United States, and you are directed to range the Coast of the Province of Main, laying between the River Pisscataqua & Machias, in Order to Clear That Coast of any of the Enemies Crusiers that may be Infesting the same, and from thence proceed as far Southward as the Lattitude thirty four North, and not further West than the Shoals of Nantuckett, nor further East than the Island of Sable, on the Coast of Nova Scotia, allways using every Necessary Precaution to prevent the Brig under your Command from falling into the hands of our Enemies, And whereas you have received a Comission by force of Arms, to attack Seize & take, on the High Seas, all the Ships and Other Vessels, belongg to the Inhabitants of Great Brittain, or Others Infesting to Sea Coasts of this Continent, you are therefore punctually to follow the Instructions now deliverd you, for regulating your Conduct in this Matter, and in all things Conduct Yourself Consistent with the Trust reposed in You –

In the Names & by Order of the Council Richard Derby Junr
Presidt –

The Board Agreeable to the Assignment of this Morning for the Appointment of Agents for the Agents, Armed Vessels have no[w] come to the choice of the following Gentlemen, Vizt —

William Sever Esqr appointed Agent for the Southern District –

Richard Derby Junr Esqr for the Middle District –

Timothy Parsons Esqr for the Eastern District –

On Motion Ordered, that Saml Holton and Benja Austin Esqrs be a Committee to prepare an Order for the Appointment, of the Above Gentlemen as Agents, and to direct them in their Duty –

Ordered that William Sever Esqr be and hereby is Appointed Agent for all Captures made by any Vessel or Otherways in which this State is any way Interested or Concerned, whose Authority as Agent shall be Limited to, & Confined within the Limits of the Middle District [*sic* Southern District] for holding the Court of Captures as set forth by an act of this State, for the trying & Condemning of all Vessels as Aforesaid, and to do & transact all that is Necessary to be done as Agent in behalf of this State, bringing to Tryal before the proper Court & if Condemned to dispose of all such Vessels & Cargo's aforesaid, with Power Substituteing one or more Agents or Attorneys for the purpose aforesaid, & them again to revoke, & tis further Ordered the said William Sever Esqr give Bond with Suretys to the Treasurer of this State faithfully to Discharge this trust reposed in Him—Similar orders were Given the two other Gentlemen Appointed Agents for the Middle & Eastern Districts –

On a Certificate from Henry Gardner Esqr it appearing that Jeremiah Obrian Comdr of the Sloop *Machias Liberty*, has given Bond Agreeable to the Resolves of General Court, his Commission as Commander of Sd Sloop fitted out by the State was delivered to him as also his Instructions —

1. Mass. Arch., vol. 19, 131-32, 134.

2. *Ibid.*, vol. 139, 122, 123.

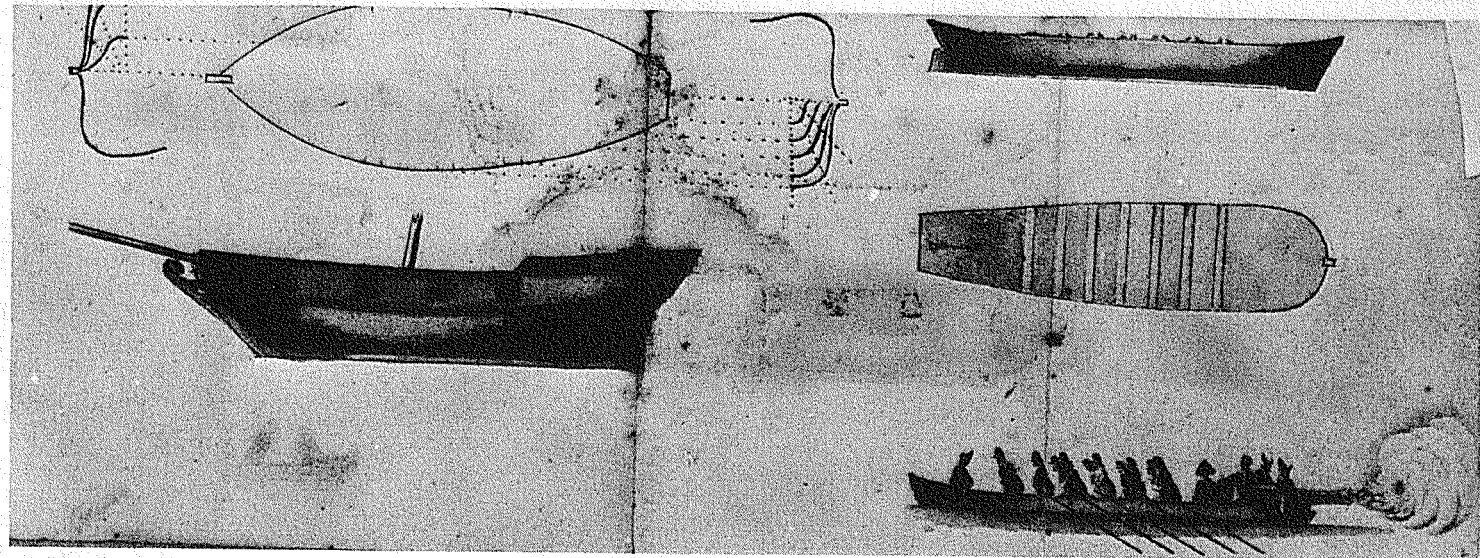
CAPTAIN NICHOLAS BIDDLE TO GOVERNOR NICHOLAS COOKE ¹

Sir

Andrew Doria July the 26th 1776

A Gentleman in Philadelphia desires me to make enquiry concerning a certain Capt Golly who was taken in a Vessel from Philadelphia and Carried to Halifax from which Place he made his escape, and on his way home was stop'd and confind in Providence Goal. As his Wife and Friends have not heard any Reason Assign'd for his confinement they are very uneasy on his account. I am not acquainted with Capt Golly But the Gentleman who writes to me in favour of him is a warm friend to the cause of Liberty

The subject I write on will I hope apologize for my troubling you. And the Mentioning the Matter induce an enquiry into the cause of his confinement, which if it is (as is apprehended) only on suspicion of



Sketches of a cutter and gunboat of the types used by the British on Lake Champlain.

being inimical to the cause May be the Means of procuring him his Liberty. I am Sir with the greatest Respect [&c.]

Nicholas Biddle

1. Nicholas Cooke Papers, RIHS.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS ¹

July 1776 No End of Block Isld WSW $\frac{1}{2}$ W 5 Miles
 Friday 26 at 6 AM saw a Sail over the Island weigh'd & gave Chace.
 Light Airs Chace in sight at 6 PM Tkd Ship at 7 run the
 Chase on Shore upon a reef between Fishers Island and the
 Main TKd and stood out.²

1. PRO, Admiralty 51/181.

2. "Run on Shore a ship from the West Indies, Prize to the *Andrew Doria* Privateer," Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487. The ship was the *Nathaniel and Elizabeth*. See Biddle to Hopkins, July 22, 1776 and Extract of a letter from New York, July 29, 1776.

GOVERNOR JONATHAN TRUMBULL TO WILLIAM WILLIAMS ¹

[Extract]

Lebanon, 26th July 1776

Dear Sir I Intend to give you a State of Our Army from Canada . . .

How they will maintain their Naval Superiority, I must confess myself much at a loss – They Build a Gundola perhaps one in a Week – but where are they to find rigging for them, where the Guns, to be sure they have a great Train of Artillery, but they are very few of them mounted on Carriages, at present their Materials and Conveniences for making them are very slender – They have neither places fit for them to work in, nor Materials in that plenty they ought to have. – To oppose the Enemy on the Lake they have a Schooner of twelve Carriage Guns, – a Sloop of eight – two small Schooners to carry four or six each, and three Gondolas – the Large Schooner is now in good Sailing Order, and about to take a trip down the Lake, to make discovery – the Sloop is a most unmanageable thing 'tis not possible to beat up against a head wind, in her, – the two smal Schooners are not Armed, the Gondolas are not armed – and even the Carriages of their Guns are yet to be made –

The Enemy are at St Johns repairing the works at that place, and building three Schooners, and two Sloops, they have no doubt every thing ready to their hands, the rigging made, the Guns mounted, and only the wooden Work to perform, in which I fear they will have the Advantage . . .

Capt Winslow and his party of Ship Carpenters are arrived & gone to work Capt Lester's going by Water, did not get to New York until the river was invested with the Ships – and they were obliged to take to the Land – the thousand felling Axes requested by Genl Schuyler are provided, and will be sent forward On Monday . . . Mr [John] Jay came here Friday for the Loan of Cannon to use on North River – The 20 9 lbers for the Ship are ready for use – bored & drilled – and We have Lent Twelve & 10 Six pounders . . .

1. Trumbull Papers, IV, 336a-d, ConnSL.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONTINENTAL BRIG *Cabot*¹
1776

June 28	The Continental Brig <i>Cabot</i> Elish[a] Hinmam Commader	Dr	
	To 1 bar Tallow 212 pd @ /8	£ 7..1..4	
	To 1 bar Pitch	1..4..0	
	To Use of Scow in Landing Stores & carring off Water &c.	}	0.12..0
	To John Deshons Bill for Wood & filling Water &c		
30	To Cash pd Capt Hinman	£150. -	
	To ditto pd ditto	30. -	
July 8	To ditto pd ditto	39. -	
	To ditto pd Doc	<u>8.14</u> -	227.14..0
	To 386 feet pine boards		
	To 2 Qr Cask Rum Nt 68 Gal a 6/6		
	To 7 bar beef @ 51/6	} Theo Morgan	
	To 2 bar pork @ 76/6		
	To 13 bar beef	} N[athaniel] S[haw]	
	To 4 bar pork		
	To 10 bar flour 18..1..0 a 16/		14.12..0
16	To 3 hhd Rum 338 Gal @ 4/3	£71.16..6	
	To 2 doz Felt Hatts 36/	3.12..0	
	To 6 bar Lampblack 1/6	0.9..0	
	To pd Braddick p[ar]t of do	<u>0.9.6</u>	76.7..-
	To box Candles 56½ lb of Howland		2.7..1
	To 4 Gal Oile 5 qts do a /8		2.2..0
	To Rus Hubbards Bill for Ship Chandler Stores	}	3.1.7
	To 13 bus pease from R Saltonstall		
	To 88 lb Oakham R Mumford		1.3.4
	To 6 bar pork from Ledyard a		
	To John Ways Bill for Coopering		1.14..1
	To 6 bar pork from Sam Alcott		
	To 300 bunches onions from A Beebee 3d		3.15..-
	To 1 bus Corn 3/6 20 ft plank for the boat 3/4		6.10
	To 27 lb butter 27/, 2 doz fowles 24/		2.11
	To 4 Turkeys 14/, 4 Ducks 6/		1 -
22	To Cash deld Capt Hinman	30..0	
	To do 11 Dollars dl do	3..6-	
	To Jos Owens Bill		1.4..6
	To 2 Small Cask lampblack		1 -
26	To Cash deld Capt Hinman	30..0..0	

[Page 2]

1776	The Brig <i>Cabot</i> Hinman Command[er]	Dr
July	To the Sum brot over	£
13	To 39 Frocks @ 8/6	£ 16.11..6
	To 44 Shirts 14/4	31.10..8
	To 81 p trousers 6/8	27.0..0
	To 2 Shirts & 3 p trousers } from G Richards	2.7..4
	To 8 Shirts from Pool	6.6..2
	To 50 p Shoes R Douglass	17.15..0
	To 26 p do R Manwarg	9.15..0
		111..5..8
	To 3 doz Wine	5.8..0
	To 1 Demi John Wine	2.8..0
	To 105 lb Mutton at Ston- } ington	1.6..3
	As p John Hinmans Bill	
	To pd John Owens Bill for a } House of Randezvous	5.16..8
	To 1 p Trousers from G. R. dl Thos Dandy	6..6

1. Nathaniel Shaw Papers, YUL.

Connecticut Gazette, FRIDAY, JULY 26, 1776

New-London, July 26.

The Sloop *Commerce*, Capt. Waterman, belonging to this Port, was taken the 15th ult. in her Passage from Montserrat to St. Eustatia. The Captain of her who arrived here last Wednesday, via Nantucket, informs that but very few northern Vessels escape the Vigilance of the British Cruizers.

Intelligence from Captain [John] Davis at Montauk, received by the *Spy* Privateer, who returned here on Wednesday from a Cruize, viz.

Thursday, July 18. At 6 A. M. espy'd two Ships E. from the Point, standing in for the Land.

Friday, 19. No Discovery this Day.

Saturday, 20. At 2 P.M. espy'd a Ship bearing S.W. from the Point, and at 6 abreast with the Point.

Sunday, 21. At 7 A.M. saw three Ships bearing S.E. from the Point, standing for Block Island.

Monday, 22. Espied a Ship E.S.E. from the Point.

Tuesday, 23. At 2 P.M. espy'd a Ship near Block-Island; at [3] saw another S.E. from the Point, standing for Block-Island.

GEORGE WASHINGTON TO BRIGADIER GENERAL GEORGE CLINTON ¹

[Extract]

Head Quarters, New York, July 26, 1776.

The Fire Rafts you mention, are not of the best Construction; but probably are the best than can be procured with the necessary Dispatch.

Cable and Anchors I should suppose, might easily be procured from the Vessels which used to be plying up and down the River, and are now lying idle; Salt Petre from the Manufacturers in the Country, as neither are to be had in this Place. The Necessity of the Case, will fully justify your taking the former wherever to be found, and the Safety of the People, I should imagine, would induce them to assist you to the latter, all in their Power.

1. Fitzpatrick, ed., *Writings of Washington*, V. 340, 341.

MAJOR GENERAL ISRAEL PUTNAM TO MAJOR GENERAL HORATIO GATES ¹

[Extract]

New York the 26 of July 1776

Dear Ginrol

I have waited with impasone to hear from you but being Sensobel the many and Grait Difficultys you had to surmont Dont in the Least wonder at your not riting to me we have ben in great Constornation hear and hardly know what to Do nor what thare intentions are but som things we dow know we know that the kings troops are Landed one stratens Island and are throwing up works in many Plases ther and that two ships are gon past our batre up to the topon See but belcause they ware pritey wel pepored as thay pasd by ous thay have maid seavrol atempts to land but hav always ben drove of with Loos . . . the fleat now lays in this bay vary saf clos under Straten Island thare troops poses no land hear but the Island is it not vary strang that thos invinsabel troops who ware to destroy and lay wast all this Contry with thare fleats and army are so fond of Islands and penelsenes and dare not put their feat on the main but hop by the blesing of god and good frends we shall pay them a viset one thare Island for that eand We are prepparing 14 fier ships to go into thare fleat som of which are ready Charged and fit to sail and hop soon to have them all fixed we are prepparing Shevordfres at which we mak grat despach by the healp of ships which, are to be sunk, a scem of min which you may be ass[u]red is vary simpel a plan of which I send you the 2 ships starns Ley toward each outhar at about [seventy feet apart] ³ Larg logs which reach fr[om ship to ship are fastened to them] ² the 2 Ships and logs stop the revor 280 feet the ships to Be sunk and when helled Down on won sid raise the picks at a proper haith and must unevatabelly stop the revor if thay will let ous sink them . . . all your shipeng can be of no sarves to you if thay git Poseson of Crown pint which they may easily do when you are at 15 milds Distonc and now leat me intreat of yo to your Endeavor and influenc to tak Posson of it and to keep it . . . for I am wel assuered if you dont thay will and not ask your leav and then all must be over as to your ships in the laks by a leator Just recived we understand that Ships gon up the revor intend soon to return as they have heard of our Desine to stop the revor and they are affraid to stay any Longer in that setuation . . .

1. *Autographs of Generals of the American Revolution*, PML.

2. The words within brackets were added in a different hand.

JOURNAL OF H.M.S. *Centurion*, CAPTAIN RICHARD BRATHWAITE ¹

July 1776 Moor'd off Staten Island.
 Friday 26 AM at 8 the Admiral Hoisted a Red & White Pendant at His Mizzen Peak, $\frac{1}{2}$ past 9 the Admiral made the General Sigl for Lieuts Wash'd & cleaned the Orlop & Lower Gun Decks. Moderate & Clear Wr P M Vice Admiral Shulldham came onbd Sent the Long Bt for Water . . . the Admiral Hoisted a Blue Pendant at the Maintopmast head as the parole Signal. Answered it as usual. Received on board a flat Bot-tomed Boat No 1. Sent the Guard Boat to Convoy a Stragling Boat with some of the Commissary General's Clerks to the *Elizabeth*.

1. PRO, Admiralty 51/177.

BRIGADIER GENERAL HUGH MERCER TO GEORGE WASHINGTON ¹

[Extract] Perth Amboy 26 July 1776
 Sir, I find by intelligence from our Guards at So Amboy that some Shallops five in number that passed us yesterday from Fish Kill were full of Soldiers, who appeared on Deck after getting round Billips Point into Princes Bay – As the Shallops passed our Feild Peices played on them – but with little effect – the Enemy returned the Cannonade briskly during the Space of an hour with four, Six and Twelve Pounders – One of our Militia was killed and two wounded but not dangerously – Two more Shallops passed this morning and one remains up the Sound, in view – The *Fly* Sloop of War Capt Edger ² lyes at Brunswick – I ordered her down yesterday on the appearance of the Shallops – but she is not yet fallen down the River – I am collecting all the Craft, of which a return will be transmitted – Genl [Nathaniel] Heard is out on examining the Creeks . . . ³

1. Washington Papers, LC.

2. The Continental sloop *Fly*, Captain Hoysteed Hacker, commanding.

3. *Ibid.*, on the same afternoon Mercer wrote again to General Washington noting that six ships "have come into the Hook" and that a deserter from the *Asia* claimed "10 Ships arrived Foure Days ago."

BRIGADIER GENERAL HUGH MERCER TO JOHN HANCOCK ¹

[Extract] Perth Amboy 26 July 1776
 . . . Some Shallops passing from First Kill into Raritan Bay yesterday afternoon brought on a Cannonade – Our feild peices did little or no execution and the small Arms were not used – the distance being too great – the Enemy fired four, six and Twelve Pound Shot, very briskly for the space of an hour – We lost one man of the Melitia and had two wounded, not dangerously – some Iron four or six Pounders might be mounted on Flats or Skows we have here to answer very well against such Vessels as passd us yesterday – some have gone down today I did not think it proper to waste ammunition with so litt[le] probability of effect – Some such Peices as are

mentioned above are to be had at Philadelphia – We have Ship wrights & Smiths here could mount them. . . .

1. Papers CC (Letters from General Officers), 159, 153–54.

JOURNAL OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

In Council of Safety,

[Philadelphia] July 26th, 1776.

On a Petition from John Peal, Boatswain of the *Ranger*, setting forth that he was in Confinement; & prays to be released & removed to another Boat,

Ordered, That a Court Martial be held on the said Peal, and a Court of enquiry on the officer who confined him, as soon as Possible, & report the sentence to this board.

1. *Pennsylvania Colonial Records*, X, 656.

MARYLAND COUNCIL OF SAFETY TO THE MARYLAND DELEGATES IN THE
CONTINENTAL CONGRESS ¹

[Extract]

No 78.

Dunmores Fleet has seperated; The *Fowey* and the *Otter* with a Number of Vessells having the Tory Families on board remain in the Mouth of Saint Marys River; the *Roebuck* and Six or Seven other Vessells have moved up the River Potowmack, as high as quantico in Virginia, where they stopt to take in Water. – there are some flying reports of their having Landed at Mr William Brents and burnt his Houses, which are confirmed this Day by Charles Lansdale – he says 'tis feared they are landing on Colonel [William] Smallwoods Estate – the last he heard of them was yesterday and the report was they were landing on The Maryland side near Colonel Smallwood's. . . . [Annapolis] 26 July 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.

JOSEPH HAWKINS TO DANIEL OF ST. THOMAS JENIFER ¹

[Extract]

Cha[rle]s County July the 26th 1776.

. . . I have the Satisfaction of informing you that our Militia have prevented the Enemy from Landing or plundering if they intended it and that we have sustained no damage except the Loss of a couple of boats, & the fleet have gone down the River again this day

1. Red Book, XV, Md. Arch.

COLONEL RICHARD BARNES TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentn

Camp at Cherry Field 26th July 1776

I am informed Colo Kent that was approved by the Convention to Command the *Defence*, declines the acceptance of the Command. I shall therefore take the liberty to recommend Capn George Cooke as a proper

Person to command the *Defence*, knowing that Capn [James] Nicholsons opinion was that neither of the Gentn on Board the *Defence* was sufficiently qualified to take the command, Capn George Cooke has served on board the English Navy for Seven Years and has been in several engagements, and I think well qualified for the Business. I have had an opportunity of finding him to a Man of Undaunted courage since I have been in these parts, As Colo Plater is well acquainted with Capn Geo. Cooke and I suppose some others of the Council, I shall say no more about him, further than I thought it my duty to prevent his passing unnoticed if in my power. I remain Gentn [&c.]

Rich^d Barnes

1. Red Book, XV, Md. Arch.

RICHARD HOOE TO THE MARYLAND COUNCIL OF SAFETY ¹

Gent,

Chingateague July 26th 1776

I did myself the Honor of writing you on the 17th Inst by Mr Crockett.² Some days after that time I Purchasd about one hundred hhds of Fl[our] 60 of wch I have actually Reced and since making the Purchase the whole of the Flour has arrived. I have examined a good deal of it and find it in such a State as will not admit of its being Stored any length of time in expectation of a Sale, I shall therefore endeav[or] to Sell or Ship it Without delay.

If I cannot do better, I must have the Schooner *John* examined and Valued, and send her off with it for it will soon perish here, and there is a good chance of Selling it very high, if it can be expeditiously pushed to Markett. The Brig will sail in 12 days, by wch time Capt Martin has engaged to return, if he does not I must send her without him, as it is not in my power to attend here longer. The 2 Chests of Arms & 9 Bales of sail Cloth the Capt has deliver'd since the Committee of Worcester wrote you of the difficiency the Powder yet remains 12 whole Barrls short, 41½ barrls of wch he says was put on board for Vessells use. Capt Martin appears very anxious to be Commission'd, of this I can say nothing as he is a Stranger to me except that the Men enter & Act more cheerfully where they have a Chance of Shareing a Prize, but how proper it may be to grant Commissions to Vessells carrying Cargoes must be Submitted to you. I have the Honor to be [&c.]

R^d Hooe

p favor of Capt Martin

1. Red Book, XV, Md. Arch.

2. *Ibid.*

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Friday July 26th 1776.

Resolved that Captain Wileasor Bazey, of a Schooner belonging to Thomas Harwood, be permitted to pass with a Load of Corn from Rappahannock River to Suffolk & to bring from thence a Load of Tar.

A Warrant from the Navy Board in favour of Bartholomew Dandridge Esquire for seven pounds two shillings for Plank and Waggon hire furnished Captain Calvert & his Row Galley² was presented Countersigned by the President and ordered to be registered.

A Warrant from the Navy Board in favour of William Mitchell for twenty one pounds five shillings and four pence half penny the Balance of his Account this Day settled for the pay of his Company [of Marines] from Enlistment to the 16th July was presented Countersigned by the President and ordered to be registered.

1. McIlwaine, ed., *Journals of the Virginia Council of Safety*, I, 94, 95, 96.

2. *Galley Norfolk Revenge*, Captain John Calvert.

PURDIE'S *Virginia Gazette*, FRIDAY, JULY 26, 1776

Williamsburg, July 26.

Capt. [Samuel] Denny has lately taken up before Gwyn's island 11 anchors and 10 cables, which were left by lord Dunmore's fugitive squadron. One of the anchors is of 1300 wt, with a new cable 120 fathoms long, supposed to have belonged to the *Otter*.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY¹

[Halifax] Friday July 26th 1776.

Whereas it is necessary that the directions of the Congress respecting Exportation be fully and strictly observed.

Resolved That the Commissioners of the different ports do receive from the Captains of all Vessels on Oath a Manifest of their Cargo, before they grant any Clearance or permit to leave this Colony, and that the Commanders of the Armed Vessels, the Companies of Militia on the Sea Coasts and of the different Forts in this Colony are hereby impowered and required to Stop and detain all Vessels and prevent their leaving this Colony until they produce proper Clearances from the Commissioners of the ports of Edenton, Bath New Bern or Wilmington.

Resolved That Robert Neilson Master and Owner of the Brigantine *Polly* be permitted to Export to some port in Spain and Portugal the following Articles to wit Sixty thousand pipe Staves four thousand five hundred hogshead Staves, three thousand weight of Bees Wax and twenty Barrels of Turpentine, he having entered into Bond with Security in the Sum of five thousand pounds to import into this province the Net proceeds of the Staves above mentioned, in Salt, Arms, Ammunition and other Warlike Stores.

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774-1776), NCDAAH.

27 July

The Freeman's Journal, SATURDAY, JULY 27, 1776

Portsmouth, July 27, 1776.

Last Week arrived at Casco-Bay Sion Martindale, late commander of the

brig *Washington*, fitted out by Congress – He was taken the 3d of December last, and sent home to England, and there received his Majesty's pardon for crimes never committed; – from thence he was sent to Halifax, there taken up, confined in close prison, and treated in the most rascally manner for 5 Weeks. The 19th June last with 13 others, broke jail, and the next day six of them were retaken – Capt. Martindale, Lieut. [Moses] Turner, Lieut. William S. Coot, of Petersburg, Lieut. [James] Childs,¹ one Bridge, and one John Brown, of Boston, arrived safe at Casco-Bay.

1. Moses Turner and James Childs were first and second lieutenants, respectively, of Washington's brig *Washington*.

LIBEL IN NEW HAMPSHIRE ADMIRALTY COURT AGAINST THE BRITISH
PRIZE SHIP *Prince George*¹

Colony of New-Hampshire, Rockingham ss.

Notice is hereby given to all concern'd that the maritime court for the colony aforesaid, will be held at the state-house in Portsmouth, on Thursday the 22d day of Augu[st], at ten o'clock A.M. to try the justice of the capture of the ship, named the *Prince George*, her cargo and appurtenances of the burthen of about 200 tons, lately commanded by Richard Emms, against which a libel is filed before me, (the said ship being bro't into the port of Piscataqua) in behalf of the officers and soldiers belonging to the matross company, stationed at Fort Washington, under the command of Capt. Titus Salter in the service of the said colony. The owner of said ship, or any person concerned may appear and shew cause (if any they have,) why the same ship, her cargo and appurtenances should not be condemned and distributed as the law directs.²

At the court aforesaid, will be tried the justice of the capture or seizure of a certain quantity or number of masts, yards, & bowsprits, and a lighter or hulk, used in lading mast-ships, which are said to be British property, taken between high & low water mark in Piscataqua river, in the colony aforesaid; against both libels are filed before me in behalf of the colony aforesaid, and any persons concerned may appear and shew cause (if any they have,) why the same masts, yards, bowsprits and lighter should not be condemned.

J. Brackett, Judge of said court.

1. *The Freeman's Journal*, Portsmouth, July 27, 1776.

2. The *Prince George* blundered into Piscataqua harbor in October 1775, and was seized by the matross company. See previous volumes in this series.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK¹

Remks on Saterdag 27th of July 1776

At 3 in the Morning came to Ankor in Cape Ann harbour after one man I went on shore found my man sent him on board found two of my men on board very unruly gave them there Discharge and sent them on shore small breaze of wind and pleasant weather got sum Casks fild with Water

At 1 P m came to sail with the wind at SE at 7 P. M. Half way

rock bore NBW 2 Leagues distance small airs of wind from the southward All night tack ship severall times

1. John Fisk Journal, AAS.

MASSACHUSETTS COUNCIL TO CAPTAIN JOHN LAMBERT ¹

Council Chamber [Watertown] July 27, 1776

Captn Lambert

You are hereby Directed to Receive on board the Schooner ² under Your Command Mr Francis Shaw Esqr together with the Indians now under his Care & proceed with them in the most Prudent & Cautious Manner to St Johns River in Nova Scotia, or as near thereto as Major Shaw Apprehends you Can sail to with Safety, and at Such place as he shall Direct there put him & the Indians aforesaid on Shore, proceeding afterwards as said Shaw shall apprehend will be the most suitable way for you to Transport hither any Indians he may Inlist into the Service of the United States

1. Mass. Arch., vol. 165, 468.

2. The Massachusetts state schooner *Diligent*.

RHODE ISLAND MARINE COMMITTEE TO THE MASSACHUSETTS COUNCIL ¹

Gentlemen

Providence 27 July. 1776

The Bearer Capt [John] Grannis is appointed Capt of Marines on board the Continental ship *Warren*, provided he obtains a Dismission from the Service of the State of the Massachusetts Bay in which he is now engaged, we think the furnishing of these ships with able Officers and good Men are of the greatest consequence to these United States. We therefore Request that you would be pleased to dismiss the said Capt Grannis from your Service and give him permission to Inlist a Company of Men within your Territorys – permitting such of your people as are willing and are now in the Land Service to go on Board the ship with him. –

We are in hopes to get the Ships to sea in about three weeks. We are for the Marine Committee here your Honors [&c.]

Nich^s Cooke, Chairman
Jabez Bowen Secry

1. Mass. Arch., vol. 195, 154.

BOND OF CLARKE & NIGHTINGALE FOR SHIPMENT OF GOODS TO HISPANIOLA
ON BOARD THE CONNECTICUT SLOOP *Hero* ¹

Know all Men by these Presents That we John Innis Clarke and Joseph Nightingale of Providence in the County of Providence in the State of Rhode Island &c. Merchants are held and firmly bound unto Joseph Clarke Esqr. General Treasurer of the said State in the Sum [of] Three Hundred Pounds Lawful Money to be paid to the said Joseph Clarke in his said Capacity or to his Successors in said Office for the Use of the said State To which Payment well and truly to be made we bind Ourselves Our Heirs Executors and Administrators firmly by these Presents. Sealed with

our Seals. Dated the Twenty Seventh Day of July in the year of Our Lord One Thousand Seven Hundred and Seventy six.

Whereas the said Clarke and Nightingale have obtained Permission from the Honble Nicholas Cooke Esqr. Governor of the said State for Thomas Mumford Esqr. of Groton in the State of Connecticut to export in their Behalf on board the Sloop *Hero* Master to the Amount of Five Hundred Dollars in Staves or any other Articles they being intituled to export said Staves &c. in Consequence of Military Stores by them imported into this State in the Sloop *Joseph* James Munro Master some time in March last. Now the Condition of this Obligation is such That if the Master of said Sloop shall in all Things during and respecting the said Voyage Conform himself to the Rules and Regulations of the Most Honorable the General Congress of the United States of America then this Obligation shall be void or else in full Force.

Sealed and delivered }
 in the Presence of }
 William Brown
 John Murray

Jos. Nightingale for
 himself &
 John I Clark -

1. Bonds, Masters of Vessels, R. I. Arch. This was the second shipment on behalf of Clarke & Nightingale for the military stores imported by Captain Munro. The previous shipment was in their own brig *Congress*, on July 19, 1776, the goods being supplied by Daniel Sargent of Newburyport.

Providence Gazette, SATURDAY, JULY 27, 1776

Providence, July 27.

Last Sunday Afternoon Lieut. Calcott, of the *Merlin*, a British Ship of War, which lay a little without the Harbour of Newport, came in a Barge, with a Flag, to that Town: The General Assembly of this State being then sitting, he was conducted to the State-House, where he delivered to his Honor the Governor a Letter and Declaration from Lord Viscount Howe, of which the following are authentic Copies.

[Here is inserted Howe's circular letter to the Colonial Governors, of June 20, 1776, and his Declaration of the same day.]

Lieutenant Calcott also delivered Copies of the above Letter and Declaration for the States of Massachusetts-Bay, New Hampshire and Connecticut: He returned next Morning to the Ship, with the following Answer from his Honor the Governor.

Rhode Island and Providence Plantations.

Newport, July 21, 1776.

My Lord,

I am favoured with your Lordship's Letter, of the 20th of June last, inclosing your Declaration. I have communicated them to the General Assembly of this State, now sitting here, and at their Request inform your Lordship, that they will transmit Copies of them to the Most Honorable the General Congress of the United States of America, to whom every Application respecting the Dis-

pute between the said States and Great-Britain ought to be addressed, and must be referred.

I have the Honor to be, with great Respect and Esteem, my Lord [&c.]

Nicholas Cooke.

MEMOIRS OF WILLIAM SMITH ¹

[Haverstraw] 27 Do [July]

Since my laste Note the Ships came so high up that I discovered them by the Incriptions on their Sterns to be the *Phoenix* of 44 Guns & the *Rose* of 20 – They are attended by a Schooner two Shallops and a Pettiauger – One of the Shallops peeped round the Point of the Donderberg & got a two & thirty Pounder in her Stern from Fort Montgomerie – It was the only Shot fired. ² . . . The Day after the *Rose* & Schooner went as high as Peaks Kill & burnt the Dwelling House of one Halstead under the Donderberg – After laying 8 Days before my House they fell down the 25 to Singsing alittle below Teller's Point I frequently eyed them with my Telluscope and believe but Few could find Means to resort to those Ships. The strong Guards being kept up on both Sides of the River & the Ships being weak handed – A Deserter who swam on Shore at Stoney Point says they have not 400 in all the Vessels.

1. Sabine, ed., *Memoirs of William Smith*, II, 1.

2. *Ibid.*, in a marginal note, Smith wrote: "When Mr [Charles] Inglis came up in the Flag in Decr. one Mr. Hand Lt. of the Marines of the *Phoenix* said what is in the Passage scored was not true. Yet it was published at the Day & universally believed on the Tale of the Deserter who swam ashore who had listed in the *Phoenix*. He was taken in a Prize."

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. ¹

July 1776

Moor'd off Singsing.

Saturday 27th Light Breezes and fair Weather.

P M at 4 sent our Boats Mann'd and Arm'd after a Sloop that was Standing across the River, made the Signl for the *Rose's* Boats' to follow them, at 6 Fir'd two Eighteen Pounders at a Party of Rebels on Shore at 8 the Boats return'd not being able to come up with the Chace.

1. PRO, Admiralty 51/694.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION ¹

[White Plains] Die Sabbati, 9 Ho. A.M. July 27th, 1776.

[Extract of letter from General Washington]

New York, July 24th, 1776.

Governor Trumbull having informed me by letter yesterday, that since the arrival of the fleet at the Hook, many of the enemy's frigates and ships have been stationed between Montauk Point and Block Island to intercept the trade from the Sound, and in which they had been but too successful in taking several provision ves-

sels, and of the impossibility that any should escape falling into their hands, he had ordered the armed vessels in the service of Connecticut to stop and detain all vessels going down the Sound with Provisions, till the Continental Congress or the Conventions of the States to which they belong could be apprized of the hazard attending their proceeding in their voyages and give orders thereon. I beg leave to recommend the matter to the consideration of your Honourable Body and submit it to them, whether it may not be expedient to lay a general embargo or prohibition upon all exports of this kind from your State, except such as the Congress or yourselves may order. The propriety of keeping the enemy from supplies of this sort, and providing a sufficiency for our own army, is so evident, that words are unnecessary upon the subject. However, I cannot but observe, as my opinion, that the former will be impossible to effect, unless some general restraining regulation is come into. No care, nor industry, nor honesty, on the part of the exporters will be able to elude the vigilance and activity of their almost innumerable cruisers. But when it is considered that as long as a free export of any articles of this nature is tolerated, disaffected persons may easily fall in their hands with impunity, nor any means be left us to ascertain their guilt; when there is strong reason to believe that some have designedly done so, and almost incontestible proof from sundry depositions of deserters and others that a ship that went from hence, sailed with no other view, and joined the enemy at the Hook; I incline to think the measure not only advisable but necessary, especially as the large consumption of provision by our army affords and will afford a ready cash market for all that individuals may have to dispose of and take away every objection of injury on that head. Were it otherwise, private advantages and emoluments must always give place to the public good, when they are incompatible . . .

I have the honour to be, [&c.]

Go Washington.

P.S. — When the ships of war, &c. run up the river, I wrote Governors Trumbull and Cooke, for some of their row gallies, supposing they might be of service in attempting something against the ships. I expect three or four every hour, besides one I have. If the secret committee are forming any plan against the ships in which they think they may be usefully employed, if they will let me know, I shall be glad to cooperate with them, and furnish every assistance the gallies can give, if not otherwise materially engaged.

I am just now informed that the ship mentioned above to have gone to the enemy was fitted out by the Congress, under the command of a Capt. Hilton, who has acted this base part.

Ordered, That a copy of the postscript of the foregoing letter be imme-

diately transmitted to the secret committee of the Convention, now at Poughkeepsie.

The following letter from Govr. Trumbull was received and read, vizt:
Lebanon, July 17, 1776.

Sir – I have received credible information that there has lately been intercepted and taken several provision vessels, bound to and from your Colony through the Sound; that there are three or four men of war, frigates and cutters, cruising off Block Island, &c.; that it is scarcely possible for any vessel bound to sea to escape them. I have kept out the armed sloop the *Spy*, Capt. [Robert] Niles, cruising off Block island, to give notice of danger to vessels passing that way; and merely for the public service, have been obliged to give him orders to stop any provision vessels bound to sea, when danger is apparent. In consequence whereof, he has detained a ship laden with wheat and flour, from New-York, which, if she had proceeded, must undoubtedly have fallen into the hands of the enemy, and of which I understand the captain is fully persuaded. I trust you will think that nothing but the common good would have induced me to have taken this step, and that you will readily approve the measure, when you consider the reasons and motives of my conduct therein. Whenever there is a fair prospect of the ship's sailing with safety and avoiding the enemy, no objection arises to her or any other vessel sailing, if within the rules of the Continental Congress. I have acquainted the Congress and Genl. Washington with my proceedings, and furnished them with a number of affidavits, supporting the above information. The General, I dare say, will show you them if desired.

I am with great truth and regard, sir, [&c.]
Jonth. Trumbull.

Honble. President [Nathaniel] Woodhull.

A draft of an answer to Governor Trumbull was read and approved of, and is in the words following, vizt:

In Convention of the Representatives
of the State of New-York.

At the White-Plains, 27th July, 1776.

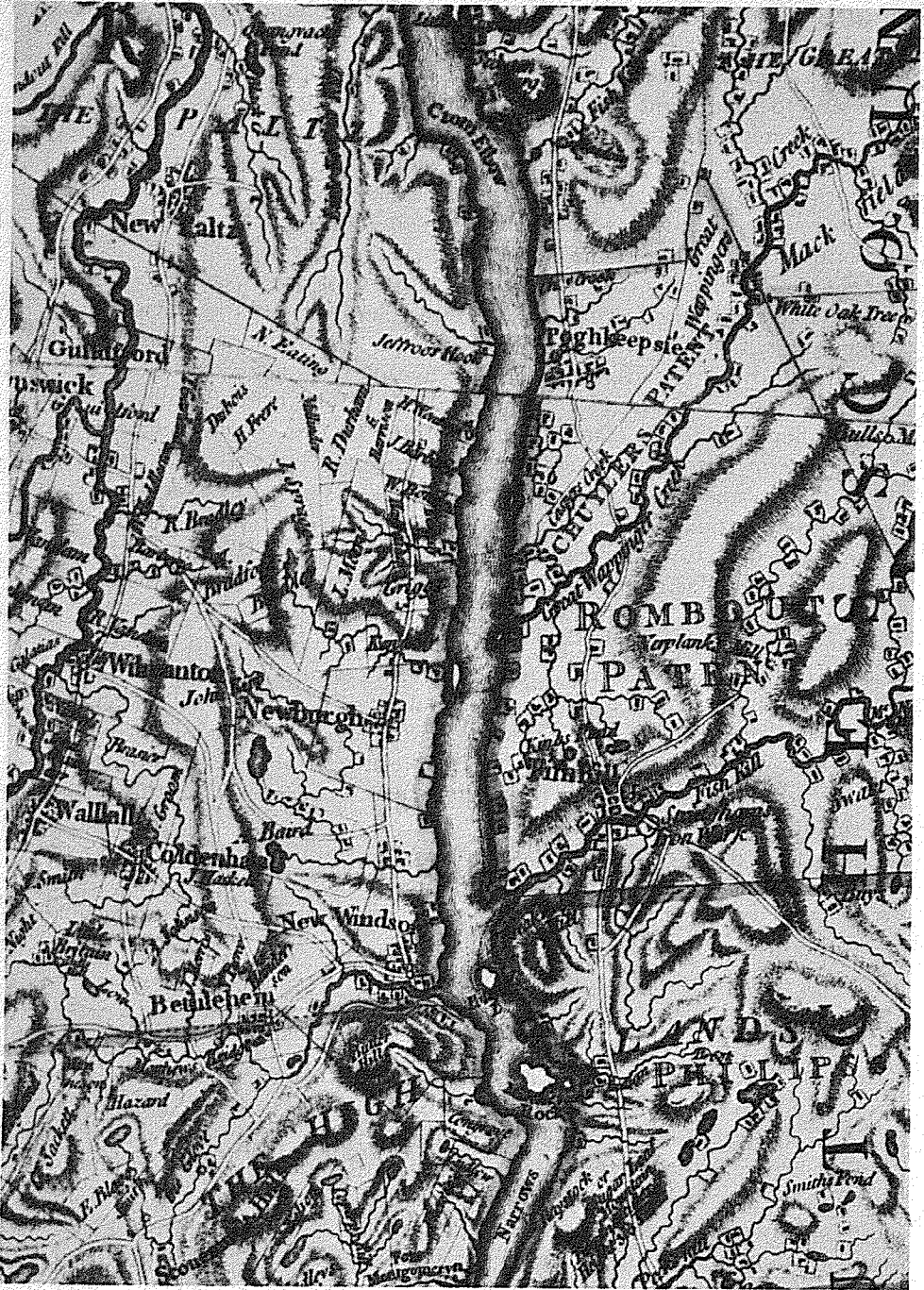
Sir – I am directed by the Convention to return you their thanks for your prudent care and attention in preventing the enemy from making capture of vessels laden with provisions.

The reasons which influenced your Honour's conduct, have had their full weight upon the councils of this Convention, which you will perceive by the enclosed copy of a resolution, which I am also directed to send you.

I am, sir, with great respect, [&c.]

To the Honourable Jonathan Trumbull, Govr., &c.

A letter from Robert Yates, Esqr. chairman of the committee for obstructing the navigation of Hudson's river, dated at Poughkeepsie on the



Hudson River Valley from Crom Elbow to Fort Montgomery.

22d instant, directed to the general committee at New-York, and by them sent to this Convention, was read and filed. They thereby inform that they have determined to fit out two armed vessels at Albany; that they want gunners, and persons used to cannon on board of ships; they request such to be sent to them, and mention Alexander Dean and Wessells, as having been recommended to them. They also request combustible material to make fire arrows, and that money be advanced to such persons as may be sent to them, to defray their expences.

Thereupon a letter to Capt. Hazlewood [John Hazelwood] was read and approved of, and is in the words following, to wit:

Sir – I am directed by the Convention of the State of New-York, to desire the favour of your immediately, to repair to Pough-keepsie with the combustible materials necessary for charging fire ships, and making fire arrows. When you arrive at that place you will inquire for Mr. [John] Jay and Mr. Robert R. Livingston, members of a secret committee, appointed by this House to annoy the enemy's ships in Hudson's river, and concert with them the most effectual measures for carrying their designs into execution. If those gentlemen are not at that place, you will be pleased to inquire of Captains [Augustine] Lawrence and [Samuel] Tudor, who live at that place, where they are, and make the utmost dispatch in joining them.

It will, however, be necessary that you should wait on General Washington, and obtain his permission for coming up; which, from Mr. [William] Duer's representation, we doubt not you will effect.

Should you stand in need of any money or assistance in order to forward the materials, be pleased to apply to General Washington, who we flatter ourselves will give every necessary direction to the quarter-master-general.

I am directed by the Convention of this State to enjoin to you the most profound secrecy in conducting this matter.

I am most respectfully, &c.

Captain Hazlewood.

1. *New York Provincial Congress*, I, 545–47.

LIEUTENANT COLONEL BENJAMIN TUPPER TO GEORGE WASHINGTON ¹

Sir

Sloop *Hester* July the 27th A.D. 1776

The Sloop is hove down & Cleaning & hope to be ready to take my Station this Night I shall not loose a minutes time but shall effect it if Possible, all Guards have been kept as usual & nothing Extrodinary has been Discoverd. I have been some uneasy respecting Capt Burr's Station and Humbly Conceive he might be stationd lower down than he is which would be more advantagious in preventing an Intercourse between the Tories and the Enemy, He also is of the same Opinion, but as General Putnam and General Alaxander² had given him Instruction it put it out of my power to do it. I only send one word to know whether Your Excellency

for the future will Consider him as being under my Inspection I am with great respect [&c.]

Benj Tupper Lt Colo

by Capn Burr

1. Washington Papers, LC.
2. William Alexander, Lord Stirling.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, 27 July, 1776.

In consequence of my Application to Governor Trumbull he has sent me two Row Gallies and I expect another from him. None from Governor Cooke are yet come, nor have I heard from him on the Subject. One is complete here; The fire Ships are going on under Mr. [Ephraim] Anderson's direction, but rather slowly and I am preparing some Obstructions to the Channel, nearly opposite the Works at the upper end of this Island. When all things are ready, I intend to try if it shall seem practicable, to destroy the Ships and Tenders above and to employ the Gallies, if they can be of Advantage.

1. Fitzpatrick, ed., *Writings of Washington*, V. 342, 343-44.

COLONEL JEDEDIAH HUNTINGTON TO COLONEL JABEZ HUNTINGTON ¹

[Extract]

Camp, New York July 27. 1776

. . . by an Intelligent Fellow belonging to Boston lately deserted from the *Rose* Frigate up the North River we learn that the *Rose* recieved Six 12 pound shot from our Batteries as she passed them which took off the Thigh of one Man & Leg of two others besides doing considerable Damage to the Ship what Damage the *Ph[o]enix* sustained he could not learn – there Design in going up was to destroy the two Frigates building at Poughkepsie & a large Quantity of Stores at Peek's Kill – there are good 1500 Men at our Forts Montgomery & Constitution who carefully watch the Motions of the Enemy & they have a Chain of Fire Ships & Rafts across the River to prevent their proceeding any further up – I hope we shall be able to give a good Account of them in their Return – we have some large Fire Ships & a great Number of Rafts – . . .

1. Huntington Papers, ConnHS.

BRIGADIER GENERAL HUGH MERCER TO GEORGE WASHINGTON ¹

Sir,

Perth Amboy 27th July 1776

General [Nathaniel] Heard, Genl [Daniel] Roberdeau have considered with me the Plan proposed for Attacking the Posts on Staten Island – Two things we entirely agree in – Namely that the Number of Troops proposed are by no means equal to the undertaking – We cannot rationally suppose the Enemies Force on the Island to be less than 10,000 – where they are chiefly posted we have no intelligence to be depended on – Several out guards postd along the Shores of the Island are in our View – but these we can only regard as necessary to the Security of their main body; who may speedily come

to the assistance of any one Post – The Craft necessary to convey a sufficient body for a successfull attack on the Enemy is not so far as I can find to be collected along the Shores here – It is true there are many small Vessels – but the greater Number ill constructed for making a Descent – It is therefor our Opinion that before any grand Effort is made, a Number of flat bottomd Boats be constructed for the Purpose as well as those we have put in the best repair – We have Carpenters enough in the Troops here; Tools, Nails & other Materals may be had – and we wait your orders to set about this part of the Service –

In Raritan River are Craft of differant Sizes calculated to transport Raway River –

Genl Heard will be able to inform your Excellency what Craft may be ready in Thompsons Creek – Elizabeth Town – and Newark I have the honour to be [&c.]

[P.S.] No Troops have joind since last return

Hugh Mercer

1. Washington Papers, LC.

JOHN HANCOCK TO JOSEPH TRUMBULL¹

Sir

Philadelphia 27 July 1776

Inclos'd you have a Resolution of Congress for the Supply of Provisions to the Frigates in the Eastern Departmt out of the Stock of Proviss in that Quarter, & am to Request you will by the next Post issue your orders to your Deputy there to furnish such Quantities as shall be applied for by Mr [Thomas] Cushing & others who have the Care of the Ships –

I have paid all your Bills that have been presented; Money will soon be sent to the Paymaster – I wish you happy & am Sir [&c.]

J H Pt

To Joseph Trumbull Esqr Commissary Genl New York

1. Papers CC (Letter Books of the President of Congress), 12A, NA.

SAMUEL PURVIANCE, JR. TO JOSEPH HEWES¹

[Extract]

Baltimore 27th July 1776

I advisd you in my last that Capt Nicholson was ordered with the *Defence* to Annaps where he intended to give up the Ship to the Council of Safety if they could get a proper Comdr for her, after which he purposed to go up & wait on your Board; at which time my Bror or I woud accompany him, it being now high time that every particular Arangemt of the Frigates Outfit shoud be settled, and Provision suitable made.²

I have learned yesterday that the Council have orderd Capt. Nicholson to proceed with the *Defence* to Potomack in expectation of being able to make a hawl amongst Ld Dunmore's Fleet which is supposd to have no other Escort at present but the *Fowey* a very heavey Sailer weakly Mannd; The rest of the Vessels of Force vizt the *Roebuck* & Tenders being gone up Potomack with design (as its conjectured) to destroy Alexandria, or the gondolas building there. –

Captn Nicholson is delicately circumstanced with regard to the Officers wh he intends taking with him into the Frigate. He is unwilling to distress the Province Service by taking many of the best officers out of the *Defence*; And they are so much atatched to him that they woud to a Man desire to go with him into the Frigate. He is by this means kept in Suspence about the Appointmt of his Officers untill he gets clear of the *Defence*, as he is desirous to part on friendly terms from a Service wherein he has received the highest Marks of Public Confidence & Friendship – His last Desire expressd to me on the Subject, was that the Appointmt might rest untill he got clear of his present Employ, excepting Mr Aquilla Johns who he is determind at all events to have as First Lieutt – This Gentleman now superintends the Frigate & is extreamly well calculated for the Bussins – We coud have launchd before now, but think it prudent to do every thing that can be done before launching, lest the Carpenters shoud desert after She is got into the Water. At all Events we intend to launch abt the Middle of next Week, I am with much respect Dear Sir [&c.]

Sam^l Purviance Jun^r

1. Hayes Manuscripts, NCDAH.

2. The Continental frigate *Virginia*.

DEPOSITION OF MOSES YELL ¹

July 27th 1776

Moses Yell being sworn on the Holy Evangels of Almighty God deposeth and sayeth. That some Time about the 15th of this Instant this deponent was going in a Vessel to Potowmac River with Tar and Plank, but on seeing Dunmore's Fleet this Deponent return'd and anchor'd under Smith's Island, about two or three Hours after he had anchor'd Joseph Wheland with one other Man unknown to this Deponent came on Board the Vessel this deponent was in, & Joseph Wheland ask'd this Deponent if he saw the Fleet, this Deponent answer'd he had seen the Fleet & return'd in consequence of it, Joseph Wheland then ask'd this Deponent whence he came & where he was bound, & who he was for, this Deponent answer'd he had not a Design to kill any Person, but was a Friend to his Country Joseph Wheland then ask'd this Deponent which he thought was right the King or the Shirt Men, this Deponent answer'd he thought the Americans were right Joseph Wheland then told this Deponent he was for the Fleet, and had Orders from Ld Dunmore to take any Vessel belonging to the Rebels and destroy such as he thought proper and carry the rest to the Fleet, the sd Wheland then demanded a Sight of this deponent's papers, which this Deponent gave him, the sd Wheland then took the Papers a Pocket Book a [bo]ut forty Shillings Cash and all the Clo[aths] belonging to this Deponent that were in the Vessel, e[xce]pt what he had on, and carryed this Deponent together with the Cloaths and Money on Board a Tender which he inform'd this Deponent he had the Command of, and likewise the sd Wheland inform'd him he had the Command of the other Vessels that were with the one, this Depo-

ment was put on Board of, this Deponent sayeth Joseph Wheland told him he had taken a Vessel belonging to White in Nanticoke and that he Wheland intended to fit her out with four four Pounders and twelve Swivels to guard the Islands and keep the Shirt Men from going on to abuse the Inhabitants, the afsd Wheland told him he must take out the Mast from his Yell's Vessel and put in the Vessel he had taken from White which was then driven on Ground and had lost her Mast, but before he had got her over the Bar he Yell understood from an Old Man on Board the Tender that Wheland had recd an Express from the Fleet ordering him to come up to Potowmac to assist the Fleet in geting Water as quick as possible as Orders were come to the Fleet to go out, as soon as they cou'd, Part to Martinico to fight the French, (as they expected a War there) & part to New York or Hallifax, Wheland soon after order'd Fire set to White's Vessel and one other which he had not got over the Bar, & put this deponent on Shore gave him Part of his Cloaths & told him he might take his Boat again, this Deponent sayeth that Marmaduke Mister was one of the Persons that kept Guard over him one Night while he was on Board the Tender, the afsd Mister ask'd this Deponent who he was for, whether King or Country this Deponent answer'd he was Friend to every person that behav'd well the afsd Mr then commanded in the King's Name to tell him the Truth this Deponent then told him he was born in this Country and had a Right to defend his Liberty, Mister then said what these damn'd Rebels call Liberty I call Slavery, & so the people will find it, this Deponent further sayeth that Marmaduke Mister set Fire to one of the Vessels that was burn'd and was to have the Iron for doing it. this Deponent sayeth that John Evans Robert Howith and one Price were likewise on Board the same Tender under the Command of the afd Joseph Wheland (he supposes) as he often heard them call him Captn, this Deponent saith he heard John Evans say he was determind to have several of the principal people on the Islands either dead or alive, or get some of their Negroes. this Deponent saith he has seen Joseph Wheland John Evans, Robert Howith, and Price the four persons [above] mention'd since they have been under Guard at the Streights and that they are the same Persons he saw on Board the Tender above mention'd. – this Deponent further saith on his asking Joseph Wheland for his Cloths wheland threatned to put him in Irons in the Vessels hole. the Deponent likewise saith that John Evans told him not to be uneasy about his Cloaths and Money for Wheland wou'd give them to him after he was ready to go from the Island, for the paper Money wou'd be of no more use to him than Blank Paper.

Sworn before Hugh Culeston

[Endorsed] Moses Yell lives in St Mary's County near Leonard Town in Bretons Bay ²

1. Red Book, XV, Md. Arch.

2. Similar deposition was taken from Joseph Mariman who was on board with Yell. The depositions were forwarded on July 31 to the Maryland Council of Safety. Browne, ed., *Arch. of Md.*, XII, 152. On August 3 the Council ordered Wheland, *et al.*, jailed. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

RICHARD LEE TO LANDON CARTER ¹

Dr Sr

Lee Hall July 27 1776

Genl [Andrew] Lewis recd a Letr yesterday evening from Majr Price who commands at St Marys ² the Majr Says he has 400 Men & 4 peices of Cannon 1 of 9 lb 2 of 4 lb & 1 of 3 lb that at two Oclock thursday Morning he sent 100 Men over to the Island who he ordered to lay an ambush till Dunmores Men came on the Island to get Water which they did every day & go off[f] in the eveng his Men discovered themselves too soon which Sat them to their heals our Men pursued them to their Boats killd 3 or 4 wounded several & took one prisoner [illegible] many have desertd from the Enemy among which is an Ensign sent to Annapolis 6 dead bodies have floated up, the Deserters say that as soon as the *Roebuck* the *Dunmore* & the two other Vessels return from up the River who I hear were off[f] Nemony Bay last Night the Fleet at St Marys which is weakly maned will Sail for Hallifax & the W Indies . . . Dunmore went up Potomack last Saturday. Eden is on board the *Fowey* at St Marys. I am [&c.]

Richard Lee

The Enemy have so few Men that they will be obliged to burn several of their Vessels when they leave St Marys. 40 Sail came out of St Marys yesterday.

1. Philip Lee Folder, VHS.

2. Red Book, XV, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Saturday the 27th day of July 1776 –

Ordered that a Warrant Issue to Capt Thomas Lilly upon Account for sixty eight pounds five shillings for Hogshead of Rum purchased of John Craig for the use of the Brig *Liberty*

Ordered that a Warrant Issue to Capt William Saunders of the Schooner *Adventure* for seventy seven Pounds three shillings for the pay of Seamen on Board the said Schooner from their Enlistment to the twenty fifth day of this Month –

Ordered that a Warrant Issue to Gideon Hatcher for the use of Thomas Pollock for thirty three pounds fifteen shillings – Also a Warrant to the said Hatcher for the use of George Underwood for seven pounds fifteen shillings for Gunns furnished Capt [George] Muter for the use of the *Hero Gallie* –

1. Navy Board Journal, 22–23, VSL.

DIXON AND HUNTER'S *Virginia Gazette*, SATURDAY, JULY 27, 1776

Williamsburg, July 27.

It is reported that Lord Dunmore's miscreants, since they were driven from Gwyn's island, have received a severe drubbing on the Maryland shore

of Potowmack, where they landed in hopes of procuring some necessaries, but were disappointed, and forced away after losing ten or more privates of the 14th regiment, who were killed; that the shipping are gone up the river, all in mourning, supposed for some of the leaders of the gang, or perhaps the *magnanimous* Chief himself. Two tenders, it is also said, are burnt, and their crews taken, about 50 in all. Our gallies and other armed vessels will soon be ready to meet them.

MASTER'S LOG OF H.M.S. *Roebuck*¹

- July 1776
 Sandy Point NE 1 Mile
 Wednesday 24th A M. at 5 a Boat Came off[f] with 3 of Genl Washington's Servts at 7 the *Dunmore* got underway & turn'd a little below us
 Squally with Rain Thunder & Lightning P. M at 1 Weigh'd & made sail turning down the Potowmack, at 8 Anchor'd off[f] Smiths Point in $\frac{1}{4}$. 4 fath
- Thursday 25th A M. at 4 Weigh'd & made sail at 7 Came Past Maryland Point, turning down the River at 11 the *Dunmore* got a ground on the Middle Do Anchor'd in $7\frac{1}{2}$ fath & sent Boats to Assist the *Dunmore*. Upper Cedar Point NNW $\frac{2}{3}$ of a Mile
 Modt & fine Weather, P M at 6 Departed this Life Jas Mun, Marine at 8 the *Dunmore* got off,
- Friday 26th A M at 4 Weigh'd & made sail, Turning Between upper Cedar point & Matthias's Point, Sailing Past Leader's Ferry, the *William* got a ground, sent the Long boat with an Anchor & Hawser to get her off & Anchor'd in $12\frac{1}{2}$ fath. Cedar Point SE $\frac{1}{2}$ a Mile, at 12 the *William* got off, Weigh'd and made sail -
 Light Winds & fair, P. M. In Sailing thro, the Channel of the Kettle Bottoms The *William* got a ground Do Anchor'd in $3\frac{1}{2}$ Fath Cedar Point NBW 5 or 6 Miles sent the Boats to Assist the *William* which at 5 got off, Weigh'd & made sail as did the other ships, & at 8 It being Calm Anchor'd in $\frac{1}{4}$ less 4. Clements Island East $\frac{1}{2}$ N 7 or 8 Miles,
- Saturday 27th Light airs & fair
 P M. a 1 Weigh'd and made sail, Turning down the Patowmack, Clements Island NBW $\frac{1}{2}$ W $11\frac{1}{2}$ Miles at 8 Anchor'd in 5 fath Ragged Point SEBE 4 Miles at 11 Weigh'd and made sail,

1. PRO, Admiralty 52/1965.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY¹

[Halifax] Saturday July 27th, 1776

Resolved That Captain James Anderson who Commands the Independent Company stationed at Occacock do as soon as possible send an Officer with a sufficient Number of Men under his Command to Cape Hatteras Banks and to remove three peices of Iron Ordnance over the said Banks to Pamplico Sound and to Transport the Cannon from thence to South Key on Black Water and then deliver the same to the Virginia Commissioners appointed by the Convention of that Colony to build and fit out two Gallies for the protection of the Trade to Occacock and that all the Expence attending the hiring of Carriages &ca will be paid by this Colony

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774-1776), NCDAH.

JOURNAL OF H. M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT¹

July 1776

Anchor'd at the Entrance of St Mary's River

Friday 26

sent the Boat up to bring down the Troops from the Township being all Sickly occasioned by a low Swampy Country people empd on Sundries Gunner about the Arms, sent the Boat up to assist the *Florida* sloop who gote a Ground, The people under Arms as before

Do [Fresh breezes & Clear Wr] with sultry heat at 5 P: M: Came down the *Florida* Sloop with part of the Troops, sent the Boat Manned & Arm'd to bring down the rem[ainde]r –

Saturday 27

at 8 (A M) Exercised the people at small Arms fired away to bring to[o] 2 Canoes, 2 half Prs filled some Musket & Pistoll Cartrages made some Wads for the Guns Came on board Capt Graham & consulted with me &ca² The People under Arms all Night.

Fresh breezes and Cloudy Wr with rain Thunder & Lightning, People empd setting up the Netting, sent the Boat to tow the water on board at 2 P M fired 2 half Pounders to bring to a Canoe found her to be from St Julies with one Jamieson who had for some time been with the Rebels, but now come & surrendered himself up for Mercy.

1. PRO, Admiralty 51/4330.

2. *Ibid.*, a detachment of troops from St. Augustine under command of Captain Graham had been sent from St. Augustine in the *St. John* on May 26, and had built a small fort up the St. Mary's River, which they are now evacuating.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN WILLIAM GARNIER,
H.M.S. *Argo*¹

(Copy)

Whereas the Lords Commissioners of the Admiralty have directed me

to appoint Convoys to the homeward bound Trade from these Islands: You are hereby required and directed to Compleat the Victualing &c of His Majesty's Ship *Argo* under your Command to three Months, and proceed to Basseterre at the Island of St Christophers; and make known to all such Merchant Vessels as are bound to Great Britain or Ireland that you are appointed to Convoy them: and direct the Masters of said Vessels to put themselves under your Command; and obey such Orders & directions as they may receive from you; and to take the utmost care they do not loose Company with his Majesty's Ship *Argo* under your Command. You are to Sail from St Christopher's the 1st day of August with all such Merchant Vessels as are then ready, and on no account to remain longer there. You are to proceed with said Convoy on their way to Europe One hundred and twenty Leagues clear of the Island of Anguilla, and are then to open the Secret Orders you will receive herewith for your farther proceedings, and are Strictly to comply therewith for which they shall be your Order.

Given under my Hand on board the *Portland*
in English Harbour Antigua, the 27 July 1776
Jam^s Young

[Enclosure]

Secret Order

Whereas I have directed you by my Order of this date to take charge of the homeward Trade from these Islands and Convoy them from St Christophers on their way to Europe 120 Leagues clear of the Island of Anguilla, and then have recourse to these Secret Orders for your farther proceedings.

You are hereby farther required and directed to proceed with said Convoy as far to the Northward as the Latitude of 38°. 0'. North, and are then at liberty to leave said Convoy to proceed on their respective Voyages; making the best of your way with His Majesty's Ship *Argo* under your Command to Spithead, and on your arrival there are to acquaint the Secretary of the Admiralty therewith, sending Him a List of all such Vessels as came under your Convoy; and also the publick Letters you will receive from me; for which this shall be your Order.

Given under my Hand on board the *Portland*;
in English Harbour Antigua, the 27 July 1776. –
Jam^s Young

1. PRO, Admiralty 1/309.

JOURNAL OF H.M.S. *Argo*, CAPTAIN WILLIAM GARNIER ¹

July 1776 Moored in St Johns Road Antigua
Saturday 27 Came on board the Admirals Secretary and paid Prize Money
for the Sloop *Dolphin* to the Ships Company. – ²

1. PRO, Admiralty 51/19.

2. The *Dolphin*, from Georgia, for Dominica, taken April 9, 1776. See Volume 4, 744.

"EXTRACT OF A LETTER FROM ST. EUSTATIA, JULY 27"¹

Since my last² Captain Booker's brig for Amsterdam, as mentioned in my last, has been libeled at St. Kitts, in consequence of an information on oath by a scoundrel, who says he assisted to load the said [vessel] here, with powder and other warlike stores for America, and that the brig had just returned from America, after carrying another cargo of the like kind, that he the said informer was a seaman on board all the while, and that Capt. Booker had changed his name from Martin to Booker. It is notorious to every person in this island that there is not a word of the whole information true, as Captain Booker has made two voyages already to Amsterdam from this Island, without being at any other place whatever within the time; one of which voyages in the above brig now under seizure, and carried goods on freight for most of the Merchants of this island. Capt. Booker has taken every step in his power to defend the vessel, but it is uncertain how it may terminate: thus you see the sad situation people are reduced to, even in a fair trade, with those sea robbers under his Britannic Majesty. There never was a vessel, left this place on a more clear and regular footing, and no other reason in the world to suspect her, than that of the Captain being an Englishman, two of the seamen were English and four Dutch men. It is very remarkable that the informer is entirely unknown to Capt. Booker, who says he never in his life saw the man before: so that he must have been procured on purpose to serve their wicked ends. Several small vessels belonging to this place under Dutch colours, have been seized, and sent into port lately, on frivolous pretences, and no one knows as yet how far his property can be safe in any case. A day or two ago, a vessel belonging to Bermuda, bound from this, home, was seized and carried into St. Kitts, for only having a few barrels of bread and beef (about ten in number) for the use of his vessel and family at home, to keep them from starving, he was so particular when here that he would not take a single article of foreign manufacture or produce on board, to prevent any risque, but all this could not protect him from the robbers.

Capt. Patterson in a ship from this for Amsterdam, late belonging to your place was carried into the Downs, about the 10th May by a cutter, and was lying there two weeks when the last accounts came from Holland, but it was unknown what would be done with her. There was no passing or re-passing up or down the English Channel for cruizers, and every step taken to intercept the American vessels.

1. *Pennsylvania Journal*, August 21, 1776.

2. Letter of July 11, 1776.

"AN ACCOUNT OF AMERICAN SHIPS AND VESSELS TAKEN AS PRIZE OF WAR, BY HIS MAJESTY'S SHIPS AND VESSELS
UNDER THE COMMAND OF VICE ADMIRAL YOUNG AT BARBADOES, AND THE LEEWARD ISLANDS,
BETWEEN THE 1ST AND 27TH JULY 1776."

By what Ships taken.	When taken.	Where taken.	Name of the Vessel	Master.	To what Nation or Province Belonging.	Sort of Vessel.	From Whence.	When last Sailed	Where bound.	Lading	Tons.	Men.	Guns.	If any ship of War in Company when taken, her Name &c. -	To what Port sent to be tried	Whether Condemned or acquitted.
<i>Hawke.</i>	21st June 1776	off Barba- does	<i>William</i>	Zabdiel Coffin	New York	Brig	The Coast of Brazil	18th Octor 1775	St Eus- tatia	Whale Oil	46	13	4	None	Roscau Dominica	Con- demned
<i>Hawke.</i>	21st June 1776.	off Barba- does	<i>Cleopa- tra.</i>	James Fitch	New Port Rhode- Island	Ship	Do	17 Septr 1775.	Domin- ica	340 Barrels Oil.	110	13	"	None.	Do	Con- demned
<i>Weazel.</i>	9th Decemr 1775	Gambia	<i>King of Barra.</i>	Jno Hopkins	Charles Town So Caro- lina	Schoo- ner				7 Slaves and some Trade Goods Provisions		9	["]	None	St John's Antigua.	
<i>Weazel.</i>	9th Janry 1776.	off Scirra Leon	<i>Daniel.</i>	Danl Darby.	New York	Sloop						9	["]	None	English Harbour Antigua.	
<i>Weazel.</i>	13th May 1776.	Bristol Island near Cape Lopez	<i>Hester.</i>	Jno Marshall.	New York.	Brig				Ivory, Wax, &c.		16	["]	None.	Do	
<i>Seaford.</i>	18th June 1776.	At Sea.	<i>Fox</i>	Josiah Buck	New London	Schoo- ner	New London	3d May 1776	Cura- çoa	Flour	120			None.	St Kitts. English Harbour Antigua	
<i>Hind</i>	16 July 1776.	At Sea.	<i>Speed- well</i>	Jos. Manches- ter.	Provi- dence	Sloop	Providence			Hispan- iola Lumber	70.	7	"	None.	Jam ^s Young.	

1. PRO, Admiralty 1/309.

“DISPOSITION OF HIS MAJESTY’S SHIPS AND VESSELS UNDER THE COMMAND OF
VICE ADMIRAL JAMES YOUNG, AT BARBADOES AND THE LEEWARD ISLANDS,
&c. THE 27th JULY 1776.”¹

Ships.	Commanders.	Where Stationed &c.
<i>Portland.</i>	Vice Admiral Young	} In English Harbour Antigua, preparing for the Careen
<i>Argo.</i>	Capt. T. Dumaresq.	
	Wm Garnier.	Ordered to Sail from St Christophers with the Convoy for Great Britain and Ireland, the 1st August
<i>Seaford.</i>	Jno Colpoys.	In English Harbour Antigua Re-fitting for Sea.
<i>Hind.</i>	Henry Bryne.	Orders as P last Account.
<i>Shark</i>	Jno Chapman.	Ordered to St Vincent and Grenada with Dispatches for the Commanders in Chief of said Islands, afterwards to Cruize off the French Islands St Lucia, Martinico, and Guadalupe, 'till the 31st August.
<i>Hawke.</i>	Rob. P. Cooper	In English Harbour Antigua, re-fitting for Sea.
<i>Pomona</i>	Thos Eastwood	Orders as P last Account.
<i>Endeavour. Brig.</i>	Lieut. F. Tinsley	Fitting for Sea.
<i>Weazel.</i>	Saml Warren.	In English Harbour Antigua, Re-fitting for Sea.

Jam^s Young.

1. PRO, Admiralty 1/309.

28 July (Sunday)

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS¹

Copy/

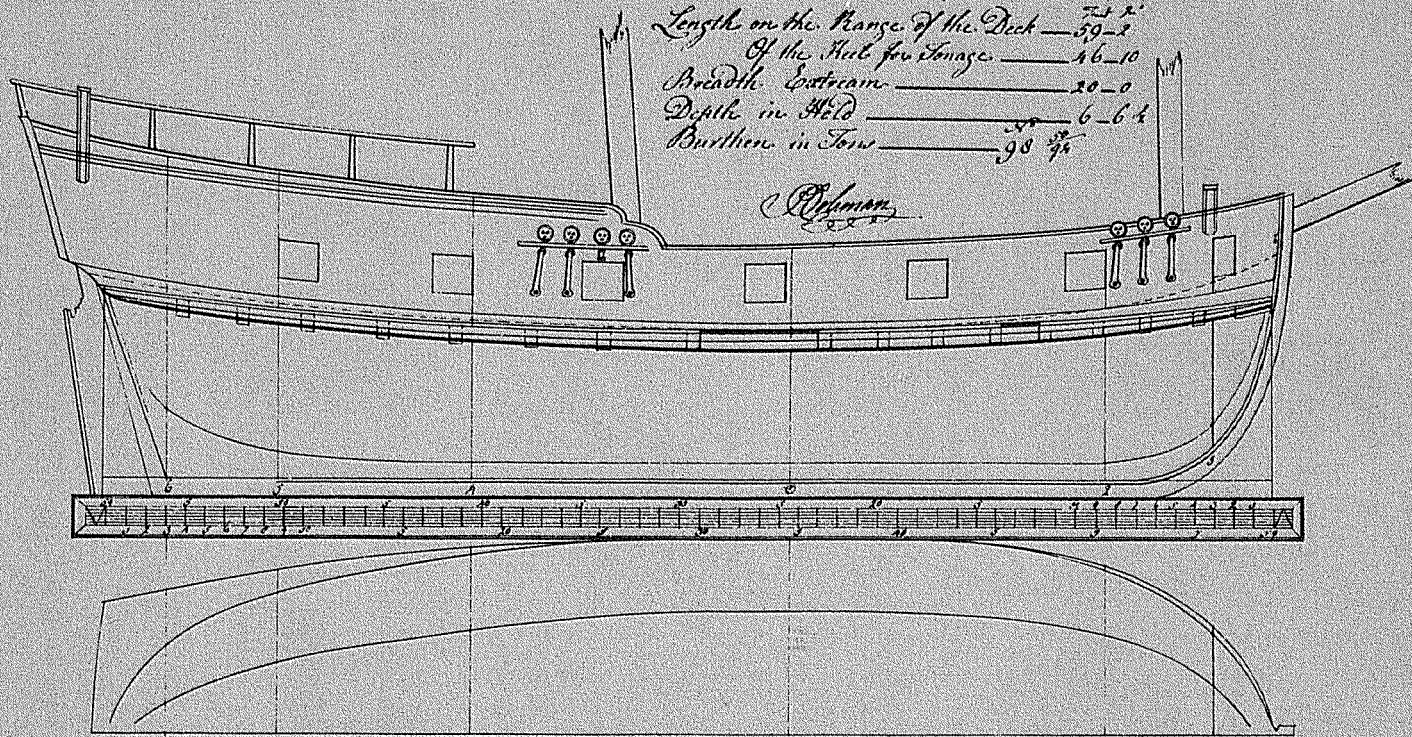
Isis Quebec 28 July 1776

Sir, In addition to the various matters wherewith I troubled their Lordships by the *Kent*, I in justice, as it does the Subscribers thereof so much honor, herewith send you by the *Ostenbotten* (a Swede) the Copy of a Declaration made by the Masters of the Transports, which are below the Rapids, at parting with their Longboats. I moreover thereby intend that their Lordships may be pleased to cause immediate Orders to be taken with their Owners for providing others for them (shou'd their further Service be wanting) previous to their arrival in England, which may be shortly looked for, as they are all to sail for Spithead (some 3 or 4 excepted) when their Men who are Navigating the said Longboats with the pieces of the Ship frame to Chambly, are returned, every one being left at full liberty, I cou'd not pre-

24 Draught of the Carleton rebuilt at St. Johns on Lake Champlain 1776

Length on the Keel of the Deck — $59 \frac{1}{2}$
 Of the Keel for Tonage — $46-10$
 Breadth Extreme — $20-0$
 Depth in Hold — $6-6 \frac{1}{2}$
 Burthen in Tons — $98 \frac{3}{4}$

(Johnson)



vail on all their Carpenters to stay at St Johns, until the reconstruction of the three Hulls shall be completed, however many of them do stay behind – I hope the Masters of the Transports at Sorel & Champlain will follow the laudable Patriotic Example set them here; And for that purpose, I send Copies of the declaration in question to be communicated to them – As also to be communicated to their Carpenters, the conditions made in their favor, which are very advantageous & one of which is, that I engage to furnish a well Conditioned Transport for their conveyance to Spithead, whensoever the Works they are, or are to be employed upon are finished, which it is hoped will be over at furthest in about 5 or 6 Weeks hence.

All those Transports above the Rapids shall also depart for England (some 4 or 5 excepted) how soon the matters are settled, with regard to their Carpenters & Longboats (become of very great consequence to His Majts Service) which will require some time. I humbly beg leave to suggest the expediency of having the wants of the Transports returning without Longboats, & Carpenters respectively attended to, on their arrival at Spithead.

The Example of Mr Brook Watson (a Gentr of London & of most extensive concerns in this Province) & of Mr Harris Hatch, Commander of the *Speke* Hospital Ship, were of singular Service on this occasion, the former having unasked Ordered the Master of His own Merchant Ship (the *Canadian*) to give up his Longboat to serve on Lake Champlain: And the latter having in a way much to his own honour stood in the foremost of those who Command the Hired Ships, now in this Bason, involuntarily making the subscribed Cession, but Mr John Elliott Master of the *Kent*, tho' as willing to part with that Ships Longboat as possible, or as any of the other Masters have been to part with theirs, having obtained as Order from me, merely as he said for forms sake to deliver her up, did without my knowledge (until he was Sailed) clandestinely enter a protest against me for detaining her, which protest was executed full three Days previous to his departure, preparatory to which, Men belonging to His Majesty's Ships were employed in helping them – Had I known it, most certainly his Longboat (every body else being at liberty) should have been forced back upon him.

This second New Vessel to be reconstructed at St Johns, is to be lengthened, whereby she will draw much less Water (to about 8 or Nine feet), than otherwise – A Keel piece ready formed is gone up for that purpose – Besides 16 Twelves, she is to carry 2-9 Pounds. I am &c

Ch^s Douglas

1. PRO, Colonial Office, 5/125, 49b.

JOHN LANGDON TO NICHOLAS BROWN ¹

[Extract]

Portsmouth 28th July 1776

Sir – I wrote you 1st of this month, that I should depend on my Guns, next to your's as my Ship has been intirely waiting ever since that day. I shall be very glad you'll inform me, by return of Captain [Supply] Clap, when you can furnish me, it would be very happy for us, if we could get

our Guns, as we have got part of our Men, and might soon compleat the rest, had we the Guns? Twenty Six double fortified Twelves, Six, Six-pounders, and Twenty Swivels all the Shot for each, shall be glad to know the Quantity you intend for your Ships? I shall be very glad if your Committee would be good Enough to spare half or some part of the Guns now, as it will take some time to get them down here, they must be hawled by Land to Boston, as you have two Ships I humbly Conceive it would be most for the Service to furnish one of your's only with Guns, and then give me mine for this Ship, as that by that means we may have two Ships to Sea soon. I mention this only, because I think it unlikely you'll get your Hands for both Ships. . . .

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO WILLIAM WHIPPLE ¹

[Extract]

Portsmouth July 28th 1776

. . . my worthy Friend you don't know what a disappointment I've met with in not having the Guns in Time and Orders early to Ship Hands; if that had been the Case; I should have furnished the Continent with as good a Ship, as can be built in any part of the World (season'd Timber Excepted) compleatly Victuald & man'd, & ready to Sail, on a Cruize, in less than four Months, from her raising, which would have convinced, some of our worthy Southern Gentlemen, that this was a place to build more, and the best place, to have a Yard, and Careening Wharf which I intend building, if the Honourable [Marine] Committee will allow me the Extraordinary Expencc, which will not be much Its hard that a Man of my Genius, should be so cramped what think you of that, you say my Friend, that you do not take any part, of the Neglect to yourself, you are right, it was not so meant, by any means, am very Sensible no Man, could have done more, what I meant was, that I wished the Honble Committee had paid more Attention to the Navey, but when I consider the hurry of Business and that of such Importance do not wonder, as I know its with much Difficulty things are Completed –

Gives me great pleasure to find the Militia, march off with such Spirit, it bodes well, in short every thing has boded well, in my mind, but now we go by that pleasing name of Independant States, I am perfectly easey about the Consequences of the Warr, as it has always appear'd to me, that is was out of their power to hurt us, if we did not hurt ourselves by delaying every thing to the last, moment . . .

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO JOSIAH BARTLETT ¹

[Extract]

Portsmouth 28th July 1776

. . . pray urge my commission as Agent that I might know what is my department, whither the whole Business of the Continent (as well Prizes as Navey) or any thing else, comes under my Care, as its very Necessary I .

should know immediately, want to know whether there should not be a Clerk allowed who should be sworn to the true performance of the Business, this would be salutary thro' the Colonies and prevent any Agent doing wrong or unjust things.

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Sunday 28th of July 1776

at 6 A M we heard A number of Cannon fired At Marblehead
Caught sum cod fish at noon the Brusters of boston bore WBS
About 3 Leagues distance

Small Airs wind pleasant weather at 4 P M the high land off
Plymouth bore S½E 4 Leagues distance at 6 P M the Race
point of Cape Cod bore E½S distance 4 Leagues at 8 the race
point bore SSE 4 Leagues Distance Tack ship severall times this
night.

1. John Fisk Journal, AAS.

"LIST OF STORES FOR SLOOP *Republick* JULY 28, 1776" ¹

1[0] Six pounders
14 Swivels
40 Small Armes & Cartreg Boxes
20 pair pistols
30 Cutlasses
50 Lancets
2 fire Graplens
powder flasks & hand Granards &c
a Quantity of hand Cuffs, Shot &c
Oyl & Candles
provisions of Diferent sorts
a Drum & Fife
powder

Jn^o F Williams ²

1. Mass. Arch., vol. 165, 469.

2. John Foster Williams, commander of the Massachusetts state sloop *Republick*.

FRANCIS DANA TO JOHN ADAMS ¹

[Extract]

Boston Sundy July 28th 1776.

. . . We last evening receiv'd a confirmation of the engagement at Sullivan's Island, Carolina. The Yankees fought well. I cant but observe that every days experience proves Govr [George] Johnstone's assertion respecting the certain effect of Batteries judiciously situated, against Ships – I cou'd wish all our Forts in our Harbours and Rivers were plentifully supplied with chain shott – I presume, had this been the Case at the Southward, Sir Peter's Fleet wou'd have been totally disennabled, and some of them must

have fallen into our hands – I hope soon to see another assertion of that Gent's equally well established, that respecting Fire Rafts or Ships. New York now gives us a fair opportunity for the experiment –

1. Adams Papers, MassHS.

CAPTAIN RICHARD VARICK TO CAPTAIN PETER POST ¹

Sir

Albany July 28. 1776.

Some Time the first of this Month, six Anchors & as Many Cables, were shipped on Board of Your Sloop & under Your Charge by the Quarter Master General at New York to be delivered to General Schuyler or his Order. – The General is informed that You left New York, without signing a Bill of Lading & as the Anchors or Cables are not arrived, He has directed Me, to send an Express after them. – You will be pleased to inform Me by the Bearer what is become of them. If You have them in Your Charge You are hereby ordered & directed to bring or send them to this Place, Without the least Manner of Delay. – If You have landed them at P[ou]ghkeepsie, You will procure them to be forwarded immediately by Mr [Jacobus] Van Zandt, or the Other Gentlemen there

You are not to neglect in Complying herewith at Your Peril. – I am sir [&c.]

R. V. Secry

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL.

STEPHEN MOYLAN TO JEREMIAH WADSWORTH, NEW HAVEN ¹

Sir

New York 28th July 1776

I hoped to have heard by last evenings post, of your Success at the eastwd our folks are idle for want fo vessels to proceed on – I beg you will purchase & Send down to me a quantity of pitch tar & turpentine, 50 bar[rel]s of each will do for the present, if any Coal for Smiths use is to be had send me as much as you can get, as we are in great want, thereof, the stoppage of the North River, Keeps board plank & scantling from us, I know Connecticut is not a place famous for these articles, you may however be able to pick up Some, send me what you Can. Whenever you stand in need of Cash draw upon me, & I will pay your bills I am Sir [&c.]

Stephen Moylan

1. Emmet Autograph Collection, NYPL.

DIARY OF ENSIGN CALEB CLAP ¹

[New York]

July 28th within Ten days three Row-galleys come down the sounds, and, one which has been built here is fitted out another was Launch'd Yesterday –

1. *The Historical Magazine*, III, 249.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

Number 2

Eagle off Staten Island

Duplicate.

July the 28th 1776

Sir By the Return of the *Sandwich* Packet, I have opportunity to inform You, in Addition to my Letter of the 23d of last Month (a Duplicate of which is herewith enclosed) that I was not able, from the State of the Weather, to get to this port until the 12th Instant. Joining the Fleet off of Staten Island the same Evening, I took the Command pursuant to their Lordships Instructions.

The Returns I have transmitted from Vice Admiral Shuldham, will shew the State and Disposition of the Ships of War at that time. I have had occasion to detain the *Greyhound*, *King'sfisher*, and *Halifax*, for this part of the American Service dependent on the Motions of the Army.

The *Orpheus* arrived Yesterday from her Station off the Delaware; with sixty three Prisoners taken in several Vessels Captain [Charles] Hudson met with coming out of that River, Some of which he had prudently destroyed not to weaken his Ships Company by further Drafts for the Care of them. It has been necessary to order that Ship and the *Greyhound* to the Eastward of this Port for securing the safe passage of the Transports with the Highland and Hessian Troops daily expected. And as I do not know any other particular concerning the Ships stationed to the Southward of this port beside the single Circumstance of their Destinations respectively stated in Vice Admiral Shuldham's Return, I am apprehensive the Delaware remains totally unguarded.

The Deficiency of Means to make proper appointments for restraining the Trade and intercepting the Armed Vessels fitting by the Rebels in different Ports, subsists equally with respect to the Northern Colonies. The *Liverpool* is the only Frigate I have been able to spare at this Time, to place off of Boston. For whilst this Province continues to be the Seat of War, and until the General shall have made some further Progress in his Military Operations, I have reason to think the assistance of every Ship which can be collected in Time, will be first wanted for this principal Service.

It is related by Persons compelled to seek Refuge in the Camp, that the Ships which passed New York the 12th, have been in a great measure able to cut off the Supplies sent down the North River to that Town. But no Information has yet been received from either of the Captains.

I have added hereto a Copy of the Declaration issued by the American Congress the 4th of this Month, and a New York Paper ² containing the Constitution framed in Consequence, in the Provinces of Jersey and Virginia. Similar Establishments are said to have lately taken place in New York and Rhode Island.

A Report is circulated by the Rebels that the Squadron under Sir Peter Parker had failed in an Attempt upon Charles Town Harbor. The Action is pretended to have happened the 28th of last Month; But I have received no Account of it from Sir Peter Parker.

I am not able in the present State of Things here to submit any general plan to their Lordships Consideration, for the safe Conveyance of Supplies in the latter part of the Year for the Fleet and Army. It will always have a place amongst the first Objects of my Attention, though it must depend upon the successful Operations of the last. But their Lordships I hope will pardon the Liberty I take of suggesting, that no Expedient promises to be so advantageous for the purpose, as the Employment of Ships of great Burthen and considerable Force; whether intended for New York or Halifax. For the Protection of Convoy I conceive is not to be relied on in this precarious Navigation. I am Sir [&c.]

Howe

1. PRO, Admiralty 1/487.

2. Printed broadside of the Declaration of Independence, and a copy of the *New-York Gazette*, July 22, 1776.

MAJOR FRANCIS HUTCHESON TO MAJOR GENERAL FREDERICK HALDIMAND ¹

[Extract]

Camp at the Watering Place on

Statton Island July 28th 1776

. . . numbers of people come every night from the Jerseys & Long Island, who tell us that ther were great discontents at the declaration of independency, and that great numbers will Join us on our geting footing at New York, Long Island, or the Jerseys. when they can get to us without Risque of be[ing] taken in the attempt. . . . the fleet with the foreign troops are not yet arrived, and but four Companys of the 42d & five Companys of the Highland Battalions have yet Joined us, the rest are on their way from Halifax, where the[y] arrived two days after we sailed, Except Six Ships that were taken, that had on board five hundred Men. We have at present a very fine healthy little Army, and I believe will not remain long inactive here, after the arrivel of the fleet, which we look for every tide, they must meet with unaccountable Cont[rar]y Winds to be so long out . . .

The[y] are preparing fire Ships & fire Rafts to endeavour to distroy our fleet, w[hi]ch we are those some days told, we may Expect every night, but they have not yet appeared, when they do, I believe his Lordship is prepared for them & will shew their insignificancy . . .

Some of the Provinces which the[y] now call States have settled their form of Government, and appointed their Governors . . . they have Settled a Committee of War which is to reside at Philadelphia to direct all Military operations, & have ordered a Number of Ships of War from 20 to 60 Guns to be immedeately built. A New frigate of 32 Guns was the other day lanchd at Newbury Port and called the *Hancock* – We long for the arrival of the foraigners that we may begin the business of the Campaign, which is the most important Britain was ever engaged in, it will in a great measure determine the fate of the British Empire. for my part I realy beleive we will carry all before us, as soon as we get among them. their Army have many thousands who act thro' fear & compulsion, and woud be glad of an opertunity of coming to us –

1. Haldimand Papers, BM.

JOURNAL OF H.M.S. *Fowey*, CAPTAIN GEORGE MONTAGU ¹

- July 1776 At Single Anchor in Potomack River Middle of St George's Island WSW Off Shore ½ a Mile
- Saturday 27 A M Sent a Flag of Truce to the Rebels At Noon the Boat returned
at 5 P M Saw a Sloop standing up the River Judged her to be an Enemy ran the stream Anchor out with three Hawsers on End and Warpt to the So ward. at the same Time the Rebels opened a Battery and fired on us; But did no harm – the Pirate Anchd about [3] Miles from us *Roebuck* in sight.
- Sunday 28 Fresh breezes and fine Wear ½ past came to Sail as did the Enemy
at 4 P M carryed away the fore top Gallt Yard Got the Sprit-sail Yard in its stead – bent the Sail and set it at 5 spoke the *Roebuck* – at 7 she made the signal for us to bore away at 8 Anchored to Leeward of the Fleet.

1. PRO, Admiralty 51/375.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

- July 1776 Clements Island [Potomac River] NBW, ½ W 1½ Miles
- Sunday 28th A M, at 10 Saw a Ship & two small Vessels at Anchor off[f] Cape Look out, & was Inform'd by a Pilot Boat it was the *Defence* & her two tenders belonging to the Rebels gave Chace, [St.] George's Island ENE 2 Miles
Modt and fair, P. M at 1 the *Fowey* weigh'd and gave chace, at 2 The *Defence* & her Tenders got under way, at 3 the Chace weather'd Cape Look Out & stood to the Nowd Made the Signl to the *Fowey* to join the Fleet, & made the *Fincastle* Signl to Come within Hail ½ pt 7 Spoke the *Fincastle* Point Lookout NEbN 4 Miles at 10 Saw 2 Sail to the No wd & gave chace, made the Private Signal for a friend at 11 Brot too & Spoke the *Otter* at 12 Made sail.

1. PRO, Admiralty 52/1965.

BARON DE COURCY TO COUNT D'ARGOUT ¹

General,

[St. Pierre] 28 July 1776.

After reporting to you yesterday the arrival of the Captain of the English frigate, a vessel appeared west of the Pointes, about two leagues to leeward, and manoeuvred to come and drop anchor; the English Captain who was ashore saw the foreign ship, embarked immediately, slipped his cables and got under way to chase the other. Calm weather probably delayed his manoeuver: they rejoined about nine o'clock in the evening off the Pointe du Precheur and they began firing at each other. I was in the Government

building when word reached me; I went out and saw the whole engagement which lasted until about half past ten. The gun and rifle fire came mostly from the King's frigate.

The other ship which happened to be a frigate from New England did not shoot much and was trying, I believe, to reach the anchorage of the road. They quit at about half past ten. The King's frigate made sail toward the Precheur and chased a schooner which sought the protection of the Ste. Marthe battery. The latter had to fire two shots at the frigate in order to force her to give up the schooner according to the report which I received this morning from the guardian of the battery.

The two frigates were completely separated by eleven o'clock. Nothing could be seen and all was quiet during the rest of the night. I had been told in the evening that the vessel which had appeared was that of M. Young which had left Fort Royal to come here and pick up a few packets. Several persons, however, told that she was a frigate from New England. In either case, I sent some people to the batteries in order to oppose the first one that would violate our roads, our ports or our forts.

During the night, the American frigate manoeuvred to reach the road and dropped anchor at about five o'clock this morning. Captain Lambert Wickes, commanding the corvette *Reprisal*, came to my home to inform me that he was sent by Congress to cruise in these seas, that he had seen the King of England's frigate in our road, but that nevertheless he had always manoeuvred in an attempt to come and drop anchor also. You will see, General, in his own statement what his actions were.

Now, General, the Captain of the King's frigate has just come to see me and gave me a request in the form of a complaint which I am sending you with the translation and an officer, M. Coquille, who will bring back your answer which this Captain seems to await impatiently but quietly in the Road since I gave orders to him as well as the American Captain, otherwise I would fire on them. I am &c.²

1. AN, Marine B7, 458, 40-44, LC Photocopy. Baron de Courcy commanded at St. Pierre.

2. Governor d'Argout warned Captain John Chapman, H. M. Sloop *Shark* "not to engage in combat in our roadstead, nor beneath our forts. . . . I intend in no sense to give any help or protection to any American ship outside of our roadstead and forts, . . . my aim will be to oppose all infringements . . ." PRO, Admiralty 1/309.

"COPY OF THE STATEMENT MADE BY CAPTAIN LAMBERT WICKES,
COMMANDING OFFICER OF THE SHIP *Reprisal*"¹

On Saturday 27 July 1776, at 5 o'clock in the afternoon, I was in sight of the road of St. Pierre where I found an English warship laying at anchor. A short time later, I saw that she set sail in order to come towards us: at 9 o'clock, she was coming straight at us as much as we could judge. We must have been about two leagues from St. Pierre then. At half past nine, they spoke to us in French asking where we came from. From Fort Royal, we answered in the same language; then, they spoke to us in English and we heard them tell us to lower our boat: in reply we said to them to come and do it themselves. At 10 o'clock, they fired one shot, then



Mouth of the Potomac River.

three more; we replied four times as well until they set sail to withdraw. This engagement lasted from 30 to 40 minutes. After they braced aback, we sailed for some time in the roadstead and we dropped anchor in the southern part four hours after midnight.

[St. Pierre] 28 July 1776

Signed: Lambert Wickes
Captain of the ship *Reprisal*.

1. AN, Marine, B7, 458, LC Photocopy.

29 July

MASTER'S LOG OF H.M. ARMED VESSEL *Canceaux* ¹

Remarks &ca – Quebec July 1776. –

- Sunday 21 A M Empd Cleaning between decks, The Carpenter went to inspect into the frame of a Ship on the Stocks.
Cloudy Latter fresh winds, Sail'd by the *Tartar* Frigate
- [Monday 22] Empd Var[iousl]y, the Carpenter on shore marking the Timbers, on purpose to be taken to pices and sent to St Johns, Lake Champlain –
- Tuesday 23 Fresh breezes and fair, AM dark and Cloudy Empd Vary. . . .
Carpenter as before
- Thursday 24 First and Midd. parts Modte breezes and Clear, Latter Light
[sic breezes with rain, Carpenters Empd taking the frames to
Wednesday] pices. Came in the *Pearl* Frigate.
- Friday 25 Modte and fair
- [Thursday] Empd as before –
- Saturday 26 Fresh Winds and fair, Empd as P-day past, Came on board a
[Friday] Pilot, unmoor'd and moor'd a fresh at the Entrance of Chas River, in order to load Long boats with the above frame.
Light winds Empd towing off different parts of the frame and Loading Longboats with do
- Sunday 27 AM Empd as before sent some of the Loaded boats on their
[Saturday] way up the river.
Do Wr Do Empd
- Sunday 28 ² AM loading Batteaux with plank and treenails. – Light winds and Variable, Latter part Rain Empd as before.
- Monday 29 Sent the Batteaux's up the river, Do sent up the rigging in the Batteaux's ³

1. PRO, Admiralty 52/1638.

2. The master, William Hogg, finally caught up with his daily error.

3. This completed the *Canceaux's* part in sending for reconstruction at St. John's, the ship *Inflexible* to be used on Lake Champlain.

JOURNAL OF H.M.S. *Blonde*, CAPTAIN PHILEMON POWNOLL ¹

- July [1776] Moor'd off Point Champlain.
- Monday 29 AM Employ'd making points, work'd the Ventilator.
Fresh Breezes and Cloudy PM Employ'd working up Junk,

pas'd us several Long boats with the frame of a Ship going up to Lake Champlain, sent 12 Men in One of those Long boats to carry her up.

1. PRO, Admiralty 51/118.

ELIAS HASKET DERBY TO THE MASSACHUSETTS COUNCIL ¹

May [it] Please your Honors

The Subscriber would beg leave to inform the Honorable Board that Capt Archibald Duthie in a large Ship from Jamaica of which he was Master bound for London, laden with Sugar and Rum, was taken about three Weeks since by the private Schooner of War, *Sturdy Beggar*, owned by the Subscriber; and before she could be got into any Harbour, she was retaken by the *Viper* Ship of War,² and in all probability carried to Halifax: and as the said Master (who is also part Owner) is apprehensive that the Interest will suffer greatly by plundering &c if he is not on the spot to secure and take care of it, he is very earnest to obtain liberty to go to Halifax, and as his behavior since he was taken has been very decent and modest, both while he was on board the Privateer, and since he has been in this Town, and as the sd Ship and Cargo is now entirely lost to the first Captors, and the detention of the said Master here not answering any useful purpose, the subscriber would beg leave to request of the Honorable Board, that the said Capt Duthie may be permitted to go to Halifax or some other Port in Nova Scotia, that so he may be enabled to secure and take care of his Interest as aforesaid, if it should be thought, in the Judgment of the Honorable Board, to be consistant with the general Interest and good of the united States of America.³

Elias Hasket Derby

Salem July 29th 1776

1. Mass. Arch., vol. 165, 172-73.

2. The Jamaican was the ship *Princess Royal*. She was recaptured by H.M.S. *Milford*, not the *Viper*, Vice Admiralty Register, vol. 5, 1769-1777, N. S. Arch.

3. On August 6, 1776 the Council granted Captain Duthie permission "to take Passage on Board Cap Harding bound from Salem to Cape Nichola Mole." Mass. Arch., vol. 165, 32.

Boston Gazette, MONDAY, JULY 29, 1776

Watertown, July 29.

The ship from Ireland, also then mentioned, proves to be the transport ship *Queen of England*, Capt. [James] Arnard,¹ which came into Nantasket Road, when she was soon made a prize of. She sailed from Cork last September, bound to Boston, but by reason of contrary winds and bad weather, put into Lisbon to refit; from thence came upon this coast last fall, and meeting with bad weather again, losing her rudder, &c. she was obliged to put away for Jamacia; from thence she sailed the 10th of May, and was upon her last cask of water when she arrived. Her cargo consists of about 1760 barrels of pork, 550 casks butter, 100 casks oatmeal, and a quantity of oats.

1. The name is also spelled Arnout.

MAJOR GENERAL ARTEMAS WARD TO GEORGE WASHINGTON ¹

[Extract]

Boston 29 July 1776

Sir – Yesterday the armed Schooners *Franklin* and *Hancock*, commanded by Captains [John] Skimmer and [Samuel] Tucker, sent into Marblehead a Ship from Hallifax bound to New York with refugee Tories and Tory Goods on board. The Invoices which Mr [Jonathan] Glover the Agent sent me, I have inclosed. The same day Captain [William] Burk[e] in the armed Schooner *Lee* [*sic Warren*] came into Marblehead to refit, having a few days since engaged a Ship and a Schooner (supposed to be Transports) and was likely to have taken them both, but by some unhappy accident a quantity of powder took fire and blew up part of his Quarter Deck, killed two Men and wounded several more, by which accident he was obliged to leave the Vessels he had engaged and come into port to refit.

[Enclosure]

Invoice of Sundry Shipt on board the Ship *Peggy* James Kenedy Ma[s-
te]r for New York, or Head quarters of the Royal Army in America, by
Patrick Reid, on Accot & risk of James Wilson Junr & Co Merchts in Kelma-
mark North Britain Hallifax Nova Scotia 28 June 1776

Inventory of Merchandize, Household Stuff & Sundry Stores the Prop-
erty of Benjamin Davis shipt by him on board the *Peggy* Cap Kenedy.

[N.B.] I had also £ 500 St[erlin]g in Gold in my Trunk when taken,
wch Cash was also the property of said [John] Lucas & [Eph] May, but when
taken my Trunk was broken open & the whole of the said Cash taken out;
but by the Vigilance of the two Commanders of the two Armed Scoolers
£243. .6. .9 Stg was found part in the same Bag & part loose in the hold of
the Ship – which Cash is now in the hands of the Captains of said Armed
Schooners –

1. Washington Papers, LC.

LIBEL OF CAPTAINS SAMUEL TUCKER AND JOHN SKIMMER AGAINST THE
PRIZE SHIP *Peggy* ¹

State of the Massachusetts Bay }
Middle District ss – }

To the honble Timothy Pickering junr Esquire Judge of the maritime court
for the said Middle District.

Be it remembered, That on the twenty ninth day of July in the year of our
Lord One thousand seven hundred and seventy six, Jonathan Glover of
Marblehead in the County of Essex merchant comes into court, and in be-
half of Samuel Tucker commander of the armed schooner called the *Han-
cock*, and his company of marines and mariners, and John Skimmer com-
mander of the armed Schooner named the *Franklin*, and his company of
marines and mariners, and the owners of the said schooners, to all whom the
said Glover is agent, libels, propounds, and gives the said Court to under-
stand and be informed, that on the twenty second day of July current, the
said Tucker and Skimmer, in the schooners aforesaid, with their said respec-

tive companies attacked and took on the high Seas the ship named the *Peggy*, about two hundred and thirty tons burthen armed with five carriage guns and commanded by one James Kennedy and laden with the goods mentioned in the schedule annexed;² which ship was then on a Voyage from Halifax to New York, and improved in supplying the fleet and army then and ever since employed against the United Colonies or States of America, and the master of said ship than had designs of carrying said Supplies to said fleet and army, and infested the sea coast and navigation of America, contrary to Law & the acts of this Colony or State in such case provided, and the said Tucker & Skimmer and their respective companies afterwards on the twenty eighth day of July current brought the said ship and her cargo into Marblehead aforesaid within said Middle District. By means of all which the said ship, her cargo and appurtenances are forfeited, and to be distributed as by law and said Acts is directed. Wherefore as this is a matter within the jurisdiction of this honble court, the said Glover prays the advisement of the court thereon, and that by a due course of law and proceedings the said ship and her cargo and appurtenances may be decreed to be and remain forfeit, and be applied to the uses aforesaid –

Jonathan Glover Agent –³

1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA. Condemned September 7.
2. The cargo, consisting of hose, oznabrigs, salted beef, porter, rum, claret, port, sherry, beer, flour and some miscellaneous items, was valued, according to the schedule, at £1509.1.9.
3. Glover, whose appointment by Washington had been superceded by the appointment of John Bradford as Continental Agent, had contended that until he saw Bradford's commission, he would continue to act. As Bradford filed a libel on July 30, in behalf of the same captains for the *Peggy*, the missing commission must have arrived from Congress. It was published by Bradford in the *New-England Chronicle*, August 15, 1776. Henry Kepple, owner of the *Peggy*, contested the capture on August 20.

DAVID COBB TO ROBERT TREAT PAINE, PHILADELPHIA¹

[Extract]

Boston July 29th 1776

In the course of the week past we have had a number of our Eastern Wood Vessells taken by a Frigate & some Arm'd Vessells that are Cru[is]ing on the Eastern Shore & in this Bay; the Frigate that took three of 'em, put all the Crews aboard one of the Vessells & sent 'em off, after saying that they must not blame them for taking their Vessells as they were absolutely oblig'd to do it by their Orders & damn'd very heartily both Men & Measures that oblig'd 'em to commit such Pyracies on the Americans. – We suffer amazingly for want of some heavy Ships to Guard our Coasts. . . .

1. Robert Treat Paine Papers, MassHS.

JOHN BRADFORD TO GEORGE WASHINGTON¹

May it please Your Excellency

In Compliance with your Order to General Ward to send forward all the Military stores taken in the Scotch Ships, I have deliver'd them to him, tho forbid doing so by the Agent for Connecticut, it gives me great pain that I could not fully comply with your Excellencys requisition having dis-

pos'd of Seventy Muskets & fifteen fuzees to the Independant Company of this Town, before I knew A vote of Congress had pass'd Ordering All the Arms taken in them vessells to be sent forward to [New] York, And not till Capt [Seth] Harding who Commanded the Connecticut Brig, who was Concern'd in taking the vessells & Claims the Greatest share of them, interested himself in the matter in Favour of disposing of them to those Gentlemen

Your Excellency will have a Return by this post from Gen. Ward of the number Recd and how disposed off, it may be Supposed that each man had a Musket, I believe they had, but I Received only two hundrd and Five. I've Reason to beleive the Rest were Embezell'd, For the Captains as well as the men are too little impressd with the honble Service they are employ'd in, and Act the Part of Privateer men, It will give me the highest pleasure at all times to Comply with Your Excellencys Order being with great truth Your Excellencys [&c.]

Jn^o Bradford
[Boston] 29th July. 1776

1. Washington Papers, LC.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Munday 29th of July 1776

tack A Long shore the wind still continues to the southward we in sight of the Land of Cape Cod

1 [P. M.] Thick Cloudy weather and rain

N B I supposd the low land of East harbour to be in the Longd of 68d.55m. West -

6 The Low land of East harbour bore WBS 2 Leagues distance from which I take my Departure on a Cruze

1. John Fisk Journal, AAS.

Newport Mercury, MONDAY, JULY 29, 1776

Newport, July 29.

The Jamaica ship lately taken by the brig *Andrew Doria*,¹ Capt. Biddle, was last Friday chased ashore near Watch-hill, by the *Cerberus*, Capt. Simmons [John Symons], who had got almost within gunshot of her, but being afraid to risk his ship any nearer, was obliged to stand off again and leave her. The prize we hear, is a little bilged, but by the assistance of the *Cabot* and Connecticut brig, and a number of small craft, the cargo is likely to be nearly all saved, and 'tis thought the vessel may be got off.

Last Saturday night, as the *Cerberus* was lying about 3 miles from Block-Island, Frank Gould, a Mustee-lad, of this place, swam from the ship to the island, where he got a cedar boat with two sails, in which he came off, alone and naked, and landed at the fort on Brenton's point yesterday in the afternoon. He is one of the hands Capt. Biddle put on board one of the Scotch transport[s] some time past, and which was retaken by the *Cerberus*, and again taken by a New-York privateer.² He says, Mr. James Josiah, Capt. Biddle's former Lieutenant, who was prize-master on board the trans-

port, is treated very ill on board the *Cerberus*, as are some others, for refusing to act against their country; that there are about 40 Americans on board said ship, her whole number of men being now about 160; she has taken on this station 18 vessels, mostly small sloops and schooners, 16 of which had been burnt; and that about a week ago they spoke with 7 sail of transports, with Scotch troops on board, bound to New-York, who had been into Boston Bay.

Yesterday the privateer *Montgomery*, Capt. Buckley [Daniel Bucklin], of Providence, went in the east side of this island, and carried with him a fine large snow, Capt. Gooding [John Goodwin], from Antigua, loaded with 300 hogsheads of sugar, and 100 hogsheads of rum;³ and we hear Capt. Buckley, in company with another privateer has taken 5 other considerable prizes, viz. 3 ships, a snow, and 1 brig, which were but about one day's sail behind him, two of which with the other privateer were to make some port to the eastward.

1. The ship *Nathaniel & Elizabeth*.
2. The ship *Crawford*.
3. The brig *Harlequin*.

NATHANIEL SHAW, JR.'S ACCOUNT OF GOODS SALVAGED FROM THE
PRIZE SHIP *Nathaniel & Elizabeth*¹

Andrew Dorias Prize
1776

July 29	Goods Recd on Shore [at Watch Hill]	
	2 hhd Rum	p Capt [Robert] Niles
	1 Cable	} p Capt LittleField & dl in Guy Richards Store
	1 Anchor	
	15 hhds Rum	
	1 hhd Sugar	
	1 Box 1 Kegg Do	
	Small Riggin	
	3 hatch Barrs	
	13 hhd Rum	1 hhd sold [Seth] Harding
	2 Anchors	} dl p Wm Harris & dl in Jno Deshons Store
	1 Copper Caboose	
	1 Cannon & Carrige	
	24 hhd Rum	} del p William Elliott in Robeson Mumfords Store pd Elliott £23. .9/
	7 Chairs	
	33 hhd Rum	} p Cor[neliu]s Sheffield in Mumfords Store
	6 hhd Sugar	
	Sails Riggin Iron Screws	
	1 Anchor	
	2 Large Cables	
	3 hhds more Sugar that was in bulk	
	3 Cannon three pounder	
	1 Drum two Compass	
	Small Sparr	
	Sum broken doors	

I hhd Rum 65 Gal to the <i>Cabot</i> } p the <i>Cabot</i> in my Store	
3 barl beef dl [Elisha] Hinman	
Memo Cash paid	
To Capt Little Field	6.18..0
To pd help to Land in N[ew] L[ondon]	1..0..0
To pd Wm Elliott	23..9..0
To pd Capt [John Peck] Rathbone & People	17..2..0
To pd Saml Bebee	10.16..0
To pd Oliver Smith	2..0..0
To pd help to Land Elliotts Cargo	0..9..0
To Empty Cask to putt Suger in	1..0..0
To pd Cor[neliu]s Sheffeild p Rect	15..0..0
To pd Capt Hinmans Bill	1.10..-
To pd Peneman Express	0.17..6
To pd the Soldiers	18..0..0
To pd Nathan Palmer	1..4..3
To pd Ed Crosby	0..6..-
To pd Ben Pendleton	0.18..0
To pd the Seamen, Mate Second & Carpenter	85.10..4
To pd Mrs Waterman boarding ditto	11..0..8
To pd Cors Hoar for what he Advanct the ab[ov]e	20..0..0
	<hr/>
	£217..0..9

pd Wm Harris	£ 12.12..0
pd Jos Babcock	2..2..-
pd Peleg Pendleton	3 -..-
pd Robeson Mulfords Bill	8.19..-
pd Guy Richards Bill	} 2..8..-
Storing	
pd John Deshon do	2..1..-
	<hr/>
	31..2..0
	217..0..9
	<hr/>
	248..2..9 ²

1. Shaw Papers, Ledger 38, YUL.

2. Libel was filed against *Nathaniel & Elizabeth* on July 30 with trial set for August 22 in New London. *Connecticut Gazette*, August 2, 1776.

CAPTAIN RICHARD VARICK TO CAPTAIN ASA BACON¹

[Extract]

Albany July 29th 1776

Sir In Obedience to General Arnolds Orders to me I do herewith deliver You a List of Articles wanted for the public Service, which I cannot procure at this Place. Copies of these Lists are sent by me to Genl Schuyler & also to Mr Jacobus Van Zandt at Poughkeepsie, But I have Reason to think that very few of the Articles wanted can be furnished from Poughkeepsie. Blocks may perhaps be sent, You will be informed by the Gentlemen having the Direction of Building the Frigates there, what Arti-

cles we are to expect from them & Govern Yourself Accordingly. General Arnold informs the Cordage & sail Cloth can be had in Connecticut. –

1. Schuyler Papers, Letters & Orders, 18 April, 1776–29 June, 1777, NYPL.

CAPTAIN BENJAMIN TRUMBULL'S JOURNAL OF THE CAMPAIGN AT
NEW YORK ¹

Monday July 29th The Latter Part of Last Week and the Beginning of this Three Row-Gallies from Connecticut, and Two from Providence arrived at New York.

This Day Two large Fire ships were ordered round into the North River. Three Gallies also put round into the Same River; and Captain [Theophilus] Stanton ² took out two Nine Pounders, and took in two eighteen Do and began to get in Readiness to move into the said River after them.

1. *Collections of the Connecticut Historical Society* (Hartford, 1899), VII, 179. Trumbull was chaplain of Colonel John Douglass's Connecticut State Regiment.
2. Commander of the Connecticut galley *Shark*.

"EXTRACT OF A LETTER FROM NEW YORK, JULY 29." ¹

Yesterday one of our gallies, mounting one 32 pounder in her bow, and the other a New-London gally, mounting two 12 pounders in her stern, and two 18 in her bow, went up the North-River to Spikendivle, or Kingsbridge-Creek – with an intent to lay there till the ships come down the river – (should that be the case) I make no doubt we shall be able to give a good account of them.

1. *Pennsylvania Ledger*, August 3, 1776.

New-York Gazette, MONDAY, JULY 29, 1776

New York, July 29.

The Whaling Sloop *Gilbert and John*, Capt. Jagger, belonging to the Company returned here last Monday from a 12 Months Voyage, but narrowly escaped being taken off Block Island by two Frigates: He is last from Guadaloupe, where he sold his Cargo of about 250 Barrels of Oyl, there took in Molasses, and has now on board 12,000 Gallons, and 30 Hogsheads in another Vessel that sailed in Company with him bound to the Eastward.

JOURNAL OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

In Council of Safety,

[Philadelphia] July 29th, 1776, A.M.

By order of the Board, Capt. Wm. Richards was directed to deliver Mr. John Coburn two New Cables & as much small riging as he may want for sinking the Piers, for fixing a Boom at Fort Island.

By order of the Board, Mr. R. Towers, Commissary of Stores, was directed to deliver to Mr. Thos. Hazlewood 200 lbs. Brimstone, for the use of the Fire Rafts.

Resolved, That Mr. [David] Rittenhouse, Mr. [Fred] Kuhl and Mr. [Owen] Biddle, be a Committee to Superintend the work at Fort Island, & to audit & settle the Accounts respecting the same.²

In Council of Safety, July 29th, 1776, P. M.

On Motion,

Resolved, That an application be made to Convention to determine the Matter respecting the Command of the Fleet of this State.

1. *Pennsylvania Colonial Records*, X, 658, 659.
2. On July 30, Captain Thomas Proctor reported to the Council of Safety his great need for gun carriages and other supplies at Fort Island. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 790-91.

ARCHIBALD BUCHANAN TO DANIEL OF ST. THOMAS JENIFER¹

[Extract]

Sir Upon Application of Mr Sowell by the desire of Mr Cowen to him – We agreed if it was Agreeable to the Council of Safety to undertake the Building of two or three Gundaleaus to begun upon immediately with a Number of Hands and finisd as [fast] as possibly, – we have an Oppertunity of Engaging what hands we want immediately and will undertake it on the same terms as Other Carpenters and will give any Bond and security as shall be required, Coll Hull and Mr Risteau both promisd to wait upon You for a Line but I have not heard from them if tis Approvd of . . .²

[Baltimore] Monday July 29. 1776

1. Red Book, XV, Md. Arch.
2. The Maryland Council of Safety proposed that Buchanan build two row galleys “by the 15th of Novr next at furthest,” *ibid.*, Council of Safety Letter Book, No. 1. The contract was dated August 1, *ibid.*, Council of Safety Journal, 29 August 1775 to 20 March 1777.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY¹

[Annapolis] Monday 29th July 1776.

Ordered That Captain Nathaniel Smith send to the City of Annapolis in the Ship *Defence* five 18 Pounders mounted on Carriages, and all the 18 & 9 pounders which are not mounted.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO THE MARYLAND DELEGATES IN THE CONTINENTAL CONGRESS¹

No 87.

Gentn We have directed Captn Nicholson, who goes to Phila on business of his own, to endeavour to procure Some Salted Provisions, for the use of the Navy, should any difficulties attend the execution of his orders, we must request you'll endeavour to remove them, & at the same time to advance him Money to pay for what he May engage We are [&c.]

[Annapolis] 29th July

1. Council of Safety Letter Book, No. 1, Md. Arch.

MAJOR THOMAS PRICE TO THE MARYLAND COUNCIL OF SAFETY ¹

[Extract]

Upper Camp St. Georges July 29th 1776

Gentlemen – The day before Yesterday in the Evening the *Roebuck* and other Ships Returned down the River and came too about 5 Miles from this Place at two oClock Yesterday Morning I Recd a line from Captn Nicholson Acquainting me that he intended to Attack the fleet at Day break I immeaditly dispatched an officer with orders if Possible to speak to Captn Nicholson and let him Know the Ships had Returned down the River and where then within Nine or Ten Miles of the fleet and that I did not think it Prudent to Attack them Colo [Richard] Barnes had dispatched an officer some time before The one I sent Got over to his Camp but neither of them could Come up with Captn Nicholson I Immeaditly on recet of the Letter Ordered the Troops under Arms and Dispatched Captn [John Allen] Thomas with about forty on the Island to Alarm the Enemy in that Quarter Major [James] Eden with about the same Number on the Point with a four Pounder and I took the Remainder 25 in Number on board of two Boats and Cannoes & went down St Georges River as near the Enemy as we Could with Safety where I left them under Command of Lieut: [Daniel Jenifer] Addams with Orders [i]f there should be any Confusion in the fleet to Push up with their Boats to Cherry field Point where I would be I then went a Cross to the Point where our People from the Lower Camp had been at Work all Night and by the time the sun was rising Mounted the two Largest Cannon about an Hour after we Espied the *Defence* making up for the fleet The *Fowey* which lay at a Mile from the Battery did not see her or seemed to take no Notice of her for more than an Hour when we Noticed boats going a Head of her as we suppose to Carry out her Anker in Order to whey her out and in a Short time we Observed her halling out when I Immeaditly Ordered the Cannon to be fired at her we fired four times from the Nine Pounders & twice from the four one of which the Nine we think huld her the other struck a boat laying at her Stern with I Beleave Men in her I Saw them a Very little before, the *Fowey* all the time halling out By this time Observed the *Defence* Put about and stand down the River I Beleave she must have seen the *Roebuck* who was seen some time after standing down after her the *Fowey* giving Chase a very little while before upon the whole the Enemy Appears to be a Good Deal Alarmed and I am in hopes will leave this in a Short time – Captn [John Thomas] Boucher came to Camp last Night he left two Roe Gallys about 15 Miles above this Place I furnished him with a Boat and some Hands to go Back by Water he Expects to be down with the Gally this Evening I am Collecting all the Boats and Cannoes to give him all the Assistance in my Power The remainder of the Militia here must be Discharged tomorrow Night I Expected to have had a fresh Recrute of them by this time shall be very Week not less then Twenty of the Regulars down with fever at this time There will be great Difficul[t]y in getting the Cannon back by Land should think it best to have them Carried by Water if Vessels Can be had as soon as the Enemy goes of[f]. . .

1. Red Book, XV, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Monday the 29th day of July 1776 –

This Board doth recommend Andrew Ballantine to Capt James Cocke of the *Raleigh* Cruizer as a person fitly Qualified to Act as Surgeon on Board his said Cruizer –

1. Navy Board Journal, 23, VSL.

MINUTES OF THE GOVERNOR'S COUNCIL OF WEST FLORIDA ¹

At a Council held at the Governors House in Pensacola

the 29th July 1776. –

Read the Petition of James Griest setting forth That Your Petitioner has been regularly bred to the Sea and has of late been Employed as assistant English Pilot for the Mississippi in which Quality he was Required on Board His Majesty's Ship *Diligence* and Continued Pilot of her during her Stay in that River and brought her out from thence And Your Petitioner has furthermore the honor of Captain [Thomas] Daveys Approbation of his behavior Whilst on Board his Ship a Copy of whose Certificate is hereunto Your Petitioner therefore understanding that the Pilotage of this Harbour is become vacant humbly hopes he may be thought Capable of being entrusted with that Charge and with the utmost submission begs your Excellency's Countenance and Protection to be nominated in the Room of the late Pilot and as he is already provided With a Boat fit for the purpose of that Employment he petitions for he hopes (as it shall be his Constant study) to give general satisfaction to his generous Patrons and Employers and to the Masters of all such Vessels as may fall under his care – And your Petitioner as by duty and Gratitude bound shall ever pray &c. – Advised that he be appointed a Branch Pilot in the Room of Mr [James] Mant Who has resigned. –

1. PRO, Colonial Office, 5/634, 364–65, LC Photocopy.

BARON DE COURCY TO COUNT D'ARGOUT ¹

General

St. Pierre, 29 July 1776

One hour after noon, I had the honor to receive your letter which you wrote to me this morning at 4 o'clock and which was brought to me by M. Coquille. I sent to the Captain of the English frigate² the other letter which you addressed to me. Herewith I enclose his answer translated by M. Piteau who was the interpreter in all this affair.

You will notice in his answer, General, that the Captain insists on the two shots which the battery Ste Marthe fired in order to chase him away from the coast where he seemed to come after a schooner sailing along the shore. So it was related to me by the guardian of this battery who acted on his own best judgement and made his report to me the next day.

No one could give him the order during the action since they were far at sea, and one could have never foreseen that having gone out to fight the New Englander, he would break the engagement and rally under our batter-

ies within sight of almost all the city which witnessed the whole action. The next day, I did not conceal from the Captain that I would give orders to the batteries of the road to take on the first of these two that would commit an act of hostility under our forts, which I would never tolerate being in a position to receive any vessel sailing peacefully into our ports with the respect due our flag.

It is easy to see that the Captain was vexed because he had not captured the American corvette in sight of everyone and that he was attempting to clear himself before his admiral. Indeed, after the so-called two gun shots, he could have easily taken her on at sea, fought her and captured her if the action had turned to his advantage.

Moreover, M. Piteau related to me that he was quite satisfied with all the attention I showed him and that, in accordance with your letter, he was going to set sail and report to his admiral. I doubt he will but I will keep watch and keep you informed. He claims that a frigate of 26 guns and a brigantine of 14 from New England were still to come in these waters in the belief that the King's ships would lie up on Antigua for this season, but that, to the contrary, one would see many more Royalist ships around here than had ever been seen before.

According to what Captain Wilkes [Lambert Wickes] told the interpreter, I believe he will get under way tonight. I am sending back your express who will leave immediately. I am [&c.]

Potier de Courcy.

P. S. 7 o'clock in the evening.

I have just been informed that the King's frigate actually got under way and is making sail for Fort Royal. I do not believe that this will prevent the American from getting under way also. He does not seem to fear the other, I can assure you.

[Endorsed] Certified true copy: d'Argout

1. AN, Marine B7, 458, LC Photocopy.

2. Captain John Chapman of H.M. Sloop *Shark*.

CAPTAIN JOHN CHAPMAN, R.N., TO COUNT D'ARGOUT ¹

(Copy) *Shark* at St Pierres Road Martinico 29th July 1776.

Sir I have had the Honour to receive your answer to my Remonstrance. I beg leave to express to your Excellency the Surprize I feel in being inform'd that the Battery fired in Consequence of my Chasing a schooner which was unknown, permit me to assure your Excellency that the Fact has been represented,² that instead of chacing towards the shore I was at that instant standing from the land and in pursuit of the American Rebell and I have not even the Shadow of a Doubt but that I should in a very small space of time have brought him into the Road of St Pierres as my undoubted Prize. I cannot help under these circumstances declaring to your Excellency that I consider the Shott which were fired by the Battery to be the only means by which he has escaped. It is my duty to express thus much, as well as to

promise your Excellency, that I shall with propriety be cautious not to offend the Rights of your Nation

I shall assuredly transmit to Vice Admiral Young the exact particulars relative to the past Circumstances and am happy in having an opportunity of assuring your Excellency of the Respect with which I am Your Excellency's [&c.]

J Chapman

1. PRO, Admiralty 1/309.

2. Probably "misrepresented."

CAPTAIN JOHN CHAPMAN, R.N., TO VICE ADMIRAL JAMES YOUNG ¹

[Extract]

Shark in Fort St. Pieres Bay, Martinico

(Copy)

July [29] 1776 ²

Sir I arrived here the 27th Instant between one and two o'Clock, and immediately waited upon the Governor of this place, and deliver'd your Message, which he sent to the General of the Island at Port Royal, and the same evening returning from him a little before Dark I saw a Sail in the Offing with Colours which I was unacquainted with (being red and white striped, with a Union next the Staff), I thought it my duty to Slip my Cables immediately and stand out to Sea and speak her, about half after Eight she tacked, when we wore and stood towards her, and hail'd her often in French, to which they made no answer, we afterwards hail'd her in English, She continued to make sail from Us and made no reply, we stood after her and at 9 fired a Shot ahead of her, we then hail'd her in English, and told her we were an English Man of War, which information was repeated three times; they made no answer but bore down and fired a Broadside into us, which we returned immediately and the Firing continued about $\frac{3}{4}$ of an hour. She then threw her Maintopsail to the Mast and wore. While we were preparing to tack, two Shot were fired at us from the Shore, one of which went a head of the Ship, and the Second came between the Masts, and went thro' the Maintopmast Staysail. On which considering myself within the limits of the Port, I stood off for a small time, then haul'd the wind and at 3 o'Clock in the Morning we were close in shore in the Southern part of this Bay, when we saw the Ship at Anchor. I could not get to an anchor before 10 o'Clock just a head of the Ship which We found to be an American Armed Ship mounting 18 Guns, 6 pounders and wears a Jack Ensign, and Pendant - I have since learnt her name to be the *Reprizal*, Captain Weeckes,³ that she carried 120 Men, and reported to have taken four West Indiamen. He struck us three or four times, and I have two of his Shot on-board, one of which came thro' the Quarter, and wounded a Marine with the Splinter. - I waited on the Governor of this place with the following remonstrance, which he immediately sent to the Governor at Port Royal. ⁴

I waited 'till $\frac{1}{2}$ past 2 o'Clock this day and not receiving any answer from the General which the Governor of this place led me to believe I should have by 9 o'Clock this morning; I sent the Lieutenant on shore to him to know if there was any answer. The Answer was "that he had not,

but that he expected it in an hour at farthest," at the same time produced a letter from the General in answer to the Message, which I brought from you respecting the *Argo*. – Its Contents were, "that the General was not surprized to hear of the arrival of an English Frigate, it being a Circumstance which he had expected in consequence of your letter, That he was perfectly satisfied and beg'd Monsieur De Courcy to assure you that it should be his study to preserve the good Understanding subsisting between the two Crowns, and to merit your esteem, and good opinion of him.['']

Being now ½ past 3 o'Clock I have this moment receiv'd an Answer to my Remonstrance from the Governor of Fort Royall a Copy of which I herewith send you, as also my answer to him. I am now getting under Sail to leave this place, and shall proceed agreeable to your Orders, and beg leave to refer you for some more particulars to Lieutenant Swiney who fell in with me soon after the Action and whom I took the liberty to detain in order to transmit to you the Issue of this Affair. I am to hope my Conduct has been such as to meet your Approbation And am Sir [&c.]

J. Chapman

1. PRO, Admiralty 1/309.
2. While Chapman dated the letter only "July 1776," its contents and enclosures establish it as having been written July 29, 1776.
3. The Continental ship *Reprisal*, Captain Lambert Wickes.
4. In his remonstrance Chapman repeated his account of events as recounted herein for Admiral Young, and asked the Governor to give "redress for this Insult offered to His Britannick Majesty's Ship by permitting me to take possession of him [the *Reprisal*]."

30 July

THOMAS CUSHING TO ROBERT TREAT PAINE ¹

[Extract]

Newbury Port July. 30. 1776

I wrote you some time Ago to send me the dimensions of the Cannon you were preparing for the Ships, but have never had a line from you upon that subject; pray send me a draft of the Cannon designed for each Ship, that I may have the Carriages Compleated forthwith, let me have their dimensions very particularly & minutely – & let me know what weight of Metal you allow for the 24 Gun Frigate & what weight of Metal for the 32 Gun Ship ² – pray when will the Cannon be here? the Ships are waiting entirely for them & the Orders for Enlisting the Men – do you design the Ships shall be of any service this Summer or in the Fall, if you do, you must be more Expeditious about the Cannon, pray let me entreat you, to hurry this Matter – You wrote me long ago they would be ready as soon as the Ships, but the 24 Gun frigate has been ready for them this six weeks – The Ships are universally admired & I hope they will Meet your Approbation . . .

1. Robert Treat Paine Papers, MassHS.
2. The Continental frigates *Boston* and *Hancock*.

CAPTAIN JEREMIAH O'BRIEN TO WILLIAM BARTLETT¹

Sir

Marblehead July 30th 1776

by ord[er]s of Court I am ordrd to Cruise Six weeks in Latt 35:00 if the tryal between Mr Haz and my self: John Lambert and our two Companys Should be mentioned for tryall and we absent in the Colony Service Should take it as a favour as I Look on you to be a frind to mankind in General to Selicit the Court in our behalf for a Continuance untill we can be heard according to Commong Law and Reason Sir your Compliance herewith will much oblige your [&c.]

Jeremiah Obrien²

1. Bartlett Papers, No. 5760, BHS.

2. See Petition of Boston Committee to Massachusetts General Court, July 13.

PETITION FOR COMMISSION FOR AGREEN CRABTREE COMMANDING THE MASSACHUSETTS PRIVATEER SCHOONER *Hannah & Molly*¹

To The Honble the Council of the State of the Massachusetts Bay –
The Petition of Agreeen Crabtree Humbly Shews –

That your Petitioner fix'd out a small Schooner called the *Hannah & Molly* as a Privateer to Distress the Enemy's of the United Colonies, said Schooner Mounted Eight Swivell Gunns and carried Fourteen Men, and has since she was fix'd out, taken two Sloops Employ'd in carrying Provisions to the Enemy, both which Sloops are now Libeled at the Court appointed to Try the Captures of such Vessels, and as your Petition has Never Receiv'd any Commission, he now desires that your Honor's would take his case into your Consideration and Grant him a Captains Commission for said Schooner and your Petitioner as in duty bound will every pray –

Watertown 30 July 1776

Agreen Crabtree

[Endorsed] In Council July 31, 1776 Read & Order'd that Agreeen Crabtree be com[m]issioned after giving Bond & complying with the Order of this Court in such Cases made Jn^o Avery Dpy Secy

[Second endorsement] Treasurers Office 31st July 1776 I hereby Certi[fy] that Agreeen Crabtree hath Given Bond in Order to take out a Commission [for] the Schooner *Hannah & Molly*

H. Gardner

1. Mass. Arch., vol. 165, 477.

OWNERS OF THE PRIVATEER BRIG *Putnam* TO GOVERNOR NICHOLAS COOKE¹

Sir,

Providence July 30th 1776

We the Subscribers² all of Providence in the State of Rhode Island &c. Merchants request your Honor to grant a Commission or Letters of Marque and Reprisal to Christopher Whipple Commander of the Private Brigantine of War called the *Putnam*, of which we are Owners; She is burthen'd about Eighty Tons carries Ten Carriage Guns Four Pounders and Three Pounders and Fourteen Swivel Guns manned with Twenty five Men and

fitted with a Suitable Quantity of Muskets, Blunderbusses, Cutlasses, Pistols, Powder Ball and other Military Stores. She hath on board Forty five barrels Beef and Pork, Six Thousand weight of Bread, Three Tierces Rice, Eight barrels Flour with some Beans Pottatoes &c. Phineas Frazier is First Lieutenant, William Hopkins is Second Lieutenant, and Jonathan Donri-don is Master. We are with great Respect Sir [&c.]

1. Maritime Papers, Letters of Marque, R. I. Arch.
2. The subscribers did not sign the request, but their names will be found on the bond issued the same day. This application mentions a crew of 25 men and the bond records 60, *ibid.* One crew member, Benjamin Adison ". . . for the sum of Eight Dollars" sold to John Filton "one Eight part of a Single share of all prizes Effects and things taken by said Vessell. . . ." Silas Talbot Papers, 1775-1784, MHA.

CONNECTICUT COUNCIL OF SAFETY TO COLONEL JABEZ HUNTINGTON ¹

At a Meeting of the Gov'r and Council of Safety July 30th 1776

Voted the Following -

Instructions to his Hon'r Colo. Huntington from his Hon'r the Gov'r and Com'tee of Safety.

You are directed to proceed to New London with all possible Despatch, and there in behalf and for the Use of the Colony, in conjunction with Your Son Mr. And'w Huntington, to purchase such necessary Cloathing for the Troops of this Colony, as you can procure upon the most reasonable Terms. You are also to treat with the owner of the Bermudian Sloop brot into s'd Port by the Continental Fleet, for the purchase thereof and to find out his Terms, Conditions etc. and Report make, and in the mean Time to lay an Injunction against the said Sloops leaving said Port, till farther orders from this Board be had thereon,² and you with your son are to purchase all the swivel Guns and the shot belonging to them, one third of the Cannon and Shott, and also one hundred Stand of Arms and all the lead Shot, lately brot into s'd Port by a french Sloop.

A True Copy from the Minutes

Attest

Benj. Huntington Clerk P.T.

1. *Collections of the Connecticut Historical Society*, XX, 41.
2. The sloop *Endeavour*. Congress, on July 12, 1776, had ordered the sloop restored to her owner, Charles Walker.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] July 30th, 1776.

Voted and allowed to Prosper Wetmore, Esqr, sheriff of the county of New London, the sum of £12 2 10, for his expence and trouble in supporting guarding 22 continental prisoners taken by Commodore Hopkins, and transporting them with their baggage to Windham goal, as per bill.

1. Hoadly, ed., *Connecticut Records*, XV, 490.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE PRIZES TAKEN BY
THE CONTINENTAL FLEET ¹

[New London, July 30, 1776]

1776	The Prize Vessells	.....Dr	
April	To paid for 6 pad Lock	.....	0.18..0
	To pd Bolles for Staples	.....	0..2..3½
	To 1 Gal Rum	.....	0..6..-
	To 3 pd Locks	.....	0..6..0
	To pd the Butcher for fresh Beef—	.....	7..8½
	To Warfage of the Three prizes from 14th Aprl to the July 23d is 100 Days @ 3/	}	15..0..0
	To Warfage of the Bermuden Sloop from Aprl the 10 to July 30th is 110 Days	} 1/	5.10..0
	To pd Hands in unlading the Cannon Shott &c.	.....	3..0..0
	To Use of fall & Blocks for ditto	.....	0.16..0
	To Warfage the Cannon Shott Carriage Wheels &c	.....	5..0..0
	To Storage of the Brig <i>Boulton</i> Stores	.....	3..0..0
	To pd advertising in the News papers	.....	0.10..0
	To pd apprising the Cannon &c —	.....	1..4..0
	To pd for unlading & Cleaning out the Bermuden Sloop—	}	2.10..-
			£38.10..

Carried to Accot Sales of the }
Brig *Boulton* &c.&c. -- }

1. Shaw Papers, Ledger 39, 4, YUL.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL PHILIP
SCHUYLER ¹

[Extract]

Ticonderoga, 30 July 1776

. . . Your presence is Much wanted both at Skenesborough & this Place. — I wrote You from the former place the 25th inst, At which time only two Companies of Carpenters were Arrived; One from Philadelphia & the Other from Connecticut, since Which the Whole have arrived to the Number of two hundred, I left them such Directions as I thought Necessary, & Orders to begin four Row Gallies, Nearly of the Constructions of those Built in Philadelphia, to Carry four Pieces heavy, & two pieces light Cannon Each. — The two largest Schooners are at Crown Point the Sloop goes this Morning, & four Gondolas, will follow in two or three Days . . .

Inclosed is a Return of the Ordinance stores, Shott &ca, &ca, by Which You will Observe there is many Articles wanting to Compleat the same, As also a Great Deficiency of Shot in particular, Grape, double headed, Chain & Round — Which will be Very Service able among Ves-sels & Batteaus. More heavy Cannon will be wanted, for the Row Gal-

Engraved for Murray's History of the American War.



GENERAL ARNOLD.

Printed for T. Robson, Newcastle, upon Tyne.

lies, the four now building will Carry Eight twenty four [pounders] & Eight Eighteens, Four others will be set up soon & will require an Equal Number of Guns, to supply the Row Gallies & Lines, We have only Eleven pieces & 10 twelve Pounders, which May Answer tho Not so well as heavier Guns – If they are substituted, Eleven Pieces will still be wanting with shot &ca – which I wish May be sent up if they Can possibly be procured – With the Approbation of Genl [Horatio] Gates I sent to Connecticut for three hundred seamen. . . .

1. Washington Papers, LC.

CAPTAIN CORNELIUS WYNKOOP TO MAJOR GENERAL HORATIO GATES,
TICONDEROGA ¹

Dear General:

Skenesborough, July 30, 1776

I have sent you one gondola more down, which the carpenters have named after me. I hope you will send a good officer on board of her. I have had her made as strong as she could be made, which you will see by the work done in her. I also send you one sailor out of my regiment down. I would be glad you would order him on board immediately, or I am afraid he will run off and leave you. I will get one gondola and the row-galley finished this week, and send them down to you. As for boards, the General allows the soldiers and carpenters to use them as fast as I can possibly get them down as yet. I am, dear General [&c.]

Cornelius Wynkoop.

1. Force, comp., *American Archives*, 5th, I, 680.

“EXTRACT OF LETTER FROM INDEPENDENT POINT, JULY 30.” ¹

A Canadian, a friend of ours, and an officer in the militia, arrived yesterday from St. Francois, twelve miles below Sorel, his property being seized by Carlton. He says, that Carlton and Burgoyne have not yet ordered the Canadians to arms, but have notified them to be ready in September, to come with them over the lakes, as they intend to drive the rebels out of the country, and winter in Albany. This may be their intention, but I am certain they will find it impracticable. They will have to pass, in the first place, the gondolas; 2dly, Crown Point; and thirdly, the narrows below Independent Point and Ticonderoga. Our fortifications are much stronger than when the French had this post, when, with only three thousand French and Canadians, they made such a terrible havock of the British army, in 1758. Good living here at present, having plenty of fresh beef and excellent bread.

1. *Constitutional Gazette*, August 21, 1776.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. ¹

July 1776.

Moor'd Off Singing.

Sunday 28th

Fresh Breezes & Cloudy Wr at P M 10 sent a Boat up the River to take off some Cattle in Company with the *Tryal* Schooner.

- Monday 29th At 4 A M made the Signal for the *Tryal* to quit her Station and Join. At 7 Receiv'd onbd 5 Head of Cattle
- Tuesday 30th First and latter parts Fresh Breezes & Cloudy Wear Midl Squally with Thunder Lightning and Rain. A M Clear'd Hawse.
Modt and fair Wr P M Loos'd Sails to Dry. Fir'd several shot at some Rebels on the Shore.

1. PRO, Admiralty 51/693.

CAPTAIN BENJAMIN TRUMBULL'S JOURNAL OF THE CAMPAIGN AT
NEW YORK ¹

July 30th [1776] the Two Row Gallies from Connecticut which have been Stationed about the City of New York having taken in Heavy Guns and being Supplied with all Necessaries for Action halled round into the North River and sailed up the River in the Night.

1. *Collections of the Connecticut Historical Society*, VII, 179-80.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

- July 1776 Moored off Staten Island
- Tue[s]day 30th The first part light airs & Cloudy inclinable to Calm, Middle & Latter Light Breezes & fair At 1 P M Sailed hence the *Merlin* Sloop At 2 Sent a Lieutenant to meet a Flag of Truce from New York ² at 11 heard the Report of Several Musquets from New York

1. NMM, Admiralty L/E/11.

2. "... Flag of Truce came from the Town with Letters. The two Persons came on board; one a Mr Tracy of Newbury Port, in Mass. Bay, and the other in a Uniform, tolerably neat & decent," Tatum, ed., *Serle's Journal*, 50.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS ¹

- July 1776 Sandy Hook N33.29W 24 Lgs
- Tuesday 30 Fresh breezes & Cloudy saw a sail fired a shot at her brought her too sent an officer & six Men to conduct her to New York

1. PRO, Admiralty 51/409.

BRIGADIER GENERAL HUGH MERCER TO JOHN HANCOCK ¹

Sir, Perth Amboy 30th July 1776

Within these Two days we have observed Sixteen Ships pass from Sandy Hook to the Narrows - but no new movement of the Enemy on Statin Island - some more shallops have come down the Sound from Frish Kill into Princes Bay - To give us the entire command of the Sound, as well as to prevent the Aproach of Tenders or Armed Sloops to this place - permit me to recomend to the Honourable Congress - that some row Gallies be built in Raretan River; to mount Eighteen Pounders or any heavier Metel - The

Cannon I am told may be sent from Philadelphia, and our Artesans in the Army would construct the Vessels at no great expence – I have the honour to be Sir [&c.]

Hugh Mercer

I have this moment heard from the Blazing Starr that our feild peices have oblidged one of the Shallops to return unto Firsh Kill

1. Papers CC (Letters from General Officers), 159, 157, NA.

CAPTAIN JOHN PAUL JONES TO JOHN HANCOCK ¹

Sloop *Providence*

Honoured Sir

Little Egg Harbour 30th July 1776

I sailed from Boston the 12th Currt – but, meeting with contrary winds, did not reach this port till last night – when I arrived safe with the Schooner *First Attempt* under Convoy. – I should not have put in here had not the wind been directly contrary with an appearance of Bad weather and none of us well acquainted on this dangerous Coast. – On my passage I found myself under the Necessity of sending an Officer with men on board the Schooner – the inclosed paper signed by my Officers will, I hope justify me to the Marine Committee ²

I expect to sail from hence this afternoon and on my arrival in the Delaware will lay before you the State and Condition of your Armed Sloop the *Providence*. – Inclosed you have a letter from Captain J. [John] Bradford – I am sorry indeed! that your expectation falls so much short after his detaining me at Boston Fifteen days. – I have the honour to be with much respect Sir [&c.]

Jn^o P Jones

1. Etting Autograph Collection, HSP.

2. See Report of Officers of the Continental Sloop *Providence*, July 16.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO CAPTAIN
STEPHEN CLEVELAND ¹

Capt Stephen Cleveland ²

Philadelphia July 30, 1776.

Sir, We have been regularly informed by John Bradford Esq. of his purchasing, loading & fitting the Brig *Dispatch* in consequence of our orders, and we approve of his having appointed you to the command of that Brig in the Continental service, as he gives you an extreme good character, of which we hope & expect, to find you very deserving. – The Honble Continental Congress of which we are members, authorized us as a Committee to purchase the Brig, and to order her on such voyage as would best answer certain purposes, to the States of America.

You will receive this by the hands of John Philip Merkle Esq. and are to be governed by the following instructions, during the present voyage, or until you receive others from Congress, or from this, or some other Committee of Congress. Mr Bradford will require bills of loading from you, for the entire cargo, onboard the *Dispatch*, consigned to the above mentioned

John Philip Merkle Esq. (who is to go passenger in the Brig,) at her discharging port in Europe, such bills of loading you are to sign, receive Mr Merkle onboard, assist him in providing Sea Stores, and then proceed with the utmost diligence for the coast of France, avoiding most carefully all vessels at sea, and put into the first convenient port you can make in that Kingdom; Nantes or Bourdeaux may perhaps be the safest, and you must then deliver to Mr Merkle any part of the cargo he may find it convenient to sell, or the whole if he chooses it. We enclose to Mr Bradford ^a a Packet directed to Messrs Saml & J. H. Delap Merchts in Bourdeaux. Mr Bradford will deliver that Packet to you, and we require your utmost care of it, Should you have the misfortune to be taken, you must throw it overboard, slung with a weight that will sink it, for on no account must this fall into the hands of our enemies on the contrary, if you get safe into Bourdeaux, deliver it yourself to Messrs Sam. & J. H. Delap, Merchts there, if you go into any other port, forward it to them, by post or special messenger, as you may be advised is safest & best; you must also advise these Gentlemen, what other ports, or places Mr Merkle intends to order you for, and desire them to write you a few lines telling you how to direct letters to Silas Deane Esq., so that they will certainly fall into his hands. We expect Mr Merkle will direct you to proceed from France to Amsterdam, and you must obey his orders, delivering to him the rest of the Cargo at any port, or ports he may desire, he is not to pay any freight, but will supply you with all things necessary for the Brig and money to pay charges; for all you receive in money, stores, outfitts, &c. you'll grant him proper receipts, and when you have discharged entirely the present cargo, you are to receive from him all such goods, Wares, Merchandize, Arms & Ammunition, as he may think proper to ship, granting him bills of loading for what he puts onboard. We also give you liberty to arm the Brig in the most compleat manner, with as many four Pounder Cannon, Swivells, Blunderbusses, Musquets, Cutlasses &c. as may be proper for such a vessel. You may also ship as many good seamen as you can conveniently accomodate, obtaining them on the best terms in your power; – lay in a suitable stock of provisions, a sufficient quantity of Ammunition &c, the cost and charges of all which, Mr Merkle will defray, taking your receipts.

Whilst this business is transacting, you will write immediately after your arrival, at the port where it is to be done, to Mess. Sam. & J. H. Delap of Bourdeaux, & also to Silas Deane Esq. if you obtain from them in time, his address; tell them how to direct letters to you, and when you expect to sail, – and we expect you will receive back from them letters & packets for us, if you do, the utmost care must be taken of them, don't let them be seen by any person whatever, sling them with a weight ready for sinking, and if taken, be sure to let them go overboard in time, but we hope you will have better fortune & bring them safe.

When your Vessel is completely fitted, the cargo onboard & you have received your dispatches from Mr Merkle, you are then to put out to sea, and make the best of your way back to America. We think it best not to fix on

any particular port for you to aim at, but leave you at liberty to push into the first safe harbour you can make, in any of the United States of America, and on your arrival, apply to the Continental agent, if there be one at, or near that place, if not, to the persons in authority there, desiring their advice & assistance, to forward with the utmost expedition to us, all the letters, packets &c. you bring, – you will also write us the state and condition of your vessel, and we shall return orders for your further proceedings. We send you herewith a Commission, a book of regulations respecting captures &c, and a list of the Continental agents for your government, if you should take any prizes, but you are to remember prizes are not your object, we wish you to make an expeditious and safe voyage & for this reason desire you will make all possible dispatch both at Sea and in Port. We expect you will be careful of the Brig, her stores & materials, allow your people plenty of good Provisions, but suffer no waste, and be as frugal as is consistent with true economy in your expences & charges, these things duly observed will recommend you to the governing powers in America and in time, your utmost ambition may be gratified provided merit leads the way to promotion.

If any American Masters, or Mates of Ships, or seamen, want passages, you may accomodate them, free of any charges or expence, – probably Mr Merkle may find it proper to make your vessel a French, or Dutch bottom, and clear you out for the West Indies, in such case, you will do what is needful on your part to answer his views, and we hope you will be attentive to accomodate and please him during this Voyage. We are Sir, [&c.]

B. Franklin.

Benj^a Harrison

Rob^t Morris.

1. George Cleveland Journal, EI.

2. In preparing his journal, George Cleveland devoted some space to an account of his father, who at the time of George's birth (January 26, 1781) "was a man of considerable property, which he had acquired by privateering during the War of the Revolution, which was then raging." He continued:

My Father [Stephen Cleveland], who was a young Sailor in the War of 1756, or as it is called in this country, the Old French war, was impressed by a British press gang in Boston, and carried onboard a British ship of war; from this situation, his friends endeavoured to extricate him, but without effect, and he was carried to England, from whence he did not return, until after the peace of 1763, when the ships were paid off. He was a considerable part of the time in the fleet stationed off Brest, to blockade the French fleet . . . When peace took place, he had been promoted to the rank of midshipman, and as he was a most accomplished Seaman, both practically and Scientifically, there is no doubt that if he had remained in the British navy, he would have obtained very considerable promotion. . . .

While I am upon my Fathers naval career, I may as well give an account of his voyage to France, during the Revolution, in a vessel belonging to the United States. The voyage was undertaken for the purpose of obtaining military stores . . . The vessel employed on this occasion, was a small Brig called the *Despatch*, which sailed from Salem Sep 22. 1776, and arrived at Bourdoux, Nov. 10. the same year, in 38 days from Townsend. The vessel was loaded by John Bradford Esq of Boston, Continental agent, and the cargo consisted of Sperm. Oil, Fish, Potash &c, the proceeds of which, were to pay for the return cargo. A man by the name of John Philip Merkle, it appears, went out as an agent of the government, to whom the cargo was consigned, and who was to furnish a return cargo in France, or some other part of Europe. . . .

3. Secret Committec to John Bradford, July 30, 1776, Mason-Franklin Collection, YUL.

ROBERT MORRIS TO JOHN BRADFORD¹

[Extract]

Sir:

Philadelphia. July 30, 1776

You will receive this by the hands of John Philip Merkle Esq, whom I beg leave to introduce to your attention. This Gentleman is to take passage in the Brig *Dispatch*, Captain Cleveland, which you have bought, fitted out and loaded by my order.

You will please to take Captain Cleveland's Bills of Lading for the entire Cargo on board the *Dispatch*, Consigned to the said John Philip Merkle Esq at her discharging Port in Europe, Freight Free, one of these Bills with a regular Invoice of said Cargo you will deliver to Mr. Merkle, and immediately send off the said Brig directing the Captain to obey the instructions he will receive from a Committee of Congress, by the hands of Mr. Merkle. This Gentleman must not pay anything for his passage nor should any other passengers go in the Brig unless by your desire being such persons as you can depend on their attachment to our Cause, and whom you desire to oblige. The Captain no doubt will assist Mr. Merkle in supplying Sea Stores, and he must treat him with respect and all the attention he can. A hint from you to that effect will no doubt have its force.

If the master, mates and seamen want more money advanced them in consequence of their long detention be pleased to comply therewith in a reasonable degree. You will no doubt be enabled to pay for this vessel and Cargo out of the Continental Prize Money, but in order to keep all accounts regular you will please to transmit me an account of the Cost and Outfit of the Brig in one account, and draw one Bill on me for the exact amount. You'll send the Invoice, with the Cost and Charges of the Cargo Seperate and draw another Bill on me for that exact amount. The money for payment of both has been ready from the Moment I gave the Orders, and much Uneasiness it has given me to think that you should suffer inconvenience for the want of it. We must avoid such things in future.

1. Mason-Franklin Collection, YUL typescript.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO SAMUEL
& J. H. DELAP, BORDEAUX¹

[Copy]

Uhiladelphia. July 30, 1776

Gentn We must frequently give you the trouble to receive & forward our dispatches to Silas Deane Esqr as you will be possessed of his address & from the Nature of his business which requires him to move from place to place we cannot, you will therefore hold us excusable and he will pay any charge that arises by postage or otherways. We Send this by Capt Stephen Cleveland of the Brig *Dispatch* which will put into some Port in France if it should happen to be yours he will deliver these dispatches himself If any other he will forward them by Post or Special Messenger as may be thought best by those he Consults

A Jno Philip Merkle Esqr goes passenger and to him this Vessell & Cargo is addressed. If they call at Bourdeaux we beg to recommend Mr Merkle to your attention. We have desired Capt Cleveland to inform You either in person or [by] letter where he is to land his Cargo when he expects to sail from thence & how you can direct to him with a certainty of your letters reaching his hands, we also desired him to ask of you Mr Deanes address for as we have a good opinion of this proving a safe Conveyance. we wish to hear from You & Mr Deane by Capt Cleveland who will take particular care of the letters and you will gratify us very much by transmitting us all the Public News, News Papers, Commercial intelligence &c that you think can be any way usefull. We are Sir Yours &c

1. Papers CC (Other Reports of Committees of Congress), 37, 31, NA.

JOHN HANCOCK TO THOMAS CUSHING ¹

[Extract]

Philadelphia, 30th July, 1776

The Business of my Department increases so much that I cannot think of Continuing to Act in the Marine Committee, but before I quit it I should wish to close my Cash Accounts and to leave every thing as clear as possible, I must therefore desire you will immediately forward me your Account of the Money Receiv'd, and the Expenditure . . . You will order the two Frigates to be got ready for the Sea, I mean to be furnish'd with every necessary that is to be had with you. Cannon are Casting but when we shall have a sufficiency I know not. I have sent the Commissary General an order for the Delivery of what Provisions are necessary for the Frigates, and I shall by next Post send you the same order to Receive them of the Deputy Commissary in our Colony. I cannot furnish the Captains of the Frigates with their Commissions yet, Congress having Resolved that no Commissions issue untill the Rank of the thirteen Captains is Settled, I intend to morrow to move in Congress that Settlement, and then will forward their Commissions and every thing relative to the Ships.

No Recommendations of Officers of the Marine Companies, I will have some appointed soon, you certainly forget.²

1. *Proceedings of the Massachusetts Historical Society*, LX, 114, 115.

2. A rather ambiguous sentence, evidently to remind Cushing to send along recommendations without delay.

JOHN ADAMS TO ABIGAIL ADAMS ¹

[Extract]

Philadelphia July 30. 1776

. . . You say I must tell you of my Health and Situation. As to the latter, my Situation is as far removed from Danger, I suppose, as yours. I never had an Idea of Danger here, nor a single Sensation of Fear. Delaware River is so well fortified with Gallies, fixed and floating Batteries, Chevaux de Frizes, Ships of War, Fire Ships, and Fire Rafts, that I have no Suspicions of an Enemy from Sea, although vast Numbers of People have removed out of this City, into the Country, for fear of one.



John Adams.

By Land, an Enemy must march an hundred Miles, to get here, and they must pass through, Woods, Difiles, and Morasses, besides crossing Rivers, which would take them a long time to accomplish, if We had not a single Man to oppose them. But we have a powerfull Army at New York, and New Jersey, watching their Motions, who will give Us a good Account of their Motions, I presume, whenever they shall think fit to stirr. . . .

1. Butterfield, ed., *Adams Family Correspondence*, II, 70-72.

INVENTORY OF THE PENNSYLVANIA SHIP *Montgomery*¹

Ship *Montgomery's* Inventory, July 30th, 1776.

Inventory of Cabin Stores.

2 pewter Dishes.	6 Brass Candlesticks.
1 doz. pewter Plates.	6 half pint Bowls and sawsers.
22 Knives and 22 Forks.	2 White Quart Mugs.
2 frying Pans.	2 doz. Cups and sawsers.
1 Grid Iron.	1 Peper Pot.
1 Iron Ladle.	1 doz. Soup plates.
1 pair Tormenters.	2 doz. wine Glasses.
2 Iron Tea Kettles.	1 Dutch Oven.
2 pair Snuffers.	1 Sugar Canaster and Lock.
2 Coffee Potts.	1 Drudging Box
1 doz Chairs.	1 Peper Box.
5 Tables.	6 Canvis Bottom Chairs.
3 Punch Bowls.	1 Egg Slice.
6 Yellow Dishes.	1 Nutmeg Grater.
4 Tumblers.	1 Candle Box.
24 Yellow Plates.	1 Bread Greater.
2 Salts.	1 Dripping Pan.
1 Vinegar Crewet.	3 Copper Sauspans.
2 Jugs.	1 Coffee Mill.
2 Decanters.	2 Chamber Potts.
1 Tyrene.	1 Cheese Toaster.
1 Mustard Pot.	1 Dust Pan.
1 doz Pewter Spoons.	2 Cullanders.
2 Mugs.	3 Blacks Jacks.
2 Bowls.	1 Brass Ladle.
4 White Pine Tables.	1 Copper Coffee Pott.
6 China Cups and sawsers.	2 Wash hand Basins & Bottles.

Inventory of Masters' Stores.

2 half hour glasses.	2 Speaking Trumpets.
1 half Minute glasses.	4 Hand do
1 Quarter Minute glasses.	6 Log Lines.
1 Brass Compass.	2 Log Reels.
1 Wood do.	4 hand Leads and Lines.

- | | |
|---------------------------|-----------------------------|
| 1 Depsey Lead and Line. | 4 Anchors. |
| 12 Sticking Candlesticks. | 3 Cables. |
| 4 horn Lanterns. | 3 Towlings. |
| 4 Tinn Lanterns. | 1 Barg with 8 Oars. |
| 12 Signal do | 2 Shoulder Mitten Sales and |
| 1 Quire Log Book Paper, | Masts with aurning. |
| Masts yards Stand'g & | 1 Yawl with 6 do. |
| Running Rigon Compleat. | 1 Jolley Boat 4 do. |

Inventory of the Gunner's Stores.

- | | |
|--------------------------------|--------------------------------|
| 5,337 lbs. of Gunpowder. | 1 Coyl Spun yarn. |
| 2 Skees Marlin. | 30 priming Wires for 18 |
| 2 Skeens Twine. | Pounders. |
| 60 Cartridge Boxes. | 18 Bitts for 18 Pounders. |
| 1 Log Line. | 2 Swivel Bitts. |
| 16 Small Arms. | 24 Cutlashes. |
| 6 Pistols. | 14 Guns, 18 pounders, with |
| 1 Bundle Flints. | Carrig's, rods & Coins, |
| 10 Crons. | Takles all Compleat. |
| 50 Stools for Grape Shot. | 16 Cohorns. |
| 19 Ramers & Spong heads. | 8 Swivells. |
| 1 Hammer. | 2 lb Salt Peter. |
| 2 Ramers for false fires. | 35 Small Thimbles for |
| 1 Gimblet. | port Ropes |
| 5 Mallets. | 4 formers for Swivells & |
| 12 Swivel Tomkins. | Cohorns for to make |
| 8 Cohorn do. | Cartridges with. |
| 1 former Swivel Wads. | 1 Mallet. |
| 1 do. fo[r] 18 Pounders. | 1 Box Candles, 42 lb. |
| 2 Marlin Spikes. | 5 Copper Measures. |
| 4 Pouch Barrells. | 2 Funnells. |
| 30 fire Buckets. | 23 false fires. |
| 18 Side Laterns. | 2 Jugs of Oyl. |
| 6 hand do | 14 Tomkins for 18 pounders. |
| 15 Spunges & Ramers Wood'n | 1 Hatchet. |
| Handl's 18 Pounders. | 1 Cagg Chalk. |
| 10 Ladles, 11 Worms for 18 | 2 pair Snuffers. |
| Pounders. | 7 Weights. |
| 19 hooks & Thimbles. | 1 Beam & Scale. |
| 8 Linch Pins Spare. | 2 Hides to fill on. |
| 13 Spunges & Ramers for | 12 Spikes to take out Tomkins. |
| Swivels. | 1 Pistle & Morter. |
| 12 Ladles & Worms for Swivels. | 9 Needles & a small Q'ty |
| 2 Ladles & Worms for Cohorns. | Thread. |
| 12 Spunges & Ramers for do. | 200 Empty Cartridges from |
| 12 do do. for the Tops | the fort. |

13 Priming Wires for swivells	2 Pair Sissors.
30 Pikes.	47 Powder horns.
6 Quire Cartridge Paper.	2 Bundles Match Stuff.
765 Swivell Shot.	27 Sheep Skins.
1 Barrel Grape Shot	28 lb BrimStone.
Cont'g 533 lb.	50 Stools for Grape Shot.
300 Empty Swivell Cartridges.	4 Iron Crows.
3 Pouch Barrells	8 Tomkins for Cohorns.
2 formers for 18 pound	7 yds Tow Cloth.
Cartridges.	1800 Musket Cartridges with
2 priming Wires for Swivells.	Balls.
30 hand Spikes.	14 lb White Lead.
3 Britchings Spare.	4 Paint Brushes.
1,394 Shot 18 Pounders.	6 Quire Cartridge Paper.
233 Landgrage Shot.	13 Priming wires for swivells.
100 Doublehead'd do.	1 Pint Bottle Spirits wine.

Inventory of the Boat's Stores

148 Hammocks.	4 doz Thimbles & Hooks.
2 Lanthorns.	2 Coyles 2 Inch Rope.
12 Marlin Spikes.	2 do 2½ do.
6 Fidges.	1 doz. Shovells.
10 lbs Sowing Twine.	1 doz. Painting Brushes.
8 Scrapers without handles.	6 Long Tar Brushes.
½ yd. read & green Baze.	12 Hickery Brooms.
7 doz. of Points.	½ Hundred wt. of Tallow.
3½ doz Robins 2½ Inch.	6 Caggs Lamblack
4 Love Tackles.	9 Balm Irons.
80 Spare Blocks.	18 Sail Hooks.
4 doz. Gaskets.	18 Bolt Rope Needles.
2 doz. Scrapers.	30 Sowing do.
6 Mellats.	1 Coyle Virmin
3 Coyles 3 Inch Rope.	12 Buckets.
12 Fatham of 5½ Inch Rope.	8 Mops without handles.
3 Coyles of 12 Thread Rattling.	1 Pott White Lead.
3 Coyles of 3 yarn Spunyarn.	

Inventory of the Carpenter's Stores

29 lb Spikes.	13 p hand Sheakle.
34 lb 2/ & 2/6d Nails.	2 Pump Gallises.
10 lb 10d & 20d do.	3 Set Pump Geers.
162 lb Bolts.	3 Case Bottles.
5½ doz Large & Small Steples.	1 Iron Brace with 2 Square bitts.
1 Boat Hook.	450 Willding Nails.
4000 Pump Nails.	1 doz Willding Hooks.
2500 Sprigs.	4½ doz. Ring & fore locks.

36 feet 3 Inch plank, pine.	18 do 2 do. do.
18 feet 2 Inch do.	24 Leader Bolts.
27 feet 4 Inch Oak Plank	1 Iron Pitch pot & Ladle.
10 do 2½ do. do.	2 Spare Topmasts.
	1 Lower Yard.

Inventory of the Armourer's Stores

1 pair pinchers.	3 Drill Boxes & Thongs.
2 Hammers.	5 Punches & role Chissells
3 Screw Drivers.	100 Lotch Pins & 60 Side & Britch Pins.
¼ lb Iron wire.	2 Scouring Rods with Springs & Worms.
2 Quarts Sweet Oyl.	1 Slit file, 1 Spring Hook & 1 Hardning Pan.
2 Bench Vices.	1 Pair Tounges & Orest Plate
1 Hand do.	1 Britch Rench & 16 Forged Musket Casks.
1 Screw Plate.	3 Hammers & 10 Main Springs & 7 hammer Springs.
1 oz. Boraux.	10 Splair Springs & 9 Tumblers & 16 Cock Pins, – Jarrs
3 Files.	
5 Smoth Files.	
18 Rough Bastard Files Sorted.	
2½ doz. File Handles.	
3 lb fine Emere.	
1 Rasp.	

Inventory of the Stewart's Stores.

1 Large Beam & Scales.	1 Funnell.
1 Pair of Small Stillyards.	1 Chopper, 1 Knife, & 1 Steel.
Weights from ½ to 14 lb.	1 Tender Box & Steel.
Measures from ½ pint to a Gallon.	3 Harness Tubs with Locks.

Inventory of the Cook's Stores.

2 Grid Irons.	4 Small Flesh Forks.
2 Frying Pans.	2 Large do.
2 Skimmers.	1 Midle Size Ladle.
2 Ladles.	6 Skimmers.
1 Large Copper Ladle.	1 Fire Shovell & Tongs.

Inventory of Arms, &c., belong'g to Wm. Browns, Esq., Comp'y of Marines.

12 Riffells in Good order, wipers, None.	42 Fire Locks in good Order, worms nor Screws None.
3 Buket Molds, Bad.	42 Cartouch Boxes.
12 Pouches.	40 Baynots & Belts.
7 Powder Horns.	2 Baynots Lost at the time of the engagement.
1 Drum.	

MARYLAND COUNCIL OF SAFETY TO MAJOR THOMAS PRICE ¹

No 95.

The Cannon, that were sent down, will be wanted here – should the men of war be gone off, which we expect either is or soon will be the Case, we request you would order the Cannon to the mouth of Patuxent, & let them be brought up here by water, if the passage appear safe. – otherwise you are to order them up by land – nothing new from New-York, only that the highlanders not taken by our Cruizers are arrived. –

[Annapolis] 30th July 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

BRIGADIER GENERAL HENRY HOOPER TO DANIEL OF ST. THOMAS JENIFER ¹

[Extract]

Head Quarters at Cambridge [Maryland]

Honble Sir Since my last I have received from Majr Fallen now stationed at Hoopers Streights an account of the Guard there under his Command having taken a small Schooner belonging to the Enemy in a small Creek making out of Hollands Streights. Majr Fallen having received Intelligence of the Schooner being in the Creek sent a Detachment of thirty Men who took her & the Cargo consisting of a hogshead & a half of rum, 30 bushells of Salt, the sails & riging of a Sloop, a large quantity of old Iron a few Guns, Swords & Cartridge boxes. The schooner had four Men, three of whom were just out of the small Pox & are now sent you by the Committee of this County, to be dealt with in such manner as your Court may judge proper.²

July 30.1776.

1. Red Book, XV, Md. Arch.

2. Joseph Wheland, Jr., John Evans and Robert Howith. The Dorchester County Committee noted: "We apprehend the prisoners will not deny their being in Service of Dunmore, . . . Wheeland is the Man who the last convention (as we are told) were informd servd as Pilot to Dunmores Vessels up to Nanticoke point & he confesses to us he was with the party who took Cattle from Hopkins Island." *Ibid*.

JOSEPH W. HARRISON TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen –

Port Tobacco July 30th 1776

I have the happiness to inform you that the *Molly* Capt Thos Conway is once more safely arrived in great Wicomicoe Virginia, with a fine Cargoe of Arms & Ammunition The inclosed papers will inform you of Particulars – Capt Conway will remain at Port Tobacco 'till the express returns; waiting for your orders. – my Brother ² adventur'd in this Vessell to the amount of 211..7..6 Maryland Currency, he writes [to me] the Customary Freight is 10 Pct, if so the amount shall be remitt[ed] by the first safe Conveyance – The Goods Consist of 20 Bolts of Oz nabrigs, 9 Barrels Powder & 7 Small Swords. – I am very respectfully Gentn [&c.]

Jo^s W: Harrison

N B. Capt Conway had a Passage of 14 days. –

1. Red Book, XV, Md. Arch.

2. Richard Harrison, a Martinique.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN MATTHEW SQUIRE,
H.M.S. *Otter* ¹

You are hereby required and directed to proceed forthwith, without loss of time in [his] Majesty's Sloop under your command, taking the *Fincastle*, your Tender, with you, and Cruize off the Capes of Virginia, taking care to place your Sloop and Tender in the Best Situation you can possibly for annoying the Enemy, in or Going out thereof until further Orders –

Given under my hand on bd His Majesty's Ship the *Roebuck*
in the River Potomack in Virginia the 30th July 1776.²

1. Hamond, Orders issued, 1776–1777, UVL.

2. *Ibid.*, Squire was also ordered "to receive from the Prison Brig of his Excellency the Earl of Dunmore all the Prisoners and bear them on a Separate Supernumery List."

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Tuesday the 30th day of July 1776. –

Ordered that a Warrant Issue to George Ball for Fourteen pounds eighteen shillings for Gun Carriages and other Necessaries furnished Capt Thomas Lilly for the use of the Brig *Liberty*. –

Ordered that Application be made to Colo Isaac Lane desiring him to procure for this Board as soon as possible the following Articles, Vizt, two hundred and fifty, twenty four Pound Ball, Fifty double headed twenty four pound Ball, Four thousand Eighteen pound Ball, four hundred double headed eighteen pound Ball, One hundred chain eighteen pound Ball, three thousand twelve pound Ball, three hundred double headed twelve pound Ball, One hundred chain twelve pound Ball, One thousand nine pound Ball, One hundred double headed nine pound Ball, Six thousand six pound Ball, one thousand double headed six pound Ball, Six thousand four pound Ball, One thousand double headed four pound Ball, One thousand three pound Ball, One hundred double headed three pound Ball, One thousand two pound Ball and eight thousand Ball from six to sixteen Ounces Weight – ²

Ordered that Mr James Hunter receive into his care whatever Quantity of Cannon Ball may be sent him from Time to Time by Isaac Lane Esqr and forward the same in equal Proportions to the several Districts of Potowmack Rappahanock York and James River as soon as possible –

Ordered that the keeper of the Public Magazine deliver unto Capt Thomas Lilly forty nine six pound, Ball and One hundred and fifty pounds of Gun Powder for the use of the Brig *Liberty* –

Ordered that a Warrant Issue to Preeson Bowdoin for Five hundred pounds to be by him paid unto Mr Samuel Smith McCroskey Chairman of the Committee of Northampton County which Money is to be applied towards the fitting out and equipping the Vessells now Building on the Eastern Shore under the direction of the said Committee –

Ordered that the keeper of the public Store deliver unto to [sic] Capt Edward Travis five hundred twenty penny Nails for the use of the *Manley* Gallie –

Ordered that a Warrant Issue to John Hopkins for six pounds sixteen shillings and six pence for Plank furnished Capt Lilly for the use of the Brig *Liberty* –

Ordered that a Warrant Issue to John Hopkins for five pounds seventeen shillings for Plank furnished Capt William Deane for the use of the *Revenge* Schooner –

Ordered that a Warrant Issue to Zachariah Clerk for Eleven pounds eight shillings for necessaries furnished and work done for Capt Lilly for the use of the Brig *Liberty* –

Ordered that a Warrant Issue to William Cook for Twenty four pounds four shillings & Eleven pence for sundry Articles furnished Capt Lilly for the use of the Brig *Liberty* –

Ordered that a Warrant Issue to Messrs Adams and Park for thirty eight pounds sixteen shillings and seven pence for sundry Articles furnished Capt Lilly for the use of the Brig *Liberty* –

Ordered that a Warrant Issue to Messrs Adams and Park for Twenty four pounds Eleven shillings and ten pence for sundry Articles furnished Capt Deane for the use of the Schooner *Revenge* –

Ordered that a Warrant Issue to Richard C. Graves for sixteen pounds seven shillings for Oars and other necessaries furnished Capt William Deane for the use of the Schooner *Revenge* –

Adjourned till tomorrow morning nine of the Clock. –

Signed, Thomas Whiting

1. Navy Board Journal, 24–26, VSL.

2. Virginia Navy Board to Isaac Lane, July 30. Navy Board Letter Book, VSL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Tuesday July 30th 1776.

Ordered that the Commissioners who have the charge of the Estate of John Goodrich, the elder do transmit, as expeditiously as maybe, an Account of the said Estate, and an appraisement thereof to this Board; in order to an allotment of a reasonable part of the same, for maintenance of the wife, and younger Children of the said Goodrich.

Ordered, That a Warrant issue to Mr Preeson Bowdoin, for the use of the Committee of Northampton County for the sum of Five hundred pounds to enable them to pay for a Vessel by them purchased by order of the Committee of Safety.

The Board being informed by Letter from Captain James Barron, that he give up all claim to the *Providence* sloop, Captain Evans, by him lately taken, from a Conviction that he had no intentions of serving the Enemy, but came to get Provisions for his Friends in Distress; Ordered therefore, that the said Sloop be delivered up to Captain Evans, and that he be permitted to Trade in this Commonwealth to the amount of the value of his Guns, or other Warlike Stores to be ascertained by the Committee of Elizabeth City County, agreeable to a Resolution of Congress.

On Application made; Ordered, that it be certified as the Opinion of this Board; that Grain, or other things allowed to be exported under the Resolution of Congress may be packed up in Casks, or Hogsheads if the Skippers desire it.

1. McIlwaine, *Journals of the Virginia Council of Safety*, I, 99, 100, 101.

VIRGINIA NAVY BOARD TO S. SMITH McCROCKY ¹

Sir

Williamsburg July 30th 1776 –

Your Letter of the 19th Instant to the Committee of Safety has been laid before our Board by the Council, the five hundred pounds your contract with Mr Gunley they will transmit you the other five hundred Pounds which you mention is immediately necessary for the building &c. [of] the Vessels under your direction, we now send you by Mr Preeson Bowden We desire you will furnish us with a Memorandum of the Cordage that will be necessary for these Vessels and such other Articles as cannot be got on your Shore, we will endeavour to procure and send you as soon as possible. You will please to direct in future your Letters respecting Na[val] affairs to [&c.]

Thos Whiting 1st Commr

To Mr S Smith McCrocky – Chairman of the Northampton Committee by favour Mr. Preeson Bowdoin

1. Navy Board Letter Book, VSL.

PAYROLL OF THE VIRGINIA STATE BRIG *Liberty* ¹

Second Pay Roll of the Officers Seamen &c belonging to the Brig *Liberty* commencing the 18th of May with some of them – the rest as per acc[oun]t of time – unto the 30th of July 1776 –

	Thos Lilly	
	Thos Herbert	1st Leiutenant
	Geo Rodgers	2d — Do —
	Alex Masinburg	Master
	Jos[e]p[h] Wilson	Masrs Mate
June 12th	Jos[e]p[h] Godwin	Midshipman
6th	John Bingham	Do —
27th	Timothy Taylor	Act[in]g Mids[hipman]
May 18th	Dawson Cook	Actg — do
	Rob[er]t Culley	Carpenter
		Carp[ente]rs Mate –
		Boatswain —
May 16	Sam[ue]l Mercer	Boatswains M[a]te
18	John Chick	Gunner —
	Andw Baxter	Gunrs Mate
July 16th	John Laws	Sail Maker
[May 31]	Thomas Coleman	Pilot
15	Jam[e]s Douglas	Masr a arms

May 18	Mich Conner	Q[uar]te[r] Master
June 10th	Thos Christie	Doctr —
20	Jos[e]p[h] Harrison	Drs Mate
July 20	John Royston	Steward
	John Ronald	Cook —
		Cooper —
		Armourer —
May 18th	Wm Kellis	Seaman —
	Jams Willson	Do —
	Thos Tivy	Do —
	John Coff	Do —
	Wm McAlester	Do —
	Wm Wooten	Do
	Benja Peirce	Do
May 18th	Mulatto Frank	Seamn
	Mulatto Charles	Do
July 6th	Jerem[ia]h Melony	Do
	Thos Doyle	Do
15th	Jam[e]s Robinson	Do
May 18th	Mich[ae]l Mackner	2/3
	John Dorman	a lad
	Jesse Clarkson	Do
	Thomas Cane	Do

1. This muster, or payroll, is taken from the Naval Account Book 1775, 1776, VSL. The columns of the payroll in dollars and in pounds are omitted.

JOURNAL OF H. M. SLOOP *Nautilus*, CAPTAIN JOHN COLLINS¹

July 1776 Moor'd off[f] Saint Georges Town Bermuda
 Sunday 28th Empd fitting our Prize as a Tender²
 Monday 29 Little wind & Sultry Wr Employd fitting a Tender, got on board some guns from the Shore
 Tuesday 30 A M Sent our Acting Lieut to Command the Tender & 12 Men wt Arms & Ammunition At Noon she Sailed from hence.³

1. PRO, Admiralty 51/629.

2. *Ibid.*, the prize was a schooner from South Carolina taken off Bermuda by boats from the *Nautilus* on July 2, 1776.

3. *Ibid.*, the tender returned empty-handed August 4, and sailed again on August 10, 1776.

31 July

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Watertown] Wednesday July 31st 1776 —

Ordered that a Warrant be drawn on the Treasury for Ninety Pounds in favour of Capt John Lambert, Commander of the Armed Schooner call'd the *Diligent*, being for One Months Advance Wages to his Men, to enable him

mediately to proceed with the St Johns & Micmack Indians now here, to their several Tribes, he to be Accountable for the same —

Letter from Nicholas Cook[e] of Providence requesting that John Grannis Commandr of a Company of Sea Coast Men be released, from the Service of the State of the Massachus Bay as he is appointed to the Command of a Company of Marines, on board the Continentl Ship. — Read and Ordered that the Secretary be directed to write Mr Cook & Acquaint him that as the Assembly are not now Setting, the Board acting as a Committee of Council, are not Authorized to Comply with his request —

1. Mass. Arch., vol. 19, 139-41.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Wednesday 31st of July 1776

- 1 [A. M.] sounded had 19 fathom water on Georgies bank
 4 sounded had 9 fathom SW part of the bank
 9 Saw a sail to the southward gave Chaise
 11 Gibd
 12 in Chaise of A Ship
 Lattd in 40d.55m Longd. in 66d.48m
 1 [P. M.] Came up fast with the ship she shortend sail
 2 for us found she was a man of war tack ship
 3 she gave us chaise and fird a gun to the
 4 Leward and signals for us but we out saild
 7 him a got away safe
 11 Pleasant weather

1. John Fisk Journal, AAS.

“A JOURNAL OF A VOIG KEPT BY JABEZ WHIPPLE CAPTN OF THE ARMED
 SLOOP THE *Independent* BOUN ON A CRUSE WITH GODS PRIMISHON
 THIS 24 DAY OF JULY 1776 —” ¹

Wensday th 24 of July 1776 —

to Day weid ancor at providence at 3 P M and Seluted my oners with A Gun at 4 pased the *Alford* and *Clumbus* ling of[f] patuxet and Gave them thre Chers and put ower pilot a Boord John Browns Bot and then prosided for Newport at 12 that night ancred off[f] south End of prudence all hands employd giting all things Enredeness so Ends this 24 hours —

Thursday July th 25 1776 —

At foure this morning waid Ancor and prosided for Newport Arivd at Newport at Eight all hands Employ'd fixing riging and Guns I went on Shore and purcha[s]jed sundry things for the Sloop that was omited at providence And Got All hands on Boord and sailed for Bristor ferry at nine OCloke Small winds and Calm at 12 Ancored off[f] costers harbar so Ends this 24 ours

Fryday July th 26 1776 —

At 5 this morning weid Ancor and prosided for Bristo ferry Ancred at Bristo fery at 2 P M and went on Shore and purchased sum plank for the

Carpender and Resevd one Baril of powder of Mr Lefall and put on Shore Jeorg Brown Sick and made sail a Metety for fogland ferry wind And tide Coming a Gainst me anchored a mile Below Comansence point All hands Employd giting Redy for sea so Ends this 24 owers

Saterday July th 27 1776.-

At four this morning waid ancor at Comonsence point now Calm Got out Owers and Rod to howlands fery their Ancored and filed 2 Cask of water the Carpenter went on shor and Ground his tools at 11 the wind Bresed up Maid saile for fogland Ancred at fogland a Bout fore wind and tide a Ganst me all hands Employd Giting redy for See the next morning as I thought proper to Be in sum Redness as you Enformed me their was a menesterel Sloop of ten guns on the Cost so Ends this 24 howers -

Sunday Morning July th 28 1776

At four this morning Called all hands sent a man to Mast hed to Look out he Cry out 2 Sail a Ship and a Sloop the Ship was sum Distence Of[[f]] the Sloop stood in with In a Bout two Gunshot off[[f]] and put a Boat and stood off[[f]] the Ship standing in a While the Sloop put About and Stood in a Gain I Cald all hands to Qrters Loded all fore and Aft wad Ancor and Stood out and spook with him It proved to be Captn Buckling and his prise² put on boord won hand sick proseded on our Voig - Beet out as far as sunking Rok wind and tide a Gainst me saw one Of the frigats standing in for Gay heed I thought propper to Com In And Ancor at siche west that night I saw two Brigs Standing In I Sent my Boot on Boord It proved to Be Captn Chases prise³ and Captn warners prise so Ends this 24 howers

Munday July th 29 1776

At four this morning waid Ancor and proseded for the Vinyard Arived At homses hole that Night A Bout Six the tid and wind Against Me So Ends this 24 howrs

Tusday July th 30 1776

The first part of this 24 howers Calm we filed up our water Took on Boord a prise master and 2 hands more the Latter part of this 24 owers a Very hevvy Swell off[[f]] and Thunder and Lightning so Ends this 24 owers -

Wensday July th 31 1776

At six this morn waid Ancor at homses hole and proseded one our Cruse At twelve sandy point Bore south small wind and Tid a Gainst me we saw a scuner Coming over the Showls As she came near we shoed our Cullars She haled her wind We out oars the peopel Left her and took to their Boot we Went on Boord she had sum houshold Goods on Boord To Nantucket We cared her in under sandy poynt and Brought her to Ancor And Delivered her up to the master Being Calm Curant a Gainst us Lay their All night so Ends this 24 owers -

1. RIHS. The journal is accompanied by a log kept in a different hand. It contains largely the same information as the journal, but with one or two bits of additional material. For July 29, upon arrival at Holmes' Hole, the log records: "Came to found the Massichusett Brigg there." For July 31, it reads: "this Morning Got three People from the

Shore Come to Sail Bound Out at 4 P M. Come in Sight of a Schooner which we hailed he Gave us no answer we fired a Shot at hir and the People all left her Took Possession of her & Carry hir into to Ancher Sent there Boat to the back of Nantucket to Overhaul 2 Brigs One bound to Surnam the Other to Havano from Bedford."

2. Captain Daniel Bucklin of the Rhode Island privateer *Montgomery*, and his prize, the brigantine *Harlequin*.
3. The brigantine *Mary*, taken by the Rhode Island privateer *Diamond*.

OWNERS OF THE RHODE ISLAND SLOOP *Mermaid* TO GOVERNOR
NICHOLAS COOKE ¹

Sir,

Providence July 31st 1776

We the Subscribers both of Providence in the State of Rhode Island Merchants request your Honor to grant a Commission or Letters of Marque and Reprisal to Lemuel Biship Commander of the Sloop *Mermaid* of which we are Owners, She is burthened about Eighty Tons carried Three Swivel Guns, manned with Ten Men and fitted with a suitable Quantity of Musketts, Cutlasses, Pistols, Powder Ball and other Military Stores; She hath on board Seven barrels Beef and Pork and Five Hundred Weight of Bread, We are with great Respect [&c.]

Clark & Nightingale ²

1. Maritime Papers, Letters of Marque, R. I. Arch.

2. *Ibid.*, Bonds, Masters of Vessels. A Continental bond, \$5,000, was made this date. A State bond, £300, was taken out the same day for the *Mermaid* to proceed to Hispaniola. The sloop had been armed for defense; not for privateering.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] July 31st, 1776.

Samuel Champlain junr of New London is appointed Third Lieutenant on board the Colony ship under Capt. Coit.

Azariah Whittlesay of Saybrook is appointed Master of the Colony ship under command of Capt. Coit.

Voted to draw an order on the Pay-Table for two hundred and fifty pounds in favor of Capt. Wm. Coit, to enable him to enlist his men and advance their first month's pay. And that said Capt. Coit lodge a bond with surety with the Pay-Table in common form for his faithful performance of the trust of pay-master. Order drawn July 31st, and delivered to Capt. Wm. Coit.

Voted, That Mr. [Richard] Law is desired to compile a Code of Laws for the Naval Service of this Colony, as much in conformity to the laws of the naval service of the United Colonies as may consist with the service of this Colony, and lay the same before this Committee at their next meeting for their consideration.

Voted, That Capt. Coit be ordered to bring the Colony ship round to N. London as soon as possible.

Voted, That Mr. Nathl Shaw junr is desired to provide supplies of provisions, arms, hammocks, cabouses, rigging and every other needful article to furnish the Colony ship fit for the seas as soon as possible.

Eliphalet Roberts of Hartford is appointed Captain of Marines on board the Colony ship under command of Capt. Wm. Coit.

John Prentice 2d of New London is appointed First Lieutenant of Marines on board the Colony ship under command of Capt. Coit.

Joab Bebee² of New London is appointed Second Lieutenant of Marines on board the Colony ship under command of Capt. Coit.

Voted, That six midshipmen shall be allowed on board the Colony ship under command of Capt. Coit.

Voted, That Capt. Coit's men on board the Colony ship shall be inlisted to be held in service until the first day of May 1777, unless sooner discharged.

1. Hoadly, ed., *Connecticut Records*, 491, 492, 493.

2. Footnote in Hoadly indicates line was drawn through this name.

NATHANIEL SHAW, JR. TO JOHN HANCOCK¹

[New London, July 31, 1776]

Agreeable to your orders of the 15 Ins.² I now Inclose you the apprizement of the Cannon Stores &c delivered me by Commodore Hopkins Amo to £4765.4.10 L M – You'l observe the Shells & Mortars were sent to N Y to General Washington & Six of the heavy Canon wt 15.8.0. 6 & twenty four Wheels wt 19.3.9 to Phila. – Last Sunday a Ship sent in as a prize by Capt Bidle in the *And Doria* Ran on those Rocks near Fishers Island (being Chased by a British Ship of warr) & Imediately a number of arm'd men from Stonington went on board & as they say prevented the man of Warr from Destroying her, the next day Capt Hinman in the *Cabot* went to their assistance & has saved & brot to this Port 90 hhd Rum & about 7 hhd Sugar the Remainder of her Cargo is lost, it consisted of about 200 hhd Sugar & 95 of Rum bound from Jamica to London – The *Cabot* has been lying here in this port ever since Commodore Hopkins sett out from [*sic* for] Phila with a fine brave Crew waiting only for Orders &c –

1. Shaw Papers, Letter Book, YUL.

2. Continental Marine Committee to Nathaniel Shaw, Jr., Shaw Papers, NLCHS.

"INVOICE OF CANNON &C DE[LIVERED] IN N LONDN BY COMADR HOPKINS"¹

	Ton	Ct	Qr	lb			
10 Cannon 9 Ponders (old & Honey Comb'd) wt	9..	7..	3..	22	a	8 p Ton	£ 75..3..6
8 ditto 12 ditto	13..	17..	3..	25			
4 ditto 18 ditto	8..	1..	2..	6			
12 ditto 24 ditto	30..	16..	0..	1			
	52..	15..	2..	4	a	£ 60 p Ton	3166.12..4
238 Iron Wheels for Carriages	9..	19..	0..	27	a	£ 20 p Ton	199..4..9
7813 Shott of Different Sizes	37..	11..	2..	6	a	£ 18 p Ton	676..8..0
4198 Shells of Ditto	24..	8..	3..	0	a	£ 18 p Ton	439.10..9
16 Brass Morters Different Sizes	0..	19..	0..	27	a	£ 6 p Ct	115..9..1

Copper Hoops	910 a /10d	}	
Copper Plate	28 a /10d		39. .1. .8
ditto Ladles for the Guns	131 a 2/6 ps		16. .7. .6
old Copper	55 a /10d		2. .5. 10
Old Iron			23. 16. .-
			1. . 3. . 3. . 5 a £ 20
1159 Empty Cartrages a 1/2d ps			2. .4. .1
30 Ramers & Spunges	} a 4/ ps		8. 12. .0
13 Wormers			
28 Leaden Aprons	a /4d		9. .4
			£4765. .4. 10

Lawful Money

Guy Richards
 John Deshon
 Ebenezer Ledyard
 Samuel Belden

} Apprizers

New London County Ss
 Personally appeared the above Apprizers and made Solemn Oath of the Truth of the above apprisment of the above thirty four Cannon and the other Articles as p Schedule annexed amount in the whole to Four thousand Seven hundred and Sixty five pounds four shillings & ten pence

New London July 31st 1776

Certified P Wint Saltonstall Just Peace

[Page 2]

Sum Brot. over		£4765. .4. 10
59 Shells de[livered] p Capt Hacker to the ordnance Store in New York as p Rec[eip]t		
175 Shells	} found on Board the Bomb Briggs & now in Store att N Londn.	
16 do. fill'd		
	Ton ct Qr lb	
250 Contg	1 5 0 0 at £18 p Ton	22. 10. .0
2 Brass hoists de[livered] att N York to Ezekiel Chever with the Carriages		80. .0. .0
		£4867. 14. 10

Lawfull money -

1. Shaw Papers, NLCHS; a copy is in the Hopkins Papers, RIHS.

NATHANIEL SHAW, JR. TO ROBERT MORRIS¹

New London July 31 1776

To Robt Morris Esqr Chairman -
 of the Secret Committee in Phila
 Gentlemen,

I Received yours of the 8th Ins. and agreeable to your Request I aply'd to Gov. Trumbull to know the Quantity of Powder Supply'd his Excellency Gen. Washington, but as yet they have not furnished me with the Accot. Since that I have had thirteen thousand five hundred wt more arrived from Port Au Prince and all Safe landed in this Town² which makes a ballance as by the Inclosed Accot in my hands after paying the Colony for the powder you Recd of theirs in Phila from Messr Whartons 7950 lb which will keep in Store to be delivered to your order, and hope soon to have some more arrive Yrs &c.

1. Shaw Papers, Letter Book, YUL.

2. "A few days since Capt. [Joseph] Packwood arrived at New London in nine days, from Cape François, and has brought fourteen tons of powder, some blankets, arms &c. on account of the states." *Connecticut Journal*, July 31, 1776.

COLONEL ANTHONY WAYNE TO BENJAMIN FRANKLIN ¹

[Extract]

Ticonderoga July 31st 1776

We are indefatigable in preparing to meet the Enemy by Water – the Superiority in a Naval force on this Lake is an object of the first moment – it has been hitherto shamefully neglected, but now in a fair way of becoming formidable as we have at present three Schooners & one Sloop well appointed & mann'd with people drafted from the several Regiments; they carry from 8 to 16 Guns, each which together with four Gondolas already built will be no contemptible fleet in the Sea – 150 Carpenters from Philada & Connecticut are arriv'd at Skeinsborough and are now at work in building more Arm'd Boats – The Enemy on the other hand are industriously employ'd in building Vessels of force, Batteaus &ca at St Johns they brought with them a considerable Number of Boats with a brass four Pounder in the bow of each – I saw and engag'd several of these boats near three Rivers they are between a Ships long boat & Batteau & carry about 50 or 60 Men . . .

Ant^e Wayne

A Mr Traverse, who was a Capt in our Service, & has the Appearance of an Honest Intelligent man, has just Arrived from St John's – he Informs us that 8'000 Regulars are now there together with 4'000 Canadians, well Appointed Amountg in the whole to 12'000 men; that they have 150 batteaus ready & three Armed vessels, and that we may expect them in a little time

1. Franklin Papers, IV, 98, APS.

ORDERLY BOOK OF BRIGADE MAJOR PETER SCULL ¹

[General Orders]

Head Quarters [Ticonderoga] July 31. 1776

Fishing in Batteaus being prejudicial to the Mens Health, to the Service & the Batteaus, it is positively prohibited – The Batteau Master will order those Batteaus which are not wanted for immediate Service to be drawn up and put in proper repair. – Two Batteaus are to be delivered to the order of the commanding officer of each Regt for the use of the Regimts – He is to be answerable for them.

The rest of the Batteaus are to be immediately collected and placed under the Care of the Batteau Guard, and the Batteau Master is positively forbid to part with any Batteaus from the Landing, without a sign'd order from Head Quarters.

1. MNHP.

MAJOR GENERAL PHILIP SCHUYLER TO CAPTAIN RICHARD VARICK¹

[Extract]

German Flatts July 31. 1776

I should have thought that on such an Emergency as this is & when rigging cannot be had, that Every Person would readily lend a helping hand, If You cannot succeed in procuring the Articles mentioned, from the

Proprietors of Sloops at Albany, And that the Committee upon a written Application in my Name, specifying the Articles, will not Oblige them to furnish Us, You must dispatch two Batteaus to Poughkeepsie with an Active Officer to bring them from thence. –

Write to the Commanding Officer at Fort George to send all the Junk & Oakhum from there, I believe some will be found, As also all the Pitch, Except one Barrel, together with the Steel & Iron to General Gates & to let You know Exactly what he forwards; If Anchors cannot Otherwise be got, they must be had from some Forge, the [illegible] to Albany they can be procured. –

Send all the Powder Except one Ton, to General Gates under the Care of an Officer & party as Also the Ball & Buckshot & Let me again repeat, to leave Nothing at Albany, that is already or may arrive there, and that ought to go to the Army. –

General Arnold informs Me that Sail Cloth may be had of Mr Thomas Mumford of New London & Cordage of Mr Mortimer of Middletown, If these Articles cannot be procured nearer, You must get a Credit from Mr Trumbull & dispatch a proper person to purchase & bring them without Delay to Albany, to be thence dispatched to Ty[co]nderoga. I am &c.

Ph: Schuyler

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL.

JACOBUS VAN ZANDT TO CAPTAIN RICHARD VARICK ¹

Sir

Poughkeepsie July 31, 1776

Your Letter of the 26th Inst came duly to hand by Express. Answer to which, I wish It was in my Power to supply General Schuyler with Every Article agreeable to his Orders, But as the principle Part of our Riggins for the Ships is already Cut & fixed for their proper Uses, in Course, we Cannot supply You with such Sizes of Riggins as You Want, & We being the same Time short twelve Tuns of the Quantity we Want – Owing to our Rope maker disappointing Us the Very Day the Frigates pass by New York.

As to sail Cloth, our Sailmakers has almost to work the whole up in Sails, So that None of that Article can be spared, the Anchors, Cables, Pistols, Cutlasses, Sheet Lead, quick Match, Port Fires, Cod Lines, sheet Copper & swivel Guns We have no such Articles in our Yard, Except one large Cable, Nor do We Want much of Any of those Articles to ships, But sir if General Schuyler will write up to Salsbury Iron Works to Judge Porter who is the Manager of said Works by order of Governor Trumbull, I dont in least Doubt but he May be supply'd with Swivel Guns as they have Number of them cast at that forge for Government Use, the Anchors & Cables I think You Cannot be at a Loss for, as Numbers of Sloops that are now laying up in the North River which have one or two of Each sort as well with Jibb & Main Sails to Each of them, from these You may be supplied with Anchors & Cables as well as with Sails, which latter can be alter'd for any Use, the Genl is mind for (in the Sail way). This may be done by sending down

Active Person to examine & to Value the same, which will save immense expence as well as Time. – The Blocks you Orderd, Our Block makers will have ready in 14 Days when delivered will forward them to You – We can send You as many Slow Matches as You will want, as to [illegible] You can have the Quantity You order'd, which You can Order up, when You please from the Superintendent here, I find by Note on Back of Your Letter to Mr Green that the Articles are Got to Hand, Mr Hughes had shipt – Upon the whole of You[r] wants, the Rest of Articles the Quarter Master at New York can furnish You with them & send them up by Water, as far where the Kings Ships lay, then he will be under the Necessity to Cart them few miles & then by Water again, – this Method I propose to take with such Articles we Want for Ships Immediate Use. – the Fire Craft & other Vessels we have been fixing here has Consumed largely of our Stores already I am Glad to hear that the Articles are kept to Hand that Mr Hughes has sent up & if You are in Want of Small Cordage, the sloops in the River have More or less on Board, which is judged [illegible] which I think will Answer Your End for the present till you can be better supplied. I am [&c.]

Jacobus Van Zandt

1. Schuyler Papers, vol. 16, NYPL.

GEORGE WASHINGTON TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

New York, July 31, 1776.

All the Eastward Accounts say, three or four Captures have been made lately, among them a Provision Vessel from Ireland which of herself came into Boston Harbour.²

In the Southern Department, we have been still more lucky. Sir Peter Parker and his Fleet got a severe Drubbing in an Attack made against our Works on Sullivan's Island, just by Charles-Town, South Carolina. A Part of their Troops, at the same Time attempting to land, were repulsed.

1. Fitzpatrick, ed., *Writings of Washington*, V, 357–60.

2. *Ship Queen of England*.

CAPTAIN EPHRAIM ANDERSON TO JOHN HANCOCK ¹

[Extract]

New York July 31th 1776

Sir I beg leave just to inform you that I have been for sometime past very assiduous in the preparation of Fire Ships: Two is already compleat & haled off in the Stream. Two more will be off to Morrow, and the Residue in a very short Time. – In my next I hope to give you a particular account of a general Conflagration, as every thing in my power shall be exerted in the demolition of the Enemies Fleet. – I expect to take an Active part & be an instrument for this purpose. – I am determin'd (Godwilling) to make a conspicuous figure among 'em, by being a "Burning & Shining light" And thereby serve my Country & have the Honor of Meriting the Approbation of Congress . . .

1. Papers CC (Letters addressed to Congress), 78, I, 19, NA.

NARRATIVE OF MAJOR GENERAL HENRY CLINTON ¹

[June 29–July 31, 1776]

The Purpose that carried us to the Southward having thus proved abortive I requested Sir Peter Parker that he would lose no Time in conveying the Troops under my Command to Sir William Howe. But contrary Winds and various other Impediments prevented our Sailing from South Carolina before the 21st of July, and it was the 31st before we arrived at Sandy Hook. Here we found the Commander in Chief and army arrived from Halifax, and immediately joined them on Staten Island, where they were waiting for the Hessians & Guards, whose appearance was hourly expected.

1. Manuscript history of the Revolution by Sir Henry Clinton, CL.

PENNSYLVANIA COUNCIL OF SAFETY TO COMMODORE SAMUEL DAVISON ¹

In Council of Safety.

Philad. July 31, 1776.

Sir,

The Convention of the State of Pennsylvania, intend to Visit the Fortifications and means of defence in our River, on Saturday next, You are therefore to attend opposite Market Street on Saturday morning next at five o'clock, with the two Shallops & two Barges to conduct them and the Council of safety down the River as far as Billings-Port The Council depend on your prudence in conducting this expedition to the satisfaction of the Convention.

Directed, To Comr Davidson.²

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 791.

2. *Ibid.*, Captain Henry Dougherty was ordered "to attend . . . with six of the Gallies to parade before the Shallops & boats which will be provided by Com Davidson."

Pennsylvania Gazette, WEDNESDAY, JULY 31, 1776

[Philadelphia, July 31, 1776]

We hear that one of the Continental Frigates lately launched in this city is called the *Delaware*, and the other the *Randolph*, in honour of the late illustrious senator of that name.

MARYLAND COUNCIL OF SAFETY TO MAJOR THOMAS PRICE ¹

[Extract]

No. 99

The officers dispatched by you to give Captn Nicholson notice not being able to overtake him had very near occasioned a loss of the *Defence*, she was becalmed & obliged to come to an anchor, tide ag[ains]t her; – the english Fleet had a wind, which brought them down Potowmack within three miles of her, where she lay becalmed, when fortunately a Breese sprung up, which enabled her to escape; – they heard no firing at your camp. –

P.S. We have some Powder and small arms arrived at Wiccomico on Virga, as you will see by the inclosed receipt, & should be glad of y[ou]r Opinion how we could contrive it across in the safest manner to the Maryland Side of Potowmack

[Annapolis] 31st July 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO THOMAS JONES ¹

No 100

Thos Jones Esqr Chairman of Commee of Obsn for North[umberlan]d County [Virginia]

Sir We thank your Committee for the care they have, and intend to take of the *Molly's* cargo, belonging to our Province. We are not yet certain whether we shall order waggons from Alexandria or send a vessel to the mouth of Potowmack for it – this will depend upon the information we may receive from Major Price, who has the command of our troops stationed on St Mary's river – should he think that it may be transported across the River without risque either above, or below St Mary's; – it's probable we shall adopt what he may recommend.

[Annapolis] 31st July 1776 ²

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. *Ibid.*, this date the Council also wrote to Captain Thomas Conway: "Our Council will be very glad to see you immediately at Annapolis, to consult you about another voyage for the *Molly*, and also to be informed of the particulars that have happened relative to her last."

A CREW LIST OF THE MARYLAND SHIP *Defence* ¹

Captain James Nicholson	Boatswain Anthony Hyndson
Leut John Nicholson	do Mate Benj: Simpson
do Aquila Johns	do do Francis Hurbert
do Auchenleck	Qu[illegible] Yeoman James Hawkins
do John Slaymaker	Cockswain John Barr
Master John Burnel	James Hustie Quarter Master
Purser James R: Morris	John Cookson Sail maker
Capt C: George Turnbull	John Addison Smith Gunner
1 Mate Stephen Hall	John Berryman do Mate
2d do James Cordray	James Arne Quarter do
3d do John Hale	George Rowen Master at Arms
Midshipman	Jacob Tregasher Armourer
Peter Sharp	Lyttleton Tyler Carpenter
James Monro	William Beachum do Mate
Richard Dorsey	Joseph Dunbar Cooper
John Hanson	Joseph Burge Steward
Robert Lux	James Gaggen Cook
Nathaniel Bond	

Seamen

John Wright Quarter Master
 John Driskill
 Charles Chamberlane
 Henry Rentford
 Alexander Nicholson
 Levin Langrall

John Brown

George Thomson
 William Porters
 William Hurbert
 Joseph Walpole
 Christopher Short
 David Primrose

ordinary Seamen

James Hogan
 William Gaggen
 James Arne
 James Gilford
 Henry Gilby
 Thomas Gilby
 Abel Mason
 Ezekial Disney Senr
 Tim Rily
 Thomas Moor
 James Bradford
 William King
 William Juges
 Daniel Neven
 Robert Hope
 William Trot
 Thomas Broomfield
 Robert McDonald
 George High

Marines Officers

Captain Garret Brown
 Leut Thomas Walker
 Leut Joseph Smith
 Leut William Morris

Serjeants

John Crapper
 Charles Hambleton
 William Flemming
 Vachel Yates
 William Radford
 Issac Mount Gordon
 John Flemming

Corporals

William Mathews
 William Purcy
 John Wilson

John Davis

Marines
 Thomas Roberts
 Ezekiel Disney Junr
 Alexander Cummings
 James Berry
 William Bishop
 Bartholemew Delosy
 William Askins
 Green Jennett
 James Cody
 James Armstrong
 Moses Grant
 William Sohan
 Oliver Haly
 John Ward
 Charles McNealis
 William Grantham
 John Wright
 Nathan Ross
 John Grant
 John Garvy
 Joseph Jones
 William Adair
 Richard Cockey
 Robert Conner
 James Greer
 John Power
 Henry Carr
 John Loyal
 William Porter
 Patrick Cole
 John Lemmon
 William Davis
 Watterly Masters
 Nicholas Peters
 John Seen
 James Smith

Edward Gibbons

Robert Tosset
 Benjamin Suttin
 John Knight
 Thomas Costillo
 Morgan Murphy
 Thomas Crow
 William Huggard
 William Howard
 James Colins
 Simon Trainer
 James Henry
 Abram Strong
 Michael Kiley
 James McGill
 Charles Blunt
 Mathew Murray
 Samuel Murphy
 William Prince
 John Donavin
 Dennis Toolor
 Thomas Buckly
 Francis Jackelen
 Moses Scott
 John Squib
 John Kenderdine
 Captain Christ:
 Birmingham
 Archibald Douglas
 Michael Craig Serjeant
 Alexander Stanton
 Corporal
 John Vaun Marine
 Richard Sutton do
 Jacob Sutton do
 John Thomson do
 Dennis Larken Seamen
 John Johnson do

The above men are station'd in the Ships Tender
 Upon a Calculation The Council of Safety is indebted to the Ships Com-
 pany better than two months pay which amounts to £1028 The Pursers
 wages not included

[Endorsed] *Defence's* Compy Jno Proctor

[July 31, 1776]²

1. Revolutionary Papers, Box 12, Md. Arch.

2. The date of this return is approximated. John Thomas Boucher was the original first lieutenant of the *Defence*. He resigned on March 28, 1776. Hence the crew list must have been prepared after that date. As James Nicholson, who had been appointed to the frigate *Virginia* in the Continental Navy, left the *Defence* upon her return from the Potomac at the end of July, it is probable that the list, showing "better than two months pay due," was prepared at that time.

LORD DUNMORE TO LORD GEORGE GERMAIN¹

(No 4)
 My Lord

Ship *Dunmore* in Potowmack River
 Virginia 31st July 1776

Since Writing your Lordship of the 26th of June at Gwins Island, we have again been obliged to Shift our quarters, the Enemy brought down Ten pieces of Ordnance, and on the 9th Instant began to play on my Ship from two Batteries; She was laid very near the Shore in order to prevent the Rebels from Landing on the Island, We were so near one of their Batteries (which consisted of an Eighteen and a Twenty four Pounder) that they Struck the Ship every Shott, I got our raw and weak Crew to fire a few Shott at them, but I soon perseived that our Six Pounders made no impression on their Batteries, our Boatswain being killed and several of the People Wounded, I found it impracticable to make them stand any longer to their Guns, we were therefore obliged to cut our Cable, tho' there was not a breath of Air Stirring, but the little Tide there was drifted us from the Shore; when the Rebels found their Guns had no further effect on us, they next day turned them on two small Tenders, that we found it requisite to place in the Haven between the Island and the Main, which soon obliged our People to quit them, and get on the Island, one of them was Set on fire; Mr Thomas Midshipman of the *Fowey*, who Commanded the other, was obliged to Abandon her before he could effect it, being almost surrounded by the Boats of the Enemy, in making his escape he received two Slight Wounds, so near had they got to him, They made only one Boy a Prisoner; On the Eleventh we left the Island, and on the Night of that day, came to an Anchor in the Bay, at the Mouth of the River Potowmack, there Sprung up a Fresh of Wind, which parted the Cabels of many of the small Craft of our ill provided Fleet, some few of which were lost, but the People of all were Saved, except of one Sloop, which drifted on Shore and fell into the Hands of the Rebels. We next Morning put into the River Potowmack, where we are Wooding and Watering on an Island.

I have taken the opportunity of Advising all those who have put themselves under the protection of His Majesty's Ships, to proceed to such place of Safety, as they shall think proper; some go immediately to Great Britain,

others to the West Indias, and others to St Augustine, by which means we shall be disencumbered of every thing but the Transports; which I hope will enable us to harrass and distress those inveterate foes to the best of Sovereigns, and a Most indulgent Parent State.

Not finding Water in that abundance we could wish, on St Georges Island, I ordered all the empty Water Casks of the Fleet to be put on board two of the Transports, with which Captn Hamond in the *Roebuck*, and this Ship went up the River, about a Hundred Miles, into fresh Water, w[h]ere we soon filled all our Casks: during our Stay here about three hundred of the Rebels assembled themselves at the House of a Mr Brent, (who is one of their Colonels) We were with the assistance of the *Roebucks* Mariners, Volunteers, Blacks and Whites, able to muster one hundred and Eight Men, with these we landed, under Cover of two small Tenders, and a small Row Galley, which I had fitted up at Gwins Island, in which Captn Hamond had put a Six Pounder, and occasionally an Officer and Twenty Men, She is proof against Musquet Shott, and draws but eighteen Inches of Water; We were no sooner landed, than the Rebels fled on all quarters from the House and Offices, all of which we burnt, and having done all the Mischief in our power, we reimarked without the loss of a Man killed and only four or five Wounded, of which Number is Lieut Wallace of the 14th Regiment, it is only a flesh wound which I am satisfied will be well in a few days, every praise is due to the Spirit of this Young Gentleman; We found only three of the Bodies of the Rebels, but we flatter ourselves there were several more, that the rest had carried off; in Mr Brents house we found the inclosed News Paper (No 1) by which your Lordship will see that the Virginians have altered their Constitution into a Strange Motley, which they call a Commonwealth, they therein to set forth their reasons for so doing.²

I have also the honor to transmit to your Lordship five letters which were intercepted by Captn Hamond, I need not comment upon them to your Lordship whose Judgement will much better direct you what is proper to be done with them and their Authors than I can possibly do; sorry I am however to find that the letters of Mr. Lee which I transmitted home in No 34, was not found Sufficient to secure him from giving further information to his Countrymen here; ³ The letters No 2 & 3, were from the Whartons who seem to me to have good intelligence, and very willing to communicate it to their friends here, I wish I was able to inform your Lordship where they had it from, I hope your Lordship will make them discover it. ⁴ I am really sorry to inform your Lordship that Cox, the bearer of these Letters, together with Mr Jennings His Majesty's Attorney General for Maryland, and the Master of the Sloop, in which they came from the West Indias, made their escape from the Sloop, on the Night before they were to have been delivered over to me, had I been so fortunate as to have got them into my possession I should most certainly have sent them home to your Lordship, as I must believe they are both freighted with every information their friends in London could communicate to them; It is by the West Indias that the Rebels receive all their information, it is first sent to the British West India

Islands and from thence conveyed to St Eustatia with which place the Rebels have a constant intercourse, and are supplied, by the Dutch with Powder and Ammunition of every kind, as well as all sorts of dry Goods, Rum and Sugar; I had certain information a few days ago of the safe Arrival of a Brig from that Port with Thirty Ton of Powder, besides small Arms and Ammunition of all sorts to one of our out Ports; in short it is impossible for Captn Hamond (who does all in his power) without more assistance, to prevent them from running small Craft, and sometimes larger into the Numerous Ports of these two Colonies; They are now become so formidable, even by Water in this Bay, that they have actually drove all our Tenders up to the Fleet, and Captn Hamond does not think it safe to trust one of His Majesty's Sloops alone in the Bay, Nay they had the impudence a few days ago, with one of their Ships of Eighteen Guns and two of her Tenders to run up within a few Miles of the Fleet, We were then just turning down the River from Watering, the *Roebuck*, and *Fowey*, both gave them chase, but they were so far to Windward, that they could not come up with them. At the same time the Rebels on Shore opened a Battery on the *Fowey* whilst she was getting under way.

We are now Anchored in the River and I hope to Morrow will clear us of every thing but the Ships of War and Transports; but where we are to go, or what we can do next to render Service to His Majesty I own I am puzzled to know, and as I find there is now not even a Chance of our receiving any assistance, I really am at a loss what to determine on, for next Month it will become very unsafe for the Ships to keep the Bay, and I do declare I know not where we can go with our present force to make a Harbour of any tollerable safety, for we no sooner appear off the Land, than Signals are made from it, when the Coast is covered with Men, and if we come to an Anchor within Cannon Shott of either Shore, Guns are immediately brought to bear upon us, which it is not in the power of the Ships to dislodge, as the Shoals will not permit them to get near enough.

Inclosed is another paper (No 4) that was found whilst we were last on Shore but I hope most sincerely that Matters may be greatly exaggerated in it, We have had no other Account of the matter either by Land or Water, but what I enclose your Lordship.⁵ Least your Lordship should not have seen the Resolutions of the Congress relative to Independency, I have sent it to your Lordship Marked No 5.

1. PRO, Colonial Office, 5/1353. Letter continued August 4.
2. A Supplement to Purdie's *Virginia Gazette*, dated Friday, July 5, 1776, containing the Virginia Constitution adopted at Williamsburg in May 1776.
3. Letters from Arthur Lee in London.
4. Joseph and Samuel Wharton.
5. A Supplement to Purdie's *Virginia Gazette*, dated Friday, July 12, 1776, containing an account of the British repulse at Charleston, S.C.

LORD DUNMORE TO GOVERNOR PATRICK TONYN¹

"Extract of a Letter from the Rt Honble The Earl of Dunmore, dated Virginia 31st July 1776. On board the Ship, *Dunmore*, Potomack River."

I have also sent You a Number of prisoners onboard the *Otter*, that have fallen into my Hands from Time to Time which I find absolutely impossible to keep any longer here, I have therefore to request, You will put them in some place of Security, 'till an Exchange shall be made, which I have frequently offered, but the Rebels have ever evaded it, inclosed is a List of the prisoners Names Twenty Eight in Number

(Signed) Dunmore.
Certified Pat. Tonym

[Endorsed] In Mr Chief Justice Drayton's of 30th Jan'y 1777.

[Enclosure]

List of prisoners Sent to St Augustine in His Majesty's Sloop *Otter* –
Anthony Lawson – A Colonel (discharg'd by Govr Tonym)

William Hunter – Lieut	David James	Matthew Stubbs
William Harowood – Ensn	William Johnston	John Mason
Charles Decay	James Sharwood	William Kimblen
William Westcoat	Antony Boyle	George Wishurt
Zebediah Shepherson	Jack Morro	George Demy
John McCraçhan	Finlay Irwin	David Parsons
Isaac Wickershand	John Feever	Charles Lee
John Freeman	Thomas Watkins	David Cranley
Samuel Cardeale	William Hill	James Murphy.

(Signed) Dunmore
Certified Pat. Tonym

1. PRO, Colonial Office, 5/557, 135, 136.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN MATTHEW SQUIRE,
H.M.S. *Otter*¹

By Andrew Snape Hamond Esqr

The great number of familys inhabiting Vessels, ill provided with all Sorts of materials, that have ever since the destroying of the Town of Norfolk put themselves under the protection of His Majesty's Ships, have been found to be so great an inconvenience to his Majesty's Service that it is become absolutely necessary that they should be sent to a place of Security. You are therefore hereby required and directed to take all Such Vessels under your care and protection, giving them the Necessary Sailing instructions and proceed with them to the Port of St Augustine, using your best endeavors to prevent any of them from falling into the hands of the Enemy, when after having Seen them safe over the Bar, you are to return without loss of time to your Station and Cruize between the Capes of Virginia to annoy the Enemy by every means in your power.

Given under my hand on board his majesty's Ship the
Roebuck in Potomac River Virginia the 31st July 1776.

A S Hamond

1. Hamond, Orders issued, 1776-1777, UVL.

"A LETTER FROM A GENTLEMAN ON BOARD THE SHIP *Logan*, POTOMACK RIVER, DATED JULY 31." ¹

As great Inconveniency attends his Majesty's Interest, by protecting his loyal Subjects, and their Property in Virginia, and as they have suffered considerably in their Effects, and likely to suffer much more by a further Detention, Capt. A. S. Hammond, Commander in Chief of his Majesty's Ships on this Station, and Lord Dunmore, have took into Government Service every Vessel in the Fleet that is Sea-worthy, for the Purpose of transporting the People and their Properties to any Port or Place of Safety, for which they grant Certificates and Clearances, setting forth their distressed Situation. I, with many others, took our Passage in this Ship for Glasgow; other Vessels are bound to St. Augustine, Bermuda, Antigua, London and Whitehaven. Adieu, as Signals are hove out for sailing.

1. *Public Advertiser*, London, September 20, 1776.

JOURNAL OF H.M.S. *Fowey*, CAPTAIN GEORGE MONTAGU ¹

July 1776 At Single Anchor in [Potomac River] Middle of
St George's Isld WNW Distance 4 Miles
Wednesday 31 Light breezes & fine Wear P M Employed setting fire to
the Condemned Vessels

1. PRO, Admiralty 51/375.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

July 1776 Smith Point S½ East 7 Miles
Monday 29th [A. M.] ½ pt. 9. bore away for the Potowmack, at 12
George's Island NW½ N 3 Miles
First Part fresh gales & Cloudy. Latter Modt & fair.
P. M. at 11 Anchor'd in 4½ fath George's Island
NW½ N 2 Miles set up the Maintop mast Shrouds, Recd
two men from the Eastern shore & Supply'd Several Ves-
sels with Water.
Tuesday 30th A M two Negroes Came on Board, Carpenters repairing
the Cutter People Working up J[u]nk.
First & Latter Parts Modt & fair Mid. Squally, P. M.
Supply'd the *Adonis* Brig with 5 Tons of Water Do
departed this Life George Porter Seaman,
Wednesday 31st A M. at 5 sent the Galley & *Ranger* to Cover the Land-
ing of some Troops on George's Island Alex Forbes
Boatswains Mate was sent Acting Boatsn of the *Fowey*
Do got a Brig along side & begun to Cut up for Fire wood.
Light Airs & fair, P M Employ'd in Cutting up the Brig
& Supplying the Fleet with Water.

1. PRO, Admiralty 52/1965.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Wednesday the 31st July 1776. –

Ordered that Capt William Deane do immediately proceed to Norfolk and have his Vessel ² properly prepared and fitted for making a Cruise –

1. Navy Board Journal, 27, VSL.
2. The schooner *Revenge*.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS ¹*Portland* in English Harbour Antigua the 31st. July 1776.

Sir

Please to acquaint their Lordships, I have just receiv'd the inclos'd account from Captain [John] Chapman of His Majesty's Sloop *Shark*; with the Governor of Martinico's Answer to his Letter.² The *Hawke* being ready to Sail, I have dispatch'd her to the *Seaford*, who only Sail'd yesterday for to Wood and Water at Dominica, with directions to Captain [John] Colpoys to use his utmost endeavours to intercept her on her Passage back to America – as I believe they come Arm'd here to prevent our small Craft from taking and not to be Cruizers tho' they take every thing they meet in their way. I am Sir [&c.]

Jam^s Young.[Endorsed] Reced by the *Argo* Answd 3d Octor

1. PRO, Admiralty 1/309.
2. See Chapman to Young, July 29.

COUNT D'ARGOUT TO GABRIEL DE SARTINE ¹

No 119

Martinique 31 July 1776

Mylord,

On the 27th Instant, during the afternoon, the frigate *Shark* of the King of England commanded by Captain [John] Chapman, dropped anchor in the Road of St. Pierre. This Captain said he had been sent by Admiral [James] Young in order to find out if I was satisfied by his letter relative to what had happened off the Dominique between our frigate *Serin* and the English frigate *Argo*; I had the honor to report this affair to you in my dispatch No. 36.

Some time later, having seen a vessel coming from the westward,² this frigate slipped her cables, got under way, chased and joined with the said vessel off the Pointe du Precheur where they engaged in battle with guns and muskets for a period of about three quarters of an hour.

Once the action was over, the *Shark* rallied with a schooner which was her advice boat and was within range of a battery whose guardian, mistaking her for another vessel, and believing that she was being chased, fired two shots in error on the British frigate.

Meanwhile, the vessel which the *Shark* had engaged anchored in St. Pierre Road and made itself known as an American frigate dispatched by Congress to cruise in these Seas.

A few hours later, the Royalist ship came back also and anchored in the Road. The American said that he did not even have a single wounded man, the other remained silent on this subject.

Captain Chapman complained about the shots fired upon him by the Battery and asked permission to seize the American frigate.

I learned about all this on the next day. During the night, the King's frigate, *Aigrette*, arrived. Her Captain, M. [Thomas] Dorves, gave me your letter, Mylord, with which you honoured me on the 31st of May last, and he showed me his instructions.

Following these, I replied to Captain Chapman's complaint 1) that the two gunshots were a fair consequence of his chasing a vessel under the protection of a Battery (because I only had then the report from the guardian and I learned about his error only after I had written this letter), 2) the moreover, I forbade him to fight under our forts, our batteries and in our roads.

The envoy from the Secret Committee on board the American Corvette³ came to see me and gave me the letter and probative documents which this assembly had entrusted to him.

Until I received precise orders from you, Mylord, I adopted as a rule to determine my line of conduct in similar circumstances the most absolute neutrality so that I would permit myself to put forth only such an obscure attitude that no inference whatever could be drawn from it either against one of the two belligerent parties or towards one or the other.

After communication of your instructions, I told this envoy that I would favor the interest of the Insurgents as much as it would be within my power to do so, that I could not supply myself, lest I run short, the Powder and Arms which the Committee was requesting, but that following the terms in the letter, I permitted him with pleasure to look for one thousand to twelve hundred rifles and Powder in the trade.

I have the honor, Mylord, to send you the copy of the Letters from M. de Courcy, the two Englishmen and the Committee concerning what I have just reported to you.

M. Dorves told me, Mylord, that France was fitting out twelve ships and prepared to commission twelve others. If war is decided, I consider the conquest of Dominique of the utmost importance because its position between Martinique and Guadeloupe would make it as useful in our hands as it would be dangerous in the hands of the enemy: but we must not lose any time. In the present circumstances, 300 men will take it. It will be more difficult if we delay because the English will send reinforcements there, however, even in this case it could be conquered with the help of the naval forces which you would send us in time of war.

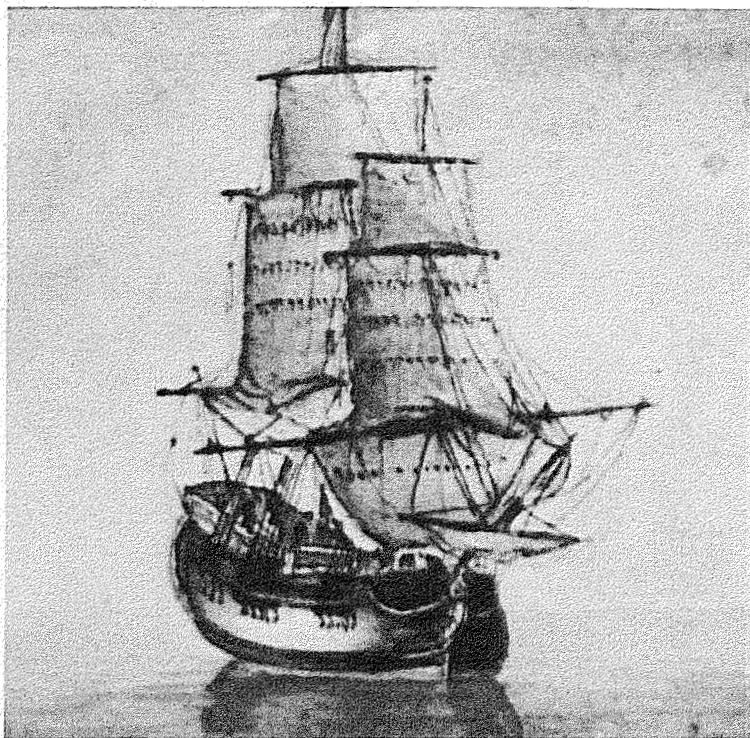
I also learned from M. Dorves that in the conversation you had with him you mentioned that our forces amounted to 4000 men; however, Mylord, we barely have 3000 and the records will show that this number is not even complete.

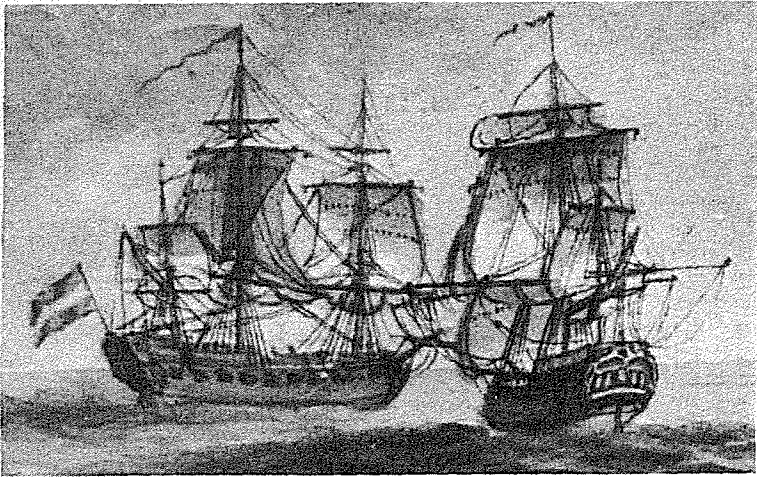
In 1770, as at present, Martinique and Guadeloupe only had 7 Battalions; at the first sign of war these forces were brought to 13. I am convinced, Mylord, that if such circumstances occur again, you will send us reinforcements which I advance to be necessary.

M. Dorves did not find *Rossignol* here: she had left at the end of June. She could not victual here: and could not prolong her station any more. She would have left sooner if I had not insisted that she take back to France my Inspection report. I have the honor to enclose herewith, Mylord, the letter which President Täsher wrote me so that I would allow her to get under way. In order to make up for this contretemps I fitted out for war-service the King's vessel *St. Louis*, commanded by Lieutenant Desplaces, mounting twelve guns. She is an excellent sailing ship and I added 20 men to her crew. I am convinced that she will fulfill her mission in the cruise for which the *Rossignol* was destined. I am with respect, Mylord [&c.]

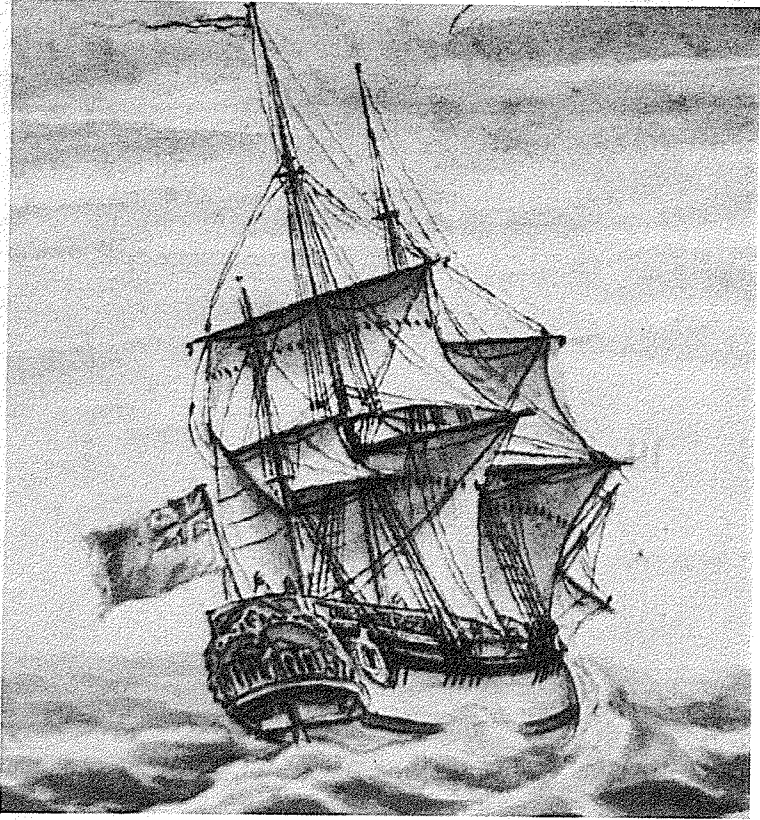
d'Argout

1. AN, Marine, B7, 458, 51-56, LC Photocopy.
2. The Continental ship *Reprisal*, Captain Lambert Wickes.
3. William Bingham, of Philadelphia.





APPENDICES



APPENDIX A

SHIPWRIGHTS' TOOLS DURING THE REVOLUTION

When early men-of-war and privateers put to sea, a good ship's carpenter was one of the most necessary, if not the most publicized member, of the ship's company. To be able to repair damage wrought by enemy action or foul weather was as necessary to the survival of the vessel and its company as the handling of the ship itself. When the carpenter's services were necessary, the need was paramount and it was of first importance that the ship be well-outfitted with the tools of the carpenter's trade.

An inventory of the gear and equipment on board the frigate *Alliance* in 1781-82 was found among the Captain John Barry papers a few years ago.¹ The papers contained "A compleat Return of Sundries under the Care of the Carpenter," and list a vast amount of spare spars and miscellaneous gear, as well as the following tools: 3 axes, 3 adzes, 3 mauls, 3 hand-saws, 12 chisels, 10 spike gimlets, 24 small gimlets, 1 pair of calipers, 4 compasses, 1 iron square, 4 rules, 4 chalk lines, 1 whipsaw, 1 crosscut saw, 1 keyhole saw, 1 panel saw, 6 handsaw files, 6 crosscut saw files, 2 whipsaw files, 1 handsaw set, 2 caulking mallets, 12 caulking irons, 1 jointer, 2 bead planes, 2 smoothing planes, 1 fore plane, 6 hammers, 6 cold chisels, 12 augers, 3 drawing knives, 2 starting hammers, 2 grindstones, 1 rat tail file, 6 wood axes, and 4 small gimlets. Also included were spikes and nails of various sizes, bolts, chains, and other spare ironwork. It is also probable that the carpenter had a full chest of his own personal tools.

In attempting to identify all these various tools, particularly with regard to their age and origin, one is faced with a difficult task. Most tools of the Revolutionary period were handmade and might be very much older, perhaps having been handed down through one or two previous generations. Many were brought to this country by early settlers and continued in use long after their original owners has passed away. For instance, the "goose-winged" broadax was brought here originally by Germanic settlers. Old prints and descriptions indicate this type of ax was used in Germany and middle Europe more than a hundred years before America was settled. Yet, one of these old axes was used in wooden shipbuilding during World War II.

A majority of the tools were probably of English origin, but many came from elsewhere. Certainly any man trained as a shipwright in his native country would bring all the tools he could carry. The design of axes, saws, and boring tools had changed very little in the years prior to the settlement of America, and even afterward innovations were few. However, the constant building of homes, ships, and conveyances of all kinds certainly stimulated the inventive processes and new and improved tools made their appearance from time to time. For instance, Phineas Cooke, an Englishman, is credited by some authorities with the invention of a spiral hand auger in 1770, but there is little evidence to indicate that it became widely used. In this country, Ezra L'Hommedieu is generally credited with being the inven-

tor of the true spiral hand auger. His patent, awarded July 31, 1809, was of the country's earliest.

Before that time, boring was done with the down-cutting or nose auger, pod auger, gouge, or spoon bit, and smaller holes with various sizes of gimlets. In some quarters, the nose auger is considered to be a form of pod auger.

William Sutherland, author of two books on shipbuilding in the early 18th century, wrote much about tools of his era. Of augers, he said: "The auger is an instrument of singular use and service in shipbuilding and so very fitly adapted for composing the same, that if ever any person was deified for inventing, I should highly recommend the author of an auger deserving of that glory." He is apparently talking about what is perhaps more commonly called a nose auger, but the indication is that he thinks of it as a pod auger. He speaks of the range of the "diameters of the pod" at the lower end and describes how, if this tool be damaged by boring into metal or becomes dull through wear, it is "a simple matter to turn it up and new fashion it again."

Sutherland also waxes enthusiastic about saws and makes some observations regarding them which differ from other authorities. Joseph Moxon, in his *Mechanik Exercises* of 1703, pictures a whipsaw as being very similar to a two-handed crosscut saw but with a greater curve to the blade. Dr. H. C. Mercer in his book, *Ancient Carpenters' Tools*, says of pit saws: "When and where this unframed variety of the ancient board saw first appeared; who by calling it whip saw first confused it with other saws, so named, the writer had failed to learn."

Nevertheless, William Sutherland describes a whipsaw in detail—even to its dimensions, number of teeth, and their spacing. He describes how it is used vertically by two men, one on top of the log or timber and one below it. The drawing used for illustration in Moxon's work indicates a saw with two vertical handles like a two-handed crosscut, but it would be difficult to use in vertical cutting whereas the transverse handle or "tiller" of a pit saw, would be much more practical. It may be, of course, that the real whipsaw had two transverse handles and varied somewhat from the pit saw.

Eric Sloan in his study, *A Museum of Early American Tools*, illustrates a saw with transverse handles which he describes as an "ancient open plank saw" of the vintage of 1600, and a similar saw is shown in a plate of illustrations in an early French treatise on shipbuilding tools of the 18th century, *Outils et Instruments dont se Servent les Constructeurs de Vaisseau*. Many persons, however, have apparently used it as an alternate name for a pit saw. In any event, Sutherland described it as a more practical tool in the shipyard than on a ship, although various inventories seem to indicate there was always one on board any vessel.

Axes, adzes, and other hewing and cutting tools changed very little basically, but the so-called "American adz" with the slender, tapered peg poll was developed in this country. Early adz and ax handles were straight, but after 1800 they began to show the sweep and curves which have been more

familiar to later generations. Early chisels were different from later models only in sometimes having a simpler shape to the blade, and in having a tang fitting on which the handle was fixed rather than being socketed.

Planes were invariably of wood in the Revolutionary period, usually with only a single blade or "iron" and a single wooden wedge. Wood axes were first of English or other foreign design with a long blade and practically no poll or head. American made axes began to show a heavy poll, and many of the earlier English axes were remade by local smiths who welded on a heavy poll. Some believe that this was done to improve balance and striking power, while others hold that it simply gave the tool more versatility as it could then be used for pounding. Saws remained much the same except that the hollow grip, now commonplace, was more unusual prior to 1800.

Most of the day to day jobs for the ship carpenter were small except in the wake of a spell of bad weather or following an engagement. An account book kept on board the U.S. armed schooner *Revenge*, O. H. Perry commanding, listed the tools found necessary to replace between May 30 and December 7, 1810.² There were primarily chisels, files, gimlets, a hammer, and other small tools, broken or lost overboard. It also records activities of the carpenter. He was either building or repairing boxes for the berth deck, repairs to martingale, fishing the main boom, building a hen coop, installing gripes for the gig, building a binnacle, repairing round house, repairing shot boxes, repairing jolly boat, repairs to bowsprit and jibboom, making washboards for the gig, repairing forecandle deck, making a topmast studdingsail yard, making a cooper's shaving horse, repairing cutter, making jolly boat rudder, making mast and sprit for boat, repairs to medicine chest, repairs in forecandle and stateroom, including some new decking, new wardroom lockers and hatch, new lower studdingsail boom, and new flying jibboom.

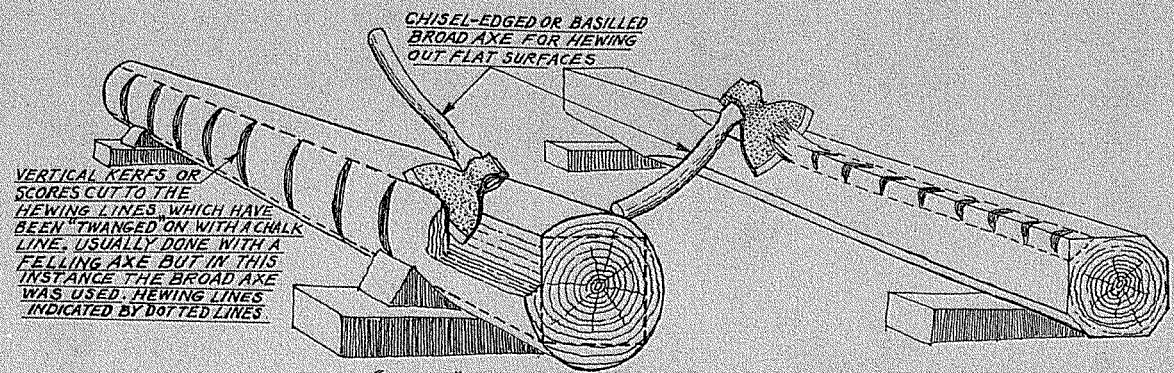
This multitude of projects demanded a fairly wide range of tools, although such jobs as sparmaking were often accomplished with very few. The drawing on next pages illustrates how a bowsprit was made in 1920, just as it would have been done a hundred fifty years before, using almost the same tools—a chalk line, broadax, a slice, a handsaw, a smoothing plane, and a hand auger. The last, of course, was a post-1800 tool, but the other tools were almost identical to those in use prior to the nineteenth century. The log was first squared, beveled down to eight sides, then rounded on the last third. Tapering and shouldering went on as the work progressed. Ninety percent of the job was done with a chisel-edged broadax. A few passes with the smoothing plane were all that was required to finish the bowsprit. On board a Revolutionary War naval vessel more effort might well have been expended on finish, but substantially there was little difference in the extent and method of working.³

John F. Leavitt

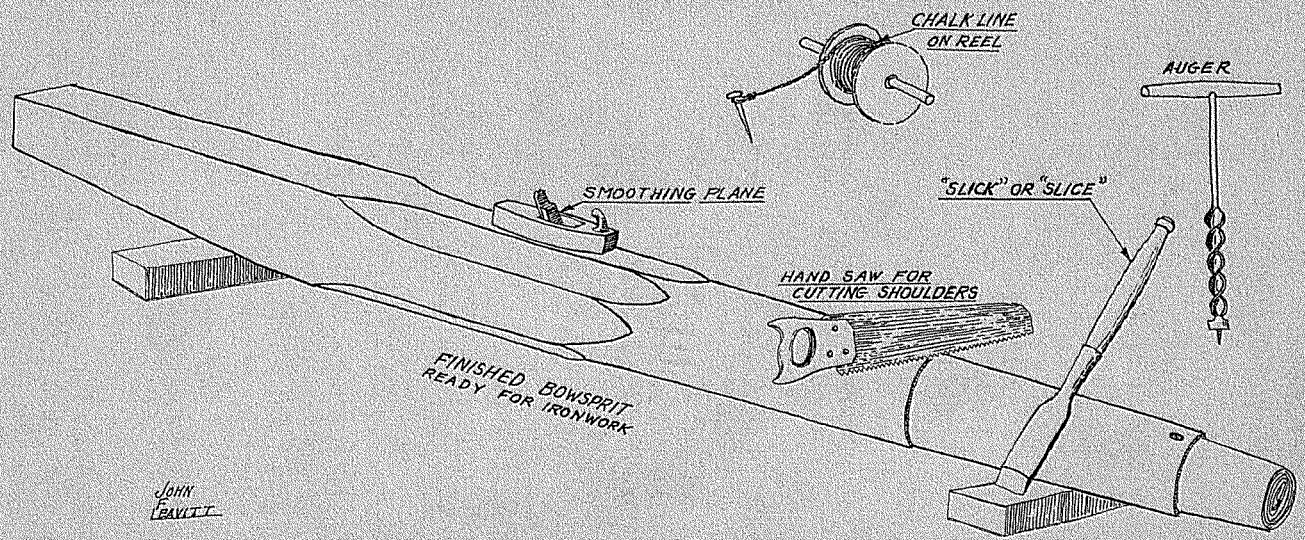
1. *The American Neptune*, XXVI, 1966, no. 2, 141-44, no. 3, 210-14.

2. MHA.

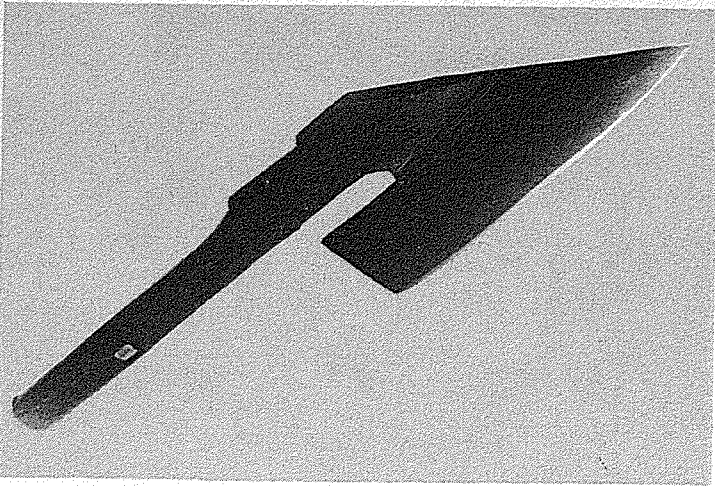
3. The bowsprit was made by Captain Edward Harper of Rockland, Maine, and the work was witnessed by the author.



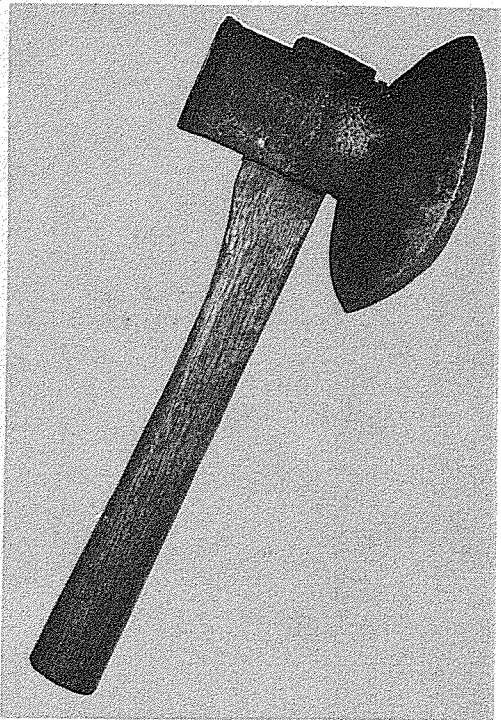
"BARKED" LOG FIRST SQUARED, THEN HEWED OCTAGONAL THEN WORKED INTO ROUND, BEING TAPERED AND SHOULDERED IN THE PROCESS - (SEE BELOW)

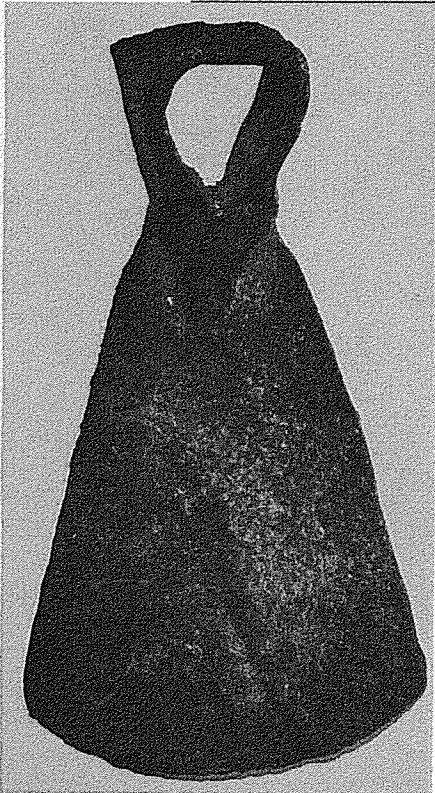
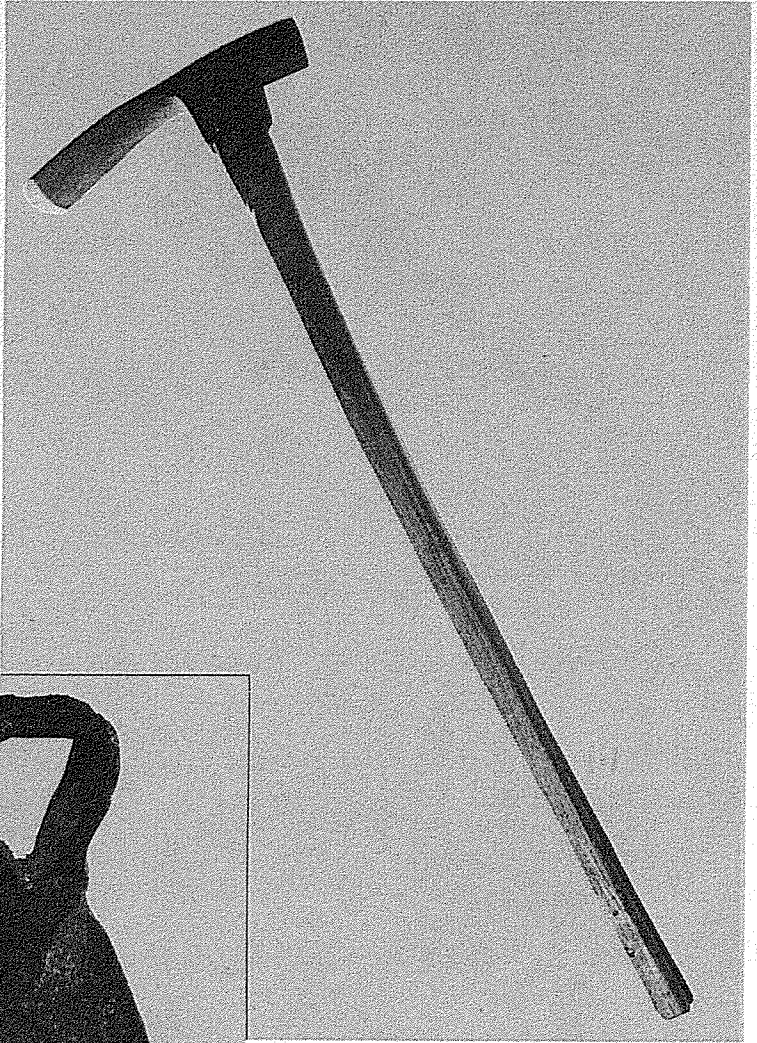


JOHN LEAVITT

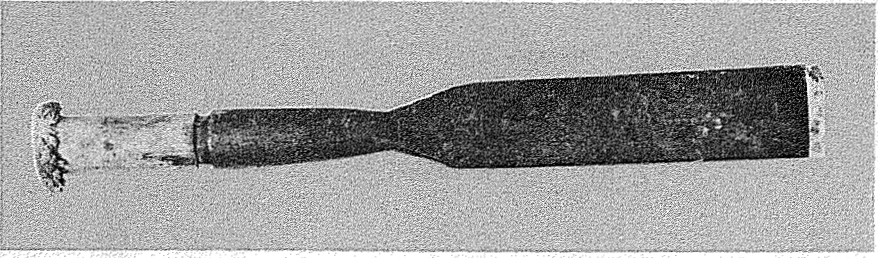


(Top) German style "goose-winged" broadax. (Left) American broadax with basiled or chisel-edged blade. (Right) American handax with chisel-edged blade. Some of the shape has been lost through years of resharpening.

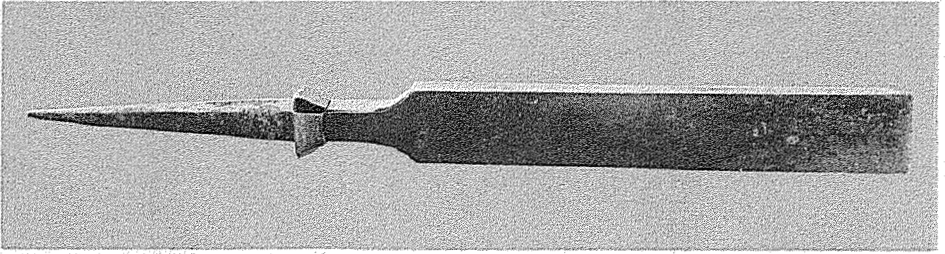




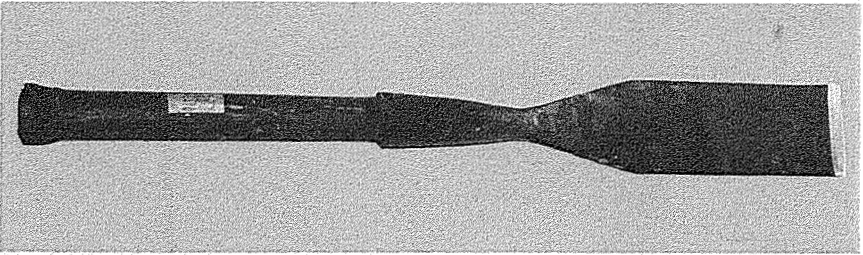
American adz. After 1800, the so-called American type adz with the much more slender and tapered peg poll came to be the principal tool of its type for ship carpenters. (Left) Hand adz without poll. This may be a 17th century tool.



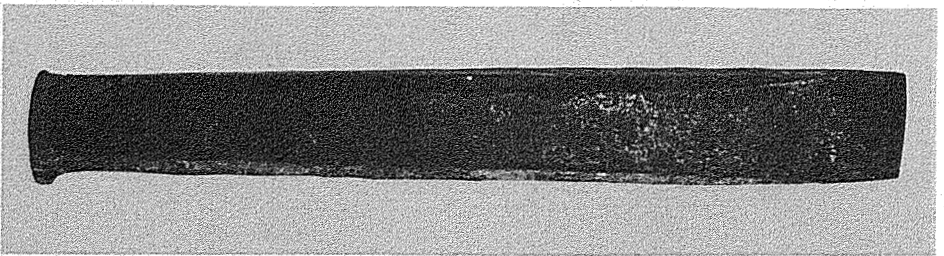
Firmer chisel with tang for bored wooden handle. Courtesy of the Shelburne Museum, Inc.



Firmer chisel with socket into which the wooden handle is fitted. Courtesy of the Shelburne Museum, Inc.

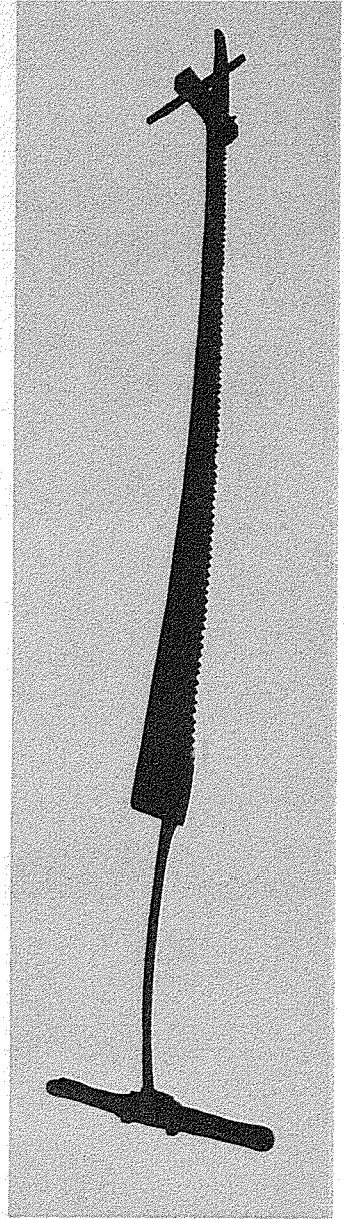
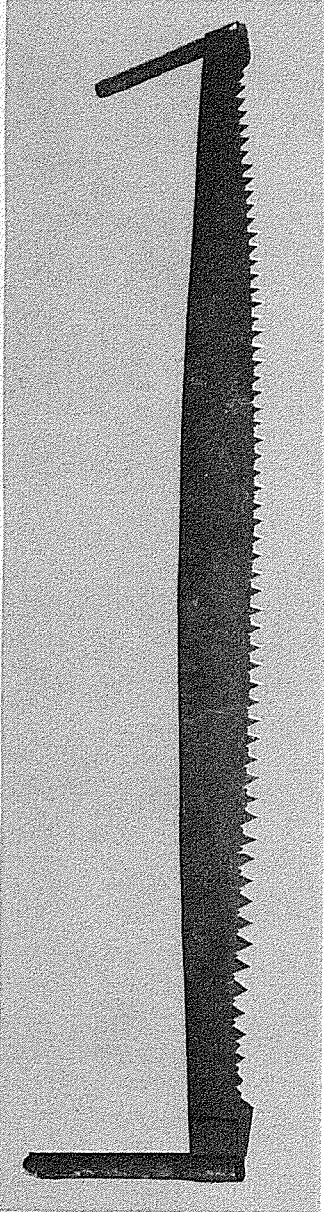


Slick, more commonly called a slice by ship carpenters who used it in a variety of ways not practiced by carpenters ashore.



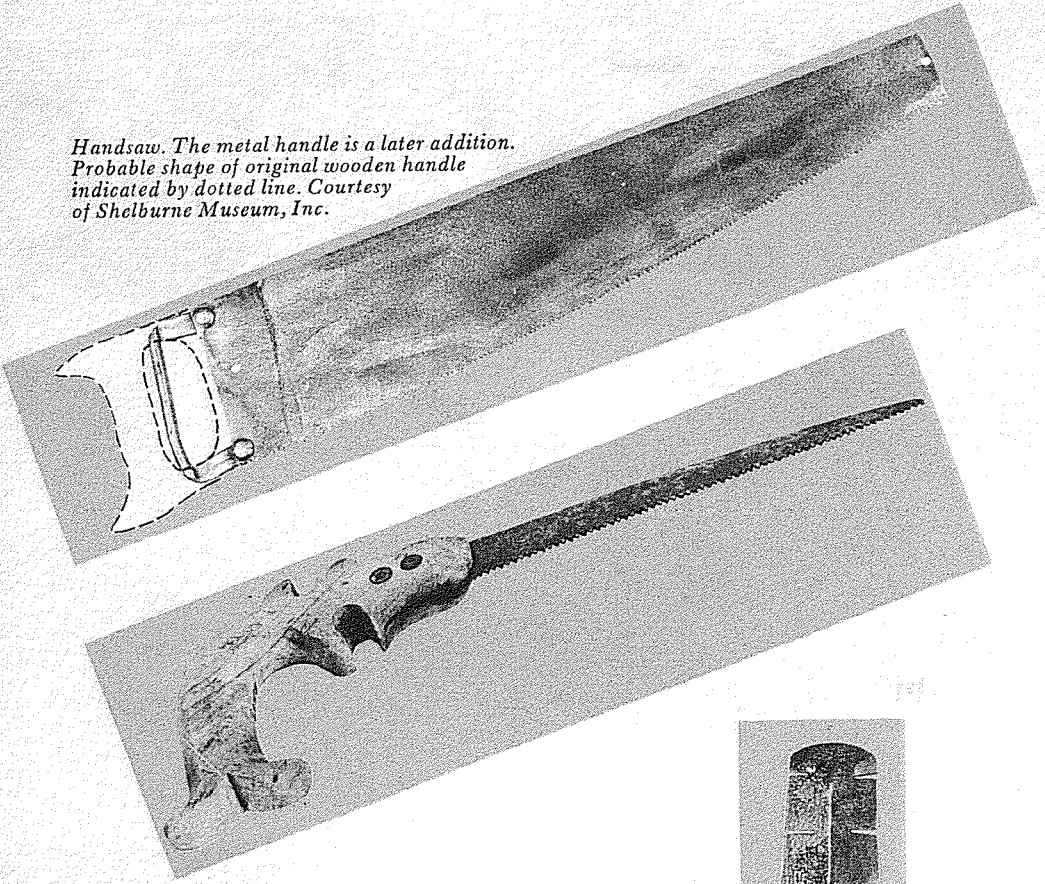
Type of handmade cold chisel commonly used through the 18th and 19th centuries. Courtesy of the Shelburne Museum, Inc.

Two-handed crosscut or thwart saw.

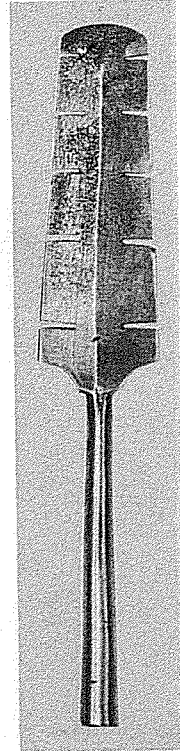


Pit saw. There is reason to believe that it was also called a whipsaw. It conforms very closely to William Sutherland's description of a whipsaw in his 18th century book, Britain's Glory or Ship-building Unveiled.

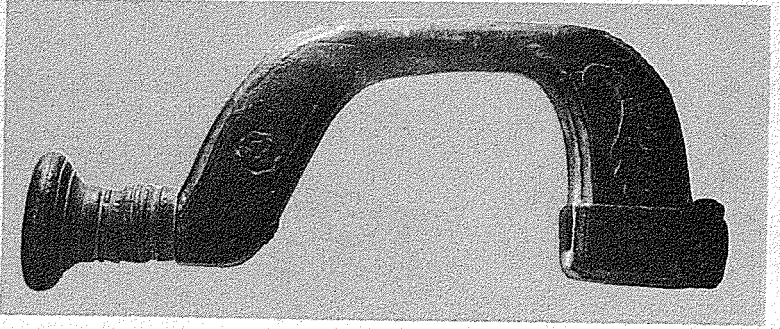
Handsaw. The metal handle is a later addition. Probable shape of original wooden handle indicated by dotted line. Courtesy of Shelburne Museum, Inc.



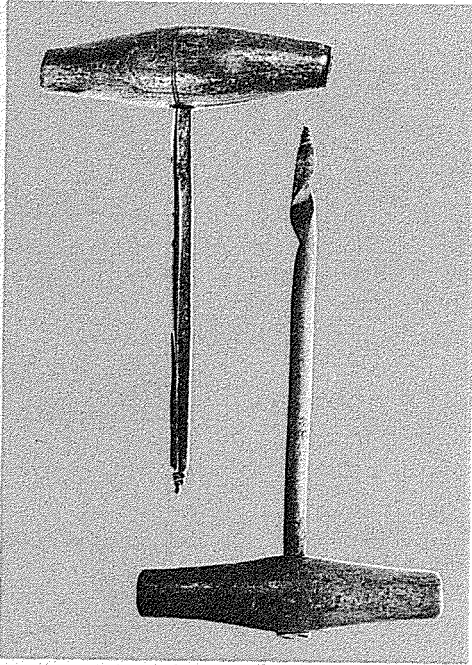
Keyhole saw with an elaborate handmade handle. The blade pattern of this saw follows that of most early saws in the category. Courtesy of the Shelburne Museum, Inc.



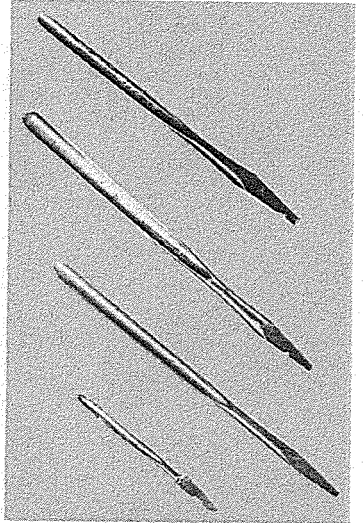
Saw set. Courtesy of the Shelburne Museum, Inc.



Wooden bit stock or brace. This tool is definitely identified as being of the Revolutionary War period. It bears the owner's name and the date 1780.

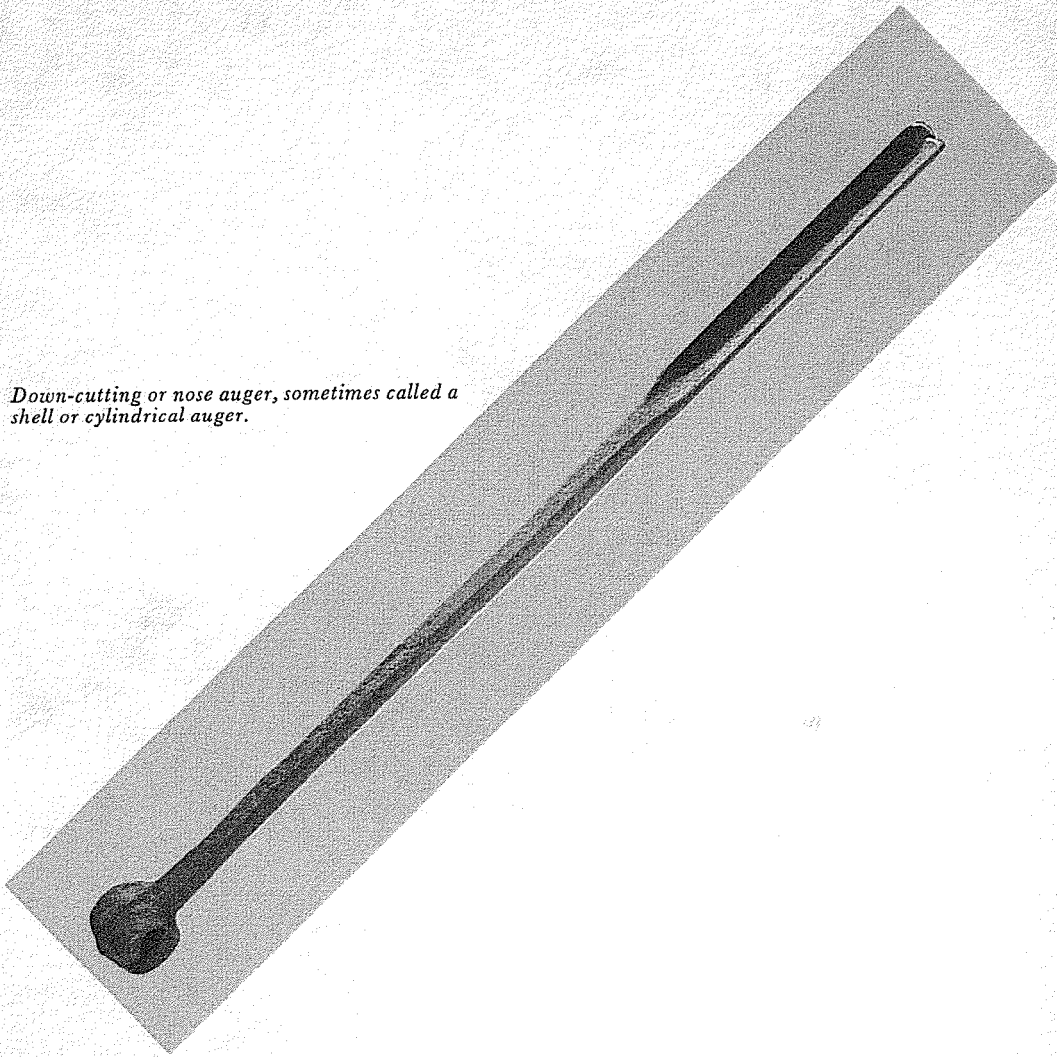


Two types and sizes of gimlets. Courtesy of the Shelburne Museum, Inc.

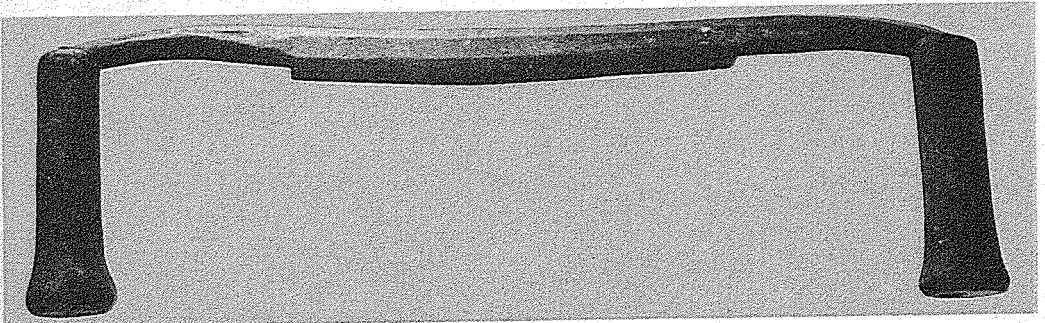


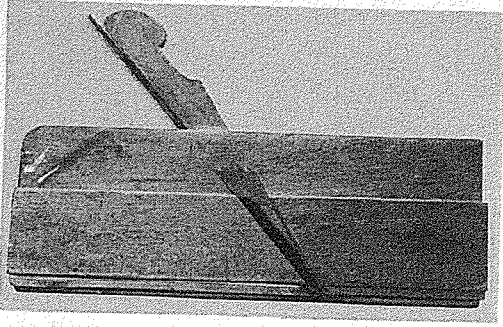
Quill or gouge bits of the type which might have been used in the bit brace shown above. Courtesy of the Shelburne Museum, Inc.

Down-cutting or nose auger, sometimes called a shell or cylindrical auger.



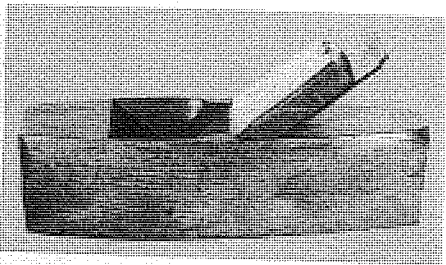
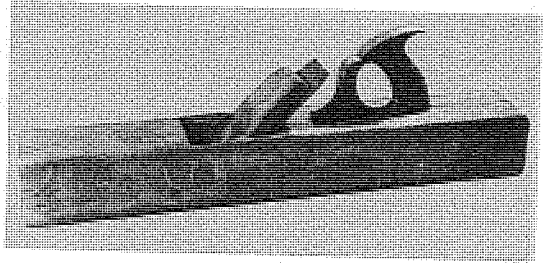
Drawing knife, c. late 18th century.



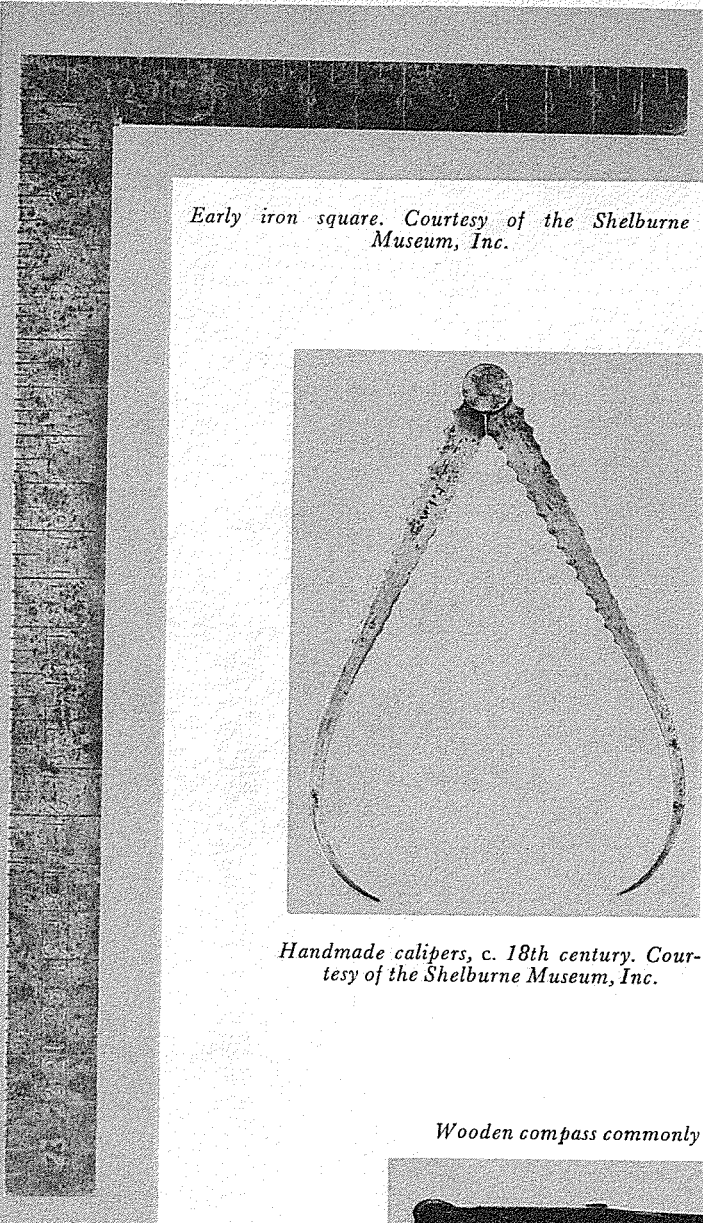


Bead plane.

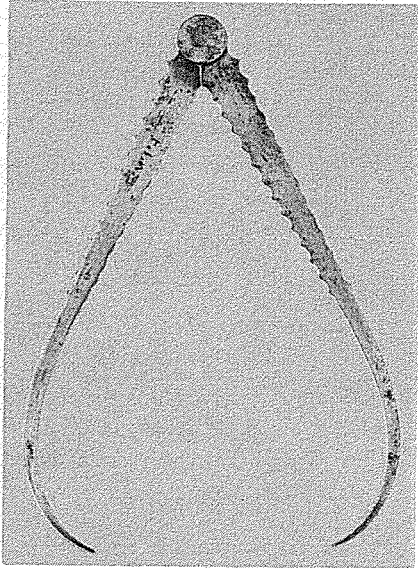
Fore or jack plane. This plane has the single iron (blade) and wedge usually found only in the 18th century tools, although the hollow handle was not too common in that period.



Smoothing plane. The blade appears to be pitched about 45 degrees from the horizontal indicating the tool was designed primarily for use on the softer woods. Courtesy of the Shelburne Museum, Inc.

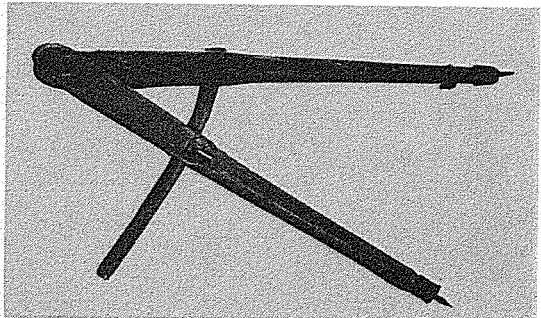
An early iron square, consisting of a long vertical blade and a shorter horizontal blade joined at a right angle. The blades have a textured, possibly cast-iron surface.

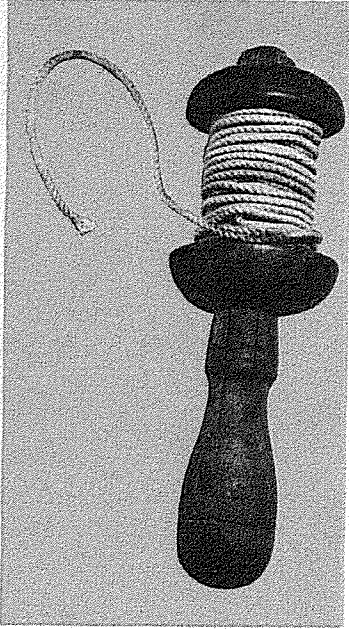
Early iron square. Courtesy of the Shelburne Museum, Inc.



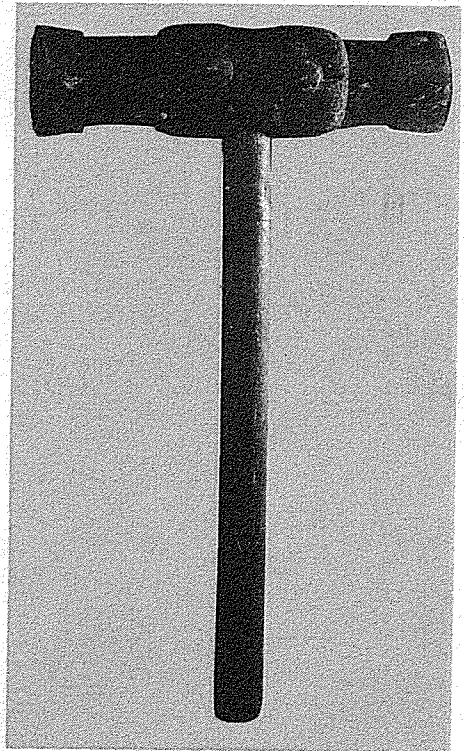
Handmade calipers, c. 18th century. Courtesy of the Shelburne Museum, Inc.

Wooden compass commonly used in ship work.

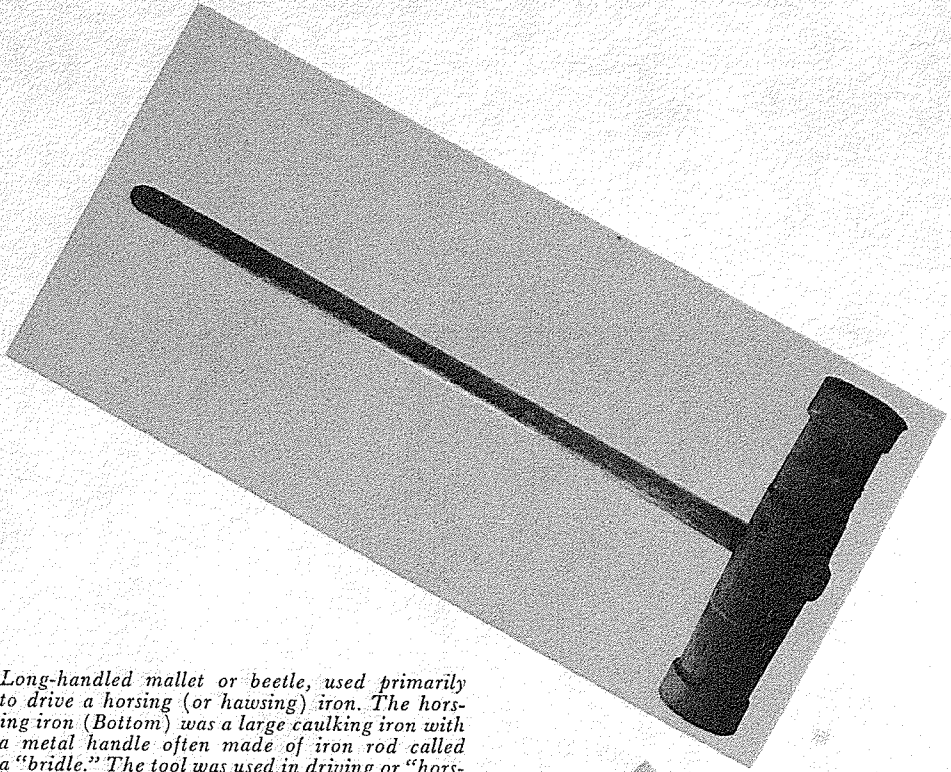




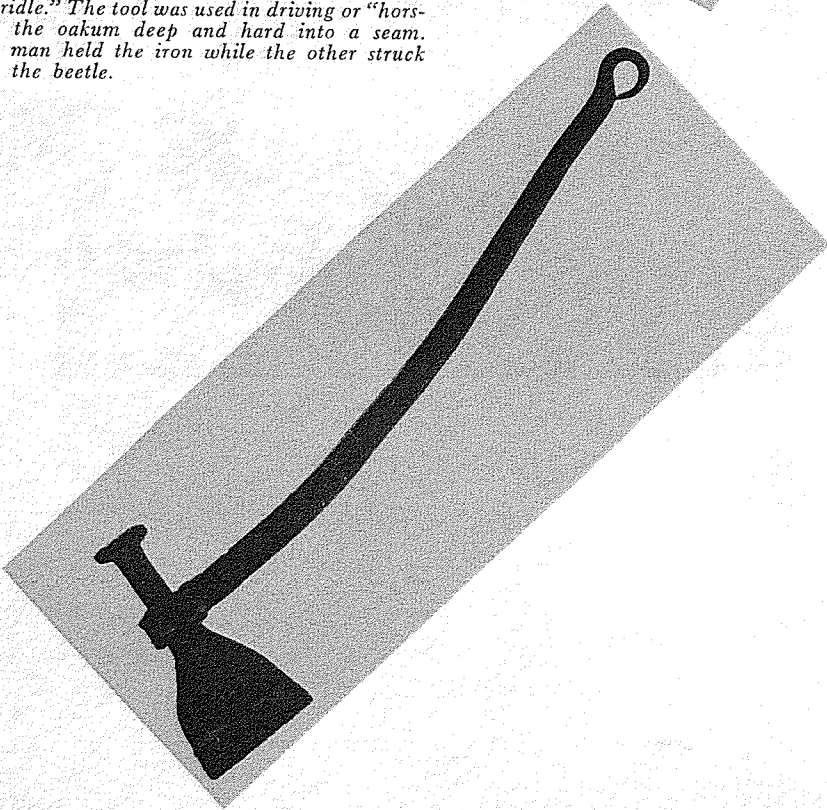
Chalk line on hand reel.

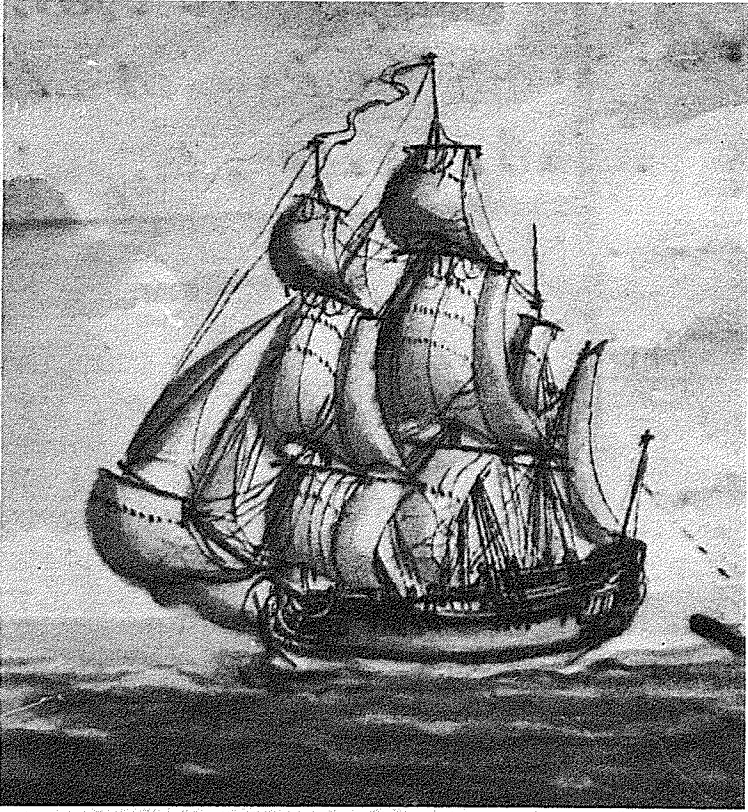


Caulking mallet.



Long-handled mallet or beetle, used primarily to drive a horsing (or hawsing) iron. The horsing iron (Bottom) was a large caulking iron with a metal handle often made of iron rod called a "bridle." The tool was used in driving or "horsing" the oakum deep and hard into a seam. One man held the iron while the other struck with the beetle.





APPENDIX B

DIARY OF MIGUEL ANTONIO EDUARDO

[The Diary was sent as an enclosure to a letter from the Marquis de la Torre, Governor of Havana, to the Minister of the Indies, Josef de Galvez, November 18, 1776. Extracts from the Governor's letter precede the Eduardo Diary in this appendix.]

My dear Sir: Six months and some days after the departure of don Miguel Antonio Eduardo with the commission of which Your Excellency was informed in my letter of 10 May last, he returned to this Port. We have taken great care to determine the causes of his delay, but it remains for me to express regret at the frustration of the purpose of his voyage; that is, he was sent to Philadelphia in order that he might send from there news of the events in the war between the European English and the Americans. He had the misfortune to encounter at the mouth of the river of Philadelphia a Frigate of the King of England, named the *Liverpool*, which detained his packetboat, searched it, and took the money that it carried. All his papers were taken away, except those related to Eduardo's secret mission, which he says he was able to throw into the sea beforehand.

Because Eduardo gave as the reason for his arrival at the Coast the need to repair his packetboat, the Captain of the *Liverpool* sent him, without money and without papers, to Virginia where the Squadron under Captain Hamond was stationed.

He found this squadron at Guin [Gwynn] Island, and, although he was held with the ships of that command from the 31st of May to the 7th of August, he was unable either to repair the Boat or to recover the documents and funds which had been taken from him by Captain Henry Bellew of the *Liverpool*.

In the diary that I include, Your Excellency is able to acquaint yourself with all that Eduardo observed and saw in the time that he was with the Squadron of Captain Hamond at Gwynn and St. George's Islands, the total success of the Americans on all occasions, and the misfortunes of British Arms.

Separated from the English Squadron, he reached Bermuda where he repaired the Packetboat and was supplied with the minimum provisions. From there he continued to the Port of Guarico on the Island of Santo Domingo. There he took on board a cargo of flour for the account of the Agency of Negroes which he brought to this city.

In the midst of all the misfortunes that have caused this project to miscarry, Eduardo conducted himself with much wisdom and caution. He did his true mission, leaving to the English only those suspicions that were aroused by the money that he carried and by a Letter of recommendation that the Directors of the Agency had given him to the House of Willing and Morris of Philadelphia, as well as others of Saint Eustatius and Barbados.

But these suspicions were not sufficient to justify the conduct that Captains Hamond and Bellew followed; that is, retaining the twelve thousand five hundred pesos that the Spanish Packetboat carried and obliging Eduardo and the Captain of the vessel to sign an obligation to pay consider-

ably in excess of the value of the vessel, in the event that their courts declared in favor of a legitimate capture. The Agency is attempting to reclaim the funds that pertain to it through the appropriate judicial procedures; that is, the twelve thousand pesos and the other five hundred which belonged to Eduardo.

I direct to Your Excellency the testimony concerning these procedures with a letter that you will be able to exhibit. In it I protest the outrages and injustice of the English against a Spanish vessel so that Your Excellency may be able to inform those Officials whom it will please His Majesty to have so advised. It will not be reasonable that the Agency for Negroes lose this money which was shipped for the purpose of serving the King under the disguise of Eduardo's commission and for which a ship was also made ready and employed in the project for more than six months.

I conclude this letter, recommending to Your Excellency the merits of Miguel Antonio Eduardo and praying that it will be convenient for you to make it known to His Majesty in order that in his royal pity he will determine to repay Eduardo. He has not been given any salary or assistance in expenditures, except for the thousand pesos that he received at the time of his departure. Of this, five hundred were taken from him by the Captain of the *Liverpool*. . . .

Our Lord grant to Your Excellency the many years that I wish you. Havana, 18 November 1776. Most Illustrious sir, your most attentive servant kisses Your Excellency's hand. Marquis de la Torre.

[Eduardo Diary]

Diary of all that has happened to and been experienced by the Spanish Packetboat, named *Santa Barbara*, the property of the Royal Agency for Negroes in America. The vessel left Havana on the 4th of last May bound for the Port of Roseau on the Island of Dominica. By order of His Excellency, the Marquis de la Torre, Captain General of the Island of Cuba and Governor of the City of Havana, Mr. Miguel Antonio Eduardo sailed on board that vessel. By virtue of that same order, a legitimate reason was provided to change the regular route of a direct passage to one of the New England Ports, replacing it by Philadelphia or another equivalent, for the better security and fulfillment of the mission.

May 4 of 1776

At seven in the morning we made Sail and followed the course of the Bahama Channel in which we experienced high Seas and contrary Winds.

5 We find ourselves sailing out of the Channel.

12 This day we had to decide not to sail to New England because of having a great deal of water in the Bilges, having found the Foremast Boom to be rotten at the throat, and for other reasons. We could not luff the ship, because we lacked a sail for the mizzen. We had also broken some of the Main Shrouds and lacked the Tackle to repair them. The main downhaul was in very bad condition. Considering the accommodations that the Port of Philadelphia could provide and the Recommendation concerning its use in the event of an emergency which we carried from the Directors of the

Royal Agency, as well as the certainty of finding there Warships of His Britannic Majesty which would assist us, we resolved to make for that port although some distance from its parallel.

May 23

At sunrise we reached the Light that is at the entrance of Delaware Bay at Cape Henlopen, one of them that form the entrance to Painsylvania, and 29 leagues distant from Philadelphia by river. A Frigate of War of His Britannic Majesty, the *Liverpool*, 20 Guns came out of the river's mouth to intercept us. She fired one shot without Ball and signaled us to drop Sail. Before we could come Alongside, she put out an Armed Boat with a first Lieutenant, who, determining our destination, took all the papers and documentation we had and with them escorted the Captain and me to the said Frigate. Her Captain sir Enrique Bellus [Henry Bellew] received us coldly for having the audacity to carry money to the Americans. He ordered us to return to our Vessel, which was now anchored near the Frigate and to remain there until the following day in order that he might examine the papers.

May 24

Early this morning the Lieutenant came On board our vessel with other Naval Officers. They took the four Chests of Silver and me to the Frigate. They made a new Search from Bow to Stern. On board the Frigate, I found the Captain more friendly and waiting to take tea with me. After many promises and expressions concerning the security of the 12,000 pesos of Silver which the Americans might take, he informed me of the impossibility of assisting us there. Rather, it was necessary for us to go to Virginia, where there was a squadron of more than 100 Vessels and where we could be offered whatever we needed. I agreed to this, requesting that he give us a person acquainted with the entrance. He supplied me with a Pilot, repeatedly and insisting to the end that I must remain on board my vessel and that we would find ourselves in Virginia in about eight days. At the same time he assured me that my being on board was most irregular. Returning once again to the discussion of the papers and the money that he had taken from me, he told me that it was necessary to retain them on Board. He gave me a receipt for the four Chests with the 12,000 pesos of Silver. Of all that he had taken I was able to get him to return to me only the Embarkation Passports and my own. I told him that without those I would not put out to Sea. He gave me permission to return to the *Santa Barbara*, in order that we both might be ready to make Sail that afternoon. At the moment of leave-taking, I asked that he provide me with a recommendation to the Commandant in Virginia. He told me that he would do it and begged me to give him all the provisions that I was able, his being very scarce, and that they would replace them abundantly for me in Virginia. We sent two Barrels of Beef, two of Rice, Bananas, Pineapples, Oranges, Lemons, Melons, Yams, Manioc and other small amounts of goods. Later, he sent a request for five Barrels of molasses, which I sent him. At three in the afternoon we made sail with the Frigate, but the

Wind shifted to the South, very bad for us, so we returned to anchor after Sunset where we had been before.

May 25

This morning they returned to Search us with the greatest care, leaving nothing unturned, unfolding even the bedsheets. The smallest paper was inspected. All this originated in the suspicion that we had on board things of great consequence, having inferred as much from the Letter of recommendation for Philadelphia and the similar ones for St. Eustatius and Barbados. Deceived by these, they made us show how much money we had in our Coffers and in the Chests of the Crew. On this occasion they took from me the 500 pesos that I had in my chest for emergencies. This seizure Captain Bellew atoned for by a very friendly Letter, making a false show of the motive that really moved him, and he gave me a quarter of a Suckling Pig and a Goose for the next Feast-day.

May 26

We made Sail at five in the morning, and at 9 on the same day the Frigate left us, wishing us a good voyage to Virginia, toward which destination we continued alone.

May 29

At 10 in the morning we entered the Mouth of Virginia in which met the Frigate of War *Oter* [*Otter*], 20 Guns, Captain [Matthew] Squire, and a sloop of 10 Guns, its escort. They made us anchor and came on Board us, telling us that the Squadron had gone from Norfolk to Guin [Gwynn] Island, which was farther inland. We were to direct ourselves there. At 3:30 in the Afternoon we made sail, and convoyed by the Sloop we set off in that direction until nightfall, when we anchored, the sea being against us rising.

May 30

We started at noon today and we sailed until 9 at night, when we anchored near Gwynn Island, next to His Britannic Majesty's Ship of War *Roebuck*, 48 Guns, under Commandant Andrew Hamond.

May 31

Very early in the morning a Boat was sent with an Officer to escort the Captain and myself on board with whatever papers they might find. We suffered again the Search of Chests and Papers, as well as in everything else. When we arrived on Board, we were asked various questions concerning the papers that we carried and other matters. We were offered a Pilot to take us within, where the great Squadron was anchored.

June 1

At 5 in the morning a Negro pilot came on board with orders to take us inside. We then made Sail and at noon Anchored within the much boasted about Squadron of more than 100 vessels. There appeared among them vessels known to me: the Frigate of War *Jovie* [*Fowey*], 22 Guns, Captain Montegui [George Montagu]; one of the Fleet Armed for War with 6 guns, the *Donmore* [*Dunmore*]; 3 of the transports, 3 similar merchantmen and

the remainder, completing the number of Barks, Schooners, Sloops and numerous large Boats.

As soon as we anchored, we sent to present our compliments to the Governor, Lord Dunmore, on Board his Frigate, which was also his residence. He asked us various questions. Being satisfied with our requests and our needs, he told us that Maritime matters were in charge of Commandant Hamond, to whom we should proceed with our requests for assistance. He said that we should not wonder at the small number of their forces on land, because it had not yet been eight days since they had begun to prepare Fortifications to prevent assault by the Americans, the Mainland being distant from the Island only a rifle shot in places.

June 2

I went to inform the Commandant what the Governor had told me, but, having seen him come in the afternoon to one of the Transports, I went there to speak to him. He replied that he had tried to notify me that afternoon that one of their Officers would come on Board us to inform me of his decision. This attitude did not make me feel very easy.

June 3

At 7 in the morning one of Commandant Hamond's Lieutenants came on Board and brought his Vessel's Carpenter to inspect the Ship and the Mainmast Boom. The Lieutenant told me of the Commandant's order for us to prepare our defense in order to be judged by the Vice-Admiralty Council, when the Frigate *Liverpool* arrived. I replied, if he would deliver to me the Arms that I had on Board the Frigate, I would prepare for Battle with the great expectation of being victorious. There was a new, though general search, of the vessel, even to moving the Ballast. However, this work having proved fruitless, they made a great show of pretending to seal the Hatches to the Hold. The Carpenter secretly prepared his report (as it would be most favorable) and delivered it to the Lieutenant, who also took the Captain's Diary so that he might examine it. They left after the supposed ceremonies ended.

June 12

We went to see the Governor to ask permission to cut down a Tree for the Boom, since the Carpenter, Master John Frost, had found that the one we had was useless for sailing. Also, the Carpenter would get one from the Island for us, if the Governor approved. We found the Governor and Commandant Hamond together on Board a Sloop. Having listened to our petition, the Commandant replied that we should not Cut anything until the *Liverpool* arrived, which would not be more than three days hence. Meanwhile he invited us to dine with him, which we did. I did not like his reply but did not wish to oppose him in any way in this request.

June 16

I was invited to come and dine on Board alone with the Governor and various other persons. I repeated my plea for some attention to our delays. He replied that he was very surprised at the delay of the *Liverpool*, the ship having long since been ordered to leave her station.

June 21

A small Vessel from the Capes of Philadelphia arrived, as a consequence of which I was directed to appear the following day on Board her, an event that caused me to expect news.

June 22

I went on board that Vessel very early and noted the beginnings of a change. It was as if the Captain and his Lieutenants were doing me some favor. After having cleared the Cabin, the Captain closed the Door and asked me to be seated on a Couch. He told me that it was very difficult for him to tell me the news that he had received (even though this struck fear in my Heart, I did not reveal it in my reply), but, by virtue of the fact of his assistance, he did not expect it to be all bad. He continued by saying that the Frigate *Liverpool* had gone to New York for supplies. For this reason, her arrival in Virginia would be much delayed, and it would be most convenient if we could continue in our vessel, the *Santa Barbara*, to Halifax in Nova Scotia (the only Port in this Continent as far North as [latitude] 45½ degrees and a Garrison lacking everything). I refused firmly, calling his attention to the long and dangerous Voyage (I did not doubt that it was in the hope that we would perish), to the inadequacies of our Vessel, Mast, and Rigging, and to how advanced the Season was for us to continue to that destination. Moreover, he had all our documents, and he should make amends to us for his ill-founded assumptions regarding the Frigate *Liverpool*. Indeed, he should sympathize with our situation and take some means that might be more favorable to us. When I was about to describe further the poor condition of the *Santa Barbara* (fearful always that another Vessel from Havana might appear and reveal our destination that had cost us so much to hide), the Captain told me that he would take up the matter with the Governor and that I should return for the answer within two days. At this I retired.

June 23

The Governor invited us to dine on board his Ship, where we met Commandant Hamond and other Officers of the Navy and the 14th Regiment. I had planned to throw caution to the winds that evening, but because a Frigate of War convoying a Transport appeared, the meal was cut short, and the party left in the Boats of the Lord Governor and Commandant Hamond. We, too, returned to our vessel. The morning revealed the Frigate *Oter* alongside the *Fowey*, lying off the mainland and trying to halt by a bombardment the American's work on their Fortifications. These constituted the enemy to the Royalists on Guin Island. The latter force consisted of 250 able bodied men, the remnant of the 14th Regiment, and 300 Negroes who had fled the Americans to their freedom, called the Etiope [Ethiopian] Regiment. All were subject to the orders of Lord Donmore, the Governor. Dozens died daily from Small Pox and rotten Fevers by which diseases they were infected. This afternoon the Frigate *Fowey* left for Napolis [Annapolis] to seek Governor Ecten [Eden] formerly of Mary-

land, who had obtained permission of the American Congress to leave with his possessions when he wished.

June 24

We went ashore on Gwynn Island to see the works of the Royalists. I came away wondering at the little or no resistance that so small a number of men could be expected to present and all so diseased. Consequently, I said to myself that they would be forced to leave any day now, fleeing as from Norfolk, where the greater part of the 14th Regiment had been sacrificed.

June 25

We went on board the Commandant's vessel (they had put us off by saying that they were very occupied with the Transport that had come with supplies). We met the Governor there. After having greeted us, the Commandant went to the other Side of the Quarterdeck, and, having taken my left arm in his right to guide us there, he said to me, "Dear Eduardo, good news." (This seemed a good omen for the matter that was pending, although it turned out differently.) ["The *Liverpool* is without supplies or food in New York, since these have come here in this transport. Therefore, she must come here for them. She ought to be here any day now, and, when she arrives, everything can be taken care of."] He advised me however, to use my provisions as sparingly as possible so as not to exhaust them. He offered to help me in everything, especially with the abundant Beef and Pork, but, at the same time, having been advised from the Tops that there were Sails on the horizon, they began to make Sail. Wishing them well, we retired to our own Vessel.

June 26

Various small Vessels went to the Maryland Shore in search of cattle and of various individual Americans who had wished to see Independence happen, as it had been promulgated by the order of the Congress of the Province, as well as by the Majority of the 13 united provinces.

June 28

Some of the Guns of the *Otter* were put aboard the Frigate *Donmore*, which relieved it of the post on which it had been stationed, in order that it might retire farther away from the island.

July 5

The Americans on the mainland showed their fortifications with five Casements fronting on those of the Royalists on Gwynn Island. They called to them, and a Boat went to the mainland that brought back some written document, but I know nothing of the matter, except that it was a demand for a general retirement from the Island. Then they sent to all the Ships (not missing ours) for men to work on the Fortifications that night.

July 7

They asked again for men to work [with] the Royalists on the works. Some 350 persons arrived from Maryland, and they were formed into a new Regiment named the Queen's. The Frigate *Fowey* arrived with Governor Eden; also a Sloop came in from Florida. They told of having

encountered a Squadron that was carrying 30,000 troops that were en-route there.

July 9

At 7 in the morning the Americans began firing from their Fortifications, and from another site they began firing with two Cannons of 12 and 14 [pounds]. All directed their fire at the Frigate *Dunmore* (it is against this official that the Americans show their greatest rancor). At the second shot the Frigate slipped her Cables and retired some distance, but this maneuver was not quick enough to avoid receiving over 14 Shot in the Ship. At this sight we and all the ships retired (without preserving any order) to the other end of Gwynn Island which has a circumference of $2\frac{1}{2}$ to 3 leagues. But the fire from the mainland continued with the greatest liveliness for as long as the Artillery could reach us. The Royalists did not consider anything except a rapid retreat, abandoning everything in the greatest confusion.

July 10

Early in the morning all the troops abandoned the entire island, leaving behind various Supplies, equipment and material of War. At midday the Americans went there and set fire to everything that remained. A general Order was given for all Ships of the Convoy to anchor near the *Fowey* and the *Roebuck*, Which was accomplished that afternoon. Those vessels that could not comply were burned.

July 11

At 8 this morning the Convoy made Sail, consisting of 96 Vessels of all sizes. We followed a course to the North until 8 in the evening, when we were told to anchor some distance from land, having sailed about 16 leagues. Then a strong wind struck us from the North and high Seas, causing us to fear the lack of Cables. It lasted all night.

July 12

We weighed Anchor at daybreak, as did two-thirds of the Vessels of the Convoy. Some had foundered; others had Beached and were in the hands of the Americans. Others, dismasted, were abandoned. At 6 in the evening we all made Sail, and at 7:30 at night we anchored again some 4 leagues farther North and near St. George's Island.

July 13

The Frigate *Fowey*, with Governor Dunmore and Commandant Hammond on board, left to reconnoiter the Port between St. George's and St. Mary's, Maryland.

July 14

At daybreak all the Convoy made Sail, and midday we anchored off St. George's Island.

July 15

A general order was given for all to go to the Island for water (on which there were only three Wells). Some 350 troops of the 14th Regiment, Queen's Regiment, and the Ethiopians disembarked. All of them undertook a grand sack of the few Houses that had been abandoned by their

owners that same morning, taking all the Cattle with the exception of a small number of sheep and pigs.

July 18

The *Roebuck*, the *Dunmore*, two Transports and a Sloop with all the empty Containers there were in the fleet, went up river for water for the Convoy. This morning I presented a Petition to Commandant Hamond for supplies which we needed. I commented on the little effect that his promises concerning the arrival of the *Liverpool* had had. I do not know the reason or motive for keeping my money on Board. It cannot be other than to enrich himself. He sent to me to ask for a large Boat, and he sent it back with food for a month (according to what he said) and two-thirds of the other scarce rations, but the Bread was spoiled, broken into crumbs and useless.

July 20

An emissary left the Mainland and went to the Frigate *Fowey*. He was received by her Captain, but the Boat left without a reply. The request was naturally to abandon the Port, according to the rumor that swept the Convoy.

July 23

The Americans invaded St. George's Island and caused all those who were there taking water to retreat precipitously, abandoning the Containers, and with the loss of some dead, various wounded and others Prisoners.

July 25

The Royalists returned to St. George's Island for water (they did not have any more to drink), supported by a Sloop of 10 Guns that drew near it, as well as by the battery of the *Fowey* which continuously bombarded that part where the Americans could be seen. The Royalists avenged themselves on the Americans by setting fire to all the Houses, fields, and Woods on the Island.

July 26

Many members of the Convoy moved farther to the South having learned that General Lee had arrived with the Troops that had forced them recently to retire from Guin Island.

July 27

The remainder of the Convoy continued to retire with the exception of eight ships destined to be burned which remained stranded at the Island. The formation of an entrenchment on the Mainland was observed from which distance the *Fowey* was closely watched.

July 28

Firing broke out from the Fortifications at 7 in the morning some of the Shots falling very close to the *Fowey*, but of the seven shots, none reached her. At 9 there appeared a Frigate of 20 Guns and two Armed Schooners of the Americans which anchored a short distance away, and although the *Fowey* made sail in pursuit, they did not move until the *Roebuck*, which was coming with the water, fired on them, but none of the shots were able to reach them. Since our Vessel was the last to leave, we observed

everything that went on in the Earthworks, especially the ample number of well-dressed Women who walked about without hesitation. Because of what might happen in the future, we always manage to show our Flag every Sunday in the hope that those on land would realize we were Spanish.

Jul 30

Commandant Hamond called me and told me that the Convoy was going to break up the following day and that we might elect to go to Halifax or to St. Augustine, Florida. I repeated the inability of the Vessel to put to Sea, as he could come and see for himself (in the hope of finding out if he would leave me there to make repairs). He replied furiously to this, saying that he was unable to give me any help. If we did not wish that choice, then the other was to take ourselves to Havana, having delivered that very day the value of the Ship *Santa Barbara* in bond in the event of a condemnation decision. If not, he would take us all on Board one of the Warships, until he had means of sending us to England and then set fire to the *Santa Barbara*.

I leave it to the most prudent to decide what one should have done in a similar situation. I told him that I would prefer to risk my life in such evident danger before I saw a Spanish Ship of the Company of the Royal Agency burned, especially one that had served its Nation so well and without the least cause for such treatment. Thus, he should prepare the pledge that he wished me to sign. With that we parted until the following day.

July 31

We presented ourselves on Board the Commandant's vessel very early in the morning and were taken directly to him. I signed the Document before him and, as I wished a copy, I asked that one be given to me. I also asked that he authorize me some additional foodstuffs, but I was able to obtain little more than about 50 pounds of salt pork.

August 1

I went on Board and delivered to the Commandant a protest, with attachments, that set forth all that has happened to us since our arrival (I kept a copy). I closed by saying that it ought to be placed in the hands of the Captain of the *Liverpool*, Henry Bellew, in order that it might be officially sealed as it was and that it be exhibited with the rest of the documents that had been taken from me in Delaware Bay.

The Order to the Convoy to make Sail was repeated, but it had no effect because of contrary winds. That night 16 Ships were burned and another three or four were driven ashore by the high Seas, because they lacked Cables, the Wind having risen about midnight.

Today we went to take leave of and bid farewell to the Governor, Commandant and Captains of the Warships from whom we had received some assistance, although it was only in words.

August 2

At midday all the Convoy made Sail, after six more Ships had been burned. The first night we all anchored 8 leagues from St. George's to the Southwest in the lee of the capes and the Entrance to Virginia.

August 3

At sunrise all the convoy made sail with a fresh North wind, continuing to the capes.

August 4

At 8 in the morning the Convoy anchored near Cape Henry. In the afternoon we continued to the Cape with some 30 Vessels bound for Florida, Bermuda and the other America. We left with them for our destination, Havana.

August 5

At sunrise we made Sail with the 30 Vessels under the convoy of the Frigate of War *Otter* and a Schooner that were to escort those going to Florida. At 8 in the morning a Boat from the *Otter* came to inquire how much water we had. I told him sufficient to get to Puerto Rico, which was our nearest Port, although some distance away, but that I feared that we would perish for lack of provisions of which we were extremely short.

August 7

We left the Convoy.

August 8

We were hailed by a ship of 60 Guns on a Northeast course with a Penant at the Mainmast; also one of 30 guns; two Frigates of 20; two Packet boats, and a Sloop. This was the Squadron under Sir Peter Parker which was en route to Generals Corwalles [Cornwallis] and Clinton with 50 [5000] men who had been forced to retire from South Carolina with the loss of a Ship, the Mainmast of the Flagship, her Captain, some crew and some troops. They were en route to New York.

August 10

We decided to go to Bermuda, because in the six days that we sailed near the Coasts, we were frequently Becalmed. Our provisions were running very low, the sides and seams were cracking or opening, and the Mizzen Mast was broken.

August 21

At 5 in the afternoon we sighted Bermuda, and at 10 that night there came alongside us a Brig of 14 Guns of the American Congress, which fired a shot at us to make us stop. In order to verify our Character, a Boat was sent to us which took the Captain and me to the Brig, but when they saw our Passport from Commandant Hamond, we were returned to our vessel and continued to the Island.

August 22

At 1 in the afternoon a Pilot came on board and steered us to the Entrance to the Port of St. George, where we anchored at 6 in the evening.

August 23

At 3 in the afternoon we made Sail and anchored inside the Bar.

August 24

Early in the morning we began to warp ourselves in and at noon we tied up near the Town of St. George. We went ashore immediately to present ourselves to the Governor, who offered to help us in every way possible

but said we could expect little food, because they were almost starving. (We found this out, and also that that morning a Frigate of War of 20 Guns named the *Nautilus*, Captain Collings [John Collins] had sailed. She had captured so many ships coming from North America with food that they were now very short; this was very displeasing to the populace which wished that the Americans might come in order that they might surrender to them). The inhabitants treated us with great kindness, particularly the Chief Justice, who provided everything needed for our construction and repair of the Mast, so much so that we had finished by the middle of September. However, fearful of the approach of the Equinox, we planned to leave on the 24th. That day the Governor ordered us to call upon him and told us that we were consuming the provisions that we had been provided. I answered that we should have left that very day, but a contrary wind detained us. The wind continued thus until the 1st day of October, when we made sail for our destination, Havana.

October 14

We sighted Cape San Rafael on the Island of Santo Domingo. Being very short of Meat, Oil, and Sails for the mizzen, with bread we could not eat and other shortages, we decided to put into Guarico to seek help from the Representative of the Agency there. We anchored there on the 17th at Sunset.

October 18

We went ashore to present ourselves to the Commander of the Port (the Governor being absent) and to request his permission to take on board some provisions that we lacked, as we'd not be able to reach Jamaica. We were granted this, although we had to dissuade him from sending us there. In this port we took on board 609 Barrels of Flour which the Representative provided us on credit and which we shipped under the account of the Agency for Negroes. We learned in Guarico that the Americans had abandoned New York City, having taken away beforehand all the cattle and Edibles from the place. The Royalists then took possession of it. In this operation the Squadron of Admiral Howe, Lord of England, took part with an army of 30,000 men (including those who had been in Carolina) under the command of General Howe (brother of the Admiral). They gathered there all the Vessels and Troops that had been in Virginia and Philadelphia; navigation of both these is now open to the Americans.

The Colonials, with an Army of 50,000 men and General Washington, took up positions near the City but a short time later withdrew further to a very advantageous position, where they are now heavily fortified. News is awaited momentarily of a great Battle.

October 25

This day a Frigate from Bordeaux entered the Port, bearing news of having seen a great Squadron off the Port of Lisbon which appeared to be Spanish.

October 27

At 5 in the morning we made Sail for our destination and at 5:30 in the

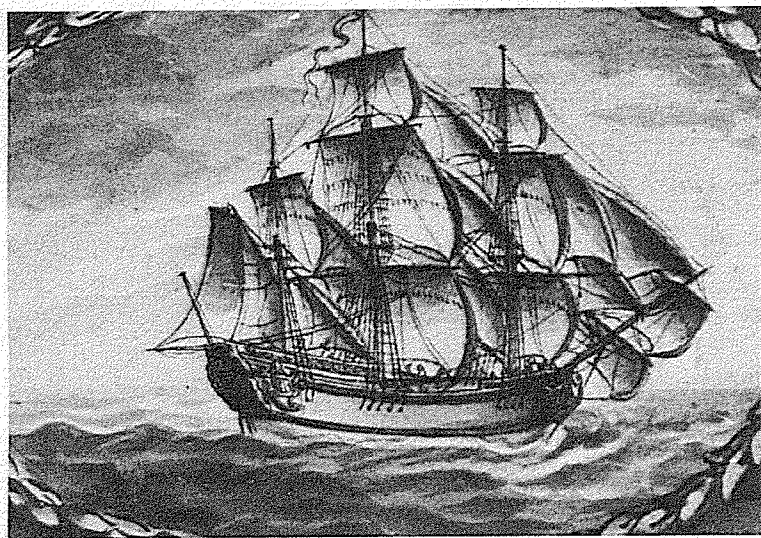
afternoon an English Warship of 50 Guns named the *Antelope* came to hail us. She only asked where we were coming from, where we were heading, and what cargo we carried. Trusting in the high Seas and winds that were then blowing, we replied that we came from Puerto Rico with a little Flour for the Agency for Negroes in Havana, to avoid the inconvenience of search. They left us alone.

October 28

Dawn found us near the point of Maisi and the extreme Eastern end of the Island of Cuba. We were delighted to see part of our beloved land. We continued by the old Channel. Because of the North Winds that we encountered there, we were not able to reach Havana until the 6th of November when, at daybreak, we sighted Morro Castle, and at 7 in the morning we anchored most happily in the Port of Havana, just 6 months and two days after having left her. In that time we had experienced a great deal of hardship, terror and weariness in carrying out with the greatest prudence the Commission entrusted to me.

Miguel Antonio Eduardo

1. AGI, Cuba, Legajo 1227, LC Typescript. Translated by F. Taylor Peck, Washington, D.C.



APPENDIX C 1

Admiralty Office } The present disposition of His Majesty's
 1. June 1776. } Ships and Vessels in Sea Pay

Ships	No. of		Commanders	Lieutenants	When Commiss ^d	When last drawn?	Ships marked thus ✓	'Whips' marked? from England?	Disposition
	Spms.	Men							
<i>In the East Indies.</i>									
<i>Edinburgh</i>	<i>30</i>	<i>315</i>	<i>Comdr. P. Hedges</i> <i>Cy. R. Maltess</i>	<i>J. R. Parker</i> <i>J. Robinson (P)</i> <i>(Capt. Ware)</i>	<i>1773</i> <i>3 Sept.</i>	<i>1773</i> <i>16 Sept.</i>		<i>1773</i> <i>19 Sept.</i>	
<i>Edenburgh</i>	<i>26</i>	<i>130</i>	<i>Cy. T. Sarnon</i>	<i>Cy. Henry</i>	<i>26 Aug.</i>	<i>30 Aug.</i>	✓		<i>D^o</i>
<i>Conventry</i>	<i>20</i>	<i>160</i>	<i>Cy. J. Brantley</i>	<i>Cy. Smith</i> <i>Wm. M. Fortescue</i>	<i>1775</i> <i>14 Jan.</i>	<i>1775</i> <i>31 Jan.</i>	✓	<i>1775</i> <i>20 Feb.</i>	<i>Under Commdr.</i> <i>(Com. J. C. Hedges)</i>
<i>Dolphin</i> <i>(under Comm.)</i>	<i>24</i>	<i>150</i>	<i>Cy. G. Clarke</i>	<i>Cy. Jarvis</i>	<i>1770</i> <i>10 Oct.</i>	<i>1771</i> <i>22 Dec.</i>	✓	<i>1770</i> <i>5 Aug.</i>	
<i>Swallow</i>	<i>16</i>	<i>90</i>	<i>Cy. J. Gott</i>		<i>6 Nov.</i>	<i>1772</i> <i>23 Dec.</i>	✓	<i>1772</i> <i>8 Feb.</i>	
		<u><i>745</i></u>							

1. PRO, Admiralty 8/52. These monthly Admiralty lists, while not always reflecting the exact disposition of some ships because of the vast distances from the assigned areas to London, give a wealth of information about deployment, assignment of officers, and the strength of Britain's Royal Navy. This list is dated June 1, 1776.

Year	Ships	No. of		Commander	Lieutenants	When Cruising	When last cleared	Whether captured or no	When sailed from England	Disposition
		Gun	Men							
<i>St. Jamaica.</i>										
4.	<i>Antelope</i>	58	320	<i>Mr. Gayton</i> <i>William R. D.</i>	<i>Thos. Selby</i> <i>Thos. Grogan</i> <i>Mr. Rainier</i>	1774 31 Jan	1775 11 July	✓	1774 4 May	
5.	<i>Minchilea</i>	32	220	<i>John Williams</i>	<i>St. Douglas</i> <i>T. S. Russell</i>	1776 22 Feb	1776 4 Mar	✓	1776 20 May	
6.	<i>Princetons</i>	20	160	<i>Wm. Gardner</i>	<i>Thos. Wilson</i> <i>Geo. Lovell</i>	1774 19 Jan	1774 14 Feb	✓	1774 16 April	
	<i>Porcas</i>	20	100	<i>Mr. Thompson</i>	<i>Mr. Davis</i> <i>Mr. Bennett</i>	1775 25 Aug	1775 30 Dec	✓	1776 3 Dec	<i>Acquired by Government of King Geo. III. by Gen. Gage</i>
	<i>Squirrel</i>	20	130	<i>Mr. Douglas</i>	<i>Geo. Carter</i>	1773 1 Nov	1773 30 Oct	✓	1774 21 Jan	
	<i>St. Sunset</i>	16	100	<i>Mr. Mearns</i>	<i>Mr. Montgomery</i>	1771 26 June	1772 20 Dec	✓	1773 30 Jan	
	<i>Diligence</i>	10	80	<i>Mr. Davy</i>	<i>Mr. Douglas</i>	1772 29 July	1773 8 Oct	✓	1773 10 Oct	
	<i>Atlanta</i>	16	100	<i>Mr. Henderson</i>	<i>Mr. Hawkey</i>	1775 10 Aug	1775 12 Aug	✓	1775 22 Oct	
		<u>1290</u>								

No.	Ship	Tons		Commander	Lieutenants	Men Compld	When last cleared	When re- manned tho	When sailed from England	Disposition
		Gun	Keel							
<i>In the Mediterranean.</i>										
4	Malwa	38	320	A. W. Staines Cpt. M. Black	John R. ... J. M. ... Chas. ...	1774 26 June	1774 14 July	1774	21 July	
6	Enterprise	28	160	C. M. ...	Lt. ... Capt. ...	1775 28 April	1775 2 May	1775	16 July	board of ... of ... Lieut. ...
	Levant	28	160	Gen. ...	Lieut. ... Lieut. ...	1771 11 May	1774 24 April		29 June	
10	Enterprise	10	30		Gen. ...	1775 25 Jan	1775 11 July		23 May	
			300							

No.	Ship	Tons	Commanders	Lieutenants	When Comd ^d	When last sail'd	How long	How sail'd from England	Disposition
<p><i>In North America, Under the Command of Vice Adm^l Lord Howe.</i></p>									
3.	Boyle	4520	W. Boscawen John Pakenham	John Pakenham J. Stewart Henry Saunders Philip Boscawen	1776	1776	Feb. 1st	1776	1776
4.	Chatham	5037	W. Huddell W. Huddell	Chris. Pakenham Roger Curtis James Robertson	1772	1775	1st May	1775	30 Oct.
	Concession	50350	A. Pakenham	J. Pakenham G. Pakenham	1775	1775	14 July	1775	25 Oct.
	Minerva	50350	W. Boscawen	W. Boscawen J. Pakenham G. Pakenham	1775	1775	21 July	1775	30 Oct.
	Experiment	50300	W. Huddell	W. Huddell W. Huddell G. Pakenham	1775	1775	21 July	1775	30 Oct.
5.	Viper	32220	Geo. Salthair	W. Huddell W. Huddell	1775	1775	1st Aug.	1775	30 Oct.
	Orpheus	32220	W. Huddell	W. Huddell G. Pakenham	1775	1775	1st Aug.	1775	30 Oct.
	Reel	32220	W. Huddell	W. Huddell W. Huddell	1775	1775	1st Aug.	1775	30 Oct.

No	Ships	No. of		Commanders	Partisans	When Captured	When last dated	Ships under the Flag	When sent from England	Disposition
		Yards	Men							
4	Haston	30	365	Com ^d Athlam Com ^d Upholding	2 ^d Graves 2 ^d Graves (2) The Betty	1774 26 Jan	1776 25 Jan	1776	6 May	
5	Coriand	32	220	Com ^d J. de la Roche Com ^d Harrington	1 st Mistr Com ^d Harrington	1775 22 Nov	1776 6 Jan	1776	6 May	
1	Regulee	32	220	Com ^d Davis	Com ^d W. Williams Com ^d Lewis	21 Feb	21 Feb	1776	26 May	Under Command of Com ^d Witham
1	Warren	32	220	Com ^d Surgeon	Com ^d Witham Com ^d Forbet	30 Jan	21 Feb	1776	6 May	
10	George	8	70	Com ^d P. King	Com ^d Woodcut	25 Jan	24 Jan	1776	6 May	
5	Marble	46	280	Com ^d Collier	Com ^d Witham Com ^d Haynes	27 Jan	28 Jan	1776	6 May	
					3					
	H. Jersey	20	140	Com ^d H. H. H. H.	Com ^d Williams	22 Jan	30 Jan	1775 1776	6 May	
	H. Marble	45			Com ^d C. Phipps	5 Feb	1776	1776	6 May	
6	Milford	28	200	Com ^d J. J. J.	Com ^d G. G. G. Com ^d L. L. L.	6 Oct	11 Oct	1775 1776	20 Jan	
	Scarborough	20	180	Com ^d W. W. W.	Com ^d H. H. H.	20 Apr	19 Apr	1774 1776	23 Oct	
	Greyhound	20	200	Com ^d Dickson	Com ^d G. G. G. Com ^d Williams	21 Oct	7 Nov	1775 1776	11 Mar 8 April from Gt.	
	Argus	20	200	Com ^d J. J. J.	Com ^d W. W. W. Com ^d P. P. P.	25 Feb	4 Feb	1775 1776	7 Aug	

No.	Ship	N. 175		Commanders	Lieutenants	When Commenced	When last sailed	When returned to England	Disposition
		Tons	Men						
6.	Mercury	20	160	Lt. S. Boscawen	John Dutton	1774 10 Nov.	1773 18 Nov.	1774 13 Dec.	
	Liverpool	38	100	Wm. Bellin	11 th Warrington	5 July	10 Aug.	1775 16 Sept.	
	Sark	20	200	Jos. Boscawen	1 st Boscawen	1774 10 Oct.	1776 7 Jan.	1776 18 May	
	Sandy	20	160	Lt. Bishop	W. Boscawen	26 Jan.	25 Jan.	1774 16 Sept.	
	Sway	24	160	Gen. Boscawen	John Dutton	20 Oct.	21 Aug.	1772 12 May	
	Swan	20	200	John Boscawen	John Dutton	1775 16 Aug.	1776 23 Jan.	1776 16 Dec.	
	Swanport	20	200	Wm. Boscawen	John Dutton	13 Dec.	27 Oct.	1775 20 Dec.	
	Sword	20	200	Lt. Hamilton	John Dutton	20 Dec.	13 July	1775 16 Aug.	
	Swan	20	160	Lt. Scott	John Dutton	1774 17 Sept.	1776 6 Oct.	1774 18 May	
	Swanport	20	160	Lt. Boscawen	John Dutton	1774 17 Aug.	1776 11 Nov.	1774 27 Oct.	
S. 1.	Swanport	8	55	Lt. Boscawen		1774 16 Dec.	1776 21 Dec.	1776 26 Sept.	
S. 2.	Swanport	6	40	John Dutton		1775 18 Dec.	1775 17 Dec.	1775 26 Jan.	
S. 3.	Swanport	32	220	Lt. Boscawen	John Dutton	1775 1 Dec.	1776 23 Nov.	1776 27 Sept.	

Date	Ship	Tonnage		Commanders	Lieutenants	When Crewing?	When last cleared	When last seen from England	Disposition
		Gun	Men						
3.	Asia (Parker's Arm)	11	300	Geo. Basset	1st Lt. Col. Smith 1st Lt. Medley 1st Lt. Marshall 1st Lt. G. G. G. G.	1770	1776 27 June	1776 26 Oct.	...
4.	Asia	32	350	1st Lt. Douglas	1st Lt. G. G. G. 1st Lt. G. G. G. 1st Lt. G. G. G.	1775	1778 17 Oct. 6 Oct.	1776 10 Mar.	
5.	Albion	42	220	1st Lt. Bonallie	1st Lt. G. G. G. 1st Lt. G. G. G.	1 Dec.	7 Dec.	7 April	
6.	Albion	32	220	1st Lt. Dalrymple	1st Lt. G. G. G. 1st Lt. G. G. G.	1 Dec.	21 Dec.	7 April	
7.	Albion	44	280	1st Lt. Hamilton	1st Lt. Leake 1st Lt. Orde (2) 1st Lt. G. G. G.	27 Feb.	27 Feb.	1775 6 Sept.	
8.	Albion	44	280	1st Lt. Baker	1st Lt. G. G. G. 1st Lt. Robertson 1st Lt. G. G. G.	4 Feb.	31 Feb.	14 Sept.	
9.	Albion	14	125	1st Lt. Linze		1776	1778 13 Oct. 26 Oct.	26 Feb.	
10.	Albion	16	125	1st Lt. Shamba	1st Lt. G. G. G.	1770	1774 3 Oct. 17 Feb.	1774 10 June	
11.	Albion	8	80	1st Lt. Perry	1st Lt. Bridges	1763	27 May 2 Feb.	1772 10 Sept.	
12.	Albion	6-10	50	1st Lt. Dawson			15 Mar.		

No.	Ship	No. of		Commanders	Lieutenants	When Quarantined	When last discharged	Whether marked there "	When sailed from England	Disposition
		Yards	Men							
10.	Swan (said name)	14	125	Mr. Cresswell	Mr. Dorey	1768 23 Feb	1773 13 Oct	✓	1771 18 June	
	Hesper	10	110	John Green	J. Green	1775 13 Oct	1775 21 May	✓	1775 25 June	
	Other	14	125	Mr. Squire	J. Wright	10 Jan	1769	✓	1771	
	Kingfisher	14	125	Mr. Grame	S. H. Cox	1770 25 Feb	1774 19 June	✓	1771 1 Aug	
	Haven	14	125	J. Montagu	Mr. Coburn	1774 29 Aug	1775 10 May	✓	1775 7 July	
	Scorpion	14	125	Mr. S. Colman	J. Drew	29 Aug	1771	✓	22 Oct	
	Seegal	14	125	Mr. Derington		1775 10 Jan	21 Jan	✓	16 Oct	
	Savage	8	80	Mr. Brown	Mr. Griffith	1772 6 Dec	1774 6 Aug	✓	1772 31 May	
	Mander	10	110	Mr. Mackenzie	Mr. Gordon	1763 4 Oct	1775 3 June	✓	1775 2 June	
	Stankus	16	125	Mr. Collins	Mr. Brown	1775 14 Feb	1776 11 Feb	✓	13 Mar	
	Merlin	16	125	Mr. Burnaby	Mr. Collins	10 Jan	26 Jan	✓	20 Mar	
	St. Charles	6.8	50	Mr. Ferguson		16 Jan	21 Jan	✓	30 June	

Rate	Ship	V. of		Commanders	Lieutenants	When Comm'd	When last discom'd	Sailed from England	Disposition
		guns	men						
	Ad. Halifax	110		J. W. Durrant					
1.	Magdalen	30		J. A. Harris		1775 20 Aug	1775 26 Sept		
1.	St Lawrence	30		J. Graves					
1.	St John	30		W. Grant		1774 24 June	1772 April		
1.	Gaspée	30		W. Hunter		1773 9 Jan	26 Jan		
	Brig. Hinchinbrook	30		Alb. Ellis					
1.	Polton	30		J. Graves					
1.	W. Bristol	50	365	Comdr J. Parker John Norris J. G. Cantfield L. J. R. Halsey	Comdr H. P. O. 13 Oct	1775 13 Oct	1775 13 Oct	1775 29 Dec 1775 1775 1775	
6	Osborn	200	200	Comdr P. Walker W. L. S. Davis	Comdr B. C. S. 14 June	1775 14 June	1775 14 June	1775 29 Dec 1775 1775 1775	Comdr of Command of Comdr J. W. Parker
	Lycer	20	200	Comdr J. S. S. S. J. S. S. S.	Comdr J. S. S. S. 10 Aug	1775 10 Aug	1775 10 Aug	1775 10 Aug	
	Solbay	20	200	Comdr J. S. S. S. J. S. S. S.	Comdr J. S. S. S. 25 July	1775 25 July	1775 25 July	1775 25 July	

No.	Ships	D. of		Commander	Lieutenant	When Commenced	When last closed	Money paid this	Money received from England	Disposition
		Year	Month							
6.	Bellevue	20	200	Mr. Williams	Edw. Pike W. Chambers	5 Oct. 1775	10 Oct. 1775	✓	1776 9 Jan.	Under Command of Gen. J. M. Fortenker
	Spizius	20	160	Smith, Howard	Geo. Bowen	25 Oct. 1775	25 Oct. 1775	✓	6 Oct. 1775	
	Ms. Hawks	10	110	Mr. Cooper	W. D. Breen	10 Aug. 1775	16 Sept. 1775	✓	26 Nov. 1775	
	Bank Swindler	8	80	Ja. Price	Robt. Deane	24 Oct. 1775	7 Dec. 1775	✓	29 Dec. 1775	
		<u>12100</u>								

No.	Ship	Tons 1744-5	Commander	Particulars	When Captured	When Redeemed	When sent to England	Disposition
<i>Foreign Cruizers.</i>								
5.	<i>Pallas</i>	36200	<i>Wm. Cornwallis</i>	<i>Alb. Brown</i>	1770 26 Sept.	1775 11 Oct.	1775 16 Nov.	
				<i>Gabriel Boy</i>				
	<i>Arcturion</i>	32180	<i>Wm. Boscawen</i>	<i>J. P. Boscawen</i>	1775 29 June		1776 2 Feb.	
				<i>J. P. Boscawen</i>				
	<i>Phaeton</i>	32180	<i>Wm. Boscawen</i>	<i>J. P. Boscawen</i>	1775 24 Oct.	26 Nov.	1775 2 Feb.	<i>Under Sentence of Death</i>
				<i>Wm. Boscawen</i>				
6.	<i>Magde</i>	16100	<i>J. P. Boscawen</i>	<i>J. P. Boscawen</i>	1769 16 Mar.	21 May	1775 16 Oct.	
	<i>Prinzess</i>	870	<i>J. P. Boscawen</i>	<i>J. P. Boscawen</i>	1763 9 July	1776 6 May	1776 27 Mar.	
		<u>740.</u>						

Rate	Ships	No. of		Commanders	Lieutenants	When Cruised?	When last cleared	Ships employed since	When sailed from England	Disposition
		Years	Months							
<i>Cruisers on the Coasts of Great Britain & Ireland.</i>										
	<i>No. Hazard</i>	<i>8</i>	<i>60</i>	<i>Lt. Orrick</i>	<i>Mid. & Lt. 19</i>	<i>May 1763</i>	<i>9 Jan. 1776</i>			<i>Victory & Minerva, Fifth and Sixth cruises</i>
	<i>Albion</i>	<i>10</i>	<i>20</i>	<i>Wm. Mitchell</i>	<i>James</i>	<i>18 May 1768</i>	<i>22 June 1775</i>			<i>Victory, Capetown & the River St. John</i>
	<i>Speedwell</i>	<i>8</i>	<i>60</i>	<i>Lt. Harvey</i>	<i>Lt. Cook</i>	<i>29 Nov. 1766</i>	<i>23 May</i>			<i>1st Lt. Desjardins & Desjardins</i>
	<i>Wey</i>	<i>8</i>	<i>60</i>	<i>Lt. Hume</i>	<i>Wm. Thomas</i>	<i>14 April 1763</i>	<i>24 Aug.</i>			<i>From the Ligurian and Mediterranean to the Azores</i>
	<i>Wasp</i>	<i>8</i>	<i>60</i>	<i>A. R. B. 126</i>	<i>Lt. Walker</i>	<i>11 April 1763</i>	<i>13 May 1776</i>			<i>Port of Dublin and Waterford</i>
	<i>Cast. Turret</i>	<i>6.9</i>	<i>30</i>	<i>Lt. Murray</i>		<i>6 Oct. 1763</i>	<i>10 June</i>			<i>From ports of the Dublin & the Bay of the ...</i>
	<i>Swallow</i>	<i>6.8</i>	<i>30</i>	<i>Walker</i>	<i>Long</i>	<i>24 Sept. 1775</i>	<i>31 May</i>			<i>Victory, French side, the Bay of ...</i>
	<i>Greyhound</i>	<i>6.10</i>	<i>28</i>	<i>Lt. Bingley</i>		<i>1772</i>	<i>9 Oct. 1763</i>			<i>Victory & G. London & Beachy Head, 1st & 2d cruises to East of France</i>
	<i>Archer</i>	<i>6.12</i>	<i>30</i>	<i>Lt. R. Major</i>		<i>1773</i>	<i>6 April 1776</i>			<i>Victory, Whitehead, the Isle of Man & Mull of Galloway</i>

Date	Ship	V. of		Commander	Lieutenants	When Comm'd	When last discomd	How mutual the ...	How mutual from England	Disposition
		Genl.	Navl.							
(in the)	Alarum	6.10	30	1777. Wardlaw		1777 30 June	1776 28 May			Transferred to the Sloop of the Sloop of the Sloop of the
	Arvidith	6.10	30	1775. Brady		1775 19 Mar	1775 28 May			Transferred to the Head & the
	Arborne	6.8	30	1763. Gaborian		1763 2 Dec	1763 31 Mar			Transferred to the
	Wills	6.8	30	1764. Waller		1764 17 Aug	1764 31 Mar			Transferred to the the the
	Arkslow	6.8	30	1775. Smith		1775 5 Oct	1776 9 Dec			Employed in the the the
		<u>588.</u>								

Rate	Ship	Y ^r 2 ^d From - Mon	Commander	Partments	When Comm ^d	When last cleared	Whether mounted this	Whether sent from England	Disposition
<i>Guardships.</i>									
2.	Barfleur	90 400	M ^r Millbank	The Lord Ch. Calverley M ^r Keith J. P. Chubb M ^r Mackie	1770 23 Oct	1776 18 April			
3.	Royal Oak	74 350	1 st Drake	D. Smithland J. P. B. ... Geo. ... M ^r ...	1775 17 Nov. 25 Nov				
	Exonant	74 350	M ^r ...	W ^m ... J. ... W ^m James Lewis ...	1776 6 Nov. 20 Jan				At Portsmouth.
	Centaur	74 350	M ^r ...	J ^r ... M ^r ... M ^r ...	1776 28 Mar	17 May			
	Resolution	74 350	M ^r ...	M ^r ... M ^r ... M ^r ...	1776 10 Feb	31 May			
	Swallowtail	74 350	1 st ...	1 st ... M ^r ... C. P. ...	1771 11 Jan	1 June			

No.	Ships	N ^o of Guns	Commander	Privates	When Comd	When last arrived	Whether sailed	When sailed from England	Disposition
1	Yonkers	64 300	St. Robinson	1 st Lieut. P. Van Rensselaer 2 ^d Lieut. Robinson Geo. Benson	1771	1775	✓	1776 29 April	At Portsmouth.
2	York	64 300	McDonnell	1 st Lieut. P. Van Rensselaer 2 ^d Lieut. McDonnell 3 ^d Lieut. McDonnell	1775	1776	✓		
3	Clear	90 500	Gov. Spang	Master (Capt) P. Van Rensselaer 1 st Lieut. P. Van Rensselaer 2 ^d Lieut. P. Van Rensselaer 3 ^d Lieut. P. Van Rensselaer	1770	1775	✓	2 Oct. 11 Oct.	
4	Albion	74 350	J. C. Allen	1 st Lieut. Allen 2 ^d Lieut. Benson 3 ^d Lieut. Benson	1770	1775	✓	12 Oct.	
5	Island	74 350	Gov. Spang	1 st Lieut. P. Van Rensselaer 2 ^d Lieut. P. Van Rensselaer 3 ^d Lieut. P. Van Rensselaer	1770	1776	✓	17 April	At Plymouth.
6	Travoyant	74 350	John Lewis	1 st Lieut. Lewis 2 ^d Lieut. Lewis 3 ^d Lieut. Lewis	1775	1775	✓	6 April	
7	Providence	64 300	Matt. Griffith	1 st Lieut. Griffith 2 ^d Lieut. Griffith 3 ^d Lieut. Griffith	1775	1775	✓	23 Oct.	1 May 76
8	Procyon	70 300	Gov. Spang	1 st Lieut. Spang 2 ^d Lieut. Spang 3 ^d Lieut. Spang	1770	1776	✓	10 Feb. 76	

Ship	N ^o of Guns	Commander	Lieutenant	When Comd ^d	When last dread	Ships number the	When sailed from England	Disposition
S. Somerset	64 300	Geo. Curry	Josiah Thomas John H. Kinghorn W. J. Grenville	1771	1776			At Plymouth.
Reasonable	64 300	Thos. H. Herbert	Thos. H. Herbert Thos. H. Herbert Thos. H. Herbert	1776	25 Feb. 28 Feb.			
Ardent	64 300	W. Middleton	Thos. H. Herbert Thos. H. Herbert Geo. H. H. H.	1770	1775		20 Oct.	At Plymouth.
Marshall	74 350	W. H. H. H.	W. H. H. H. W. H. H. H. David Murray	1773	1776		1st May	At Chatham.
Mars	76 350	W. H. H. H.	W. H. H. H. W. H. H. H. W. H. H. H.	1775	19. 20. 3. May			
	<u>6100</u>							

In Port.

Date	Ship	V. of		Commander	Tonnage	When Crewing	When Last Sailed	When last seen this year	When last seen from England	Disposition
		Spars	Men							
16	Nippon	60	350	Wm. Phillips	1100	30 May	1776			At Plymouth fitting for the East Indies.
	Longwell	60	200	J. Thompson	1000	30 Oct.	1775	1776		At the Stone for the reception of new masts &c.
5	Ambercede	32	220	J. Macartney	1000	31 Jan.	1776	1776		At Spithead fitted for foreign service.
	Loch	32	220	Rich. Smith	1000	20 Feb.	1776	1776		
	Diamond	32	220	W. Fielding	1000	20 Feb.	1776	1776		
	Richmond	32	220	J. L. Gidder	1000	13 Nov.	1776	1776		
	Warragon	32	220	Max. G. G. G.	1000	7 Feb.	1776	1776		
	Haron	32	220	Wm. G. G.	1000	21 Feb.	1776	1776		
	St. Pauline	32	220	Wm. G. G.	1000	21 Feb.	1776	1776		
	Windsor	32	220	Wm. G. G.	1000	21 Feb.	1776	1776		

Date	Ship	No. of Tons		Commander	Particulars	When Commenced	When last cleared	Whether marked as such	When sailed from England	Disposition
		Yours	His							
	<i>b. Daphne</i>	20	160	J. P. Gifford	John Paul	1776 20 Mar	1776 26 Mar	✓		in Drydock
	<i>Roscoe</i>	20	160	Mr G. K. Offin	J. H. Halloway	01 Mar	17 Apr	✓		Little
	<i>Galatea</i>	20	160	Thos Jordan	W. D. Smith	20 Mar	4 April	✓		Little
	<i>Garland</i> X	24	160	R. P. Carson	Math. Sayer	30 Mar	4 Apr	✓		Returned
	<i>Norman</i>	20	200	A. L. Hawker	W. H. K. Clark	01 April				Present
	<i>Penicover</i> X	20	160	Mr Ford	Mill. Don	13 Mar	9 April	✓		under way for port
	<i>Familla</i>	20	160		J. W. Clayton	20 May	2 May	✓		Chatt. after passage in under way to port
	<i>St. Mark</i> X	16	125	L. H. Gifford	M. Christian	12 Mar	16 April	✓		Under way to port
	<i>Concord</i>	14	125	L. S. A. M.		10 May	20 May			is not at home for passage
	<i>Wildfire</i>	14	125	Geo. Young	C. L. Carno	14 Mar	23 April			Little
	<i>Spey</i>	14	125	Mr Shakerley	W. P. Gray	10 April	22 April	✓		is not at home for passage
	<i>Harriet</i>	14	125	Mr. Rowell	Colt. (Gifford)	21 Mar	28 Mar			Little
	<i>b. Albion</i> X	20	130	Mr Bennett	Mr Brooke	1770 1 Mar	1775 27 Dec	✓		at Plymouth

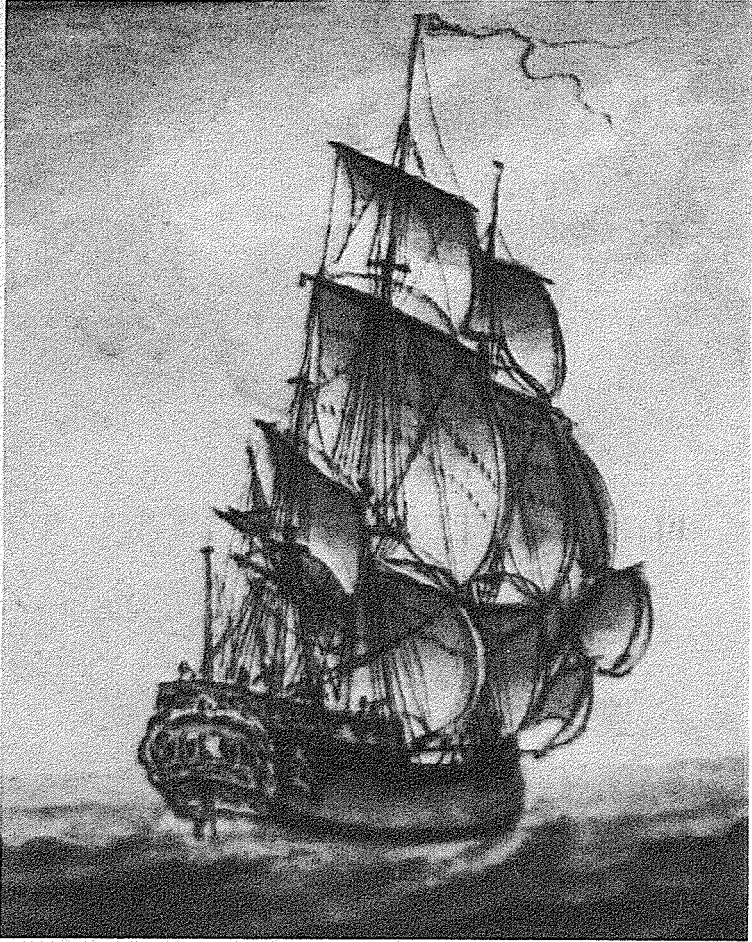
Shipping for America

Admiral's Office } Abstract of the Monthly List:
 1st June 1776

	Rate	N ^o of			Rate	N ^o of	
		Ships	Men			Ships	Men
In the West Indies	4.	1	315	At Newfoundland	1	1	320
	6.	3	660		6.	3	540
	10.	1	90		10.	2	225
					11.	1	30
		5.	865			7.	1,115
At Jamaica	4.	1	320	Foreign Cruizers	5.	3	560
	5.	1	220		10.	2	180
	6.	3	470			5.	740
	10.	3	280				
		8.	1,290				
At the Leeward Islands	4.	1	320	Home Cruizers	10.	5	320
	6.	3	450		(8. Men)	4	268
	10.	1	110			14.	588
		5.	880				
In the Mediterranean	4.	1	320	Guardships	2	2	800
	6.	2	320		3	17	5,600
	10.	1	80			19	6,400
		4.	720				
In North America	3.	2	820	In Port	4.	2	550
	4.	4	2,450		5.	6	1,320
	5.	10	2,820		6.	10	1,110
	6.	19	3,520		10.	9	1,012
	10.	16	1,700		11. (247)	2	58
	10.	5	1,160		Yacht	5	210
	10. (2)	2	40			35	4,600
	10. (3)	2	105				
	New Ship	1	40				
	Bomb.	2	150				
	Art. Ship	1	140				
	Gun &c	1	45				
	70.	12,100					

(C) *General Abstract.*

<i>Date.</i>	<i>N^o of</i>	
	<i>Ships</i>	<i>Men</i>
2 _____	2	800
3 _____	19	6420
4 _____	14	4595
5 _____	22	4920
6 _____	43	2150
<i>Floops</i> _____	40	4087
<i>Schooners</i> _____	6	190
<i>Hospital Ship</i> _____	1	140
<i>Wombs</i> _____	2	150
<i>Yachts</i> _____	5	210
<i>Gun Boat</i> _____	0	208
<i>Admirals</i> _____	3	145
<i>Boats</i> _____	2	60
<i>Storeships</i> _____	1	40
<i>Tenders</i> _____	1	45
<i>Shuttles</i> _____	2	58
<i>Total</i> _____		<u>172,29278</u>



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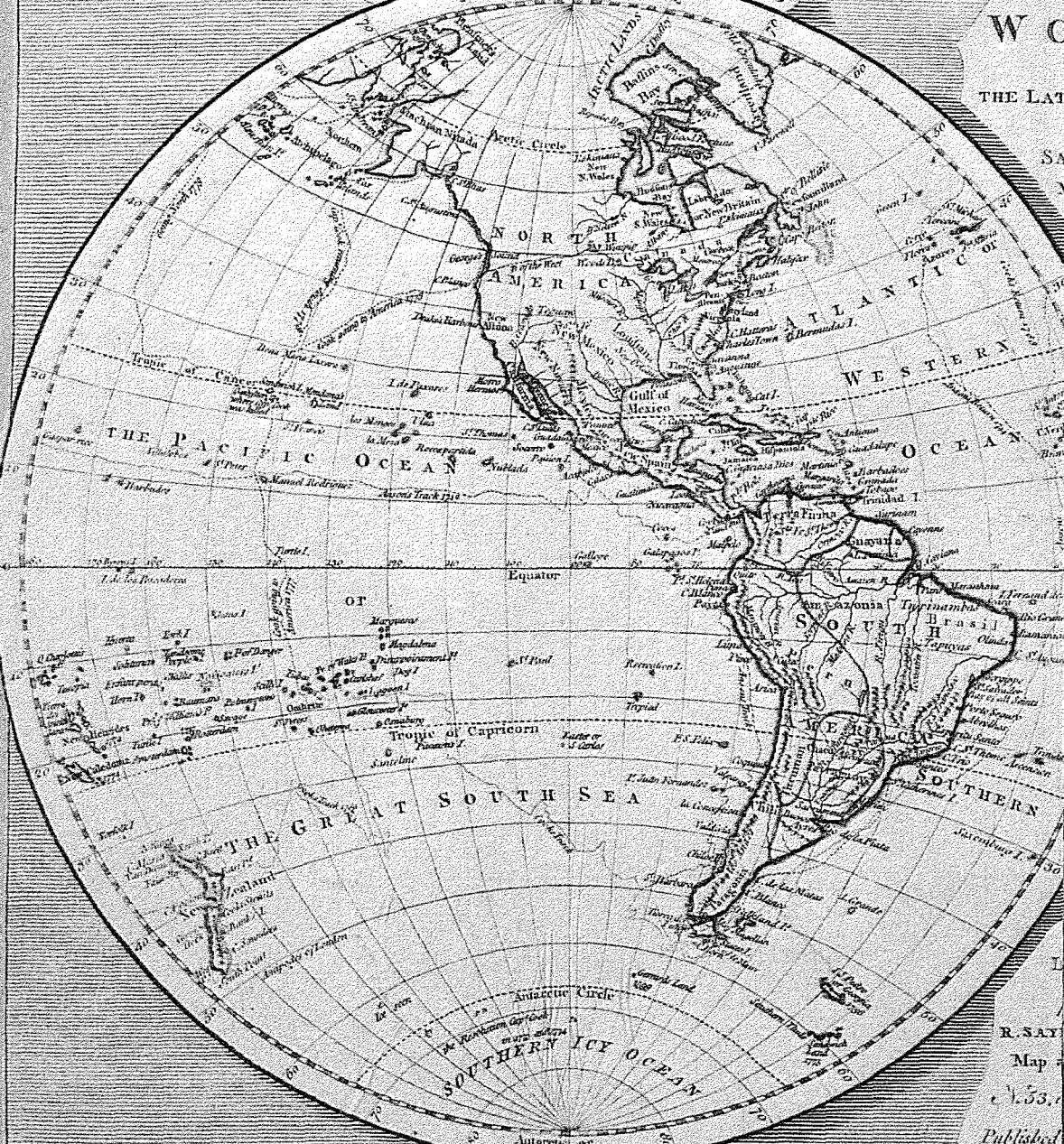
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