Naval Documents of The American Revolution

Volume 3

AMERICAN THEATRE: Dec. 8, 1775-Dec. 31, 1775 EUROPEAN THEATRE: Nov. 1, 1775-Jan. 31, 1776 AMERICAN THEATRE: Jan. 1, 1776-Feb. 18, 1776

Part 6 of 8

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The Seaford of 20 Guns having left the Station a long time since, and no other Ship sent out in her room. Some of our Merchant Ships will be ready to sail from Jamaica by the latter end of March, and it will be very unsafe for them to sail without Convoy, which the present Squadron can by no means afford them, consistent with the safety of the Island; which looks up to your Lordship for its protection, and for such a reinforcement of the Squadron, as will enable it to give convoys thro' the Gulph & the Windward passage into latitudes of security from the American Privateers. Totaly relying upon your Lordship's effectual attention to this important object, I have the honour to be [&c.]

Stephen Fuller

[Jamaica] 27th Jany 1776 -

1. PRO, Colonial Office, 137/71, Part I.

28 Jan. (Sunday)

"An Account of the Peoples Names that have Stood Centery and Laboured On Board the Sloop [Betsey] taken by Capt Manly" 1

John Poter [Porter] ²	for	8	days	&	8	Nights
Jonathan Larkcum [Larkum]		$5\frac{1}{2}$	days	_	5	Nights
John Potter [Porter]		2	days	&	2	Nights
Hennery Larkcum [Larkum]		1	day	&	1	Night
The Above was before I Came on Board —						Ü

Sence is as follows -

Saml Stone [Storie]	4 days & 4 Nights
John Potter [Porter]	4 days & 4 Nights
Joseph Ober	4 days & 4 Nights
Jonathn Larkcum [Larkum]	4 days & 4 Nights
	Rich ^d James

Beverly Jany 28th – 1776

- 1. Bartlett Papers, No. 5747, BHS.
- 2. The corrected names are taken from receipts in another account.

George Washington to Captain John Manley 1

Cambridge 28th Jany 1776

The Hancock Armed Schooner

I received your agreeable Letter of the 26th instant giveing an account of your haveing taken & Carried into Plymouth two of the Enemys transports. Your Conduct in engageing the eight gun Schooner, with so few hands as you went out with, your attention in Securing your prizes, & your general good behavior since you first engaged in the Service, Merits Mine, & your Countrys thanks.

You may be assured that every attention will be paid to any reasonable request of yours, & that you shall have the Comand of a Stronger vessel of War, but as it will take up Some time before Such a one Can be fitted out, my desire is, that you Continue in the Hancock, until the end [of the] Cruize. When that is out you will Come to Head qrs & we will Confer together in the subject of the

other ship. I wish you Coud engage Men at Plymouth to Make your Complement at least 40 Strong—it woud enable you to encounter the small tenders that may fall in your way—tho I woud rather have you avoid an engagement untill you have a ship that will place you upon a More equall footing with your enemy—I need not recommend to you to proceed again & pursue your good fortune, I wish you Coud inspire the Captains of the other Armed schooners under your Command with Some of your activity & Industry—Cannot you appoint Such Stations for them, where they May have the best Chance of intercepting Supplies going to the enemy—they dare not disobey your orders, as it is Mentioned in the instructions I have given to each of them, that they are to be under your Command, as Comodore & as Such I desire that you will give them Such Instructions in writing as to you will appear proper for the good of the Service—I am Sir wishing you a Continuance of Success—

1. Washington Papers, LC.

STEPHEN MOYLAN TO WILLIAM WATSON, PLYMOUTH 1

Cambridge, 28th Jany 1776

Your letter to his Excelly of the 26th is Come to hand with the papers found on board the Norfolk & Happy return transports taken by Comodore Manly – you will please to Libel them imediatly & the Sooner they are brought to trial the more agreeable it will be to the General you will take notice that the private property of the Captains & Crews are to be Carefully guarded for them, & that his Exy approves much of your precaution in getting the ships to the Wharf in order to Secure the small articles from Pilagers – I hope the Harrison is out on her Cruize & wish she may make a Successful one the General writes by this Conveyance to the Comodore, if he is in port you will please to give him the Letter Yrs

1. Washington Papers, LC.

"Extract of a letter from Cambridge, January 28." 1

Last Thursday [January 25] Capt. Manly took two store ships loaded with provisions, potatoes, coal, &c. which he carried into Plymouth, notwithstanding he was attacked by a cutter, which he could have taken had he not been afraid of losing his prizes. It is said that Capt. [Daniel] Waters in the course of last week took a ship and brig, but the success of Waters wants confirmation.²

- 1. Pennsylvania Packet, February 12, 1776.
- 2. Manley's prizes were the ships Happy Return and Norfolk; the report of Waters' success was untrue.

Colonel Jedediah Huntington to Jabez Huntington 1

[Extract] Roxbury Camp 28 [January] 1776

Hond Sir Your Letters of 16th 21st & two of the 24th are to Hand-Our Privateers took, the last Week, four Prizes, two carried into Salem & two into Plymouth, the first two mentioned, were in plain Sight of the Shipping at Nantasket, the Sailors said the Yankees would come next & carry away the Admirals

Ship – the Ships carryed to Salem we hear are loaded with Coal & Potatoes from England, the Acquisition is of no great Value to us, but, for the present, an irreparable Loss to our Enemies, I do not yet learn the Loading of the [othe]r two Captures – we are told our Enemies are [fitti]ng out Privateers – want much to hear what becomes of our Fleet at the Southward . . . it is lately found that almost all our heavy Cannon must have new Carriages before they are put to hard Usage – &C &C –

Jed Huntington

1. Jedediah Huntington Letters, ConnHS.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS 1

Sir,

Chatham, Boston 28th January 1776.

In pursuance of an Order from Vice Admiral Graves of Yesterday's Date, I have taken upon me the Command of His Majesty's Ships and Vessels which will remain in North America after his Departure, the Disposition of which, together with the State and Condition of those at, and near this place, I transmit to you herewith, and am to acquaint you, Sir, that by advice received last Night from Halifax, His Majesty's Ship Somerset sailed from that place for England the 15th and the Roebuck for Virginia the 14th Instant, and that Commissioner [Marriot] Arbuthnot writes to me in the following terms: "I presume as soon as the Commander in Chief can spare Forces that he will think of Sending two, Two Deck Ships to command the Heights all round the Land part of this Yard which command it very much." Their Lordships will without doubt see the impossibility of my complying with this Application under my present Circumstances.

I likewise transmit to you, Sir Copy of a Letter from Lieutenant [William] Hunter Commander of the *Gaspee* Armed Brig informing Admiral Graves of his being taken with thirteen of his Men by the Rebels at Saint Johns,² and if I find that the Vessel has not fallen into their hands (which does not possitively appear by the Lieutenant's Letter) I shall send an Officer to Command her.

Admiral Graves informs me there is a Scarcity of Ordnance small Stores at Halifax for the use of the Fleet, particularly Three and Four Pound Shot for the small Cruizers, and as it is very inconvenient sending so far for all kind of Ordnance Stores, I shall be glad Their Lordships will please to recommend that a Supply in a Store Ship may be sent to this place or wherever the Commander in Chief may be.

I likewise transmit to you, Copy of a Letter from Commissioner Arbuthnot to Vice Admiral Graves relating to the State of Halifax; together with Captain Wallace's Additional Intelligence from Rhode Island; ³ and must beg to refer you to my former Letters for an Account of all other Occurrencys and Intelligence necessary for Their Lordship's information. I am Sir [&c.]

M: Shuldham

- 1. PRO, Admiralty 1/484.
- 2. Lieutenant Hunter's letter of December 16, 1775.
- 3. See Arbuthnot's letter of January 15, 1776; Wallace's of January 14, 1776, and his intelligence of January 21, 1776.

LORD STIRLING TO THE NEW YORK COMMITTEE OF SAFETY 1

Elizabeth Town January 28th 1776.

Sir, I received your letter of the 25th respecting the 100 Stand of Arms which you were to have Supplyed me with. I shall lay the letter before the Continental Congress and the Convention which meets this week at Brunswick in hopes that some other means may be taken for providing an equal Number.

A Certain Ship is lately Arriv'd here with Stores,² some of which perhaps may be of use to the Public Service under your direction. I therefore Subjoin a list of her Cargoe, in order that you may Know whether any part of it will be usefull for that purpose. The Ship is about 100 feet long on the Main Deck, and will commodiously carry 20 Six & 10 three Pounders, W[illiam] R[ogers] [is] well worthy of your Confidence. I have the Honor to be [&c.]

Stirling.

- 1. Papers CC (Letters from General Officers), 162, II, 402-03, NA.
- 2. The Blue Mountain Valley.

JOURNAL OF H.M. SLOOP Cruizer, CAPTAIN FRANCIS PARRY 1

January [1776]

Close to the Fort [Johnston, Cape Fear]

Saturday 27th

at 8 AM saw a body of Rebbels in & about the Fort hove up the best bower & slip'd the small & run close to the Fort fir'd Great guns, & small arms, which continued as they appear'd from behind the walls, cutt one of the condemn'd Cables to barricade the Rebbels fir'd some small arms.

Sunday 28th

at 1 AM saw a number of the Rebbels at work in the fort, fir'd some grape at them, which they return'd with a few small arms, & went off, at 9 weigh'd & got hold of the cable slip'd, & moor'd as before.

1. PRO, Admiralty 51/218.

MINUTES OF THE SOUTH CAROLINA COUNCIL OF SAFETY 1

In the Council of Safety, [Charleston] Sunday, Jan. 28th, 1776.

Mr. President acquainted the board that he had dispatched the following letters, written by their order.

Charles-Town, South Carolina, 27th Jan., 1776.

Gentlemen -

... We received this morning your favour of the 23rd instant, and thank you very heartily for your early and minute account of the ships-of-war in your river. We persevere in our measures for defence. If the *Syren* should, as is pretended, and which we much doubt of, pass by without attempting to hurt us, there will be some other appointed to

bring us a proclamation. And we are also determined, to the utmost of our power, to repel any force which may be brought to annoy us. . . . By order of the Council of Safety.

Henry Laurens, President.

The Hon. the Congress at Savannah.

Ordered, That previous to the going down of any of the colony vessels, the commanders of these respectively, shall always give notice of their intention, to the commanders at Fort Johnson and Sullivan's Island, either by letter acquainting them what signals they shall make, or by sending a boat ashore.

1. Collections of the South-Carolina Historical Society, III, 227-30.

JOURNAL OF H.M. SLOOP Tamar, CAPTAIN EDWARD THORNBROUGH 1

January 1776 River Savanah Georgia

[Friday] 26 AM Saild his Majs Ship Syren, Carpenters Employ'd making a main Yard

Mode winds & Clear Longboat Watering

[Saturday] 27 AM Loosed Sail to dry Carpenters Employ'd as before Light Airs & Clear wthr

[Sunday] 28 Employ'd Occasionally Do wthr PM Saild the

Do wthr PM Saild the Polly Schooner Falmouth Packet & Pensicola Packet.

1. PRO, Admiralty 51/968.

JOURNAL OF H.M.S. Maidstone, CAPTAIN ALAN GARDNER 1

Janry 1776 No end Tortugo E½S 6 or 7 Leagues

Sunday 28 At 5 AM Saw 3 sail in the SW Quarter gave Chace. high land about C. Turtolo SW 6 or 7 Leagues. at 9 fired a Gun and brot to the Chace – a Schooner from Cape Nichola to No Carolina, 2 Sent a petty Officer and 5 Men to take Charge of her. at 11 fired a Gun and brot to a french Snow from Cape Francois to Havre de Grace – Moderate Weathr This 24 hours sent the schooner to Jamaica.

1. PRO, Admiralty 51/572.

 Schooner Dolphin, Edward Manning, master, with a cargo of molasses and coffee, Gayton's Prize List, PRO, Admiralty 1/309.

29 Jan.

Brigadier General David Wooster to Major General Philip Schuyler ¹
Copy

Montreal Jany 29th 1776.

Dear General. I wrote you the 27th Inst by Col: [Rudolphus] Ritzema since which I have received the Papers and Letters of our dear deceased General Montgomery – all which except some few which contain Instructions for our

Operations in this Country, I now forward you by Major [Matthias] Ogden – I am informed that he commonly burnt all confidential Letters from Friends as he received them so that there are none left unless there may be some in the packet to Mr [Robert R.] Livingston. I shall take particular Care of his Effects and Capt McPherson's when I receive them – The Army Accounts Receipts &c I shall be obliged to keep for a few Days till I can get them copied to prevent Impositions.

I have also received Letters from Col. Arnold with an Estimate of such Artillery Stores &c as he thinks necessary for the Reduction of Quebec together with an Inventory of such Artillery, Ammunition, Stores &c as are at St Fays, and Point aux Tremble – As I find the Return of Stores which has been made from St Johns is an imperfect one I shall to Morrow send Major [James] Lockwood to St John's in Company with Major Ogden (who will be on his Way to the Colonies) where he will make out and enclose to you an exact Inventory of all the Artillery, ammunition Stores &c which are now in this province in our Possession – We have but one piece of Cannon larger than a twelve pounder and that is a brass twenty four. If it is possible to send us a few heavy Cannon across the Lakes I think they will be highly necessary as our small ones will make but little Impression upon such a strong fortified place as Quebec, besides it will hardly answer to strip this Garrison & St Johns entirely.

I inclose you a Letter from Col Arnold to Congress with his Estimate &c you will see its Contents and if you think proper send with it the Inventory which Major Lockwood will make out, there is no need of suggesting to you the almost infinite Importance of taking possession of that Town before they can obtain a Reinforcement in the Spring and therefore the most vigorous Measures ought to be pursued and the greatest Expedition in forwarding every Thing necessary more especially as the Canadian and our Friends here assure me that by the middle of March the Roads from this to Quebec will be impassable.

Of the few Men who have arrived here I find several of them have bad Arms and are obliged to wait in this Place to have them repaired and even then they are but bad – I could wish they might be better furnished if it were possible before they come into this Country. I hope before this reaches you, that the Rebels of Tyron County will be quelled and their good Arms put to a better Use. – Accept my best Wishes for your Health, Success and Happiness and believe me very respectfully [&c.]

David Wooster.

1. Papers CC (Letters of Major General Philip Schuyler), 153, I, 510-11, NA.

JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES 1

[Watertown] Monday, January 29, 1776.

Moses Gill, Esq; brought down the Report of the Committee of both Houses appointed to consider sundry Resolves of the *American* Congress, viz.

The Committee of both Houses appointed to take into Consideration sundry Resolves of the *American* Congress, have attended their Duty, and beg Leave to Report as their Opinion,

1st. That Direction be given to review the Act for fixing out armed Vessels, and conform it to the Resolves of Congress, except in the Instance of taking Prizes without Commissions; and that a Representation of the Inconveniences attending that Resolve be made to Congress, praying that it may be re-considered, and altered.

In Council, January 27, 1776.

Read and accepted, and, thereupon,

Resolved, That the Committee appointed on the 26th Instant to examine the Act of this Court for fixing out armed Vessels, be directed to sit forthwith. And, Afternoon.

John Whitcomb, Esq; brought down a Muster-Roll and Petition of Jeremiah Obrian, representing that on the 21st of August last, he was commissioned by the Hon. Council, as Commander of two armed Vessels, with Authority to Navigate them with thirty Men each. And as no Establishment has been made for Cruisers, he prays a meet Allowance for their Service.

Read and committed to Mr. [Hezekiah] Gates, Major [Nathaniel] Currier and Mr. [James] Allen.

1. Journal of the House of Representatives, Mass. Arch.

Boston Gazette, Monday, January 29, 1776

Watertown, January 29.

Last Week our Privateers took a large Ship and Brig, laden with Fuel and Provision, and sent them into Plymouth.¹

Last Friday 7'night [January 19] General [Henry] Clinton, with a considerable number of Grenadiers and Light Infantry, sailed from Boston, and were supposed to be bound for Virginia.

The ship Happy Return, 130 tons, James Hall, master, and the ship Norfolk, 120 tons, Jonathan Grendal, master, both from Whitehaven, with coal and provisions, taken by John Manley, in Washington's schooner Hancock.

"Extract of a Letter from a Captain of a Ship at Boston, dated Jan. 29.

to a Merchant at Corke." 1

We arrived here in seven weeks and three days from Spithead. The general passage of the rest of the fleet was from twelve to eighteen weeks. The ships and cargoes suffered much, and several of them are still missing. Provisions are very dear. The Provincials have several privateers on the coast, and have taken some of our store ships; they took two ships from Corke with provisions on the 25th inst.²

- 1. London Chronicle, March 14 to March 16, 1776.
- 2. The Happy Return and the Norfolk, taken by John Manley.

CAPTAIN CHARLES STUART TO HIS FATHER, THE EARL OF BUTE 1

[Extract]

Boston, Jan. 29, 1776

We remain here pretty much in the same state, waiting with anxiety for the Spring. The water is entirely froze over, except immediately in the Harbour, and

able to bear an army, which obliges us to be particularly cautious with respect to the enemy's movements.

Their Navy seems to triumph over ours; they frequently take our store ships with impunity, but we have great expectations of our new Admiral, Lord Howe [sic Shuldham], who is liked by everybody. I dare not say any more, for fear this letter may meet with the same fate as those I have already wrote.³

- 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.), 5, 6.
- Probably a mistake in the printing. Admiral Shuldham had arrived in Boston December 30, 1775, succeeding Vice Admiral Samuel Graves.
- 3. In the same letter, Stuart had complained that some of his letters had been stopped because he was expressing his mind rather too freely.

J. Loring to John Blackburn 1

[Extract]

Boston January 29. 1776.

There was last Friday [January 26] two Ships taken within a Mile & half of the Light House just by the Men of War, not one of them offered to rescue them, as they had no Orders till they were carried off. The Admiral made it a rule, not to suffer any of his Ships to go out, if they should see any Privateers, or any Ships attacked or taken in the Bay, till they have sent up to him, which must take them 5. Hours, so that you need not wonder at the Ships being taken, as we have no Cruizers out – if he don't take himself away very soon, we shall get but few of the Ships in. We depend much upon Admiral Shuldham.

The little fresh Meat we get is from Nova Scotia, & that at a very great price. What is to become of us the Lord only knows, for it is impossible for many of us to hold much longer, myself in particular.

J. Loring

1. PRO, Colonial Office, 5/40.

VICE ADMIRAL SAMUEL GRAVES TO PHILIP STEPHENS 1

Sir

Preston at Boston Janry 29, 1776

By one of the Sloops belonging to the Army, which arrived the 5th instant from New York, I received Letters from Governor Tryon and from Captains [Hyde] Parker and [George] Vandeput which were delivered to Rear Admiral Shuldham upon his taking the Command of the Southern Division of his Majs Squadron in North America. I am exceedingly happy to find the two large Ships can be placed so as to remain at New York all the Winter, for I had almost been prevailed on to believe it impracticable. The Viper not arriving there is unlucky; with that Sloop and one or two armed Schooners, which I should have sent forthwith, I had flattered myself Captain Parker would have frustrated every Attempt to stop the Navigation of the River during the small time the Ice prevents the great Ships from lying in the Stream.

Rear Admiral Shuldham will explain to Capt. Parker that my Orders to seize all Vessels laden with Provisions, Rum, Naval Stores &c are generally meant to

prevent the Colonies in Rebellion from being supplied with those Articles, Although by the restraining Acts those Commodities coming directly from Great Britain or her Islands in the West Indies may lawfully be imported; And that with respect to New York, while it continues amicably disposed towards his Majesty's Government and furnishes his Fleet and Army with every thing required, the means to do this must not be cut off, and therefore the Supplies usually brought to Town from the interior Country and Parts adjacent ought by no means to be restricted or prevented.

As I transmit Copies of Captain Parkers Letters, and of the Letter and Inclosures therein mentioned to be taken out of the Carolina Sloop, I have only to add that by the *Mercury* the Slops demanded for the *Asia* are sent, which is the soonest we have been able to spare so large a Quantity as was required.

By a small Vessel bound to Halifax, which sailed the beginning of this month, I sent Orders to Commodore Arbuthnot to send the *Somerset* to England, and I find she sailed from Halifax accordingly the 15th instant; but the *Asia* being so advantageously placed before New York, and there being no likelihood of getting any more Ships there until March next, I have left it to the Discretion of my Successor whether or not to remove her until the Navigation shall be quite open in the Spring and more Ships are arrived there. I inclose a Copy of Captain Vandeputs Letter to Captain Parker on his Arrival, giving him my Orders, with such Intelligence as he had been able to collect of the State of Affairs in that Neighborhood.

The 27th instant, the day I ordered Rear Admiral Shuldham to take the Ships at Boston and the Northern Division of the Squadron under his Command, a Tender arrived from Rhode Island, and I immediately communicated to Rear Admiral Shuldham the Letters I received from Capt. Wallace, of which I inclose Copies for their Lordships Information, and am Sir, &c

Sam Graves.

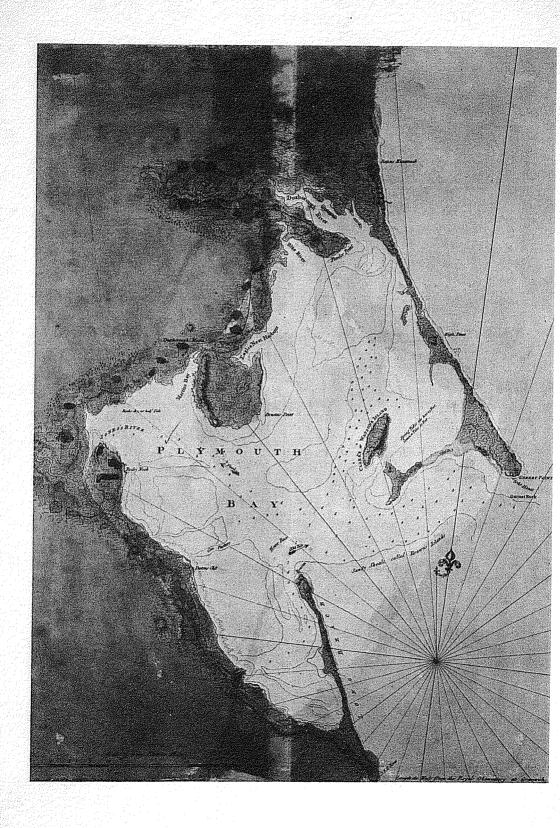
1. Graves's Conduct, II, 39-40, BM.

WILLIAM WATSON TO GEORGE WASHINGTON 1

Sir

Plymouth 29 Jany 1776 -

I must ask your Excellencys Pardon for omitting in my last, some very material circumstances relative to the capture of Comdore Manlys last prizes – I had not when I wrote got an exact account of the matter, since wh the Comdore tells me that he had taken the prizes, & had put his people on board them some time before the Tender ² came to their assistance, that there were two other Vessels from Nova scotia with stock, in company with these ships, & that the whole fleet with the Tender, wod have been taken, had it not been for the cowardice of one of our Continental armed Vessels, who was very near them, but dared not engage, & who made the best of his way off – Comdore Manly fought in very disadvantageous circumstances, not having more than sixteen of his own people on board, but then he received considerable assistance from his prisoners, more particularly from the Captains, ³ who did as much as they dared do in such circumstances.



Your Excellency will please to direct me in what manner I shall conduct with these Captains relative to what they brot with them on their own account, memorandum of wh is inclosed. - If these people are indulged to return to plymouth to take care of their effects (provided their private adventures are given them) will it be any disadvantage to the public? however, your Excelly will much oblige our people, particularly the people belonging to the armed vessels, if youl permitt the Bazes & chex, to be stop'd here, as they are greatly wanted to make them shirts. -

Comdore Manly is now in our harbour, has been puzled with Ice (with which we are now blocked up) but has received [no] damage - The Harrison Capt [Charles] Dyar is now in the Ice, has lost anchor & cable, but we hope to find them again, we are now cu[tting] the ice, & hope to get him out without further damage. -

I shall do every thing in my power to forward geting these ves[sels] to sea, as a large number of ships from England are expect[ed] with provisions & but one of them is of any force. -

Capt [Dimond] Morton of the Artilery, the bearer of this, takes charge [of] the prisoners, Capts Hall & Grindall, who wod have been sent forward before had not the extreme cold weather prevented. I am [&c.]

William Watson

Tuesday morning 8 oclock The Hancock, Manly & the Yankee [Corbin] Barnes now under sail bound on a cruise.

Memorandum of Sundrys belonging

to the Captains Hall & Grindal Vizt 12 peaces Check lining Cost £36..12..2

> 10 ps Red baze 14...1..6

> 4 ps Coorse lining 6.. 1..4

two Ullages Jama[i]ca rum

1 hand Gun

20 barrells beefe

8 Ditto Pork

The Above on bord the Ships Norfolk & Happy return at Plimo Janry 30th 1776

- 1. Washington Papers, LC.
- 2. The General Gage.
- 3. James Hall and Jonathan Grendal.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND 1

[Providence] Jany 29th 1776

Meeting in being according to adjournment

That Mr Ethanah [Palmer] be imployed to get the Four Masts for the Ships (in the room of Mr Caleb Bowen) and that he proceed to get the sticks cut and Transported by Land to providence if p[ossible] if not then to have them brot to Wrentham if it cannot be done to either of the above places, then to get them to Taunton the best Terms he can. That he also get two Bowsprits the one to be 52 feet long 25 Inches Diameter the other to be 4[8] feet long & 23 Inches Diameter to be transported in the same manner as the masts.

Voted. That Mr George Olney be employed as Clerk to keep the Books of Accompts necessary in the Building of the Ships & to Transact any other Business the Committee may employ him about the [sic that] he have six pounds twelve shillings P month for the said Service he to bord himself in the neighbourhood and give constant attendance till the Business be done in the Evening. —

Reckoning 23/ paid by Col Nightingale

Meeting adjourned to Wednesday evening 6 o'clock

1. Journal R.I. Frigates, RIHS.

MINUTES OF THE CONNECTICUT COUNCIL OF SAFETY 1

At a meeting of the Governor and Council of Safety, [Lebanon] Monday January 29, [1776]

Cap. [Jonathan] Lester came in from viewing the row-gallies at Philadelphia and also Mr. [Job] Winslow from the same view at Providence and reported the construction &c., and shew'd plans, and were consulting about them &c. forenoon.

P.M. The said builders came in, having consulted a plan of building two of said row-gallies, and considered the same; and agreed, that two to be built, one by said Lester, and one by Winslow, shall be 60 feet keel, 18 feet beam, and 5 feet hold, four inches dead rising. And agreed with them, that they as master-builders shall have one dollar per day for themselves, and they employ good workmen at the best and easiest rate they possibly can, and faithfully do and discharge every part of the duty, by their best skill and fidelity.

Cap. Lester moves that he should have some allowance for the use of his yard and tools, and is willing to submit it to our future consideration. And that they may allow their workmen liquor necessary, and as they used to do when they employ'd men for themselves, and that Cap. Lester procure the necessary iron works, and apply as occasion shall be to Col. [Jabez] Huntington and Esq. B. Huntington. And they withdrew.

1. Hoadly, ed., Connecticut Records, XV, 227.

Major General Philip Schuyler to John Hancock ¹

[Extract]

Albany Monday January 29th 1776.

Sir. Yesterday at four O'Clock, I had the Honor to receive your Dispatches of the 20th Instant.

Congress will perceive by the Copy of General Washington's Letter, which I had the Honor to inclose you in my last, that a Regiment is raising in the Massachusetts Bay, and Yesterday I received a Letter from Colo: [John] Fellows, who was to have raised and commanded a Regiment, in Consequence of my Consent given to the Committee of Berkshire – I hope my answer to that Letter will prove satisfactory to Congress.

On Sunday Jany 14th I wrote to General Wooster; the following is an Extract of my Letter

Dr Sir. At six last Night Mr [Edward] Antill delivered me your Dispatches. It is much easier to concieve than to describe the Distress it has occasioned me.

In the gallant and amiable General Montgomery the Continent has suffered a vast Loss. May Heaven graciously be pleased [to] extricate you out of the perilous Situation you are in – At this Distance it would be presumption in me to direct what Measures should be taken, these can only be determined by Events as they turn up – May God guide your Councils and bless your Operations.

Expresses are already gone to Congress and General Washington. I have proposed to the latter to detach three thousand Men to your Assistance by the Way of Number four Onion River and Missisque Bay – I have furnished Colonel [Seth] Warner with Money to engage all the Men he possibly can, and to send them on to you without the least Delay. I am in great Hopes from that Gentleman's Zeal that he will be able to procure Men.

As I have by repeated Letters observed to Congress the Necessity of sending Troops immediately into Canada. It is probable that some are on their march from New Jersey; the Moment they arrive here, I shall push them forward or conduct them myself, if my Health will permit. I shall arrange Matters in such a Manner that I make no Doubt, they will arrive in Canada in six or seven Days from this.

I am very happy that you have issued Orders not to let any Men depart, altho' the Term for which they are enlisted is expired; You may rest assured Sir, that a Conduct so prudent will meet with the fullest Approbation.

By all Means secure a Retreat for Colo: Arnold at Montreal and should [Guy] Carleton follow you there, as you may certainly expect Succours, I do not doubt but you will suffer every Hardship before you will give up the Town – Our Cause Sir is just, and I trust that Divine providence will dispel this untoward Cloud, and that we shall again receive its Smiles.

As I have no Return of the Arrangement made in Canada, I cannot fill up the Commissions: I some Time ago wrote to General Montgomery for it, and should probably have had it had we been so happy as not to have lost him; I have reminded General Wooster of it, and am in Hopes I shall soon receive the proper Returns.

I am making every preperation in my power to facilitate the March of the Troops into Canada; – Biscuit is baking here at Fort George & Tyconderoga; and I have had a Quantity of the most portable pork boiled to be used on the March – I am much put to it to procure a sufficient Number of Felling axes, but hope to receive some from New England to which I have sent.

Permit me to observe that Intrenching Tools of every Kind will be wanted in very considerable Numbers, Whether we do, or do not possess ourselves of Quebec in the Course of the Winter. The Hint General Wooster has given of sending Sutlers into Canada is a very good one; If I can get any good Men to go, I will venture to assist them, on proper Security with Money out of the Military Chest here, to purchase the necessary Articles, and let them repay it in Canada.

From all the Enquiries I have made I have reason to conclude that the Want of a small circulating Medium greatly distresses our people in Canada it would have a good Effect and tend to introduce the Circulation of all our paper Currency in Canada. if Congress was to furnish some persons, such as may be depended upon, with ten thousand pounds in Specie and send them to Canada, with twice or thrice that Amount in small Bills, none exceeding a Dollar, and a great proportion of them of one Shilling only; when a Soldier receives his pay in Continental Money he might go to those persons and get small Change, and if it was then promulgated that any Holder of such small Bills might immediately receive Cash for them, and that being punctually complyed with for a little Time; their Credit I fancy would be so well established that very few more would be brought in - The Expence in emitting these Bills would I conceive be compensated to the public by the wearing out of the Bills - I am the rather induced to believe that this plan would have the Effect I expect from it as the Bills emitted last Spring by the Committee of this County and which were small are not brought in for Redemption, altho' the Committee have repeatedly advertised for them - Many of the Bills should be 1/6 2/6 & 3/6 as with these six pence may be paid where no more is due by changing.

The Expence that arises by the Officers that are prisoners is extremely high – I have desired them to pay the Bills and promised to repay as much as Congress should allow; in future I shall allow only Fire-Wood Candles and Lodgings – I shall order the Expence that has attended them to be made out, and transmit it as soon as I can – The Transportation of the Cloathing should be charged to them, as also that of such Women as are above what each Company is allowed – It is even a greater Burthen that we are to furnish these with provisions. . . . I am Sir [&c.]

P Schuyler

1. Papers CC (Letters of Major General Philip Schuyler), 153, I, 478-84, NA.

New-York Gazette, Monday, January 29, 1776

New-York, January 29.

We hear from New-Jersey, that on Monday last [January 22], the people in the sea port towns, having notice that a store ship with coals, porter, cheese, &c. for the ministerial army in Boston was arrived at the Hook,¹ a number of men in a small vessel at night boarded, took and brought her into port, where they have unloaded her. The cargo consists of 120 chaldron of coals, 100 barrels of porter, 300 sacks of potatoes, 10 pipes of sour crout, 4 four pounders, some powder and arms, and sundry other goods: They brought 80 hogs from London, but many of them died on the Voyage.

1. The Blue Mountain Valley.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY 1

[New York] Die Lunae, 10 HO. A.M.

Jany. 29th, 1776.

Mr. [Comfort] Sands informed the Committee that the Sloop Sally is ready to sail, and requested a permit for Wilkie Dodge, master of the said sloop, to go on board of the ships Asia and Phoenix.

Thereupon a certificate was given to him in the words following, to wit:

In Committee of Safety, New-York, 29th Jany. 1776.

Permit Wilkie Dodge, master of the sloop Sally, to go on board of both His Majesty's ships in the harbour of New-York.

1. New York Provincial Congress, I, 271.

CERTIFICATE BY GOVERNOR WILLIAM TRYON 1

By His Excellency William Tryon Esquire Captain General & Governor in Chief in and over the province of New York and the Territories depending thereon in America; Chancellor and Vice Admiral of the same.

This is to certify that David Mathews, before whom the annexed Deposition of Joseph Woolcombe was taken in my presence, is one of His Majesty's Justices assigned to keep the peace in & for the City & County of New York, and duly authorized & impowered to take the Deposition of persons voluntarily making the same before him, and that all due Faith and Credit is, and ought to be, given to depositions so taken & attested.

In Testimony whereof I have herewith set my Hand and Caused the Great Seal of the province of New York to be affixed on Board the Ship *Dutchess of Gordon*, in New York Harbour the Twenty ninth Day of January in the Sixteenth Year of His Majesty's Reign.

W^m Tryon

By His Excellency's Command./ Edmd Fanning p. Secry 1. PRO, Colonial Office, 5/1107, 371.

JOURNAL OF THE CONTINENTAL CONGRESS 1

[Philadelphia] Monday, January 29, 1776

The committee, to whom were referred ... the letter from lord Stirling, dated 24th of the same month [January], and the letter from Mr. [Samuel] Tucker, chairman of the committee of safety of New Jersey, dated the day last mentioned, brought in their report: Whereupon,

[Resolved] That the alertness, activity and good conduct of Lord Stirling, and the forwardness and spirit of the gentlemen, and others, from Elizabeth town, who voluntarily assisted him in taking the ship Blue Mountain Valley, were

laudable and exemplary; and that his lordship be directed to secure the capture, until the further order of the Congress; and that, in the mean time, he cause such part of the loading, as would otherwise perish, to be disposed of by sale.

The committee on the inlistment of apprentices &c. brought in their report, which, after debate, was recommitted.²

- 1. Ford, ed., JCC, IV, 98-101.
- 2. This sentence is inked out on the manuscript Journal.

JOSEPH HEWES TO SAMUEL PURVIANCE, JR.1

Dear Sir

Philadelphia 29th Jany 1776

I received your favour of the 20th instt informing me of Mr. [William] Lux's resignation, the Marine Commee met the day after your Letter got here, a majority of whom were of Opinion that a Letter should be wrote to Mr Lux to request him to Act in his Appointment and Mr [Robert] Morris was requested to write in behalf of the Committee to him on that Subject, they were also of Opinion in case Mr Lux should refuse, that the business should go on under the direction of yourself Mr. [Samuel] Chase & Mr [Stephen] Stewart, I should have been very glad to have had your Brother put on that Service in Mr Lux's room, but the Commee in general thought it unnecessary to add another seeing two good Men had agreed to Join Mr Chase in the service, as Mr Chase is entirely unacquainted with Ship Building, I do not expect you will be much Assisted by him, I wish you had been mentioned at first on this business, that no time might have been lost, however I make no doubt but that you will have your Ship 2 ready before some of those that are building to the Northward. . . . I shall be glad to have a line from you when any thing Occurs and Am with Compliments to your Brother Dear Sir [&c.]

Joseph Hewes

1. Purviance Papers, MdHS.

2. The Continental frigate being built at Baltimore, subsequently named the Virginia.

WILLIAM FLOYD TO FRANCIS LEWIS 1

[Extract]

Philadelphia January 29, 1776

The members your Marine Committee gave me an order on the Treasurer for Forty thousand Dollars, to be transmitted to you.² I recd the Same and for which I gave my Receipt, and Sent it with twelve thousand five hundred Dollars by Mr. [Thomas] Lynch and Mr. [Andrew] Allen to the Committee of Safety at New York. There was also one hundred 29 and 4 tenths Dollars for the Accounts you Sent to our Committee of Claimes all which I hope will come Safe to your hand.

P.S. The 12500 Dollars are to raise and forward the Regiment which our Convention is to Send to Canada. . . .

- 1. Rare American Historical Autographs. The Collection of Frederick S. Peck (Philadelphia, 1947).
- 2. Both Floyd and Lewis were New York delegates in the Continental Congress. Lewis was in New York laying the ground work for the construction of two Continental frigates. The \$40,000 was on account of the frigates.

Agreement Between the Committee for Building the Philadelphia Frigates and Wharton & Humphreys ¹

Cash	\mathbf{Dr}	To Carpenters Yard		
Received by John Warton of William West by the hands of				
Joshua Humphreys junr for the Stock r				
Yard this day which we sold to David T	_			
Grice Saml Penrose & William Pollard,2 for				
of the Continental Congress – viz –				
2 Poplar Logs a 10/ & 15/		1 5 –		
1 Cut water 50/. 1 lower Stern piece 60/		510		
1 White Oak harpin ps 30/ 1 Stern Post knee 3	35/	3 5 –		
1 Stern Piece	. /	5		
sundry osfal Chuncks pieces of Shores &c		2		
1 lott of Cedar Qty 168 ps	a 14/	11712		
75 pieces of ditto	$a \frac{7}{6}$	28 2 6		
60 lower futhooks	17/6	5210		
35 floor Timbers	22/6	39 7 6		
8 Rising Timbers	22/6	9		
31 Crossways	12/6	19 7 6.		
1 Stern piece		3		
32 Anchor stocks a 3/9 & 2do	a 10/	7		
15950 Trenels 18 Inch	45/	3517 9		
1600 ditto 24 do	80/	6 8		
289 upper Futhooks & Toptimbers	13/6	195 1 6		
18 Hause ps & Bow Timbers	a 35/	3110 –		
39 Middle Futhooks	25/	4815		
1 Double Counter Timber	•	3		
6 Large Sterns &c	a 80/	24		
1 Double Fashion Piece		3		
1 Hause piece		110		
35 Standards	7/6	13 2 6		
40 Shores		5		
1 Stern Post knee		2		
1 lott largest Live Oak Qty 72 pieces	a 45/	162		
2 Breast hooks a 90/ & 3 ditto	a 70/	1910 –		
Carried over		£ 84314 3		
[Page 2]				
To Amount brought over		£ 84314 3		
1 Lower Stern Piece		6		
1 Lot of Live Oak Qty 198 ps	a 22/6	22215		
1 Lot of Smatter do 148 do	20/	148		
14 Live Oak half Tim[b]ers	a 5/	. 310 –		
a Lott of Old Knees &c &c at the burning place	,	3		
22 Middle futhooks	a 22/6	2415		

all the blocks in the Yards & 25 Knees, so	4	
25 Pieces of Ribbands &c	5	
2 futhooks or small rising timbers		1 5 –
1 Apron delivered to No 1 [frigate]		710 –
1 Short Logg in the water		1
1 futhook		17 6
1 Keel – 75 feet		810
2 Fitters		1
1687 feet of 2 Inch plank	a 25/6 p Ct	2110 2
794 feet of 2 Inch pine do	21/6	810 9
12,387 feet of 2½ Inch plank	32/	$198 3 9\frac{1}{2}$
718 feet of 2½ Inch pine do	27/	91310
8012 feet of 3 Inch plank	37/6	150 4 6
379 feet of 3 Inch pine do	31/6	$5194\frac{1}{2}$
92 feet of 4 Inch plank	50/	2 6
525 feet of 6 Inch plank a 10d p foot	,	2117 6
540 feet of Wales a 10d p foot		2210
for One half cost of Measuring		2 111

Philadelphia Janry 5th 1776

We hereby agree with said David Thomson Francis Grice Saml Penrose & William Pollard on behalf of the Congress that any part of the above Timber plank &c which shall remain unused after the building of 4 Frigates now in hand for the use of the said Congress, We will take back to our own Accot at a valuation put thereon by Men mutually Chosen for that purpose, the Amot thereof to be deducted out of Our Accots for building, or paid by us – ³ January 29, 1776 –

Joshua Humphreys, Shipyard Accounts (Ledger D), HSP.
 The timber commissioners for building the four frigates.

3. Wharton & Humphreys were building frigate No. 2, eventually to be named the Randolph.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY 1

In Committee of Safety.

Philad'a, 29th Jan'y, 1776.

£ 1723...14... 7

Upon application of Major [John] Bayard for permission to employ a Pilot and Pilot Boat, to cruise of [f] the Capes of Delaware, for a Ship with arms and ammunition bound to this port,

By order of the Board, the Chairman wrote to Mr. Henry Fisher, directing him to furnish Mr. Nathaniel Rumsey with a Pilot & Boat for the above mentioned purpose.

Lt. Cammeron [Allen Cameron] taken with Mr. Connolly, and confined by order of Congress, as a person inimical to the Liberties of America, was this day brought before this Board, and being examined, and found to have acted an inimical part in the present dispute between Great Britain and these Colonies, was

remanded to Gaol & there to remain 'till the further order of Congress and this Board.

1. Pennsylvania Colonial Records, X, 469, 470.

JOHN NIXON TO HENRY FISHER 1

Mr Fisher

In Committee of Safety Jany 29. 1776

This will be handed you by Mr Nathl Rumsey; And we Request you will furnish him with a Boat & Pilot with Such a Number of people to Assist him as he shall Want — This boat is to Cruize of [f] for a Vessell which he Expects every Minute. The Expences attending this Matter, this Gentleman is to pay for

By Order of Committee John Nixon Chair[ma]n

[Enclosure]

Mr Fisher

Above you have the Order of the Committee of Safety to furnish us with a Boat & Hands – the Vessell we Expect has a Valuable & Important Cargoe wch is much Wanted. We therefore depend upon your giving Mr Rumsey every Assistance in your power for wch We shall cheerfully Satisfy you – the signals Mr Rumsey is posses'd of, wch you will order to be strictly adhered to – We are sir [&c.]

Hodge & Bayard Jos Carson

Mr Henry Fisher Lewis Town

 Charles Roberts Autograph Collection, HCL. Nixon was chairman of the Pennsylvania Committee of Safety.

Pennsylvania Packet, Monday, January 29, 1776

Philadelphia, January 29.

Arrivals. From Philadelphia; Molly, Johnson, and Mary, Jenkins, at Falmouth; Hope, Collins; Betty and Helen, M'Cormick; Alfred, Callender; and Nancy, Corrie, at Bristol: Harmony, Crawford, at Portsmouth; Speedwell, Keith, with the loss of all her masts, at Waterford: Britannia, Loxley, at London.

From Maryland; Louisa, Payne, and Molly, Maynard, at Dover; Rebecca, Caton, at Falmouth.

The *Daniel*, Hope, from New-York, and the *New-York Packet*, Fryer, from Rhode-Island, are arrived at Cork: the *Portland*, Watson, from Virginia, is arrived at London, and the *Lydia*, Dean, from Quebec, at Falmouth.

[Advertisement]

For Londonderry, The Brig MINERVA, John Winning, Master; Will be clear to sail by the 20th of February at farthest. For passage only, apply to Joseph Wilson, or the master on board.

N.B. There will be every necessary accommodation provided for passengers, and those whom this opportunity may suit, are desired to be speedy in applying.

MINUTES OF THE BALTIMORE COMMITTEE 1

Monday 29 Jany 1776 - The Committee met -

Upon Motion Resolved Uny, That Messrs S. Purviance, Isaac Griest, Benjamin Griffith, William Buchanan, & Thos Harrison be a Committee to devise and point out to the Council of Safety the best Modes for fortifying, and defending Baltimore Town, and to make out an Estimate of the Expences of each —

1. Baltimore Committee, LC.

MINUTES OF THE MARYLAND COUNCIL OF SAFETY 1

[January 29]

The Council requested of Mr. Samuel Purveyance Chairman of the Commee of Observation in Balt Town that said Commee would furnish them with a Chart of the North East branch of Potapscoe River from Whetstone point, also the Soundings or Depth of the Water between that point and Gorsuch's point, also a plan of fortification and Cheveaux de frise or other obstructions to be placed in the River together with an Estimate of Expence.—

1. Executive Papers, Box 6, Md. Arch.

JOHN VEAZEY, JR. AND JOHN D. THOMPSON TO THE MARYLAND COUNCIL OF SAFETY 1

Gentlemen,

Cecil County 29th January 1776

The Bearer hereof Capt Robert Craig an Inhabitant of this County, has now a Brigantine well fitted lying in Sassafras River. and is very desirous of being employed by the Publick for the purpose of importing Arms and Ammunition. he is a person of property and by his Conduct appears to be well attached to the American Cause, from his long experience at Sea is well acquainted with foreign Ports, we therefore think him a proper person to be employed, and as such beg leave to recommend him to you, We are [&c.]

John Veazev Junr Jnº D: Thompson

1. Red Book, XIII, Md. Arch.

MINUTES OF THE SOUTH CAROLINA COUNCIL OF SAFETY 1

In the Council of Safety, [Charleston] Monday, Jan. 29th, 1776.

Mr. Gibbes informed the board, of the dangerous situation of a flat laden with cannon for Sullivan's Island.

Whereupon the following order was issued to Capt. Drayton:

Ordered, That Capt. Drayton, do immediately send an officer with a proper number of men, to give all possible assistance in getting off a flat laden with cannon, that is a-ground on the spit in Hog Island creek.

Capt. [William] Pindar applied for a permit to proceed on his voyage to [New] Providence. And at the same time laid before the board an account of stores belonging to his vessel that had been dissipated.

Ordered, That Mr. President do write to Capt. [Benjamin] Stone upon this subject.

1. Collections of the South-Carolina Historical Society, III, 231-32.

30 Jan.

JOURNAL OF H.M.S. Fowey, CAPTAIN GEORGE MONTAGU 1

January 1776

Baker's Island SW dist 11/2 Mile

Tuesday 30

A M buried the deceased – reced Water on board, at 10 sway'd up the Topgalt Masts — clap'd a slip Buoy on the small Bower Cable & sliped it, hove up the best Bower and gave chase to 4 Privateers to the Eastward

First part fresh gales with sleet, middle moderate with rain, latter light airs & fair at ½ 1 P M the Privateers took shelter in Cape Ann Harbour –

1. PRO, Admiralty 51/375.

George Washington to John Hancock 1

[Extract]

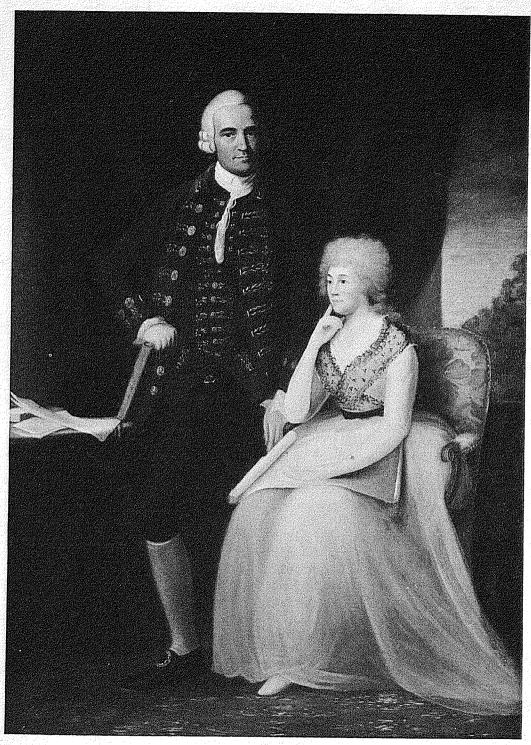
Cambridge Jany 30. 1776

Sir Your favours of the 6th & 20th Instant, I received yesterday with the several resolves of Congress attended to, for which I return you my thanks.

Knowing the great Importance Canada will be of to us in the present Interesting contest, and the releif our Friends there stand in need of, I should be happy, were It in my power to detach a Batallion from this Camp, But It cannot be done — On the 19 Inst I had the Honor to write you, which will fully Convey the Resolutions of a Council of War & the Sentiments of the General Officers here, as to the propriety and expediency of sending Troops from these Lines, for the defence of which we have been, & now are, obliged to call in the Militia, to which I beg leave to refer you —— You may rest assured, that my endeavours & exertions shall not be wanting to Stimulate the Governments of Connecticut & New Hampshire to raise & forward reinforcements as fast as possible, nor in any other instance that will promote the expedition

You may rely that Conolly had Instructions concealed in his Saddle – Mr [John] Eustice who was one of Ld Dunmores family, & another Gentleman who wishes his Name not to be mentioned, saw them cased in Tin, put in the Tree & covered over. — he probably has exchanged his Saddle, or withdrew the papers when It was mended as you Conjecture — Those that have been discovered are sufficiently bad, but I doubt not of the others being worse & containing more diabolical & extensive plans – I hope he will be taken proper care of & meet with rewards equal to his merit

It gives me great pleasure to hear of the measures Congress are taking for the manufactoring powder -I hope their endeavours will be Crowned with Success -I too well know and regret the want of It - It is scarcely possible to describe the disadvantages an Army must labour under, when not provided with a sufficient supply of this Necessary -It may seem strange that after having received about



John Hancock and his wife, Dorothy Quincy Hancock.

11 Tons added to about five Tons which I found here and No general Action has happened, that we should be so deficient in this Article & require more – But you will please to consider besides Its being in its nature subject to waste, & whilst the men lay in bad Tents was unavoidably damaged by severe & heavy rains (which could not have been prevented, unless It had been entirely withdrawn from them, and an Attack hazarded against us without ammunition in their hands) that the Armed Vessels – Our own occasional firings, & some small Supplies I have been Obliged to afford the Sea Port Towns threatned with destruction, to which may be added the Supply to the militia, & going off of the old Troops, have occasioned & ever will a large consumption of It, a waste in spite of all the care in the world the Kings Troops never have less than 60 rounds a man in their possession independant of their Stores — to supply an Army of 20,000 in this manner, would take near 400 Barrells, allowing nothing for the Artillery &ca - I have been always afraid to place more than 12 or 15 Rounds at a time in the hands of our men, lest any Accident happening to It, we should be left destitute & be undone — I have been thus particular not only to shew our poverty, but to exculpate myself, from even a suspicion of unnecessary Waste

The Companies at Chelsea & Malden are, & have always been Regimented – It was not my Intention to replace with Continental Troops the Independent Companies at Hingham, Weymouth & Braintree — these places are exposed, but not more so than Cape Ann, Beverly, Salem, Marblehead &c &c &ca...

I wish It was in my power to furnish Congress with such a General as they desire to send to Canada — Since the unhappy reverse of our Affairs in th[at] Quarter, General Schuyler has Informed me, that tho he had thoughts of declining the service before, he would now Act. — My letter of the 11th will Inform them of General [Charles] Lee's being at New York, he will be ready to Obey their Orders should they Incline to send him, But If I am not greatly deceived, he or some other spirited able officer will be wanted there in the Spring, if not sooner, as we have undoubted Intelligence that General [Henry] Clinton has sailed with some Troops – the reports of their Number are various, from between 400 & 500 to Nineteen Companies of Grenadiers & light Infantry - It is also Immagined that the Regiments which were to sail the 1st of December are Intended for that place or Virginia - General [Israel] Puttnam is a most valuable man, & a fine executive Officer, but I do not know how he would conduct in a separate department – he is a younger Major General than Mr Schuyler who as I have observed, having determined to continue in service, will I expect repair into Canada - A Copy of my Letter to him on this & other Subjects I [e]nclose you, as It will explain my motives for not stopping the Regiments from those Governments.

When Captain Cockran ² arrives I will give him every Assistance in my power, in obedience to the Orders of Congress – but I fear it will be the Means of laying up our own Vessels, as these People will not bear the distinction – should this be the consequence, It will be highly prejudicial to us, as we sometimes pick up their Provision Vessells, and may continue to distress them in this way. – Last week Captain Manly took a Ship & a Brig bound to Boston, from White Haven

with Coals chiefly, & some potatoes for the Army – I have for his great vigilance and Industry appointed him Commodore of our Little Squadron & he now hoists his Flag on board the Schooner Hancock – . . .

Since writing the above I saw Mr Eustice, & mentioning that Nothing had been found in the Tree of Connolly's Saddle, he told me that there had been a mistake in the matter; That the Instructions were artfully concealed in the Two peices of Wood which are on the Mail section of his Port Manteau Saddle; that by order of Ld Dunmoor he saw them contrived for the purpose, the papers put in, & first covered with Tin and over that with a waxed Canvas Cloth—he is so exceeding[ly] pointed & clear in his Information, that I have no doubt of Its being true—I could wish 'em to be discovered, as I think they contain some curious & extraordy Plans...

I had the honor of writing you on the 19 of November & then Informed you of having engaged Two persons to go to Nova Scotia on the business recommended in your Letter of the 10th & also that the state of this Army would not then admit of a sufficient force being sent for carrying into Execution the views of Congress respecting the Dock Yards &c. I would now beg leave to mention, that If the persons sent for Information should report favourably of the expediency and practicability of the measure, that It will not be in my power to detach any men from these Lines, the Situation of our Affairs will not allow It - I think It would be advisable to raise them in the Eastern parts of this Government - If It is attempted It must be by people from the Country - A Col [Samuel] Thompson a Member of the General Court, from the province of Main & who is well spoken of by the Court, & a Captain Obrian have been with me - they think the men necessary may be easily engaged there, & the measure practicable; provided there are not more than 200 British Troops at Hallifax – they are willing and ready to Embark in the matter upon the Terms mentiond in their plan which I Enclose you 3 - I would wish you to advert to the considerations Inducing them to the expedition; as I am not without apprehension should It be undertaken upon their plan, that the Innocent & Guilty will be Involved in one common Ruin – I presume they do not expect to receive more than the 5 or £10,000 mentioned in their Scheme & to be at every expence - If we had Men to spare It might be undertaken for less than either I conceive - perhaps If Congress do not adopt their proposition; they will Undertake to raise men for that particular purpose, which may be disbanded as soon as It is Effected & upon the same Terms that are allowed the Continental Troops in General - Whatever may be the determination of Congress upon the Subject, you will please to communicate it to me Immediately, for the Season most favourable for the Enterprize is advancing fast & we may expect in the Spring that there will be more Troops there & the Measure be more difficult to Execute. I have the Honour to be &c.

G: Washington

^{1.} Papers CC (Letters from George Washington), 152, I, 447-54, NA.

Captain Robert Cochran, from South Carolina, on a mission to recruit seamen for the South Carolina navy, was referred to Washington by the Continental Congress on January 19, 1776.

^{3.} See next entry.

PLAN OF AN EXPEDITION AGAINST WINDSOR AND HALIFAX 1

For the Expedition purposed, One thousand Men including Officers, four Armed vessels, & eight Transports, the Men to be raised at the Eastward – the Fleet to be Made up at Machias, & then proceed to Windsor, Captivate the Torys, Make all the Prosolites we Can & then proceed to Halifax – if possible destroy the Kings Dockyard, & town is thought proper. —

it may be undertaken for £5,000 Lawful money and all that can be procured from the Tories – or ten thousand, & the one half of what is taken from them – at Windsor we understand, there is abundance of Goods – which is the next Capital Town to Halifax – we are Lately informd that there is not to exceed 200 Brittish Troops in Halifax —

A true Copy

Steph. Moylan, P.T.S.

 Papers CC (Letters from George Washington), 152, I, 463, NA. Plan was proposed by Colonel Samuel Thompson and Captain Jeremiah O'Brien and was enclosed in Washington's letter of January 30, 1776.

Brigadier General Horatio Gates to _______1

head-quarters [Cambridge] Jany 30 (1776)

you and the rest of my friends must excuse me for not writing often the disbanding An Army within half a cannon shot of the enemy and fixing another in its place is not only a new manouvere but one that causes much trouble and some anxiety the far greater part of this business is happily finish'd for the particulars I refer you to the last page. last night an express from Col. Arnold dated the 14th Instant acquainted us that he and his troops remained in their cantonment round Quebeck in health and spirits the garrison of that town Keeping close within their Walls ever since the unfortunate repulse of our people the 31st ultimo the express mett some of our reinforcements near Montreal and heard that others were with all expedition marching into Canada so there is good reason to hope matters will recover their former prosperity in that quarter one only loss and that is not so easily repared the General Montgomery born like Wolfe to blaze and I, Sir, to Lament his Death we shall find time hereafter the present must be employed to revenge it I Know no man but [Charles] Lee capable of commanding in Canada Arnold is excellent were he able to act but splinter'd bones must have time to heal he is a most persevering hero but I wish he had told us in his letter of the 14th how it far'd with himself which I think is the only thing that materialy concern'd the publick that he omitted to mention General Wooster had not sent any the smallest succour from montreal when the express left it the 21st Instant

every intelligence from Boston for this week past agrees that G[eneral Henry] Clinton is gone by Tryson's request to N.Y. a Mr White who left Boston on Saterday confirms the information in my humble opinion he is certainly gone there, the folly of attacking the head of the snake [William] Howe now sees and only wants a plausible excuse to change his ground depend upon it the ministerial push will be to regain the possession of the river St Lawrence & Hudson & as sure as our artillery makes the town of Boston uneasie to its present garrison so surely will they

leave it. I have conversed with some of the oldest and most observing inhabitants of that place and they asure me it is not probable that the Bay between us & them will be froze up this winter their remark is if it is not closed by the last of Jany, it is not likely it will be so for the rest of the winter the rain last night and present th[ere] will entirely break up the bay the General writes to the Congress upon the subject of powder & send them an exact state of our magazine when that has been considered you will think seriously of the disposition to be made of the continental armies (should the force of the enemy be directed as I suspect) and whether it would be prudent to dislodge them from here before you are prepared to meet them elsewhere entirely to subdue may be a task our troops are unequal to & if equal to the necessary corresponding circumstances may not favor us to assault the town of Boston by the only approaches that now present themselves would be putting our affairs to a most unnecessary hazard remember pompey and Brutus were ruined by precipately giving the advantage to vetran troops sufficiently to defend the continent is in the power of the Congress to risk all for a victory must and will be the ministerial mandate to their General, therefore avail yourself of numbers and if your enemy must fight suffer him only to do that where: the situation and circumstances are apparently on your side

strain every nerve to get Quebeck before May day for that in your possession & well garrison'd cuts off the enemy from all prospect of penetrating Canada on that side Hudson River by a strong Camp being taken on the properest ground between that and the East river and a good fort somewhere in the narrows above the highlands to Command the Channel will prevent the enemy from entering our Country that way: and throw them into the same difficulties they have already experienced at Boston

should they persist in their diabolical desolating plan to the Southward it can have no effect but to irritate the continent more violently against them—the entire devastation of The flatt country of Virginia & Maryland advance them not one step toward the reduction of the united colonies—if they over[offer] a regular campaign in either of those colonies or to the Southerd of them one half of their troops will be in the hospital and the rest fall a prey to our army—I look upon it therefore to the highest degree probable that the future efforts of the enemy will be directed to recover the provinces of New York and Canada—of course there must be the main strength of our opposition—

I write this surrounded with business I know it is full of little errors but those your friendship will correct I only mean to give my sentiments of the General outlines of the War perhaps I may mistake the matter my intention is good & I have exerted the best of my judgment & experiences for the opinion I have given, if you please I should when you think proper desire you to shew this letter to Mr Robt Morris & Mr T[homas] J[efferson], they are men of very sound and I believe most impartial judgment and are to be confided in.

1. Force Transcripts (Horatio Gates), LC.

MASTER'S LOG OF H.M. SCHOONER Halifax 1

January 1776

Remarks in Boston Harbour

Monday 29th

AM a Great Deal of Ice Comeing down at ½ past 1 Weighd and Came to sail and turnd to windward at 4 got in to a Feild of Ice which Intirely stopt the passage – the Ice Coming up with the flood prevented our getting up or down fired two 4 prs and Made the signal for Assistance shortned sail

Tuesday 30th

AM still shut in with the Ice at 6 carried out the Kedge Anchor on the Ice and endeavourd to brake through at 9 the Rebels came down on Thompsons Island and began a heavy fire of Muskettry on us Several of which struck our sails – fired several shott from the 4 pr at them at Noon drove them off from that part of the Island.

PM at 2 a Breeze sprung up the Vessel began to make way through the Ice at 3 got clear several Boats came to our assistance, at ½ past 3 Came too with the small Bower off Hancocks Wharf at Boston —

1. PRO, Admiralty 52/1775.

GOVERNOR NICHOLAS COOKE TO GOVERNOR JONATHAN TRUMBULL 1

Sir

Providence January 30th 1776

I am favoured with yours of the 5th instant. Last Saturday the Powder from Bedford arrived here. It is stored and waits for your further Orders.

I shall be obliged to you for communicating to me any Intelligence you may receive from Canada. We have not as yet had any of the Particulars of the unfortunate Attack; nor do we know whether Col. [Christopher] Greene with the brave Men under him were made Prisoners or not.² I shall also be extremely glad to know what Reinforcements are sent forward. I am with great Truth and Esteem [&c.]

- 1. Letters from the Governor, 1768-1777, vol. 2, R.I. Arch.
- 2. Greene was captured along with most of Benedict Arnold's force.

GOVERNOR NICHOLAS COOKE TO THE RHODE ISLAND DELEGATES IN THE CONTINENTAL CONGRESS ¹

Gentlemen

Providence January 30th 1776

I have not been favoured with a Letter from you since you wrote by the Express belonging to Newport. — You will see by the inclosed Papers the State of the Negotiations with [James] Wallace at the Time Col. West's Letter was written.² I have since recommended it to him to permit the Boats with Necessaries for the Town to pass as usual, as otherwise great Obstructions must be given to their Supplies. Notwithstanding the Measures taken by the Genl Assembly the Inhabitants of that Town seem to have no Idea of removing. And I am compelled to say that some of the Persons who at present are at the Head of their Affairs are I fear and always have been inimical to the common Cause.

And to me it appears clearly that some of the principal of them have Views of restraining the People until a Force shall arrive sufficient to enable them to declare their hostile Intentions.

Our Cruisers took Two more of the Enemys Ships last Week. I have not yet had an Account of their Cargoes nor from whence they are.

I must recommend to your closest Attention the Application of the Colony to Congress for Assistance.³ A considerable Part of the Regiment ordered at last Session have inlisted.

I have the Pleasure to inform you that the Manufacture of Saltpetre increases very fast in New England; and that we have the greatest Prospect of a large Quantity being made as soon as the Weather opens. I hope the Congress have taken some Measures for the Importation of Sulphur; as by the best Intelligence I can get there is not above Twenty Tons upon the Continent. I am with great Esteem and Regard [&c.]

Hon'ble S. Hopkins & S.Ward Esqrs

Nich^s Cooke

- 1. Letters from the Governor, 1768–1777, vol. 2, R.I. Arch.
- 2. See William West to Governor Cooke, January 24, 1776.
- The Rhode Island memorial was forwarded through General Washington who did not deliver it to Congress until May 1776.

John Cotton, Jr. to Barnabas Deane 1

Sir

Middletown 30 Jany 1776

I Recd Yours with the Money and Agreeable to your Desire I waited on Capn Bush and Dlivered him 100 Dollars things Seem to Goe on well as Both Bushes Seem to be Much Engaged I under Stand they have found this Side a Noble Lott of Timber, the Other Money I intend for Southmayd and Joe Willis — Mr George Lewis the Bearer is Recomended by Mr Bush as A Good hand to Send to Infeild after pine Timber both white and Yellow Together with the Trunels the Lenth of which Must be $2\frac{1}{2}$ foott 3000 and 2 foot, as Many More as Lewis will Derict of $1\frac{1}{2}$ Inch in Bigness as for the Masts and Yards I would have them Gott of the Inclosed Dementions as it is Easey to Reduce them as we please – your other Matters Shall be Complyed With By Sir [&c.]

John Cotton Jun^r

 Barnabas Deane Papers, ConnHS. Cotton would build the frigate in Connecticut under the supervision of Barnabas Deane.

JOURNAL OF THE CONTINENTAL CONGRESS 1

[Philadelphia] Tuesday, January 30, 1776

The Committee on the inlistment of apprentices, brought in their report, which was taken into consideration, and thereupon

Resolved, That no apprentice whatsoever be inlisted within the colonies of New Jersey, Pensylvania, the counties on Delaware and Maryland, as a soldier in the army or navy of the United Colonies, without the consent of his master or mistress first obtained in writing; and that all apprentices now inlisted as soldiers in said army or navy, without such consent, be immediately discharged from the service, on the application of his master or mistress, upon payment of all just and reasonable charges of their inlistment:

That it be recommended to all creditors, whose demands against any person who is inlisted, or shall inlist, in the continental service, shall not amount to the value of 35 dollars, not to arrest any such debtor till the expiration of the time for which he is inlisted.

That every person under the age of twenty-one years, inlisting himself in the army or navy aforesaid, may, within 24 hours after such inlistment, obtain his discharge, by refunding the money received from the recruiting officer, and returning such necessaries as may have been supplied him by the officer, or the value thereof in money.

That these resolutions be published.2

Resolved, that a member, Mr. R[obert] Morris, be added to the committee of [Secret] Correspondence.

Resolved, That the committee for fitting out armed vessels be empowered to draw on the treasurers for a sum not exceeding 30,000 dollars, in order to discharge sundry debts by them contracted.

- 1. Ford, ed., JCC, IV, 101-04.
- 2. Printed in the Pennsylvania Gazette, February 7, 1776.

DIARY OF RICHARD SMITH 1

[Philadelphia] Tuesday Jany 30. A Report on Apprentices, Small Debtors and Infants inlisting was a second Time made, altered, passed & ordd to be published – Yesterday I went with some of the Delegates to view the Boom Chain, Fire Rafts and Two Men of War on the Stocks One of 32 & the other of 28 Guns at Kensington ² – 30,000 Dollars voted on Account to the Comee for Building the 13 new Men of War –

- 1. Richard Smith's Diary, LC.
- 2. The Continental frigates Washington, 32 guns, and the Effingham, 28 guns.

NATHANIEL FALCONER TO COMMODORE ESEK HOPKINS, REEDY ISLAND 1

Sir inclosed you have a list of what things are in Each waggon the Remainder will be Sent down as Soon as possable

I am Sir [&c.]

Nath Falconer

[Philadelphia] January 30th '76

[Enclosure]

An Account of What went in the Wagons

In the first Wagon

1	Cask Cheese	10 Bolts Canviss
3	Barrells of Bread	1 bagg Coffee
1	Bundle wth 9 Jacketts	2 Quiles Riggin ²
1	Do 13 Great Coats	1 Speaking Trumpitt
1	Do 7 Do Do	6 Tin Meashuers
2	Casks Muskitts Balls & 198 Barrs	2 Pr Scales & 1 Spy Glass
	Lead	

Second Wagon

4	3.5	. 1	\sim	•
1	Matt	wth	('a	221771
_	IVIALLE	TT CIL	-u	11 4 100

- 5 Barrells Bread
- Do Rum
- 2 Boxes Candles:
- 5 Quiles Riggin
- 1 Barrell Cloaths

- 4 Dozn Linstocks & two Swivell Guns
- 6 Swivell Ladles & 8 Worms
- 1 Small Bundle Cullers 3
- 3 Tallow Brushes
- 4 Axes & 4 Hatchets
- 1 Pump Spear & 1 Spare Box

Third Wagon

- 6 Swivell Guns
- 6 Barrells of Bread
- 1 Ditto Cloaths
- 1. Hopkins Papers, RIHS.
- 2. Coils of rigging.
- 3. Colors.

1 Do Tallow

& 12 Oars -

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY 1

In Committee of Safety. Philad'a, 30th Jan'y, 1776.

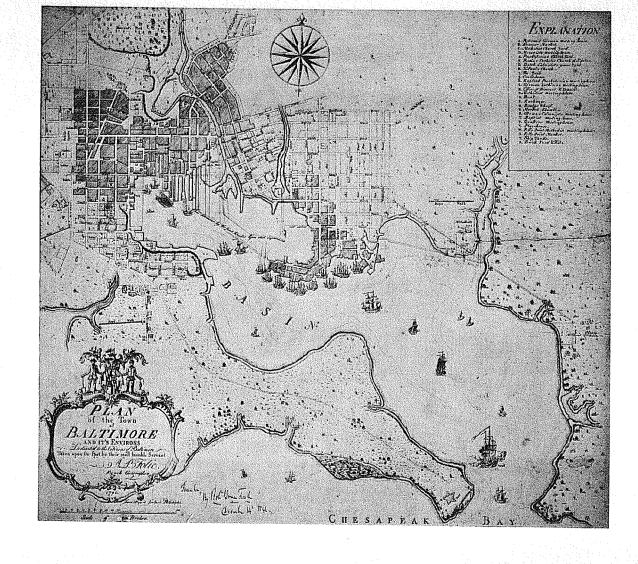
[Baltimore, January 30, 1776]

Agreeable to direction of [the Continental] Congress, this Board went into the Examination of Doct'r Connelly, and find him to be a person inimical to the Liberties and dangerous to the safety of these Colonies; therefore, was remanded to Gaol, 'til the further orders of Congress or this Committee.

1. Pennsylvania Colonial Records, X, 470, 472.

"Manifest of Sundries on Board the Brig Friendship Capt Ino Martin" 1

	į.	Dardinore, January Co, 11101		
	225 Barrels of Powder	163 for Virga – 20–½ Bl for Smith –		
	228 half Do Do	10 -½ Do for J. Rumsey & the Balce for Maryld		
	17 Chests of Arms 2 Sheets of Lead 23 Bales of Canyas	Maryland		
Frt to be accounted	7 Chests No 1 a 7 1 Bale No 8	Mark'd R:F - Capt Forsythe at Baltimore -		
Freight Credd by Capt Martin	2 Cases 1 Bale	Mark'd I:R for J Rumsey		
Freight to be accounted	2 Large Chests 1 Crate 3 Barrells	Mark'd for Capt Stone of Z Z Baltimore -		
for	l Chest l Bale l Barrell	Mark'd H:C - Capt Stone -		
Settled at 25£ & paid by Jenifer & Hooe vide their Acct.	11 Bolts of Canvas 1 Barrell 1 Box	Mark F:W – Jonah Watson		
26/5 paid by	l Cask Marked W – Is:W	Vikoff		
Do as P Do	this Ft ascertaind in St			
Ft to be accounted for Small Box Mark'd H Y - Hugh Young a box of small Swords - Baltimore -				
1. Executive Papers, Box 2, Md. Arch.				



RECEIPTS RELATING TO THE MARYLAND SHIP Defence 1

[Baltimore]

Recd 30th Jany 1776 of Captain James Nicholson Eighteen pounds for sail making £18 – William Johnson

Recd 30th Jany 1776 of Captain James Nicholson on Acct of Ship Defence, Thirty one pounds Six Shillings and two pence for Nails as p Acct £31.6.2

John Graham

Recd 30th Jany 1776 of Captain James Nicholson Twenty one Pounds in part for Iron work, Timber and Recd for Mr Wells by
£21 – John Barry

1. Account Book, Ship Defence Papers, MdHS.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY 1

[Annapolis] Tuesday 30 January 1776.

Instructions and sailing Orders were given to Capt John Martin of the Brig Freindship.

Mr [William] Lux delivers to the Council the following Proposition -

The pilot Boat *Chatham* is bound for Statia with Money to purchase Goods to the Amount of £3000 or more to the Consignment of Mr Thomas Russell who goes out in her. The Boat is valued at £300 and each Shipper is to pay in proportion to the Amount of his Property, in Case she is lost. Mr Russell will take One hunderd Barrels light Flour on Account of the Province at 6/ per Barrel, and they to pay their proportion of the Value of the Vessel in Case of Loss.

Lux & Bowley.

Which was read & agreed to.

Instructions were accordingly given to Captain Thomas Russell.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

STEPHEN WEST TO THE MARYLAND COUNCIL OF SAFETY 1

[Extract]

Woodyard 30th January 1776.

Honourable Gentlemen. I think it my duty to acquaint you that I have received a letter from Capt Isaiah Robinson Lt of the *Hornet* Capt [William] Stone dated off Annapolis desiring me to recommend him to your favour – I know him to be a very honest sensible faithful man, it will be seen how he behaves in his present station – He writes to me on another subject – I shall give you his words – "I have another request to make you about a matter that I am very anxious for vizt that you will please to Countenance my Brother in law Mr Burgess, he is come over at an unlucky time for himself as to what he Primarily intended, but as he is remarkable ingenious, and well versed in drawing, and in military matters he may be a very useful hand at this time, should there occur any thing in which he could be employed I'm confident his conduct would give satisfaction,["] so for as Capt Robinson – and as to the gentleman in question Mr Burgess. I have seen him – he is a sensible clever middle aged man from Ireland brought his wife & children and is now at Hagers Town his intention was for Fort Charles

[Chartres] on the Ilionois in the view of a grant there where he has friends – I believe he is both a sea and land officer – perhaps of the marines he appears to me to be a man of great spirit & understanding and if he was to engage in the American service would be of use – Capt Stull or some of the officers there might sound him – but I would rather wish that the Honourable Council themselves were to examine him, I inclose a letter to him which may be forwarded or not – as you Judge proper,²

- 1. Letters to Council of Safety, Md. Arch.
- 2. See following letter.

STEPHEN WEST TO —— BURGESS 1

Sir.

Woodyard, 30th January 1776.

I wrote to you pretty fully from Frederick Town to the care of Mr Sprigg and Mr Hall – and wrote also to those gentlemen – I hope you and your spouse and family have been happily situated this winter. I have just received a letter from your Brother in law, Captn [Isaiah] Robinson who is gone out lieutent in an armed vessel in the service of the Province – I shall give you his words – "I have another request to make you about a matter I'm very anxious for vizt that you'l please to countenance my Brother in Law Mr Burgess, he is come at an unlucky time for himself as to what he Primarily intended, but he is remarkably ingenious and well versed in drawing and in military matters, he may be a very useful hand at this time, should there occur any thing in which he could be employed I'm confident his conduct would give satisfaction – ["]

So far your Brother – Now Sir in conformity to his letter I have wrote to the Honourable Council of Safety at Annapolis – If you have any desire of being employed it will be your best way I think to wait upon them and offer your service – and if you have interest enough with Mr Hall either to go with you or unto the Council of Safety in your behalf. I think it might be of service – the small acquaintance between us prevents my saying further my respect for Isaiah and all his friends is sincere, and I am [&c.]

Stephen West.

If you come this way I shall be glad to see you. To Mr Burgess at Hagers Town.

1. Correspondence of Council of Safety, Md. Arch.

MINUTES OF THE SOUTH CAROLINA COUNCIL OF SAFETY 1

In the Council of Safety.

[Charleston], Tuesday, Jan. 30th, 1776

Mr. Robert Farquhar acquainted the board, the sending of his scooner the Lovely Betsey, into Kayawa River, from whence it had been ordered to be brought back, was not for any illicit purpose, but merely to take on board part of the rice which Capt. [Charles] Morgan was then applying for leave to export; and therefore petitioned might be discharged.

Ordered, That the prayer of his petition be granted, if Capt. Morgan applies by letter, and explicitly.

The memorial of Mr. Peter Le Vien and Company, in behalf of themselves and other shippers on board the Brigantine *William*, Capt. Mercier, was taken into consideration.

Mr. Le Vien, the most considerable shipper, attending, and being heard, And also Mr. Pooler, owner of the said vessel.

Resolved, That no indico the property of inhabitants of this colony can be permitted to be shipped in the said vessel.

Resolved, That the further determination in this case be postponed, until Mr. President shall have written to the Committee at Beaufort, and the Provincial Congress, or Council of Safety of Georgia, upon that subject.

Read a letter from Geo. Gab. Powell, esq., of this date, inclosing his commission as commander of the colony Brigantine Comet.

1. Collections of the South-Carolina Historical Society, III, 233-34.

LIEUTENANT HENRY CHADS, R.N., TO VICE ADMIRAL JAMES YOUNG 1

(a Copy) Sir, Hartfield Armed Transport. Barbadoes January 30th 1776.

I beg leave to acquaint you that I arrived at this Place yesterday from Boston, and as soon as I can get the Rum and Provisions that Captain [B.C.] Payne has engaged, I shall make the best of my way to Antigua, when I will do myself the Honor of waiting on you. Enclosed I send you a Copy of my Instructions from His Excellency Major General [William] Howe, and I am Sir [&c.]

H: Chads.

1. PRO, Admiralty 1/309. Chads was a naval officer assigned to the transport division of the army.

CAPTAIN B. C. PAYNE TO VICE ADMIRAL JAMES YOUNG 1

(a Copy) Sir. On Board the *Heartfield* Armed Ship.

Barbadoes 30th January 1776. –

I have the Honor of enclosing to you General [William] How[e]'s dispatches, with a Copy of my instructions I shall beg leave to add what the Commander in Chief told me on taking my leave "that the preservation of the Garrison of Boston depended on my Success" – Immediately on my arrival here I waited upon the Governor who has called his Council, and I have reason to believe that I shall be able to procure a few Hundred Barrels of Beef, which I shall set about getting on board as fast as possible, with 100 Casks of Rum, and then proceed to Antigua and compleat the Stores there, or St Eustatia, which ever you shall think best.

The Diana Transport is not yet arrived, the moment she does, will dispatch her to Antigua, for the purpose of fitting her out agreeable to the General's instructions.

Give me leave, Sir, to take notice how anxious the General is for a Convoy for <u>us</u>, and such Transports and Store ships as have by distress of Weather been driven to the West Indies – the Number of Piratical Ships of War which swarm on the American Coast make is absolutely necessary.

The importance of the enclosed dispatches will I hope plead an excuse for my demanding your Tender to take them down to you.

Captain Otta of the 38th Regiment will have the Honor of delivering them to you, and to whom, Sir, I beg leave to refer you for particulars. — I expect to Sail from hence in four or five days. I have the Honor to be Sir [&c.]

B.C.Payne Captn 18th Regt of Foot.

Admiral Young at Antigua.

1. PRO, Admiralty 1/309.

31 Jan.

CAPTAIN CHARLES HUDSON, R.N., TO VICE ADMIRAL MOLYNEUX SHULDHAM 1

Orpheus Halifax 31st Jany [17]76

With what reluctancy do I inform you that on the 21st of Novr when I lost sight of the *Chatham*, I was on that day rendered to a State disagreeable indeed, by the total loss of all our principal Sails then bent, which was Occasioned in some Measure by the Violence of the Wind, but more so by the badness of the Cordage and Iron work that the Ship was Equipt with, And to Add to my Misfortunes, I lost on the 30th of that month our Fore and Main Masts, with all the remainder of the Essential sails in the Ship, a Fore and Foretopsail, excepted;

In this Condition I continued till I got Jury Masts erected, with a determined resolution to gain the Coast of America, which I persevered in and happily Attained on the 29th Instt and yesterday got into this port,² where I shall exert every endeavour in my power to get the Ship re-established with her proper Materials in order to join you, in this I am convinced that I shall be much assisted by Commodore [Marriot] Arbuthnot, who in truth gives assured proofs of his Abilitys and expedition in forwarding the Service.

I am happy to hear of your safe Arival at Boston, which place I shall repair to as soon as in my power – Enclosed I send the State and Condition of the Orpheus, and believe me [&c.]

Charles Hudson

- 1. PRO, Admiralty 1/484.
- Rear Admiral Bartholomew James, who was serving as a master's mate in the Orpheus, describes the storm in his journal as follows:
 - . . . We kept to the northward, notwithstanding the season of the year, and on the 6th of November, meeting with a heavy gale of wind and shipping a tremendous sea over the starboard chesstree, we lost a fine cutter of twenty-four feet keel off the larboard skids, together with some of the rails and carlings of the head. From the 7th in the evening, at which time the gale ceased, to the 10th in the morning, we had very tolerable weather; when, lying with our topsails on the cap and courses hauled up, in a stark calm and without the least appearance of bad weather, a sudden gust of wind obliged us to clap the ship before it. The wind continued to freshen and change a quarter of the compass at a time, raising such a prodigious sea as I never before saw equalled. The first attack of the wind on the ship carried away our topsail sheets, clewlines and buntlines. The main clew-garnets, buntlines and leechlines also broke immediately, and the main topmast stay-sail jib and several other sails, with the topsails and courses blowing in pieces from the masts and yards. Unable to bring the ship to in her present situation, the only chance left us was that of scudding, which became at last very dangerous, as the violence of the wind and increase of the sea had made it difficult to keep the deck. The sea had broken in abaft and made a fair sweep fore and

aft, nor were the united efforts of the ship's company capable of preventing it, with all the additional plank and shores they made use of on this occasion. The ship was running at this time (as supposed by the officers and ship's company in general) at the rate of fourteen miles an hour, which will not appear very strange when it is considered that all her sails were loose, and consequently did not a little contribute to her going.

To paint a true description of this horrid gale, and to discover the distressed situation we were in, amidst a dark winter's night, severe frost and snow, and constant watchings for forty-eight hours, is totally beyond the power of words to express. I shall therefore observe only, that the gale having somewhat abated on the evening of the 11th, and the wind shifting round suddenly from north-west to north-east, we brought to under a fore staysail at the mizen mast, and having replaced some of the most necessary parts of the rigging, divided the ship's company into four watches, and sent all those except the watch to sleep.

The following day was employed in unbending the remaining canvas from the yards, and replacing them with a new suit of sails fore and aft, reeving new running rigging, and repairing the stern frame. Here I must observe that from the commencement of this horrid gale we had parted company with the admiral, and never again saw him till we joined in America, when we learned he had suffered extremely, and that having lost all his sails, quarter-galleries and headrails, he had broached to, and nearly gone down.

The weather continued to blow fresh till the 15th, when we had another smart gale, during which we lay to under a balance-mizen; in this gale we lost the bumkins and remaining part of the carlings, rails &c. of the head and a part of the starboard quarter gallery. Nothing was wanting to prove the extreme severity of the season; but yet, notwithstanding, Captain [Charles] Hudson determined to make the northern passage, concluding that the voyage would be greatly protracted by any other step. The 19th we had a severe gale, which on the 21st increased to a violent one indeed. About one o'clock this morning a heavy gust carried away our fore mast fifteen or twenty feet above the forecastle, which fell over the lee fore chains and remained in a disagreeable situation for some time; in clearing which, the main topmast stay was cut, which carried away the main topmast, and wounded nine men. At half-past eight o'clock in the morning the main mast also went by the board, crushed down the booms, and stove the long boat and a large cutter all to pieces, as well as the gallows bitts, gangway rails, and some of the fore part of the quarter deck. Having with difficulty cleared the ship of the wreck, we hoisted a fore topgallant-sail to the stump of the foremast to keep the ship before the sea, which ran amazing high and frequently broke all over us. The situation we were in at this period was distressing beyond all description. The people was so fatigued that they daily fell sick, nor was there the least probability of a few days' good weather to repair our defects, as the heavy falls of snow totally prevented the erecting jurymasts, without which we could make no progress.

Captain Hudson was now resolved to bear up and sail for England, the wind at this time favouring his intention; we accordingly kept her east, which was nearly our course to the Lizard, from which we were distant 460 leagues. Some days had passed ere the least alteration had taken place in the weather, which at last became more moderate. This opportunity was immediately embraced to erect jurymasts, which was completed by the 26th, and equal, if not superior, to any of the kind fitted at sea. The 26th, 27th, and 28th was again blowing weather, during which time we lay to; on the latter of which days the cover of the armchest fell out of the mizen-top, knocked out four of the gunner's teeth, cut his right eye in a most shocking manner, and broke his right shoulder in two places, notwithstanding which he soon recovered, and in two months returned to his duty. I must here make a small digression, and observe that in the gale of the 10th we lost a whole suit of sails, and on the 21st another, the sails on the mizen mast excepted; the third and only remaining suit was cut up for jury sails at different times; and thus situated, the captain again determined to gain the coast of America; the course was accordingly changed to the westward, and we went on for some days tolerably well.

But a few days was sufficient to discover that the season was big with raging winds as we advanced towards the American shore, and that we was to experience every great distress that seamen are in general subject to; for on the 2nd of December a heavy gale of wind arose which carried away our jury maintopmast and topsail yard, and split the sail from clew to earing. The weather now never continued fair or moderate, and gale followed gale with more severity than ever; and I shall here content myself with observing, that from the 4th of December to the 20th, we lost four topmasts, six topsail yards, one mainsail, one foresail, two main topsails and one fore topsail, besides innumerable other accidents too tedious to give a particular detail of; for our masts and yards was no other at this time than studding-sail booms, and all our square sails had been for some time expended, together with most of our staysails and studdingsails. Notwithstanding this our unpleasing situation we were determined to keep Christmas Day, which we celebrated with dishes and chairs lashed to the table amidst a heavy gale of wind. The 28th being the anniversary of my birth, I gave the Royal Africans a dinner, and passed a jovial day, which even a tremendous gale of wind was incapable of preventing, and which day differed nothing from the 25th in point of living or weather.

I shall now come to the beginning of January, 1776, at which time our distresses were multiplied, and we had neither spars, sails, or anything left, except those then at the masts, and we had also the mortification to find our water grow short, having been put to an allowance of a pint a day. Our ship was grown so amazingly light, from the prodigious quantity of stores and provisions expended, that she not only became troublesome but very dangerous, as in some of the late gales she rolled so deep and quick that the guns in the galley drew the ring bolts from the side and broke loose; we were not within four hundred leagues of the coast at this period, nor [had] any more hopes of reaching it than we had a month back, and though the officers were great advocates for bearing up for the West Indies, yet Captain Hudson was determined to persevere, and reach America at all events.

On the 18th of January, from having unexpectedly a few days' moderate and fair weather, we got within twelve leagues of Cape Sambro; but the wind flying round to the westward, and as usual blowing tremendous gales with powerful falls of snow and dreadful severe frost, we were on the 25th, being eighty leagues from the cape, still more distressed for masts, yards and sails than ever, and on this day we were put to half a pint of water a man. The severity of the frost was such that we was unable to set our sails until boiling water was thrown on them, and our men now began to fall sick daily from the fatigue and hardships they underwent. Our ideas was so filled just now with misfortunes that it was usual to ask in relieving the deck what accidents had befallen us in the preceding watch; and I may venture to affirm that all hopes of ever seeing land again had vanished for some time from the breast of every individual in the ship. One night while I was sleeping in my cot a heavy squall of wind, accompanied with a horrid sea, lay the ship on her beam ends, at which time seventy-four shot boxes broke adrift from the main mast and crushed down the frame of my berth, passing under my cot with a most hideous noise. I immediately sat up in my bed, and hearing the splitting of sails, the washing of water on the deck, the noise and bustle of the people, all joined to this horrible attack upon my berth, I conceived the long expected awful and final stroke had been given us, and fancied the ship then in the act of sinking, until I was relieved from those dreadful apprehensions by one of my messmates, who was turning up the idlers to assist in taking in the sails, when he informed me the ship had been in great danger, but was then brought to.

Words, in fact, are not sufficiently expressive, and my pen is equally defective in describing this unhappy passage. I shall therefore observe only that on January 31 we arrived at Halifax in Nova Scotia, after a passage of ninety-seven days, ten weeks of which we had been under jurymasts; the second lieutenant, gunner and seventy-three men sick (twenty of which were frost-bit); the only square sail, a spritsail, at the mainyard for a main-sail; the ship covered strangely with ice, and such a wreck as hardly before ever [was] seen, having encountered

forty-five heavy severe gales of wind. To prove the matter still further, I shall observe that the thanks of the commander-in-chief was gave to the captain and ship's company, and on the Sunday following we returned thanks to Almighty God for our safe arrival in Halifax, and for our happy deliverance from the hardships and perils of the sea.

John Knox Laughton, ed., Journal of Rear-Admiral Bartholomew James 1752-1828 (London, 1896), 16-22. Hereafter cited as Laughton, ed., James' Journal. Many of the dates given by James are incorrect, and the passage, according to the log of the Orpheus, was ninety-three days, not ninety-seven.

GEORGE WASHINGTON TO COLONEL JOSEPH REED 1

[Extract]

Cambridge, January 31, 1776

. . . I can acquaint you that our Commodore Manly has just taken two ships from White Haven to Boston, with coal and potatoes, and sent them into Plymouth, and fought a tender (close by the light house where the vessels were taken), long enough to give his prize time to get off, in short, till she thought it best to quit the combat, and he to move off from the men-of-war, which were spectators of this scene.

- 1. Fitzpatrick, ed., Writings of Washington, IV, 299-301.
- 2. The Norfolk and Happy Return.

Stephen Moylan to James Warren ¹

[Extract]

Sir Mr [Jonathan] Glover called upon the General this day informing him that the Legislative power of this Province, were about makeing Some alterations or amendment in the Act, relative to Captures made by armed vessels, fitted out of this Colony. So as to make that act Conformable to the Resolutions of Congress, he allso mentioned that Some difficulties may arrise, after Condemnation respecting the sale of prizes made by the Continental vessels, as it Seems the deputy Sheriff is ordered to take charge of, & sell the prizes made by vessels fitted out by indeviduals, or otherwise that will Certainly militate with the agreement entered into by his Excellency with the Agents appointed by him, who are to have a Certain Commis[si]on & no more, for transacting that b[usi]ness now Sir I am ordered by the General to Lay this matter before you, requesting that no future impediments may arise after Condemnation of these vessels, to interrupt the sale of them & Cargoes a Clause in this particular, enacting that all vessels taken by the Cruizers fitted out at the Continental expence shall be given up to the Agents appointed for negotiating that business, imediately after Condemnation, will answer every purpose of this application to you -

[Cambridge] 31st Jany

1. Washington Papers, LC.

JAMES WARREN TO SAMUEL ADAMS 1

[Extract]

Watertown, Jany. 31, 1776

Manly last week took two Ships from Whitehaven with Coal, Beer, Potatoes, and some other small Articles.² a Tender came to their relief with a Force

superiour to Manley's, but he Bravely Beat Him off and Triumphantly Carried them into Plymouth.

1. Warren-Adams Letters, II, 433-34.

2. The ship Happy Return, 130 tons, James Hall, master, and the ship Norfolk, 120 tons, Jonathan Grendal, master.

JOSEPH PALMER TO ROBERT TREAT PAINE 1

[Extract]

Watertown, January 31st 1776.

I think with you, that it can't be long before we shall see the worst of this controversy: I think it clear, that Quebeck & Boston, must both be reduced before the Spring opens: And as our Enemies intend to pour A dreadful Storm upon us as early in the Spring as possible; I wou'd ask, whether Something ought not to be done? whether self preservation does not dictate, that something ought to be done to divert Storm? & whether F[rance] & S[pain], if they break with G[reat] B[ritain], will not direct the Storm, or a part of it, to other objects? & is it not better for us, being thus threatened, to enter into a Treaty with F & S, defensive & offensive, rather than Suffer the whole Storm to fall upon us? I shou'd now, notwithstanding my connections in Br: [Britain] by blood & Friendship, most heartily rejoice to see a Superior F & S Fleet, enter the Harbour of B.[Boston] & Subdue our unnatural enemies. We doubt not but you will do all in your power to assist us; but you must not depend upon our present prospects of [Salt] Petre & Powder for our present military exertions, & our Eyes are upon the Congress for further Speedy Supplies of Powder; a number of Vessels are out, for that Article; but their arrival is too uncertain for our present dependance. exigency of the day, require dispatch & Strength; not a moment to be lost

We have it now in contemplation to build upon our own a/c, 2 Vessels, of 36 & 32 Guns: The Estimate for 'em, including 6 months wages & provisions, 2 Suits Sails, 2 Sets of Anchors & Cables, & every thing else as nearly equal to Bri[tish] Men of War as possible; its amo is nearly £22000; & £19000, Lmo & I believe its not far from right: The Report is not yet made; how it will be received I cannot say – Pray my very respectful Compts to all Friends, & believe me to remain, [&c.]

J P

1. Robert Treat Paine Papers, MassHS.

MASTER'S LOG OF H.M. BRIG Hope 1

Remarks on bd the *Hope* Janry Tusdy the 30th 1776

8 [A.M.] Fresh Breezes and Clear Got up T-G-yds Weighd & Came to Sail in Compy with the Nigar & a Transport

Turning out of the Above [Cape Cod] Harbr

12 Do Wr Race Point N N E 3 Leagues

1 [P.M.] Fresh Breezes and Squay, Saw a Sail to the N W

2 Made Sail & Give Chace

- Drove the Chace on Shore, Close to the Mouth of the North River, found her to be one of the Rebel armd Schooners ² at 4 Anchored within Gun Shot of her Fired a Number of Shot at her, Fresh Gales with Snow
- 8 it being Dark Obliged us to Leave of [f] Firing in 2d Reefs TS and got down T-G-yds it Blowing hard Could not Purchace our Anchor. Vrd to 2/3 of a Cable

12[M.] Do Wr

Remarks on bd the *Hope* Wednsdy the 31st Jany 1776

4 [A.M.] More Modt and Hazy

at Day Light Saw the Rebel Schooner Sunk in the Entrance of the River. Hoisted the Boats out and Sent them Mand & Armd to Endavour to Set her on fire but found her full of Water, Could by no Means Set fire to her, the Same time the Rebels firing from Both Sides of the River at us, at ½ past 9 the Boats Returned at 10 Weighd & Came to Sail at Noon.

1. PRO, Admiralty 52/1823.

2. Washington's schooner Hancock, Captain John Manley.

NICHOLAS BROWN TO CAPTAIN BENJAMIN COMSTOCK 1

Sr

Providence Jany 31st 1776

You having the Command of the Sloop *Polly* bound [for] St Estatia our orders are that You Imbrace Every Oppertunity you possably Can to Gain your passage their by going out Secunnet way, and on your Arivel their Dispose of the Cargo for the Most you Can provided you Can purchass Gun Powder, or in Lue their of Salt Peter with about 15 lb of Sulpher to Every 100 lb of Salt Peeter, Good Fire Arms Good Double Bridled Gun Locks & Lead, Or if these Articals are Not to be had Lay the whole Neet proceeds out in Roushie Duck or in Lue of part their of Ticklingburg and ozinbriggs, and proceede Back to this place as Soone as possable Either by Stopg at Stoneg Town or at aney harbor on the Eastern Shore from Secunnit to Bedford or by Runing Directly to this Town, by Coming in by Nite Secunnit way as the wind may permit of if none of the above Articals Can be Got to the Amount of your Cargo, You are to procede to aney other of the French or Nutral Islands you may think best, but we hope you'l be able to Lay out the whole in St Estatia in Duck if not in Powder &c Nessessary You'l Do Every thing in your power to Accomplish the Voyage as Soone as You possably Can —

Your Commn for Doing the Whole Buisiness of the Voiage is to be 5 PCt Vizt 2½ for Sails & [illegible] for Returns

[Endorsed] Ben. Comstocks Orders -

1. Nicholas Brown Papers, JCBL.

Journal of the Committee Appointed to Build Two Continental Frigates in Rhode Island 1

[Providence] Jany 31st 1776

Meeting in being according to Adjournment

Voted. That Mr John I. Clarke engage Twenty Tons of Hemp at Salem provided it may be Deliver'd here for 54/PC

Voted. That this Committee approve of Mr Nicholas Brown's Advancing thirty pounds LMy to Mr Ethanah Palmer to enable him to procure the Masts for the S[h]ips. –

Reckoning 21/ paid by Col Nightingale

Meeting adjourned to Fryday Evening 6 o'clock 2

1. Journal R.I. Frigates, RIHS.

2. The meeting on February 2, 1776 showed no business transacted.

BRIGADIER GENERAL WILLIAM WEST TO THE NEWPORT TOWN COUNCIL 1

Gentlemen,-

Head Quarters 31st January 1776 -

Yesterday, from undouted authority, I was made fully acquainted with the Distressed situation of the Town of Newport, from which Consideration am Induced to permit the Ferry, wood & Markett Boats or any other Vessell with Provision or Fuel for the Town of Newport, to Pass & repass as usual, on Conditions that the Town Council of the Town of Newport obtains sufficient Assurances from Capn [James] Wallace that the said Boats & Vessells pass & repass without being molested – And Mr John Malborne is hereby permited to go on board Capn Wallace and make the best Bargin he can in behalf of the Town which may not be Detrimental to the Cause of Liberty – Any Treaty, between the Town of Newport & Capn Wallace I expect to be made acquainted with as soon as may be The three Gentlemen mentioned in your Letter of Yesterday, Viz, Messrs Jno Collins, William Ellery & George Sears to be a Committee to Inspect into the small Stores &c I approve, and they are hereby permited to act in that Capacity 'till further Orders – I am Gentn [&c.]

Wm West

N B. Suffer no News Papers by any means to go on board any of the Ships. -

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

Deposition of John Brown 1

New London County Stonington Jany 31st 1776

Personally Appeared Mr John Brown of Fishers Island, of Lawful age (& being duly Sworn) Testifieth and saith that he lived with his father Mr Benjamin Brown the Year past, and that in the morning of the 7th of August last, Capt Wallace of the Ship Rose, and Some other Ships of War & Transports under his Command, came to Anchor at the west end of Sd Island, soon after which – Capt Wallace with a Number of armed men, came on shore, and Applyd to his father for a Number of fat Cattle & Sheep, That Capt Wallace said if he would let them

have 'em at Such price as this Deponant & One Colonel Willard should agree for all was well; But if that did not Sute the Deponant & his father, he Wallace - said he would have them Notwithstanding; and Commanded them emediately to have said Stock brought up & Yarded, upon which this Deponant with others (knowing themselves & the Stock of Sd Island to be in the power of Sd Wallace) went after the Cattle & Sheep & brought them up, & yarded them, That this deponant & Col Willard Valued the 1100 sheep & 30 Cattle at £432..15..0 Sterling; that the sheep was put on bord the Transports the 7th of August, and the Cattle the day following, and that he Expected Capt Wallace would pay his Father for Sd stock, and that this Deponant went on board the Spy Transport with the Account, to receive the money thereon, that when on Bord, the Captain of the Spy, [H.] Evans gave him an Order on his Excellency General Gage for the Amount of Sd Cattle & Sheep, and that he received no other Consideration whatever, and that no part of Sd Order hath ever been paid, And this Deponant further Testifieth, that the Within Account of Expence for removing the Sheep, Cows, &c, to the main, & the keeping them is a True & Just Account, and that he thinks the Damage his father Sustains by the removing the Stock from Sd Island (Not being permitted to return them again) is as Great as it is here Estemated at, and that his father's Damage is dayly Increasing both by the Expence of keeping the Stock, & in his not being permitted to feed & Improve the Island as Usual,2

John Brown

£705..13..1"

Sworn Before me, Nathaniel Minor Justice of Peace	
 Papers CC (Connecticut State Papers), 66, I, 137-38, NA. Ibid., "Account of Stock Taken from Mr Benjamin Brown, of Fishers Island in the Province of New York - By Capt Jas Wallace of the Ship Rose, and other Ships of war & Transports under his Command, on the 7th & 8th of August, AD. 1775. Vizt 	
"1100 Sheep a 6/Sterling pr head	£330 0 10215
"30 head of cattle at scale prices	
	£432,.15
"Reduc'd to Lawful Mony is "1775 Augt 19th — Expence for Removing Sd Brown's Stock from Fishers Island, by Advice of New London County Committee of Correspondence & Safety Vizt	£587. 13. 4
"Boating of 28 Cows a 3/p head	£4 40
"Do 8. 2 Year old Cattle a 2/6	100
"Do 30 Yearling Cattle a 2/	3 00
"Do 562 Sheep at 2d	4138
	£1217: 8
"Account of Expence, & Damage Sd Brown Sustained, by keeping his Stock on the Main, and in not Improving the Island – Vizt "keeping 28 Cows from the first of November 1775, when they seas'd to pay their keeping, to the 31st of Jany 1776 a 1/6 p week, being 13 weeks	
each is	£27 6
"To keeping 62 Sheep from 19th of Augt 1775, to Jany 31st 1776, being 23 & ½ weeks Each a 1d pr week (the Rest being Sold at fetching of)	6 05
"To keeping 28 Yearling Cattle 23½ weeks Each at 7d	18158
"To Damage Sustaind, by not Improving the 28 Cows on the Island, loss of feed and what they sufferd by being Carried of at 20/	28
"To damage by loss of feed, and in not being permitted to keep 500 Sheep on the Island, being the Usual quantity for Increase &c, 1/p head	25

MINUTES OF THE CONNECTICUT COUNCIL OF SAFETY 1

At a meeting of the Governor and Council of Safety,

[Lebanon] Wednesday, 31 January, A.M.

Capt. Uriah Hayden, present, being sent for &c. to conclude about building the ship for defence &c., and have and do agree, that he shall and he undertakes to build said ship, to be 80 feet keel, 27 feet beam, and 12 feet hold, to have 6s. per day for and finding himself, and that he shall employ good and faithful workmen and on the best and easiest terms he possibly can, and discharge every part of the duty with the greatest fidelity, care and dispatch, and is to advise and consult Cap. [Seth] Harding who is sent for that purpose, or any other person or persons who may be appointed by this Board, and to attend every direction he may receive from the Governor and this Council about the moulding and manner of building and finishing the same, and keep and render careful and exact accounts of his doings in the premises.

The foregoing agreed to,

Signed Uriah Hayden.

Copy given him of the same.

Agreed with Benja. Williams, Esqr, of Saybrook, that he be employed to do and work all the necessary iron-work for the warship Capt Hayden is employed to build, that is to say, all the smith work larger and smaller as low and including deck nails, and the same deliver at said Hayden's ship-yard, at the rate of twenty shillings per hundred weight, and to do the same in good and workmanlike manner, and in good and due season as fast [as] it shall be wanted for its proper use and uses, and to do and perform the whole in good, faithful and upright manner, to be done and wrought of iron to be found and delivered at his shop at or near said yard.

Said Williams agrees to the above,

Signed Benjⁿ Williams.

Copy given him.

On further consideration voted, that the dead rising for the row-gallies ordered to be built by Capts. [Jonathan] Lester and [Job] Winslow be about 7 inches instead of four as before agreed.

1. Hoadly, ed., Connecticut Records, XV, 229, 230.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY 1

[New York] Die Mercurii, 10 HO. A.M.

Jany. 31st, 1776.

Mr. Nichs. Low applied for a permit to lade the Brigantine New-York, on account of Mr. Isaac Governeur. Thereupon a permit was delivered to him in the words following, to wit:

In Committee of Safety, New-York, Jany. 31st, 1776.

The Brigantine *New-York*, Capt. John Walker master, is hereby permitted to lade at this port with provisions and lumber.

3 ho. P.M. January 31st, 1776.

Whereas, The Provincial Congress of this Colony appointed Messrs. Jacobus Van Zandt, John Van Derbilt and Comfort Sands, to load certain vessels on

Provincial account, and despatch them in order to obtain articles necessary for the defence of the Colonies, and Mr. John Van Derbilt having undertaken and nearly compleated the loading of one of the said vessels, so that she will be speedily ready to sail, informs the committee that he has advanced a large sum of money and stands in need of cash, as well to reimburse the cash he has already advanced as to complete the lading of the said vessel, and requests an order on the Treasurer for £1,800 on account. Thereupon,

Ordered, That Peter V. B. Livingston, Esqr. as Treasurer of the Provincial Congress of this Colony, advance to Mr. John Van Derbilt the sum of £1,800 on account, and take Mr. Van Derbilt's receipt for the same,

1. New York Provincial Congress, I, 274, 276.

JOURNAL OF THE CONTINENTAL CONGRESS 1

[Philadelphia] Wednesday, January 31, 1776

The committee, to whom sundry letters were referred, on the 27th instant, from General Washington and others, brought in their report; Whereupon,

Resolved, That Mr. [Peter] Barbarie, owner of the sloop and cargo said to have been taken by the enemy, and retaken by one of the continental vessels of war, ought to make and prosecute his claim to the same, before the court appointed, or to be appointed, by the government of the colony to which the said sloop and cargo were carried, to hear and determine causes civil and maritime, where a process ought to be instituted to confirm the re-capture, and adjudge the salvage.²

The Congress, taking into consideration the letter from Lord Stirling,3

Resolved, That the private adventures of the captain and mates of the transport Blue Mountain Valley, be delivered up to them, and that they be permitted to return to England.

1. Ford, ed., JCC, IV, 104-06.

 The sloop was the Sally, seventy tons, with a cargo of 153 quarter casks of Lisbon wine. She had been taken by H.M.S. Niger, retaken on Christmas Eve 1775, and carried into Marblehead by Washington's armed schooner Warren, Captain Winborn Adams. Barbarie, her owner, was from Perth Amboy, N.J.

3. Stirling's letter was dated January 27, 1776.

DIARY OF RICHARD SMITH 1

[Philadelphia] Wednesday Jany 31. Capt [James Hamilton] Dempster of the *Blue Mountain Valley* lately taken by Ld Stirling having a private Property on Board, the same was now restored to Him by Congress at the Request of his Lordship, Quere Whether the Mates Adventure was not also allowed to Him –

1. Richard Smith's Diary, LC.

PETITION OF THE CAPTAINS OF THE PENNSYLVANIA ARMED VESSELS TO COMMODORE ANDREW CALDWELL, ¹

Sir, Philadelphia, January 31st, 1776.

We, the Captains of the Pennsylvania Arm'd Vessels, Beg leave to inform you, That the Fifteenth Article of the Regulations, made for the Government of the Province Fleet, has appeared to be a principal objection to many mens entering into the Service, as well as disscouraging to the Officers, and beg you to lay the same before the Honble the Committee of Safety.²

We likewise beg that you apply to the Board for an Order to mount our Guns on Truck Carriage, being perfectly sensible of the great disadvantage we shall otherwise labour under (in time of action) mounted in the manner they are at present.

We are, Sir [&c.]

John Rice, Charles Alexander, Jn. Hamilton, Iames Montgomery, James Blair, Rich'd Eyers, Alex'r Henderson, James Montgomery, for Capts Moore & Boyse.

To Andrew Caldwell, Esqr, Commodore and Commander in Chief of the Pennsylvania Fleet, &c. &c. Philadelphia.

1. Hazard, et al., eds., Pennsylvania Archives, 1st series, IV, 706-07.

2. The Fifteenth article of the Regulations, adopted October 16, 1775 reads: "No Captain or other officer shall discharge any of the Boat's crew without leave from the Commodore, Committee of Safety, or Assembly, unless he ships an equal number to those discharged immediately." See Minutes of the Pennsylvania Committee of Safety, Volume 2, 482.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY 1

In Committee of Safety. Philad'a, 31st Jan'y, 1776.

Upon application of Capt. Procter [Thomas Proctor] for a sum of Money for the recruit'g Service; By order of the Board, an order was drawn on Mr. Jno. Max'l Nesbitt, for fifty pounds for said purpose.

The Memorial of the Captains & Lieutenants of the armed Boats was this day read, and refer'd to Fryday next.

1. Pennsylvania Colonial Records, X, 472.

PETITION OF JOHN HACKETT TO THE PENNSYLVANIA COMMITTEE OF SAFETY 1

The Humble Petition of John Hacket

Sheweth.

That your Petr on the promotion of Benjamin Davis Steward of the Arm'd Boat *Dickenson*, was, at the request of Capt John Rice of said Boat employed to do the duty of a Steward on board Said Boat until a more Suita[ble] person may be found.

That on account of a Trivial difference with Lieutent [John] Christie of the Ranger your Petr was tryed by a Court martial, Sentenced to be Broke, forfeit half amonths pay and turn'd over as private to another Boat.

That your Petr has done the duty of a Steward on board the *Dickenson* for near four Months with Care and fidelity: for the truth of which he appeals to his Captain, who on that account, and of the aforesd difference, thought proper to give him his discharge.

That your Petr apprehended the Sentence rather Severe for the Nature of the offence, particularly in that part of it; of compelling him to Serve as private on board an other Boat, having been only employed to do the duty of another man and having Sign'd no articles whatsoever. Especially as his appointment as a private wou'd by no means be Sufficient to Support his Wife and Family and therefore did Refuse to take up Arms as a private in consequence of which he was made a prisoner in the Guard house, which as soon as some of his Creditors Understood he was Taken and Confined in Goal where he now remains.

That his fault (if any) was owing to Inadvertence, and not to a Contempt of Authority, and therefore looks up to you Gentlemen; as the Guardians of Safety, and Liberty, and Humbly prays you will be pleased to examin into the merits of the Case afford Such relief to your Petr as to your Goodness & Wisdom Shall Seem meet by either discharging him from the Fleet or Suffering to act in his former Capacity as his Capt is willing he Shou'd do. And yr Petr will pray —

John Hackett

Phillada Goal Jany 31st 1776

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

Pennsylvania Gazette, Wednesday, January 31, 1776

Philadelphia, January 31.

A Gentleman arrived here in three weeks from St. Eustatia informs, that the *Pomona* man of war, and the *Argo* and *Lynx* sloops, were cruizing off that island, and had taken seven or eight American vessels, and sent them to Antigua; and that they had advice from Antigua, that 12 or 14 store-ships, bound from London for Boston, were arrived there, having been blown off our Coast, and more were daily arriving.

George Mason and John Galton to the Maryland Council of Safety ¹ Sir. Fairfax County [Virginia] Jany 31st 1776.

Being empowered & directed, by the Committee of Safety for this Colony, to build two row gallies, one to carry a 24, & the other an 18 pounder, & provide three arm'd cutters for the protection of Potomac River, we think it proper to inform your board that this measure will be carryed into execution with all possible expedition, & that we hope to have your co-operation in adopting some similar plan, for the same purpose, we beg the favour of an answer by the first opportunity; and are, with the greatest respect, Sir [&c.]

G. Mason. John Galton

1. Correspondence of Council of Safety, Md. Arch.

MINUTES OF THE SOUTH CAROLINA COUNCIL OF SAFETY 1

In the Council of Safety, [Charleston] Wednesday, Jan. 31st, 1776.

The President laid before the board the following letters which he had written by their order.

Charles-Town, Jan. 30th, 1776.

Gentlemen – Your favour of the 13th instant was delivered to us two days ago, by Mr. Pooler, who has also produced several certificates and resolutions relative to the Brigantine *William* and her cargo from the Council of Safety and general committee at Savannah, which have induced us to

Resolve, That the vessel and so much of the cargo as is, in very fact, the property of himself and other gentlemen resident in Georgia, should be immediately restored to them, but the several parcels under mentioned, to be detained until full proof is made to your satisfaction of the proprietory.

Mr. LeVein has indeed been before this board, and declared, that the indico which is shipped in his name, and that of his partners is actually his and their property, and that Mr Groves is not interested, but we have received such assurances to the contrary, as renders it necessary for the justification of his character and to remove all suspicions which might otherwise remain, that proof should be given of the property of the 122 casks of indico, and 100 barrels of rice consigned to Mr. John Clemson. These proofs we apprehend may be immediately brought up by appealing to the letters, which will show on whose account and risk the shipment was made, and to whose account the net produce of sale is ordered to be No gentleman who has signed the general association in this colony nor any one who means to pay proper obedience to the continental resolves, and ordinances, will have any objection to this mode of test, and although we do not mean, nor did we ever intend to interpose our authority over the property of our friends and neighbours in Georgia, yet we must insist upon our right of restraining the inhabitants of the colony, from committing such acts as we judge will be a breach of common faith and hurt the cause of America; the letters therefore which relate to the goods under mentioned, must be opened in your presence in order to ascertain the property as above mentioned, or the goods and letters remain in your custody until we shall have further discussed the subject with the Congress or Council of Safety in Savannah. Such goods as appear to have been shipped on account of any inhabitant of this colony must be put into store and detained by you until further orders.

The parcels of goods particularly suspected are:

15 casks of indico, shipt by J. Graham and Co. for Kinsly and Lushington.

122 casks of indico, by Peter La Vien & Co., and 100 barrels of rice, consigned to John Clempson.

10 casks by James Lucina, consigned to John Nutt.

5 casks by the same, consigned to Bourdieu and Chollette.

We say these are the articles which have been represented to us as being in the whole or in part suspected to be the property of inhabitants of this colony, but if you shall have good grounds for suspecting any other parcels to be the property of inhabitants of Carolinian subjects, letters which relate to such goods must undergo inspection in like manner as above directed, and let this business be finished with all possible dispatch, and a report made to the Provincial Congress or Council of Safety as the time shall require. We desire you will make further inquiry, and inform this board more particularly of any illicit loading of vessels with rice, indico or other articles by the persons you have mentioned, Mr. P. and Mr. S. or any other of this colony – also that you will continue your watchfulness, and extend your advice, influence and authority both north and south effectually to prevent loading without due licence any vessels in the bays, rivers and creeks on this coast. We have reason to believe that attempts have lately been made to carry on a clandestine trade in certain small vessels which we have ordered to be conducted through Wappoo to Charles-Town, that some have actually been loaded and have sailed, and that others are now endeavouring to elude all applications.

By order of the Council of Safety.

Henry Laurens, President.

Committee for St. Helena, at Beaufort.

In the Council of Safety, Jan. 30th, 1776.

Sir – Capt. Pindar has complained to us, that the people who went on board his sloop in Stono, and brought her round to Charles-Town, plundered all his liquors and other stock on board the vessel, the damage amounting to upwards of £35. We are persuaded you would give no countenance to such acts of violence and oppression, we have therefore referred Capt. Pindar to you, for a proper inquiry into the matter.

While we indeavour to enforce due subordination to the laws of Congress, it is also our duty to prevent every act of tyranny upon our fellow subjects – even offenders are not to be punished without proper authority.

By order of the Council of Safety.

Henry Laurens, President.

Capt. Brigantine [Benjamin] Stone

Charles-Town, South-Carolina, 30th January 1776.

Gentlemen – We are favored with your letter of the 24th ult., by the hands of Waightstill Avery, esquire, to which we have paid all possible

attention and regard, by consenting, out of our very small fund of gunpowder, to supply your Colony with one thousand pounds weight; which, according to Mr. Avery's arrangement, we have ordered to be delivered from George-Town and Camden stores. . . .

We are extremely sorry that we cannot send you the full quantity which you require. Two days before Mr. Avery's arrival we received a most pressing demand from Savannah, in Georgia, for 5000 lb., claimed in return for a loan. We had it not in our power to repay (if it was due) more than 2000 lb. This unexpected demand was made in consequence of menaces from the Commodore of the ships-of-war at Cockspur to burn Savannah, and has proved a bar to further supplies to you. . . .

We wrote you the 2d inst. by a Capt. Wylley, who was going to your Colony in order to claim a scooner with Capt. Tollemache had seized from him; but having heard on his journey that the scooner had foundered in the intended voyage to Cape Fear,² he turned back, but assured us he had forwarded our letter by a safe hand.

By order of the Council of Safety.

Henry Laurens, President.

Provincial Council, North Carolina.

The Council took into consideration Capt. Edward Blake's letter of yesterday. Resolved, That this Council will insure Capt. Edward Blake's scooner called the Little Thomas, which sailed last Friday, on the public [account], to and from Bermuda, at the value of two thousand pounds currency; and that he be allowed two hundred and eighty pounds monthly hire for the said scooner, while she continues in the public service.

Ordered, That Capt. Blake's account for the cargo imported by him on the public account in the sloop Polly, John Conyers master, be discharged, after deducting the cost of the rice exported; and that a licence be given to Capt. Blake to load the sloop again, upon the public account, on the same terms as are stipulated with Capt. Joseph Darrell – the article of rum to be added among those to be imported.

Capt. [William] Pindar acquainted the Board that their letter to Capt. Benj. Stone, sent by him, had been delivered, but that he had sent no answer; and requested to be permitted to take in sufficient stores for his vessel for the voyage to [New] Providence.

Whereupon the following permit was granted:

In the Council of Safety, 31st January, 1776.

The Sloop *Three Brothers*, William Pindar, master, is permitted to pass Fort Johnson and the battery at Sullivan's Island, to sea, for Providence, having no other goods or merchandize on board than such

as shall be indorsed hereon, and signed by the Chairman of the Committee of Observation.

By order of the Council of Safety.

Henry Laurens, President.

To the Commanding Officers for the time being, respectively of Fort Johnson, and of the troops at Sullivan's Island.

- 1. Collections of the South-Carolina Historical Society, III, 234-41.
- The schooner George Town packet, listed on Shuldham's Prize List of April 24, 1776, as "Foundered at Sea." PRO, Admiralty 1/484.

1 Feb.

BRIGADIER GENERAL BENEDICT ARNOLD TO JOHN HANCOCK 1

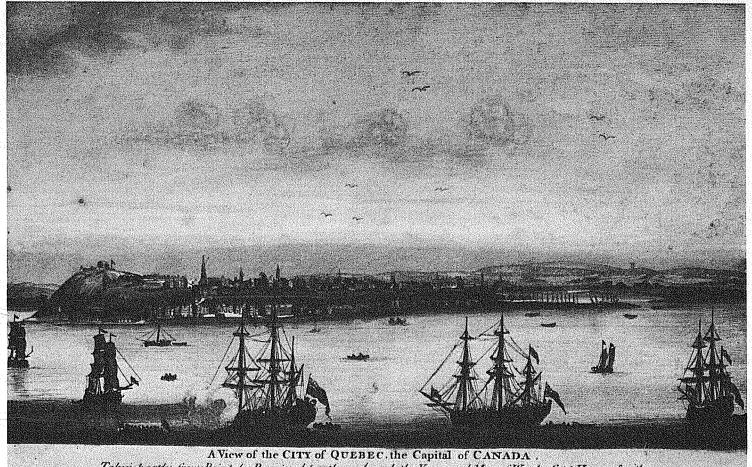
Dear Sir

Camp before Quebec, Febry 1. 1776

I have the pleasure acquainting you, we still hold Our Ground, before Quebec, & keep the enemy closely blockaded, tho' we have received, but a small reinforcement of One hundred & fifty Men from Montreal – The enemy have within this Ten Days, sallied Out twice at Pallace Gate, with abt Four, or five, hundred Men, with a view of seizing two field pieces, we have on that side, Our Men Advanced briskly to Attack them, when they made a precipitate retreat under cover of their Guns. I make no Doubt of holding Our Ground, as we expect a reinforcement daily, which we are anxiously waiting for, as the Duty is very severe. –

I have taken the liberty In former Letters to the Hble. Contl. Congress to give my Opinion in regard to Men and Measures, necessary for the reduction of Quebec the Necessary ways, & means for suporting those Men, I have omitted, as Genl Montgomery in his Life time Transmitted you his sentiments on the Matter, as well as on the necessary measures For forming a lasting union between this Country & the Colonies. — I have only to observe if the Capital is taken, I believe Paper money will soon have a Currency. —

Major John Brown, who Came down with Genl Montgomery, with about One hundred, & Sixty Men, Collected from different Regiments, Now Assumes, and Insists on the Title of Colonel, which he says the General promised him at that the General promised him promotion, He told me some time bewhen Major Brown wrote to remind him of his promise, the General handed me his Letter, & told me at the same time, as Colo [James] Easton and Major Brown were publickly Impeached with plundering the Officers, Baggage taken at Sorell, Contrary to Articles of Capitulation, and to the great scandal of the American Army, He could Not in Conscience or honour, promote him (Majr Brown) untill those, Matters were Cleared up, He then sent for Major Brown & told him his Sentiments on the Matter very freely, after which I heard of no further application for Promotion. This Transaction, Colo [Donald] Campbell, Major Duboys [Lewis Dubois], and Several Gentlemen were knowing to - As Colo Easton, & Major Brown, have doubtless a sufficient Share of Modest Merit to apply to the Honble Continental Congress for promotion, I think it my Duty to say the Charge before mentioned is the Publick Topic of Conversation at



Montreal, & among the officers of the Army in General, and as such Conduct, is unbecomeing the Character of Gentlemen or Soldiers, I believe It would give great disgust to the Army in General If those Gentlemen were promoted before those matters were Cleared up. –

This will be Dld you by Mr David Hopkins, a Gentleman who came out a Volunteer wth me, his Spirited Conduct both on Our March and Since Our Arrival in this Country, merit my recommendation to your Notice, of which I think him worthy – I am with great respect & Esteem, Dr Sir [&c.]

Benedict Arnold

P S The Contents of the Inclosed Letter I do not wish to be kept from the Gentlemen mentioned therein, the Publick Interest is my chief motive for writing. I should despise myself was I capable of asserting a thing in prejudice of any Gentlemen without sufficient reason to make it publick.

B. Arnold

1. Papers CC (Letters from General Officers), 162, I, 58-62, NA.

CERTIFICATE OF THE COMMITTEE OF SAFETY FOR MAJABIGWADUCE 1

We the Committee of Safty for Majorbigwaduce Being Supplicated by Mr Daniel Wordwell of this District for our assistance to inable him to Make Known unto Mr [Silas] Deane Mr John Adames Mr [George] Wythe Committee appointed By the Honorable Continental Congress to Receive accounts of Losses Sustained by the Ministerial troops this is therefore to Cartify their Honors the Committee and all others to whome it may Concerne that the above said Wordwel Did on the twelveth Day of September 1775 Saile from this place in a Sloop (being his own proppety laden with Cord wood) for piscattaqua with other articals as hides and Cash in order to procure provision for him selfe and Nighbours being on his Returne whome was taken by a man of war belonging to the King and finily Lost Vessel and Effects. the Said Vessel was taken by our Enemy September the 30th 1775 and we the Said Committee having Maid Strict Inquire into the premeses find Said Vessel to be Burdend Sixty three tuns Saven years old two good Cabels and anchers Second Sute of Sals about halfe worne Verey good Standing Rigin Sixty Dollars in Stors being the property of Said Wordwel and the whole dependence the Said Wordwel had for the Support of himselfe and family the whole of the above we Judge to be worth the Sum of two Hundred and fifty Eight pounds Lawfull money on board sd Sloop (belonging to the Distrest Inhabetants) when taken Leather Cash & Nails to the Value of thirty Dollars.

> Joseph Young Mark Hatch Joseph Perkins

Majerbigwaduce February the 1st 1776

then Jeremiah Wordwel and Peter Mugrige Came before us the Committee of Safty for sd Majerbigwaduce they being the two hands belonging to daniel Wordwels Sloop when taken by a man of wor and after being Examaned and

duly Coshoned to declare the whole truth Seresly and Solomly declard it was in Every Surcomstance as Related by us

Joseph Young
Mark Hatch
Joseph Perkins

1. James Phinney Baxter, ed., Documentary History of the State of Maine (Portland, 1910), XIV, 331-32.

CAPTAIN WILLIAM WOOD TO ROBERT HANSON HARRISON 1

Dear Sir

Glossceter [Gloucester] Feb th 1st 1776

your Kind Treatment to me in this unhappy Situation makes me make free to Trouble you again for your Kind assistance. when I Saw you Last on my way down to this place I did not know but the Court had given orders that I was to have my parole as the Rest of the Captns but to my great Surprise I am bound to the Bourders of this Town & not to go out of it on any pretence whatever this I think is very hard upon me as I Can assure you had I my Liberty to go even in to Boston I would not accept of it as I would see the determination of the Vessel 2 If it is in your p[owe]r, by representing me to the Court to gett me my enlargment further such as going to Cambridge as I want to see you Letting you know my Case, which is in a very Bad situation the Committee in this Town has used me in every respect Like a gentleman & Desired me to write to you on this occassion I am sorry to Trouble you butt depend on it your Kindness at this Time to me shall be paid with Honour & never to be forgott. I make no doubt butt you will do your endeavor for me & shall be glad to hear from you by Captn Nellis & beleive me in the Interim [&c.]

W^m Wood

- 1. Mass. Arch., vol. 194, 249, 249a.
- 2. The ship Jenny.

New England Chronicle, Thursday, January 25 to Thursday, February 1, 1776

Cambridge, February 1.

Last Monday [January 29] one of the Continental Cruizers got into a harbour to the eastward, having been chased by the *Lively* man of war, who fired about 170 shot at her.¹

A wood vessel, bound to Boston, was taken by one of our cruizers this week, in the Bay.

Last Thursday morning [January 25], Capt. Manley, being on a cruize in the Bay, discovered a ship a league or two S.E. of Boston light-house. He immediately gave chace to, and took her within sight of the ships in Boston harbour.² He then stood for a snow, which he espied off Cohasset; and soon coming up with her, she struck to him without hesitation.³ Just as Capt. Manly had manned his last prize, a schooner of eight carriage guns, with many swivels, and full of men, convoying two little provision vessels from Halifax, came up, and

began an engagement with Capt. Manley; but being soon convinced of her error, she sheered off for Boston. — ⁴ Capt. Manly would undoubtedly have taken her also, with the two provision vessels, had not his crew, (which was at first much short of the complement) been considerably weakened by manning the two prizes. In the engagement, his gunner was wounded, and his rigging much damaged. We have not heard what loss the enemy sustained. Both of the prizes, which were loaded with coal, from Whitehaven, in England, Capt. Manly got safe into Plymouth the ensuing night.⁵

- It was not H.M.S. Lively which chased the cruiser; the Lively on January 29 was refitting in Boston.
- 2. The ship Happy Return.
- 3. The ship (not snow) Norfolk.
- 4. The identity of the armed schooner has long been in doubt, but from an entry in the journal of H.M. Brig Hope, it apparently was the General Gage, a dispatch vessel, coming in from Halifax.
- 5. The foregoing dispatch was repeated word for word in the Boston Gazette, Watertown, February 5, 1776.

STEPHEN MOYLAN TO WILLIAM WATSON 1

Sir

Cambridge first Februa[ry] 1776

Your favor of the 29th ulto is Come to hand there must be an enquirey made into the Conduct of that Comander who So shamefully deserted his Commodore please to Let the General know which of the Schooners it was – the General thinks it will be proper that the Captains of these vessels, prove upon oath their private property,² after which you may delive[r] to them all except the beeff & pork, which he thin[ks] most probable belongs to the vessels, if it does not it is clear that they must be meant for Supplying the enemy, upon that principle, he does not think it will be proper to give them unto the Captains –

His Excellency has no objections to these gentleme[n] returning to Plymouth, nor has he any objection to their disposeing of the Bazes & Check at your place if they Chuse it, he is pleased, that the scho[oners are] under way, as many ships are expected I am Sir [&c.]

Stephen Moylan P. T. S.

On the Service of the United Colonies To William Watson Esqr Agent for the American Navy, Plymouth By Capt Hall Capt Grindal

1. PS.

2. Captains James Hall and Jonathan Grendal, of the Happy Return and Norfolk.

STEPHEN MOYLAN TO WILLIAM WATSON 1

Sir

Cambridge first Feby 1776

Major Hubbard will want 100 Tons of the Coals taken in the two prizes Sent into your place by Commodore Manly,² as it is for the publick Service His Excellency is willing to Let him have them, he paying as much for them as any one else woud his Excellency desires you woud be Careful to prevent waste of

this article, as it will be very Much wanting for the publick works, he understands that there has been Some pilfering allready, I am [&c.]

Stephen Moylan P. T. S.

- 1. PS
- 2. The ships Norfolk and Happy Return.

OFFICERS OF THE ARMED VESSELS FITTED OUT BY ORDER OF GENERAL WASHINGTON 1

	Armed Vessels.				
Daniel Waters	of the <i>Lee</i>	Captn	20 Jany 1776		
Wm Kissick	Do	l Lieutt	$\mathbf{D_{o}}$		
John Gill	Do	2 Lieut	\mathbf{Do}		
John Diamond	Do	Master	Do		
Saml Tucker	of $Fran[k]lyn$	Captn	Do		
Ed Phittiplace	Do	l Lieutt	Do		
Fran Salter	Do	2 Lieut	Do		
Charles Dyar	of the Harrison	Captain	Do		
Thomas Doten	1 Lieut Sch Harrison		23 Jany 1776		
John Wigglesworth	2 Lieutt Do		20 Jany 1776		
John Manly	Comodore & Captn (Hancock)		1 Jany 1776		
Richd Stiles	1 Lieut Schoonr Hancock		1 Jany 1776		
Nicholas Ogelby	2 Lieut Do Do		1 Jany 1776		
John Ayres	Captn of the Lynch		1 Feby 1776		
John Roche	l Lieutt Do		1 Feby 1776		
John Tiley	2 Lieut Do		l Feby 1776		

1. US Revolution, LC.

GEORGE WASHINGTON TO CAPTAIN WILLIAM BURKE 1

By his Excellency George Washington, Esqr Commander in chief of the Army of the United Colonies.

To William Burke, Esqr.

By virtue of the powers & authorities to me given by the Honourable Continental Congress, I do hereby constitute & appoint you Captain and Commander of the Schooner Warren, now lying at Beverly Port, in the Service of the United Colonies of North America, To have, hold, exercise and enjoy the said office of Captain & Commander of the said Vessell, & to perform & execute all matters & things which to your said Office do or may of right belong or appertain untill farther Order shall be given herein by the Honourable Continental Congress, myself or any future Commander in Chief of said Army, Willing & commanding All Officers, Soldiers & persons whatsoever any way concerned to be obedient & Assisting to you in the due Execution of this Commission. Given under my Hand & Seal at Cambridge thi[s 1st] day of [February,] Anno Domini 1776

By His Excellencys command -

1. Washington Papers, LC.

JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES 1

[Watertown] Thursday, February 1, 1776.

Benjamin White, Esq; . . . brought down . . . the Report of the Committee of both Houses, appointed to make an Estimate of the Expence of building and furnishing two Vessels for the Defence of American Liberty.

1. Journal of the House of Representatives, Mass. Arch.

JOURNAL OF LIEUTENANT COLONEL STEPHEN KEMBLE 1

[Boston] Thursday, Feb. 1st. Admiral Graves sailed for England, the same day Captain [George] Dawson arrived from a Cruise and informs that he had destroyed a Rebel Privateer Schooner near Cohasset Rocks, by running her on Shore; ² said to be the same that Manley commanded, who has done so much Mischief on the Coast, by taking our Merchant Ships. Capt. Dawson says he went on board her after She was on shore and the People had gutted her.

- 1. "The Kemble Papers," Collections of the New-York Historical Society for the Year 1883 (New York, 1884), I, 66-67.
- 2. Washington's schooner Hancock.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES 1

[King's Road, February 1, 1776]

From the 27th of January (the day when Mr. Graves resigned the command of the Fleet to Rear Admiral Shuldham and embarked for England) until the first of February the weather was cold, the Wind little and generally from the East, so that the *Preston* was fain to anchor in Kingroad, with the *Canceaux*, *Trident* Victualler, and two Vessels bound to the West Indies;

1. Graves's Conduct, II, 40, BM.

VICE ADMIRAL SAMUEL GRAVES TO PHILIP STEPHENS 1

Preston Kingroad Boston Harbour Febry 1, 1776.

Sir

On the 27th of last month I resigned the Command of all his Majesty's Ships and Vessels in and about Boston, and of those stationed to the Northward of it, to Rear Admiral Shuldham, the *Canceaux* armed Ship excepted, who is to proceed to England with the *Preston*: I have furnished Rear Admiral Shuldham with Copies of the General and particular Orders the Commanders of all the Ships and Vessels, stationed as abovementioned were then under, and have also given him every information in my Power (material for him to know) of the State of Affairs in this Country.

During the last three Days we have had little Winds and snow, which have prevented my getting farther than this Place, where I anchored this morning, but hope Tomorrow we shall get clear out. The *Hope* brig anchored last Night in Nantasket, and Leiutt [George] Dawson is this moment come on board to inform

me that the day before Yesterday about 10 in the Morning he discovered a Rebel Schooner Privateer at Anchor off Plymouth; that upon his standing towards her she immediately got under way and endeavoured, but in Vain, to get into several Harbours on the Coast, that at two o'Clock the Privateer ran ashore, and Lieutt Dawson anchored as near to her as the Ground would admit and fired at her until seven in the Evening, when the Privateer getting off, and endeavouring to push into North River, sunk: That at day light next Morning Lieutt Dawson attempted to set her on Fire, but such Numbers of People were assembled and firing upon the Hope's Crew, and the Rebel Schooner being then almost full of Water, he thought it best to quit her, and not risque his People further, the Privateer being effectually disabled from ever cruizing again.² They brought away one Swivel Gun and an old red Ensign. Lieutt Dawson also acquainted me that the Rebels had in the Night thrown up a Breast Work, and brought down several Pieces of Cannon, which they fired to defend the Wreck of the Vessel. I am &c

Sam1 Graves

1. Graves's Conduct, II, 40-41, BM.

2. The "Privateer" was the armed schooner Hancock, Captain John Manley, which was raised, refitted and cruised again.

COLONEL JOSEPH OTIS TO JAMES OTIS 1

Hond Sir

By Capt daniel Howes I have the Pleasure to Send to the Councel a Master of a Vessell taken Off our Harboar²

The Papers Capt Howes has Will Inform as to the Carcamstances

the hands taken aboard appear to be very honest men and forect into the S[e]rvice and are about Entering Aboard An armed Vessell fixing from here.

Col Elisha Doan [Doane] has Sent two Vessells from Chatham to the West Indies within a fortnight and Capt Soln Davis is fixing 2 from here I hope the Honble Cou[nc]il and House Will Inquire whether these men have Leave If not I hope there Will be Proper Orders about them. I have the Honour to be yrs and the Honble Cou[nc]ells [&c.]

Joseph Otis

Barnstable Febry 1st 1776

1. Mass. Arch., vol. 194, 236.

2. The sloop Betsey, William Heath, master.

JAMES OTIS TO THE MASSACHUSSETS COUNCIL 1

Gentm

Barnstable February 1th 1776

This Incloses The Examination of One William Heath the Master of the Sloop Betsey Taken and Brought Into this Harbour the 31th of January Last By Captn Jonathan Howes & Bound from Nova Scotia to Boston to supply our Enemies and who has Been In that Imploy for a Considerable Time: he appears to me to be a Surley Enemical Fellow to this Country and he Distroyed all his Papers save the Register & shiping Papers and as I am Told that was his orders

If he Was Likely to Be Taken: It is Reported that he Beat one of his foremast men so that his Life is In danger Some other of them frosen that I have had the Examination of But three of Them which I also In case they are also made to Travel as yet & so are Gone a board again to be subsisted there out of the Cargo By Captn Howes Consent untill they are able to Travel to Court or otherwise Mott & Peters Belong to this Countey and Peters has a wife & family at Salem If the Councel Have Occasion for them they shall Be sent to them But it appears to me that they were forced Into the Service But Heath appears to me to be a Bad Man and Ought to have Good Care Taken of him my son Coll Otis has ordered him to your Han[d]s with a Proper Gaurd I am Gentm [&c.]

James Otis

1. Mass. Arch., vol. 194, 237.

Agreement between Benjamin and Joseph Comstock and Nicholas and John Brown ¹

This Agreement made the First Day of February in the Year of our Lord One Thousand Seven Hundred and Seventy Six by and between Benjamin Comstock and Joseph Comstock both of Providence in the Colony of Rhode-Island - Owners of the Sloop called the Polly of the one Part and Nicholas Brown and John Brown both of said Providence Merchants who in this Matter act for and in Behalf of the Honorable Continental Congress (in Pursuance of a certain Agreement or Contract entered into between the Committee of Secrecy and the said John Brown) of the other Part Witnesseth That the said Benjamin Comstock and Joseph Comstock have letten to Freight unto the said Nicholas Brown and John Brown for the Use of the United Colonies Seven Eighth Parts of the said Sloop burdened about Thirty Seven Tons more or less (her Tonnage however subject to Mensuration and precise Ascertainment hereafter) for a Voyage from said Providence to the West-Indies and back again And the said Benjamin Comstock and Joseph Comstock do covenant to keep the said Vessel in good and customary Repair and risque her against the Dangers of the Sea during the Voyage. In Consideration the said Nicholas Brown and John Brown in Behalf of the united Colonies shall pay unto the said Benjamin Comstock and Joseph Comstock for the Hire of the said Seven Eighth Parts of said Sloop at and after the Rate of One Dollar a Ton by the Month for the whole Vessel to be computed from the First Day of February for the whole Time she shall be in performing the Voyage and returned back and redelivered to them and shall also risque the said Seven Eighths against all British Captures and in every Case and Loss whatsoever during the Voyage except the Dangers of the Sea above provided to be borne by the said Benjamin Comstock and Joseph Comstock And in Case of Loss by any Means whatsoever saving the Dangers of the Sea the said Nicholas Brown and John Brown shall in Behalf of the said united Colonies pay unto the said Owners for the said Seven eighth Parts at and after the Rate of Eight-Hundred Dollars for the whole Vessel (She being estimated at that Value) but shall not in such Case pay any Hire or Freight Money but shall in Lieu thereof pay the Interest on the principal Sum or Value of the said Seven Eighth

Parts In Witness whereof the Parties to these Presents have hereunto interchangeably set their Hands and Seals the Day and Year first aforewritten.

Witnesses. George Benson, Rufus Hopkins Benj^a Comstock Joseph Comstock Nich^o Brown John Brown

1. Nicholas Brown Papers, JCBL.

OWNERS' BOND FOR SLOOP Polly ON A VOYAGE TO PHILADELPHIA 1

Know all Men by these Presents That I John Brown of Providence in the County of Providence and Colony of Rhode Island &c. Merchant and John Tillinghast of said Providence Mariner 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 our Heirs Executors and Administrators firmly by these Presents. Sealed with our Seals. Dated this First Day of February in the Year of Our Lord One thousand Seven Hundred and Seventy Six.

Whereas the said John Tillinghast Master of the Sloop *Polly* owned by the above named John Brown is bound by Permission of the Honourable Nicholas Cooke Esquire Governor of the said Colony on a Voyage with his said Sloop to Philadelphia in Ballast only. Now the Condition of the above obligation is such That if the said John Tillinghast shall proceed with his said Sloop to Philadelphia and there take on board the Produce of the Country or other Articles under the Direction of the Committee of Inspection of the City Town or County where he shall lade and take in his said Cargo and also bring back proper Certificates both of Exports and Imports from them and lodge the same in the Office of the Secretary of the said Colony within three Days after the Return of said Sloop and further shall not proceed to any Port or Place not being within the United Colonies (the Danger of the Seas and Seizure by an Enemy always excepted) then this Obligation to be void or else in full force.²

Sealed and delivered in the Presence of

John Brown John Tillinghast

Henry Ward Henry Ward jun.

- 1. Maritime Papers, Bonds, Masters of Vessels, R. I. Arch.
- 2. On the same day, February 1, 1776, bonds were given covering the following vessels and owners:
 - Sloop Defiance, John Chace, master; John Brown, owner, upon a voyage to Philadelphia in ballast.
 - Sloop Betsey, Simon Davis, master; Charles De Wolfe, Charles Davis, Stephen Smith and Simon Davis, owners, of Bristol, upon a voyage to Connecticut in ballast
 - and Simon Davis, owners, of Bristol, upon a voyage to Connecticut in ballast Schooner Charlotte, Thomas Thayer, master; John Brown, John Innis Clarke and Joseph Nightingale, owners, of Providence, upon a voyage to Long Island or Connecticut in ballast.
 - Sloop Molly, John Wanton, master; John Andrews, owner, of Newport, upon a voyage to New York with provisions.
 - Sloop Polly, Benjamin Comstock, master; John Brown, owner, of Providence, upon a voyage to St. Eustatius, to purchase military stores. See Nicholas Brown to Comstock, January 31, 1776.

OWNERS' BOND FOR SLOOP Mermaid ON A VOYAGE TO SURINAM 1

Know all Men by these Presents That we John Innis Clarke and Joseph Nightingale both of Providence in the County of Providence and Colony of Rhode Island &c. Merchants in Company are held and firmly bound unto Joseph Clarke Esqr. General Treasurer of the said Colony in the Sum of Six Hundred Pounds Lawful Money of the said Colony 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 our Heirs Executors and Administrators firmly by these Presents. Sealed with our Seals. Dated this First Day of February in the Year of our Lord One Thousand Seven hundred and Seventy Six.

Whereas the said John Innis Clarke and Joseph Nightingale have imported into the said Colony a Quantity of Powder and warlike Stores amounting to Eighteen Hundred and Sixty three Pounds 11s/2d and in Consequence of a Resolution of the Continental Congress of the Fifteenth of July last for the Encouragement of the Importation of Powder &c. have equipped the Sloop Mermaid Lemuel Bishop Master with a Cargo for Surinam but have put on board Goods to the Amount of Three Hundred and Fifty Nine Pounds 1s/6d more than the Value of the Warlike Stores so imported; and whereas pursuant to said Resolution and of an Act of the General Assembly of the said Colony the said Lemuel Bishop hath received Permission from the Honble Nicholas Cooke Esquire Governor of the said Colony to proceed to Surinam in the said Sloop with the said Cargo. Now the Condition of the above Obligation is such That if the said Lemuel Bishop shall in all Things during his said Voyage conform himself to the Rules of the Continental Congress and shall lay out such a Proportion of the Neat Proceeds of his Cargo as the said Sum of Three Hundred and Fifty Nine Pounds 1/6. bears to the Sum of Five Hundred and Twenty Eight Pounds 6/9. (the whole Amount of his Cargo) in Powder, Saltpetre, Small Arms, Sulphur, Duck, Ozenbriggs or Ticklenburgh, giving the Preference to Powder Saltpetre and Small Arms and import the same into this or some other of the United Colonies & lodging within Three Days after his Arrival in this Colony proper Certificates in the Secretarys Office (the Danger of the Seas and Seizure by an Enemy always excepted) then this Obligation shall be void or else in full Force. Jos. Nightingale

Sealed & Delivered } in the Presence of Henry Ward Sam Sanford

1. Maritime Papers, Bonds, Masters of Vessels, R.I. Arch.

BRIGADIER GENERAL WILLIAM WEST TO GOVERNOR NICHOLAS COOKE 1

Sir Head qurters Febuary the 1: 1776

I Recevid yours of the 29 Jan 1776 in which it is Recommended that I should Suffer the Boats to Pass and repass a Cordingly I have premitted the Boats to pass But would observe to your Honer that Capt [James] wallace

will not suffer aney Boat to pass Except men of his Prenciples Sending his Boat on Bord to See if they have his permitt—if not Robes them of what they have and so long as the Boats pass and Repass with in hale of wallace fleet he will have Every Intelgance he wants But the Distrased Scituation of the Town of new port is such as you well observe makes it very Difficel and Causes a Compliance to maney Disagreable thing[s] on there a Count—I Long for the Time to Come that we have the meterales in oure hands that we Can Bid Defianc[e] to the minsterel fleet—

the Twenty Ninth Instant [sic] a Reved at head qurters an Exspres from warter town with an advertesement from the Jeneral Court for taking up one Docter Gilston of nantucket who has proved him Self Inmical to the Liberties of this Country and was in there Custady who By the assistance of one John Brown w[h]o once useed to Drive a Coach from providance to Boston made his ascape to new port Said Exspress aplied to me for asistance I Emeately Sent Capt Bartan [William Barton] with a few men insCarch of Said Dot gilston and in about one oure had the said Docter and Brown in Custody have Sent them Down to the Jeneral Court to Recive there Just Deserts the Doctor gve Brown thirty Dollers and a good horse paid all Exspe[n]ce to Bring him to new port the Dor said Brown agreed with him for the money and horse to Carry him where the Devel would not find him I am [&c.]

W^m West

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

BRIGADIER GENERAL WILLIAM WEST TO LIEUTENANT COLONEL GIDEON HOXIE 1

Colo Hoxey

Head Quarters [Middletown] 1 February 1776 -

The Ferry Boats are permitted to Pass and repass from Newport to Conanicut every Person passing from Newport to have my Permit, and those coming from Conanicut to Rhode Island to have the Permit of the Commanding Officer there – NB The Boats are likewise permitted to Pass from the Main to Conanicut

P Order W^m West B. Genl Benj^a Ste[e]le Secry –

To Collo Hoxsey and in his absence the Commanding Offr

[Enclosure]

Head Ouarters 1 Feby 1776 -

Permit Philip Ackland and Samuel Carrs Ferry Boats to Pass from Newport to Conanicut, the said Ferrymen are strictly forbid carrying any Person in Boats without a special Permit from the Commanding Officer at Head Quarters

P Order W^m West Brig. Genl Benj^a Steele Secy

1. Letters to the Governor, 1776, vol. 8, R.I. Arch. Hoxie was in William Richmond's militia regiment stationed at Jamestown, R.I.

MINUTES OF THE CONNECTICUT COUNCIL OF SAFETY 1

At a Meeting of the Governor and Council of Safety,

[Lebanon] Thursday, February 1st, 1776.

Voted, That Capt. Isaac Sears be appointed and employed to purchase and procure a suitable quantity and assortment of duck for a ship of about 260 tons, building for the use and defence of this Colony; ² and also about seven tons of suitable iron for said ship; and send forward in the most prudent and careful manner, and deliver the iron to the care of Cap. Benja. Williams, and the duck to the care of Cap. Uriah Hayden, both of Saybrook in this Colony.

- 1. Hoadly, ed., Connecticut Records, XV, 230-32.
- 2. The ship subsequently named the Oliver Cromwell.

Dr. Benjamin Gale to Silas Deane 1

Killingworth, Feby 1st, 1776.

Dear Sir, — I have to acknowledge the receipt of yours of the 13th ult. I make no doubt of your pressure by the important concerns lying before you, many of which I trust if you had leisure you might not communicate; but with regard to the matter of principal concern, if the Philosopher's Lanthorn may be attained, and will give a better light than what is proposed, should be glad you would get what knowledge you can from Dr. Franklin respecting it. Light is of absolute necessity; not to perform the operation, — that can be effected, if he hits the object right, as well in the dark as at noon day, — but to get free from the object when the operation is performed, — for this, light is absolutely necessary, what point to steer, and to know whether he rises or sinks deeper, for the personal safety of the operator. You will well understand my meaning, if I am not more explicit. I have lately seen the man, and conversed freely with him. He is no enthusiast; a perfect philosopher, and by no means doubtful of succeeding. I wish Col. Dyer and you were to remain where you are, even altho' the other gentlemen were added. I have no objection to that addition, but if I may judge from what I hear, your countrymen are not suited with your recall.

Let me hear from you on this subject as soon as you can. I may ask, and you may refuse to tell me, — Are we well provided with Warlike Stores? Shall we have, or can we have if desired Foreign Aid? What are French troops to do in the West Indies? Is there a channel of communication open with our friends at home?

By the public accounts there is some prospect of a rupture at hand. Can the British Nation suffer such wicked work, and tamely look on? I am, Dear Sir [&c.]

Benj. Gale.

1. Collections of the Connecticut Historical Society, II, 358-59.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY 1

[New York] Die Jovis, 3 ho. P.M. February 1st, 1776

Mr. [Comfort] Sands one of the sub-committee appointed by the Provincial Congress to freight a vessel to the West Indies with provision, &c. to purchase arms and ammunition, Reports:

That in pursuance of said appointment he has freighted the sloop James Richard, Pooler, master, for St. Eustatia, belonging to Stephen Thorne, and loaded her with provisions as per invoice, amounting to £777 7s.9d. consigned to Mr. Samuel Curson, merchant there; that the freight of said sloop is as per agreement £3 10s. per ton, merchants' tonnage; and in case said sloop is seized by the ministerial army or navy in consequence of carrying provisions to said island, the Congress are to pay to Stephen Thorne for said sloop the sum of £500, as per agreement annexed. He further Reports:

That by order of the Committee of Safety, he has loaded the Schooner Polly, Matthew Van Alstyne, master, whereof Abm P. Lott and Matthew Van Alstyne are owners, for Martinico, Guadaloope and St. Eustatia, with provisions as per invoice, amounting to £1,278 2s.10d. consigned to said master to purchase arms and ammunition; that the freight agreed for is £3 10s. per ton, merchants' tonnage; and in case said schooner is seized in consequence of carrying provisions to said islands, the Congress are to pay Abm. P. Lott and H. Van Alstyne, the sum of £500, as per agreement, also annexed. Has also loaded the sloop Sally, Wilkie Dodge, master, whereof himself is owner, for Curacoa, with provisions as per invoice, amounting to £1,132 8s.11d. consigned to Mr. Isaac Governeur, merchant there, to purchase duck, flints and ammunition; that the freight of said sloop is as the former, at £3 10s.Od. per ton, merchants' tonnage; and in case said sloop is seized in consequence of carrying provisions to said island, the Congress are to pay for said vessel to said Comfort Sands, the sum of £650. He further Reports:

That in order to get said vessels out of this port, he has been obliged to give bonds to the Custom House to land said cargoes in some of the English islands in the West Indies, and requests the Committee of Safety will idemnify him from said bonds.

Mr.Sands delivered in the agreements made by him for the respective vessels above mentioned, and the invoices and bills of lading and papers relating to the said several vessels and cargoes, which are now filed.

The above report being read and fully approved of, the Committee agrees that the said report, and the several agreements therein mentioned, stand confirmed, and be considered as the agreements of the Committee of Safety, made for and on behalf of the Provincial Congress of this Colony, and on their account and risk. And

Resolved, That the said Comfort Sands shall be, and hereby is, fully indemnified by this Committee of Safety and the Provincial Congress of this Colony, for the time being, against any bonds which he has entered into at the Custom House for the said vessels and cargoes, or on account of lading and sending them to sea or either of them and that in case any costs or damages shall accrue or be suffered by the said Comfort Sands or his representatives by means of entering into such bonds or either of them; that all such costs and damages as may arise, happen or accrue by means thereof, shall be borne by this Colony; and the said Comfort Sands having now delivered in the accounts of the cargoes or ladings of the said several vessels amounting in the whole to the sum of three thousand one hundred and eighty-seven pounds eighteen shillings and eleven pence, and therein credited the sum of £2,500 received by virtue of an order of the Provincial Congress of the 19th December last, whereby a balance of £687 18s.11d. is stated as due the said Comfort Sands; the Committee not having hitherto had time to examine and audit the said account, that Mr.Sands may not continue so large a sum in advance for the public service;

Ordered, That Peter V. B. Livingston, Esqr. as Treasurer of the Provincial Congress of this Colony, pay to Comfort Sands on account of the moneys he has advanced for the public service by order of the Provincial Congress and of this Committee of Safety, in purchasing the cargoes for sundry vessels, the sum of £600 on account, and that Mr.Livingston take Mr. Sands receipt for the same.

1. New York Provincial Congress, I, 278-79.

New-York Journal, THURSDAY, FEBRUARY 1, 1776

New-York, February 1.

The store ship mentioned in our last, taken by the people in New-Jersey, is called the *Green* [sic Blue] Mountain Valley, burden about 400 tons, commanded by Captain [John Hamilton] Dempster (brother to a member of Parliament of that name) her cargo consisted of 120 chaldrons of coal, 100 butts of porter, 300 sacks of potatoes, 10 pipes of sour crout, four four pounders; some powder and arms; and sundry other goods, with 80 hogs, most of which died on the passage.

Wednesday se'nnight [January 24] died of an Apoplectic Fit, George Clepham, Esq; Purser of his Majesty's Ship Asia, in this Harbour. His Remains were deposited the next Evening in Trinity Church-Yard, attended by and under the Direction of the Marine Society.

New-York Journal, THURSDAY, FEBRUARY 1, 1776

Whereas a certain Sloop called the *Polly and Ann*, destined for Boston, and laden with provisions, &c. for the Ministerial Troops there, was lately stranded upon Manasquan Beach, in the Colony of New-Jersey; and whereas the Committee of Safety of said Colony has taken possession of said Sloop and cargo, committing them to the care of the subscribers, and permitting them to deliver to the seamen and passengers, their wearing apparel, bedding, chests, &c. provided they, in a reasonable time, call for the same. This is to give public notice,

that there are yet in their possession a number of beds with bedding, and chests, with wearing apparel and other sundries, which will be delivered to the owners, proving property; if they apply personally on or before the 15th day of February next, otherwise they will be sold to pay costs.

Monmouth, New- Jersey, Jan. 17

David Forman, Nath. Scudder, Thomas Henderson.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY 1

In Committee of Safety

[Philadelphia] 1st February, 1776.

Resolved, that Samuel Howell be joined to Robert Morris, Thomas Wharton, jun'r., & Robert Whyte, the Committee for importing Fire-arms, Gunpowder, Salt Petre, &ca., from foreign parts, for the use of this Province, to aid and assist them in that service.

Messrs. David Rittenhouse, Daniel Joy, John McNeal & Samuel Morris, jun'r., were by a Resolve of the 22nd ult., appointed and required to make Survey of the Jersey Shore from Billingsport to Newton Creek, and to determine what posts it may be necessary to fortify, to make an Estimate of the expence thereof, and Report the same to this Board; agreeable thereto, they make the following Report:

[Report found in proceedings of Committee on Feb. 2d., 1776.]

To the Honorable the Committee of Safety for the Province of

Pennsylvania.

Gentlemen:

According to your request, we proceeded from hence into the Province of New Jersey, to the lower part of Billingsport on the River Delaware, and survey'd the shore from thence to the lowland near Mantau Creek. We determined the bearing and distance of the Upper Pier at the Fort from thence, and likewise the breadth of the channel opposite Billingsport, which was readily done by means of the grounded Ice on each side of it. From Billingsport we went to Red Bank, and there by measuring two stations and taking several bearings, we ascertained its distance from the upper Pier aforesaid. From Red Bank we returned to Gloucester, where we took several bearings, which served to compleat the Draught which accompanies this, in which you will see the particular bearings and distances, laid down with as much accuracy as the time would admit. If we may presume to give our judgment with regard to fortifying any part of the Jersey Shore, we are unanimous in our opinion, that it is not adviseable, because any part of Billingsport or Red Bank is at too great a distance from the Chevaux de Frize, for either Friends or enemys to annoy with certainty any Boats,

&c., that may be stationed at them. And if a Fort were built at either of those places, the Enemy could land above or below it, without any difficulty, (unless a superior army could be collected before, on the spot to oppose them,) and oblige our people to spike their Cannon and quit the Fort, or submit to be made prisoners, & the very means of our defence be made to operate against us, or at least, be dismantled; To obviate which, we humbly offer a different manner of defence and annoyance to your Consideration, which is to have a number of Guns, 12 or 18 lb'rs, mounted on strong Traveling Carriages, and previous to the enemy's approach, to raise Breast works at the most convenient places at Billingsport, Manus Hellem's, and other places, from whence those Guns, thus mounted, and well ply'd with Star and Cross Barr'd Shot, &c., will annoy the Enemy much; and if they should land and press hard, our people can retreat, and make a fresh stand at suitable places.

If the Enemy should land their whole force in the Jerseys, with an intent (as we may suppose) to Bombard this City, in such case the Bridges, after our Cannon are retreated over them, should be destroyed, with Houses, Barns, Fences, &c., which would assist them in crossing. And thus, if our cannon are well supported with Musquetry, every Inch of Ground may be disputed, with great inconveniency and loss to the Enemy.

Daniel Joy, Dav'd Rittenhouse, John McNeal.

1. Pennsylvania Colonial Records, X, 473-75.

Pennsylvania Evening Post, Thursday, February 1, 1776

Philadelphia, February 1.

Last Monday Brigadier Gen. Prescot was removed from his apartments in the city tavern, to the new jail, by order of the Hon. Continental Congress. – It is said he was guilty of cruelly treating the prisoners taken from the Continental army in Canada, particularly Col. [Ethan] Allen, lately sent home to England, in irons.

NARRATIVE OF CHARLES BULKELEY 1

[Off Reedy Island, February 1] ²

I was ordered on bourd of the Alfred 3

The fleet consisted of the Ship Alfred, Commodore E[sek] Hopkins, Capt Dudley Saltonstall, John Paul Jones 1st Lt. Columbus, Capt [Abraham] Whipple of Providence, Brig Cabot Capt John Hopkins of Providence, Brig Anduria [sic Andrew Doria] Capt [Nicholas] Biddle of Philadelphia, Sloop Providence, Capt Harzen [John Hazard] & one small Sloop [Fly] Capt [Hoysteed] Hack[er] —

- 1. NLCHS.
- 2. The date is approximated at about the time that the contingent from Connecticut, under Lieutenant Elisha Hinman, had reached the fleet.
- 3. Bulkeley was entered in the muster roll of the Alfred as a midshipman.

JOHN D. THOMPSON TO BENJAMIN RUMSEY, ANNAPOLIS 1

Cecil County [Maryland] February 1st 1776.

Dear Sir. By Capt Craig ² I inform you Mr Nathl Rumsey is arrived, I called on him yesterday, he tells me he has (in Partnership with a gentleman of Philadelphia) about eight Tons of gun Powder and five tons of Saltpetre, he has engaged to supply this County with one ton of powder, at the same price the Committee of Philadelphia will give provided the money will be immediatly advanced, this County has very little powder, I am sure not more than sixty pounds, the people are very uneasy on that head and seem much distressed, I most earnestly beg that you will represent this matter to the Council of Safety, and request of them to advance to the Committee of this County such a sum of money as will purchase one ton at the rate of twenty five pounds pr hundred Capt Craig, if the Council pleases to advance the money will receive it and deliver it to Collo John Veazey Chairman of the Committee. I am Dr Sir [&c.]

Jnº D. Thompson.

1. Correspondence of Council of Safety, Md. Arch.

 Robert Craig; see Maryland Council of Safety to Colonel John Veazey, February 15, 1776, and Council Minutes of February 14.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY 1

[Annapolis] Thursday 1st February 1776.

Ordered That the following Agreement be entered & a Copy of the same delivered to the Committee of Observation for Baltimore County.

Messrs Lux & Bowley have agreed with the Council of Safety to take one Hundred Barrels of Flour on Board the pilot Boat *Chatham* on Account and Risk of this Province. You are therefore not to stop her intended Voyage by Reason of that Quantity of provisions being laden on Board said Vessel

Resolved That the Rations for the Marines in the Service of this Province be according as is expressed in the following Table, to wit.

<u> </u>	Bread	Beef	pork	peas	Rice	Butter	Cheese	Turnips	Potatoes	Onions_
Sunday	1 lb	1 lb						1 lb	1 lb	1 lb per Week
Monday	1 lb		1 lb	h. pii	nt		4 oz.			
Tuesday		1 lb		I			2.			pudding
Wednesday			1 lb		h. pir	nt 2 oz.	4 oz.			1
Thursday			1 lb	h. pii						
Friday	1 lb	1 lb								pudding
	l lb		1 lb	h. pi	nt		4 oz.			1 0

Half a pint of Rum per Man per Day, and discretionary Allowance for particular Occasions, such as Action, extra Duty, and the like: Three pints of Vinegar for six Men per Week.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

LIEUTENANT JAMES CAMPBELL TO THE MARYLAND COUNCIL OF SAFETY 1

[Annapolis, February 1, 1776] ²

Lieutenant James Campbell begs leave to present your honourable Council with a Map of part of the Eastern shore of this province, which he presumes has never been traced by the hand of any Geographer before, he thinks that the Sound within the Tangier Islands will aford our own Vessels a secure retreat when overmatch'd in force or pursued by our enemies, there being several outlets into the Bay, altogether Unknown to Strangers;

Lieut Campbell thinks that an arm'd Vessel mounting eight or ten guns Stationed in the Sound aforesaid, would aford more protection to the persons and properties of the Neighbouring inhabitants, than is in the power of the Militia or independent Companies,

Your honble Council will perceive by the Map that many Islands (abounding in cattle and provisions) are not accessible to land forces, and may easily be plunder'd by the Smalest tender,

Your honble Council will perceive that such an Arm'd Vessel would command and Overlook all that tract of Country lying between Accomack County in Virginia, and Hooper Streights, in Dorchester County in this province, would keep off that Swarm of Tenders which he thinks will be employed in the Spring; and alarm the Country on the approach of any larger force,

he begs leave to point out to your honble Council the Necessity of having Such an Arm'd Vessell, on the Station aforesaid, in as much as he thinks the Islanders being by their Situation in a manner secluded from the Converse of their Countrymen have not entered so fully into their Sentiments as could be wish'd, and Consequently are willing to trade with our enemies,

he is Apprehensive that Lord Dunmore has drawn Supplies from thence already; it is reported that some people from Annamesseck has sent pork and Sheep to Norfolk for which they were very liberaly paid, an information was very lately lodged with the Committee of Sommerset County against some of the Islanders for Correspondence and dealings with his Lordship, all which may be prevented in future by such an Arm'd Vessel, – Lieut Campbell would wish to be employ'd in such a Vessell, his immediate friends and Acquaintance lying expos'd thro' that Channel, he would be happy in being instrumental in afording them some protection and defence, in Return for many publick instances of confidence Reposed in him, Should he be thought an improper person he still recommends the Station aforesaid for an Arm'd Vessel under the command of any vigilant and honest man

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

^{2.} The date is approximated. Campbell was appointed on January 14, 1776, captain of the eighth company in Smallwood's Maryland battalion. On January 20, James Murray introduced him to the Council to present his plan of cannon placement. Unfortunately the journals of the Council show no receipt of Campbell's communication, nor any indication that his map and plan were accepted.

MARYLAND COUNCIL OF SAFETY TO THE MARYLAND DELEGATES IN THE CONTINENTAL CONGRESS ¹

No. 7.

[Annapolis] 1st Feby 1776

To the Deputies of Maryland in Congress

Gentn The inclosed Memorandum was intended to be delivered personally to Mr [Samuel] Chase whilst in Baltimore Town, but his going sooner than we expected, prevented it's being done. – we should be obliged to you to advert to the Contents thereof, as if addressed to all the Deputies – & be pleased to give us an Answer, as soon as you can with Convenience to yourselves –

We find that Blankets Strouds, Camp-Equipage & Cannon, to say Nothing of Powder, will be much wanted & we doubt are not to be procured in this Province –

When any Thing occurs in the News-Way, we should be glad to have a Line from you and are Yr [&c.]

(The following is a Copy of the inclosed Memorandum above mentioned)

Mr Chase is requested by the Council of Safety to furnish them with the Price and Demensions of the Chivaux de frize lately made at Philadelphia. –

To inform them, whether any Thing and what has been done in Congress, in Consequence of a Resolve of the late Convention relative to the Canvass imported into this Province by Mr Juge a Foreigner. —

Whether Messrs Willing and Morris have received a Letter from Messrs Chamberlaine, Hooe & Ringgold, or either of them, advising them, that this Province would receive 5 Tons of the Salt-Petre imported by said Willing & Morris, manufactured into Gun-Powder, in Part-discharge of the Powder to be furnished by them and whether they have taken any Measures in Consequence of it.

Whether there are any Match coat Blanket[s] or Stroud to be got in Philadelphia or New-York and to transmit the Plates and Paper directed by the Money Bill to be procured at Philadelphia, as soon as possible. —

Also To inform them, whether there be any Probability of getting Knapsacks, Haversacks and Canteens for the Soldiers – and at what Prices respectively and in what Time they can be furnished. –

1. Council of Safety Letter Book, No. 1, 1776, Md. Arch.

JOURNAL OF H.M.SLOOP Kingsfisher, CAPTAIN JAMES MONTAGU 1

Feby 1776

At Anchor under Newport News

Thursday 1st

At 9 AM Sent the Long Bt Man'd & Armed after A Boat At 10 Saw 2 Hampton Arm'd Vessels standing out the Harbour Weighed & Chaced them ½ past they Tkd & Stood into the Harbr fired 2 Guns At them At 12 Anchored in Hampton Rd in 10 fm as Before At Noon the Long Boat Retd

At 2 PM Weighed & run up under Newport News At ½ past 3 Anchored in 6 fm veered to 1/3d of A Cable

1. PRO, Admiralty 51/506.

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

Febuary 1776 Off Norfolk in Virginia

Thursday 1st AM the Lieut went on Shore with a party of Arm'd men in conjunction with some men belonging to the Otter, and Brought off 9 Bullocks and some Pigs, fir'd several Shot at a party Rebels, who fir'd on a party of Volunteers that were bringing off some Tobacco belonging to merchants here.

1. PRO, Admiralty 51/548.

JOURNAL OF H.M. SLOOP Otter, CAPTAIN MATTHEW SQUIRE 1

February 1776

At an Anchor in Norfolk Road Virginia

Thursday 1

At 9 A M the Rebels from the Shore fired on the *Friendship* a Merchant Ship loaded with Tobacco for Great Britain, do fired on them from the Ship, when they dispersed, sent a party of Marines & Seamen on foraging parties.

First part mode & cloudy middle & latter strong Gales & squally with Hail, Snow & Sleet. P M the foraging party returned with different kinds of Provisions, distributed the same to the Squadron, Struck Yards & Topmasts,

1. PRO, Admiralty 51/663.

MINUTES OF THE SOUTH CAROLINA COUNCIL OF SAFETY 1

In the Council of Safety, [Charleston] Thursday, 1st Feb., 1776.

Mr. President . . . laid before them the following letters which had been written by their order:

Charles-Town, Jan. 31st, 1776.

Gentlemen – We beg leave to refer you to our last under the 27th instant, which accompanied 20033/4 lb. gunpowder, sent by way of Beaufort, for the use of your colony.

Mr. Pooler, a merchant of Savannah, on behalf of himself and others, has laid in a claim to the Brigantine William and her cargo, which were lately seized at Tybee and conducted to Beaufort, upon an information that the whole cargo had been loaden contrary to the resolution of the Continental Congress, and particularly that the most considerable part of the cargo and the whole of the vessel were the property of persons resident in this colony— among divers papers which were preferred [proferred] to us upon this occasion, there appeared a copy of a resolution by your late Council of Safety, dated the 8th instant, certified by E. Longworth, Secretary, in which it is

Resolved, That the President do write to the Council of Safety, in Carolina, and the faith of the province is pledged, that the vessel with her cargo shall not sail contrary to the laws of Congress.

As we have not heard from the Council of Safety, nor from you, on this momentous affair; and as Mr. Pooler himself has given us such information, as confirms our belief, that a considerable part of the indico on board the *William*, is in very fact the property or was shipped by order of persons resident on this side of Savannah, we have ordered the vessel to be detained until we shall learn your further determination, and Mr. Pooler has very willingly acquiesced in this measure.

We would not presume to dictate nor to intermeddle in matters within your jurisdiction, yet we cannot refrain from offering our opinion that the whole loading of the *William*'s cargo is contrary to the plain meaning of the laws of Congress. The owner of that vessel candidly confesses his belief, that much of the indico now on board, was growing in the field on the day on which the clearance is dated.

Whatever your deliberations and further resolutions may be, we trust will in no wise oppose our present order, to the committee at Beaufort, to unlade and detain such parts of the cargo as do now, or shall upon further investigation appear to be the property of Carolina. In order to ascertain facts, we have directed that it be proposed to the claimants of such parts of the cargo as are upon good grounds suspected to be under cover, that their letters should be opened and perused in presence of the committee, and the goods to be held or returned according as the truth shall appear, perhaps you may order all the letters to undergo such examination.

As we are struggling in the same great cause, and that a strict observance of the laws established by our common representatives is essential to our success, we cannot doubt of your concurrence in the measure which we have taken upon this occasion.

We impatiently wait to hear further from you on the state of your town, and the welfare of our friends in Georgia.

By order of the Council of Safety.

Henry Laurens, President.

The Provincial Congress, or Council of Safety, Georgia.

P. S. To the letter written the 30th ultimo, to the Committee for St. Helena.

The Brigantine is to be detained until we hear again from the Provincial Congress, or Council of Safety, at Savannah.

The indico shipped by Mr. Le Vien, if not the property of Mr. Grove, or if his property therein shall be so covered as not to be visible – we are informed Mr. Cane a resident in Beaufort, is certainly interested therein as one of the partners.

By order of the Council of Safety.

Henry Laurens, President.

1. Collections of the South-Carolina Historical Society, III, 241-46.

HENRY LAURENS TO CAPTAIN EDWARD BLAKE 1

Sir -

Charles-Town, 1st Feb., 1776.

When your sloop *Polly*, John Conyers, master, is fully loaded, she may proceed on her voyage, by virtue of the permit here inclosed. In the mean time you will lay before us an invoice of the cost and charges of the cargo, and you shall be paid the amount. You will give your master or other agent, orders to sell the cargo, on public account, at any foreign market where the highest price for rice, and where gunpowder and fire-arms are most likely to be obtained; and to invest the net produce of the sale in those articles in preference to every other. By fire-arms, we mean, such muskets only as are really good, with bayonets fixed. You will give a particular caution against purchasing slight ordinary pieces. Next to gunpowder and muskets, prefer saltpetre. If it shall be impossible to procure these articles for the whole of the net proceed, so much thereof as shall remain, must be disposed of in the purchase of steel, wool and cotton cards, coarse foreign cloths, blankets, coarse linens, sail cloths, Russia canvas, writing and printing paper, nails of all sorts, spades, good musket locks, pins, needles, whip-saw, handsaw and gunsmith's files; a thousand tin plates, and lastly, rum. If none of these articles are to obtained, or not in sufficient quantity, returns are to be made, in whole or in part, as the case may require, in gold, or gold and silver, and the vessel to proceed with all possible dispatch, and get into one of the inlets on this coast, which the master, from his own knowledge, and from advices which he may receive, shall judge best, and immediately after his arrival, give notice to the Council of Safety.

If gunpowder and good muskets, with bayonets fixed, and saltpetre are purchased for the proceeds of the cargo, the public will insure the vessel the voyage out and home, at the computed value of two thousand pounds currency, and allow fifty per cent. upon the net proceed of the sale or money employed in purchasing as aforesaid, which is to be in full satisfaction of all freight, commission and other charges whatsoever, except such as are incidental to the bare loading and delivery, as wharfage and porterage and unavoidable duties; and so in proportion as any part may be laid out for gunpowder, muskets and saltpetre. For other goods above enumerated, (gold and silver excepted) you will be allowed, in lieu of all freight commission and charges as above mentioned, sixty per cent.; but the vessel will not be insured by the public.

If your agent is obliged to resort to gold and silver for returns, in such case you are to be allowed a freight on the rice at four pounds Barbadoes money, per ton of 3000 lbs. net, together with commission on the invoice of rice, and the sale and incidental petit charges, and no more.

We are so very confident of your best endeavors to promote the public interest, which you understand perfectly well, as renders it unnecessary to enlarge. You will give your agent such further instructions as shall appear proper for securing a fair prospect of a prosperous voyage.

By order of the Council of Safety.

Henry Laurens, President.

Capt. Edward Blake, Charles-Town.

1. Collections of the South-Carolina Historical Society, III, 247-48.

2 Feb.

MASTER'S LOG OF H.M. SLOOP Nautilus 1

Feby 1776

Cape Ann Harbour N¹/₂Wt 3 or 4 Miles

Friday 2d

[8 A. M.] saw 2 sail in the N Wt Quar out 2d reef Tops gave Chace, at Noon bore a way in Chace of 2 Sail in the SWt

Modt: and Clear Wr:

[2 P. M.] Fresh Breezes and Clear Wr in chace of a Schooner Do Wr at $\frac{1}{2}$ pt [4] Tkd the above schooner run a shore—shorted sail & Brot too, sent out boat & sett her on fire,—at 7: the Boat return'd, at $\frac{1}{2}$ pt made sail

1. PRO, Admiralty 52/1884.

PETITION OF JEREMIAH O'BRIEN TO THE MASSACHUSETTS GENERAL COURT 1

The Petition of Jeremiah O'Brian Humbly Sheweth -

that your Petitioner has been in the Colony Service since the Twenty first Day of August last as Commr in Chief of the Sloop Machias Liberty & Schooner Diligent [Diligence] which two Vessels [now at] Newbury compleatly Equipt for Sea, with about fifty Men on board them Ready for any Service the Honorable Court shall think fit to employ them in, one Vessel has four Carriage Guns Ten Swivels the other has five Carriage Guns & Twenty Swivels, has Ports for Eight Carriages, has Accomodations for Sixty five Men each, We are all waiting the Determination of the Honl Court wheither we are to be Discharged or to be further Employd in the Colony Service your Petitioner can Recommend to the Honl Court the under Officers & Gunn[ers] to be men well skild in the Bussness

As in Duty bound shall Ever Pray

Jeremiah O'Bri[en]

To the Honl Council & House of Representatives In Council Feby 2d 1776 Read & sent down – Perez Morton Dpy Secry 1. Mass. Arch., vol. 208, 168.

JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES 1

[Watertown] Friday, February 2, 1776.

Afternoon

On a Motion, Ordered, That Col. [Jerathmeel] Bowers, Major [Stephen] Cross and Col. [Azor] Orne, be a Committee to make an Estimate of the Expence of fitting out Ten armed Sloops, to carry 16 Carriage Guns each.

1. Journal of the House of Representatives, Mass. Arch.

VICE ADMIRAL SAMUEL GRAVES TO COMMODORE MARRIOT ARBUTHNOT, HALIFAX ¹

> Preston Boston Harbour 2 Feby 1776

Sir

I have received your Letters of the 5th 9th 15th and 16th of last Month and have delivered them to Rear Admiral Shuldham my Successor in the Command of his Majesty's Squadron on this Station, who will consequently soon send you his Directions. I have only to desire that the Ship Nicholas, laden with Hemp and other Naval Stores, may be libelled in the Admiralty Court for not unlading in some port of Great Britain according to Act of Parliament before she Sailed for America. The Vessel and Cargo is the property of a known Rebel (Mr [James] Bowdoin) and must be detained until the Kings Pleasure is known, altho' she may not be condemned in the Admiralty Court. The Bob and Joan is of course a prize under the restraining Act. We have authentic Intelligence of the Rebels being defeated in their Attempt to take the Town of Quebec by Escalade, General Montgomery and his Aid de Camp killed and about 300 taken Prisoners.

I am &c Sam¹ Graves.

1. Graves's Conduct, Appendix, 119, BM.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES 1

[Preston, at Sea, February 2, 1776]

By a Letter . . . he [Graves] gave Notice to Mr Arbuthnot of the Change in the supreme Command on that Station, answered some Questions concerning Seizures, and sent him the good News of the Defeat of the Rebels Attempt against Quebec, with the Slaughter of their General Montgomery and his Aid de Camp and the Capture of 300 of their Forces. The Wind being now favourable and fresh the Vice Admiral got out to Sea, and pushed for the English Channel with all the Sail he could carry, . . .

1. Graves's Conduct, II, 41, BM.

MASTER'S LOG OF H.M. ARMED VESSEL Canceaux 1

Febr 76 Friday 2d [Northwest of] Long Island [Boston harbor]

at 8 A M weighd and came to Sail as did the *Preston* Admiral Graves with three mercht vessels $\frac{1}{2}$ Past 9 Anchord in Nantasket Road where we found his Majestys ships viz. *Renown*, *Centurion* and *Hope* Brigg with a Number of Transports at Noon the Admiral made the Sigl to weigh do Weighd and Came to Sail leaft the above mintiond vessels in the Road -2

fresh breezes at Noon and clear Wear

at 2 PM the Light House WbN 2 Leagus at 4 the Et Point of Cape Ann No about 4 Leagus the Light House WSW 7 Leagus ³

1. PRO, Admiralty 52/1637.

2. The Canceaux, having been found unfit for service, was ordered to return to England "carrying Dispatches & Letters from the Commanders in chief representing Captain Mowat's Services and Usefulness on that Coast, and at the same time a request from them, that he might therefore be returned to America without loss of time in a Ship fit to do Justice to his Experience of the Station," Collections and Proceedings of the Maine Historical Society, 2nd series (Portland, 1891), II, 357-60.

3. According to the log, the Canceaux lost sight of the Preston on February 5, and proceeded alone and without incident, save the loss of "the head of the Companing and Logg Board" washed overboard in a gale on February 17. She arrived at Spithead, after a

remarkably short passage, on February 23, 1776.

JOURNAL OF H.M.S. Preston, CAPTAIN JOHN ROBINSON 1

Febry [1776]

Remarks Boston Harbour

Friday 2d

At 8 AM Weighd & Came to Sail At 9 Anchord in Nantasket Road with the Bt Br in 6 faths and veerd to ½ Cable First and Middle parts Fresh Breezes and Clear Wr At 5 PM Weighd and Came to Sail In Co with H M Armd Ship Canceaux Trident and friendship Transports —

1. PRO, Admiralty 51/720.

Francis Hutcheson to Major General Frederick Haldimand 1

Dear Sir

Boston February 2d 1776

Admiral Graves with the Ships for England went down Yesterday Morning but the Wind coming to the Eastward obliged them to come too in Nantasket Road, which gives me an oppertunity of sending you last Nights News paper, and acquainting you that a Deserter who came in Early this Morning tells, that the News of the Rebell defeat at Quebec has put the people without in great Confusion

Two days ago Lieutt [George] Dawson who Commands a fine Brig in the Kings Service has distroyed a Rebell privateer Schooner off Plymouth and killed a Number of her people the Remainder got on shore in their boats -²

You may depend the Phil[a]delpheans have a therty two Gun frigate, and two Ships of twenty Guns Each lying at Redica [sic Reedy] Island in the River Deliwar ready for Sea to be Commanded by a Commodore [Esek] Hopkins – Its said they are to go to the Southward to assist the Virginians

You cannot Imagine how Anxious I am for the pleasure of hearing from you, Your Letter of the 2d Septr is the only one I have yet Received; I have the Satisfaction to see your name often Respectfully mention in News papers, and wish some of the good appointments assigned you may prove true I am with the greatest Respect Dr Sir [&c.]

Frans Hutcheson

1. Haldimand Papers, BM.

^{2.} The engagement between H.M. Brig Hope, and the armed schooner Hancock. British belief that the Hancock had been destroyed was erroneous.



THE REHONBLELORD SHULDHAM.

VICE ADMIRAL MOLYNEUX SHULDHAM TO CAPTAIN FRANCIS BANKS, H.M.S. Renown 1

Whereas the Distance of this place from the Mouth of the Harbour is to far for my Observation of the constant Occurrences that pass there, and His Majesty's Ship under your Command lyes at Nantasket Road:

You are hereby required and directed to Superintend the Publick Buisiness at that place, and to give such Orders & Directions to the Captains of all His Majesty's Ships & Vessells which arrive there, as you may judge best for His Majesty's Service, sending me by all oppertunity's an Account of your proceedings therein; And you are to Hoist a Distinguishing Broad Pendant, at the Main Topmast head of the Ship you Command, which you are to wear except in the presence of a Senior Officer.

Given under my hand on board His Majesty's Ship Chatham off Boston the 2nd February 1776. Signed. M: Shuldham By Command of the Adml Edw^d Bragg

1. PRO, Admiralty 1/1497, 12.

NICHOLAS BROWN TO BRIGADIER GENERAL NATHANAEL GREENE 1

Sir

Providence Febry 2nd 1776 -

Having the Cause of Our Bleeding Country much at Hart and being Confirm'd that we Cannot Any way better Serve it, than by Dis[t]res[s]ing our Unnatural Enemi[e]s by every Means in Our Power to prevent there geting the necessary supplys &c, We have with the Bearer Capt Zachariah [Allin] & others Determened to fit the Arm'd Sloop call'd the Washington a very fast Sa[i]ler, & is the same lately Dismiss'd from this Colony servis – Shes to Crews in & about Boston Bay, & will be ready by Capt Allins return who tho' a man of Interest a Stranger in that Govermt he now waits on the Council Bord of the Massachusets for a Commissn for Capt Gid Crafferd Comdr sd Vessell we have now to Desire of you to Assist Capt Allen if needed in standg With him in [giving] Bond – Our Govermt have the Matter of Makg a Law for this purpose under Consideration & have Appotd a Comte whose report cannot be made before the last of this month, we have thought best to pursue Our Intentions before –

1. Nicholas Brown Papers, JCBL.

NICHOLAS BROWN TO JOSEPH PALMER 1

Sr

Providence Febry 2. 1776

Having the Cause of Our Bleeding Country Much at Hart, and being Confirm'd, that we cannot any way better Serve it, Than by Distres[s]ing our Unnatural Enemies by every Means in Our Power to prevent there getg the Necessary Supplys &c We have with the Bearer Capt Zach. Allin & others Determen'd to fit an armed Sloop called the Washington a very fast sailer to Crues in and About your Bay She will be ready to sail by Capt Allins return who (tho' a Man of Interest Amongst Us,) is a Stranger to your Honbl bord he now waits upon you for a Commissn for Capt Gideon Crawford Comdr of Sd Vessel,

as we know of no friend we Can better Apply to than you sir we request you to Assist In giving him all possable Dispach. If no more Suteable person nearer at hand should appear for a bonds man we have requested Brigad[ie]r General [Nathanael] Green[e] to Stand with Capt Allin As This Government have the Matter of Making a Law for this purpose under Consid[e]ration & have Appotd a Comte who's report cannot be made before the last of this Month, we Have tho't best to persue Our Intentions before.

[Endorsed] Copy a Letter to Jos Palmer Esqr at Water Town Sent by Capt Z. Allin Feby 2. 1776 –

1. Nicholas Brown Papers, JCBL.

OWNERS' BOND FOR THE SCHOONER Success FOR A VOYAGE TO THE WEST INDIES 1

Know all Men by these Presents That we Ambrose Page, Joseph Russell and William Russell all of Providence in the County of Providence in the Colony of Rhode Island &c Merchants, are held and do stand firmly bound unto Joseph Clarke Esqr General Treasurer of the said Colony in the Sum of Six Hundred Pounds lawful Money of the said Colony to be paid 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 our Heirs Executors and Administrators firmly by these Presents. Sealed with our Seals. Dated this Second Day of February in the Year of our Lord One Thousand Seven Hundred and Seventy six.

Whereas the said Ambrose Page, Joseph Russell, and William Russell have equipped the Schooner Success burthened about Thirty Tons and navigated with Five Men whereof William Sowle is Master and have obtained Permission of the Honorable Nicholas Cooke Esqr Governor of the said Colony for him the said William Sowle to proceed with the said Schooner and her Cargo to any of the foreign Islands in the West Indies to purchase Powder and other military Stores.

Now therefore the Condition of this Obligation is such that if the said William Sowle shall in all Things during his said Voyage conform himself to the Rules of the Continental Congress, and shall lay out the whole Proceeds of the Cargo on board said Schooner in Powder, Saltpetre Gun Locks, Small Arms Sulphur Duck Ozenbrigs or Ticklenburgh, giving the Preference to Powder Saltpetre and small Arms and import the same into this or some other of the United Colonies, and lodging within Three Days after his Arrivel in this Colony proper Certificates in the Secretary's Office (the Danger of the Seas and Seizure by an Enemy always excepted) then this Obligation to be void or else in full Force

Sealed and delivered in the Presence of Cromel Child Will^m Russell Junr Ambrose Page Jos Russell W^m Russell

1. Maritime Papers, Bonds, Masters of Vessels, R.I. Arch.

BRIGADIER GENERAL WILLIAM WEST TO LIEUTENANT COLONEL GIDEON HOXIE, JAMESTOWN, R.I. ¹

Head Quarters [Middletown] February 2d 1776 –

Collo Hoxsey

These are to acquaint you that the Ferry Boats are to Pass as usual 'till further Orders from me

W^m West

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

MINUTES OF THE CONNECTICUT COUNCIL OF SAFETY 1

At a meeting of the Governor and Council of Safety, [Lebanon] Friday, 2d February, A.M.

Mr. [David] Bushnell was here, by request of the Governor and Council, and gave an account of his machine contrived to blow ships &c., and was asked many questions about it &c. &c., and being retired, on consideration, voted, that we hold ourselves under obligations of secrecy about it. And his Honor the D. Governor is desired to reward him for his trouble and expence in coming here, and signific to him that we approve of his plan and that [it] will be agreeable to have him proceed to make every necessary preparation and experiment about it, with expectation of proper public notice and reward.

1. Hoadly, ed., Connecticut Records, XV, 232, 233-34.

LORD STIRLING TO JOHN HANCOCK 1

Sir

Elizabeth Town [February 2]

The Cargoe of the Ship Blue Mountain Valley is now Cheifly unladen and brought up to this Town except the Coal which it will be best to take out as it is disposed of. I have as yet received no orders from Congress relateing [to] this Ship, nor no answer to the three Letters to you relateing her since her Capture and of which it was impossible for me to keep Copies. Capt [John Hamilton Dempster is very desireous of returning to England, two of his Mates & the foremast Men would be glad of working their passage home or thro' the West Indies. It will perhaps be best to send them to Philadelphia for that purpose, in preference to any of the ports to the Eastward. I am told that the Congress, has established some Rules with regard to prizes, and Also some Admiralty Jurisdiction, but as I have not seen them, I cannot tell whether this Ship is Comprehended within them, and shall be glad to be instructed with regard to that point. I now enclose a Copy of the orders I gave to Capt [William] Rogers, when I put the ship in his Charge. this Capt Rogers was well recommended to me by the New York Committee of Safety, he is I believe as fit a Man as any to Command a Ship of force; or if it should be thought proper to keep three or four small Sloops to run in & out of Sandy Hook & the Inlets of Egg Harbour, Barnegat, &c, I believe he would be a very proper person to Command them.

Some Attempts have been made in this province, to break thro' the prohibitions ordered by Congress, to the Shipping of Lumber & provisions I have taken every step in my power to prevent it; and have laid the whole proceedings before the Convention of this province which is now Setting at Brunswick; Inclosed is Copy of a letter to them on that Subject; as Also Copy of my letter to them on the Subject of Arms, and I hope they will Come into the Measure I have recommended to them. I now also inclose Copies of the Orders I sent to Colonel [William] Maxwell with regard to preparing his Regiment for Marching to Albany and his Answer thereto, these would have been transmitted Sooner to you but my Absence a few days from this place on the little Naval Excursion, and my Illness in Consequence of it for a day or two More, has thrown me behind in my Correspondence, which I find swells to such a Size that it will be impossible for me to get thro' it with any regularity without the help of one or two good Clerks.

I just hear that 700 Men, from New England arrived in New York this Afternoon and that General [Charles] Lee is at Kings Bridge with a like Number.

I have the Honour to be [&c.]

Stirling.

1. Papers CC (Letters from General Officers), 162, II, 398, NA.

JOURNAL OF THE NEW JERSEY PROVINCIAL CONGRESS 1

[New Brunswick] Friday, February 2, 1776.

Ordered, That Mr. [John] Hart, Mr. [John] Mehelm, Mr. [Lewis] Ogden and Mr. [Abijah] Brown be a Committee to prepare a draught of an ordinance for erecting a Court of Admiralty in this Province.

1. New Jersey Provincial Congress, 344.

JOURNAL OF THE CONTINENTAL CONGRESS 1

[Philadelphia] Friday, February 2, 1776

The committee to whom the memorial of Matthias Aspden was referred, brought in their report: which being taken into consideration,

Resolved, That Mr. Aspden, be permitted to export in the sloop Tryal, consigned to him from Port-au-Prince, the produce or manufactures of these colonies, (horned cattle, sheep, hogs, and poultry, and lumber for making casks, excepted) to Port-au-Prince, to the amount of 1800 pounds Pensylvania currency:

That the above permission be not drawn into precedent, and that Mr. Aspden take every possible precaution to avoid all British men of war, and cutters on the voyage.²

The committee to whom the memorial of H.Keppele and John Steinmetz was referred, brought in their report: Whereupon,

Resolved, That the memorialists have no just claim to satisfaction or reparation for the loss of their ship and cargo, seized by one of the king's ships of war, and detained by Admiral Graves and General Howe, either out of the continental treasury, or out of the value of the cloathing sent hither to supply the British troops at Boston, and intercepted and disposed of to the use of the American army.³

- 1. Ford, ed., JCC, IV, 107-09.
- 2. There is no previous reference to Aspden's memorial or a committee appointed by Congress to consider it.
- 3. Kepple and Steinmetz were owners of the ship Charming Peggy, which was taken by H.M.S. Glasgow and sent into Boston in August, 1775. The ship was bound from Philadelphia for Lisbon, with a cargo of flour and staves. The owners' memorial was laid before Congress on January 27, 1776, and a committee of three, Samuel Ward, Robert Alexander and George Wythe, was appointed to consider it and report, Ford, ed., JCC, IV, 94, 96.

DIARY OF RICHARD SMITH 1

[Philadelphia] Friday 2 [February]. Capt [John Hamilton] Dempster ordered to be discharged – [Francis] Lewis informs of Several Vessels returned to New York from unsuccessful Voyages for Arms & Ammunn . . . [Samuel] Ward from a Comee reported that the Petn of Keppele [Henry Kepple] and [John] Steinmetz prayg Compensation for their Ship and Cargo detained by Gen. [William] Howe, ought not to be granted.

1. Richard Smith's Diary, LC.

JOURNAL OF CAPTAIN THOMAS MASON 1

Octob 24,1775–February 2,1776

. . . and after a passage of 35 Days we arived safe at the Capes of Delaware the 2d of February 1776 2

1. Papers of Robert Morris, LC.

2. See Autobiography of Charles Biddle, October 30, 1775-January 15, 1776.

JOHN BAYARD TO DANIEL ROBERDEAU 1

Dr Colln

I herewith send you a rough Sketch of the heads of an Agreament made with the Committee of Congress. Should your Committee incline to send for any Arms, We would contract with them for the same Amot on the same terms, with only this difference, that we would purchase or Freight a Vessel there, which may readily be done for about £500 to £700 St'g purchase, or if freighted, as low as could agree; in either case we would expect the Committee to take the Risque of Seizure, &c.

Mr. [Nathan] Rumsey, a very capable young Gentn, who is concerned with us, goes in the ship to transact the Business; with respect to Medicine, I am of Opinion most kinds may be had at Dunkirk, where the Ship will stop, but on looking over a price Current sent me, I find no kind mentioned but Rhubarb & Liquorice. I am Dr Colln [&c.]

Ino. Bayard.

Rhubarb from 2 to 4-6. Liquorice 52-6 p Ct.

To Colln Roberdeau, Esqr, Present.

[Enclosure]

Heads of an Agreement made between the Committee of Congress & Hodge & Bayard & Co., 1776, Feb'y 2.

The Committee of Congress to advance £5000 St'g, either in Bills of Excha or Specie, wt wch H. & B. are to dispatch their Ship, now lying at the Capes, to a Certain Port in Europe, & there purchase & Ship on board the Amot in good Arms for this Port, the Congress to Insure the Ship against Seizure, Valued at £900 St'g.

Should the Vessel arrive safe at this Port, H. & B. to be allowed the full price the Arms may be Valued at, deducting a Reasonable allowance for the advance of money & the risque of Insurance thereon.

Should the Vessel be taken on her return, then the Congress to pay H. & B. the sum she is valued at & £400 St'g, in lieu of her outward bound freight.

If, contrary to Expectation, H. & B. are disappointed in the purchasing Arms, by the Prohibition of the State, or any other unforseen Accident, then the money sent to be laid out in Powder &c. &c., or whatever the Congress may direct, in that Case H. & B. to be allowd the Frt outwd, as before-mentioned, also a freight on the Goods purchased Inwds, & a Commissn, Exclusive of what may be charg'd by the Factor there, & the Goods to be on acct of Congress.

- 1. Hazard, et al., eds., Pennsylvania Archives, 1st, IV, 707-08.
- 2. The Pennsylvania Committee of Safety.

PROTEST OF THE LOSS BY CAPTURE OF THE BRIGANTINE Sea Nymph 1

Messrs [Silas] Deane, [John] Adams & [George] Wythe.² Gentlemen

Agreeable to the Resolve of the Honorable the Continental Congress of the 18th October 1775, We in behalf of Messrs Daniel & Isaac Bourdeaux of Charlestown in South Carolina Merchants And ourselves, as Owners of the Brigantine Sea Nymph, Joseph Bradford Mastr Do herewith deliver in the Protest of the Said Master, William Pyles, Mate, & John Farr one of the Sailors, Against Allexander Gragham [Graeme] Commander of his Majesties Ship Mercury, for having Seized the Said Brig when Prosecuting her Intended Voyage from this Place to Jamaica, and Carryed her into the Port of Boston, As also the Said Joseph Bradford Protest against Vice Admiral Graves, for dispossesing of and taking from him the Command of Said Brig, against his the Said Masters Consent, Giving no reasons other than she being for his Majesties Use, Neither did the Said Admiral or any other Person, offer any Satisfaction to the Master for Said Brig Gentlemen

Before we State our Account for the Value of this Vessel we would beg leave to Premiss, That in the Building & fitting her Out, no Expence was Spared by her Owners, to have the Materials of which she was Built & Fitted out the first Quallity they having Particularly intended her for a Passenger Vessel and for the Genteelest People, in a Trade between this & South Carolina, fitted her with Extraordinary Accommodations & at a great Expence for the Purpose, And in which Situation she was taken the Possession off by the *Mercury*, And at which time we would Not

have taken less than what we now Charge her in our Account herewith Delivered,⁴ & to which we beg leave to Refer you. If you should want any Further Information, than what these Papers herewith delivere'd will furnish you with, Capn Bradford And the Saylor John Farr are bouth now in this City & if Necessary will at any time wate on you,

Joseph Blewer Daniel Robinson

Philadelphia 2d February 1776

1. Papers CC (Letters of John Hancock and Miscellaneous), 58, 437, NA.

- 2. The committee appointed to gather a just and well authenticated account of the hostilities committed by the enemy since March, 1775.
- 3. The Sea Nymph was condemned, purchased by Admiral Graves for the Corwn and commissioned as H.M. Brig Hope.

4. Not enclosed.

MARYLAND DELEGATES IN THE CONTINENTAL CONGRESS TO THE MARYLAND COUNCIL OF SAFETY 1

[Extract]

Phila 2d Feby 1776.

Mr [Samuel] Purviance [Jr.] inclosed us affidavits of two skippers who had been taken by Ld Dunmore, mentg that a pilot boat with a Clergyman from Maryld had arrived at Norfolk, who gave information of the outfit of store & the provision vessels, if you have heard of this business, be pleased to advise us, We are desirous of knowing the truth, a difficult task at present.

1. Correspondence of Council of Safety, Md. Arch.

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

Febuary 1776

Off Norfolk in Virginia

Friday 2d

Strong Gales and hazey. A M arrivd here out Tender with a Schooner Taken from the Rebels² — Saild our Tender on a Cruize

- 1. PRO, Admiralty 51/548.
- The schooner Polly, Samuel Nichols, master, William West, owner, from Salem for the Potomac, in ballast. She was taken off Cape Henry on January 31, 1776. Shuldham's Prize List, April 24, 1776, PRO, Admiralty 1/484.

South-Carolina and American General Gazette, Friday, January 26 to Friday, February 2, 1776

Charlestown, February 2.

We hear that the Sandwich Packet was one of the Georgia Fleet, and that she sailed from Tybee last Week; that the armed Schooner St. Lawrence was arrived at Tybee; that the Syren, Capt. [Tobias] Furneaux, is now cruising on the Coast, and that a Duel has been fought between a Lieutenant of the Syren and an Officer of Marines, in which the former was killed.¹

1. Lieutenant Joseph Pennington, R.N., killed in a duel with Lieutenant Cummings of the Royal Marines.

THOMAS SHERMAN TO WILLIAM HENRY DRAYTON 1

Sir

Savannah 2sd February 1776 -

At Ten days sight Pleas to pay to Mr Mordecai Sheftall or order Forty Eight pounds and two pence half penny sterling, it being for cash advanced by him to me, for recruiting of Men for the ship of Warr Called the *prosper*, in the South Carolina service, your self Commander, which sum pleas to place to account of said ship p[r]osper - And Youl oblidge Sir [&c.]

Thos Sherman

To the Honorable William Henry Drayton Esqr In Charles Town South Carolina

[Endorsements]

W^m H^y Drayton Accepted Feb. 16. 1776 pay the Contents to Myer Moses or order Value received

Mordecai Sheftall

Recd the within Contents in full for M Moses
Maurice Carr

[Memorandum on wrapper]

Mr Gray [the messenger] in attempting to cross Mr Zublys swamp was near drowning & obliged to return –

A. S. Salley, Jr., ed. Documents Relating to the History of South Carolina During the Revolutionary War (Columbia, 1908), 11. Drayton was president of the South Carolina Provincial Congress.

JOURNAL OF H.M.S. Maidstone, CAPTAIN ALAN GARDNER 1

February 1776

At 7 [A.M.] the Cape Nicola SW 10 or 11 Leagues.

Thursday 1

Saw a sail in the NE Quarter. Out 2 reefs and gave Chace. Light Airs and Clear.

Squirrel join'd us. At 4 pm Hook a Point SW½S 6 or 7 Leags. In 2d reefs. at 11 Squirrel made the Sigl for a Schooner to

Windwd Gave Chace. -

Friday 2

at 6 AM Fired a Gun and brot her to. – a Schooner from Cape Nichola to Nantucket ² Sent a petty Officer and 4 Men to take

Charge of her. Gave Chace to 2 Sail in the NW

Moderate and fair.

Sent the Pinnace Mann'd and Arm'd in Chace of 2 Sloops at

4 pm the NW end of Henango E1/2N 6 or 7 Miles

At 9 the Pinnace returned Saw one of the Sloops bear down to the Squirrel which her Boat had Boarded. In Boat and made

Sail, Squirrel and Sloop in Compy. –

1. PRO, Admiralty 51/572.

2. The schooner Nancy, Will Clark, master, with a cargo of molasses and rum, Gayton's Prize List, PRO, Admiralty 1/240.

3 Feb.

RICHARD BULKELEY TO CAPTAIN WILLIAM DUDDINGSTON, H.M.S. Senegal 1

Secys Office Halifax 3d February 1776.

Sir. As it may be for the Good of His Majestys Service that you should be in the Commission of the Peace, for that part of the Province where you are now Stationd, The Governor has thought proper to appoint you one of the Justices of the Peace, for Queen's County, the Commission for which is enclos'd, also the Power to Swear you directed to Mr Johnson. I am &c

Sign'd Richd Bulkeley

William Duddingston Esqr Liverpool [Nova Scotia].

1. Council Letter Book, N.S. Arch. Bulkeley was secretary of the Nova Scotia Royal Council.

DIARY OF SIMEON PERKINS, LIVERPOOL, NOVA SCOTIA 1

Thursday, Feb. 1st — Capt. [Benjamin] Cole, in the brig *Liberty* arrives from the Straits with a cargo of salt. The ship "Senegal" took her into custody,² and took all the hands except the mate, and a negro.

Friday, Feb. 2d, — The *Senegal* keeps the brig in custody, and the hands on board, and has also detained the master on suspicion that contraband goods are on board, tho I cannot learn there is any.

Saturday, Feb. 3d, — The brig in custody still. Cold weather. A small schooner comes in and goes along side the man of war. Proves to be from Port Roseway, Abraham Knowlton, master. The *Senegal* took one man out of her. He came from the West Indies passenger with Capt. David Smith, of Barrington, who has been taken by a man of war in the West Indies, and lost some considerable, and his people had the small pox.

1. Innis, ed., Perkins' Diary, 110.

 Journal of H.M. Sloop Senegal: "Herring Cove [Liverpool] Thursday, Feby 1, 1776, Anchored here the Brigg Liberty from Barcelona with Salt sent an officer on board to take Charge of her." PRO, Admiralty 51/885.

JOURNAL OF H.M.S. Fowey, CAPTAIN GEORGE MONTAGU 1

February 1776 At Single Anchor Beverly NWbW Salem W½S off Shore ½ a Mile

Friday 2. A M read the Articles of War And abstract to the ships Company, people employed Making Points, Gaskets &c Moderate gales & Clear fired 5 Guns & several swivells, at some rebel schooners At 10 took a sloop laden with Wood for Salem & Anchored her near us,

Saturday 3. at 6 A M sent one of the Mates & 5 Men to take her to Boston ²

1. PRO, Admiralty 51/375.

2. The schooner Rainbow. See Clark, Washington's Navy, 115, 116.

Sir

WILLIAM BARTLETT TO COLONEL STEPHEN MOYLAN 1

WILDER DAKIBBIT TO COLONER OTHER MOTERIA

As I am in Grate Need of Some Money I herewith Send William Leech the Young man which Lives with me for it if you Can any ways Send him Back to Day it would much Oblige Sir [&c.]

William Bartlett

Beverly 3 Feby 1776

1. Washington Papers, LC.

JONATHAN GLOVER TO CAPTAIN SAMUEL TUCKER 1

Sir, Marblehead, February 3, 1776

This will acknowledge the receipt of your esteemed favor per Mr. Gould, and note contents. I heartily congratulate you, Captain [Daniel] Waters, and your officers, on the success of your last cruise, and I hope your next will prove as successful.2 I should have set off for Cape Ann with Mr. Gould, but the indisposition of my bodily health is such as will not permit of it to-day, but I am in hopes by Monday shall be able to be at Cape Ann; if my disorder should not return, I will immediately attend. Capta. [Winthrop] Sargent, who is appointed agent for the continent will, you may depend, take all the care that man can do, as he will be accountable for any embezzlement. So that you have nothing to fear on The sloop you mention you took within four leagues of the lighthouse, I hope that agent has taken the master and sent him forward to headquar-If he has not, I would recommend to you that you send him immediately. I am informed that there is a large transport ship, that was fitted out at Boston, mounting sixteen guns. She yesterday got between the land and one of our fishing schooners, Skipper Dixey, and was chasing her off Cape Cod when last seen. I mention this, because I would have you keep a good look out for her, as I would have you avoid falling into her hands. You may depend upon her being strong manned. I do not mean to direct you, only mention it, as I would be fond of giving you (and the gentlemen) that are concerned in the armed vessels all the intelligence I am able. I have this moment, since writing the above, been acquainted by Captain Joseph Hibbart, who is from Cape Ann, that the sloop you took came up from Cape Ann, run right to the man of war, who has taken her into custody, and she is now gone by between the point of neck and Catt Island for Boston. By his account I fear the agent has let him go. I would hope still it is not the sloop.

Sir, I am informed that Captain Waters has not employed any person as agent for him and his officers; if that should be the case, shall esteem it a favor if you make mention of me to them; as I am agent for Captain Manly, Captain Burke, yourself, all the officers of them, I should be glad to serve them likewise, if not engaged, and it should be agreeable; on your mentioning the matter to Captain Waters and his officers, desire him to give me a line by way of desire that

I would act as their agent, he and his officers sign it. Your interest in the matter will much oblige [&c.]

Jonathan Glover

1. John H. Sheppard, The Life of Samuel Tucker (Boston, 1868), 337-38.

2. Referring to the capture on January 29, 1776 of the transport brig Henry and Esther, and the coastwise sloop Rainbow.

Major General Artemas Ward to John Hancock 1

[Extract]

Roxbury February 3. 1776

Capt Manley took two Prizes last week & to save himself was obliged to run his Vessel a shore at North River & left her; the enemy boarded her, but Manly gave them such a heavy fire, that they were obliged to quit her, taking nothing, save one Swivel gun which gun he some time before borrowed of them.

 Papers CC (Letters from Generals Putnam, Mercer, Lewis, Thompson, Ward, Weedon, Hand, Conway, and Howe), 159, 352, NA.

GOVERNOR NICHOLAS COOKE AND JOHN JENCKES TO CAPTAIN NATHANIEL PACKARD 1

Sir

Providence February 3rd 1776

You being Appointed master of the Sloop Sally, fitted out and Loaded on Account of the Colony of Rhode Island, and are hereby Ordered to Embrace the first good wind and weather, and proceed to St Eustasias, and when you Arrive there, if the marketts Sutes Sell your Cargo, for Cash, and Lay out the net proceeds of your Cargo, in Gun Powder, Small Arms, Lead, Duck, Salt petre, Sulphur, Twine, writeing Paper, Jesuitts Bark [illegible], & Flints, procure as much Powder as Possable, and take Care that your Small Arms be Servicable and Good, Should have an Oppertunity of Shipping your Powder &c. from St Eustasias, or where ever you purchase it, in any Sutable Vessell for this Colony, Conneticutt or the Massachusetts Bay, you Are to do it, and in that Case purchase a Load of Salt, and Come home as Soon as Possable, if the marketts d'ont Sute, at St Eustasia, you are Directed to go to any Other port, Always takeing Care to Lay out the neet proceeds of your Cargo in the above Articles, Upon the whole we Leive the Voyage to your good Judgement & prudence not Doubting but you will use your Best Endeavours for the Interest of the Colony. We Wish you a good Voyage and Safe Return Home to your Friends &c and are Sir [&c.]

Nich^s Cooke Colony John Jenckes Committee

1. Misc. Mss., CL.

RECEIPT FOR CUTTING TIMBER FOR THE RHODE ISLAND FRIGATES 1

Dr

Navel Commite to oliver & Constant Luther

to 18½ days work Cuting timber for the ships at 4/6 £4. 3. 3 february 3 1776

To mr Nichalos Brown from pr fo[r us] Barnard Eddy [Endorsed by Nicholas Brown] Mr Benton pay the Above & Charge the Ships

N B

[Second endorsement]

Feby 5. 1776 Recd The Contents Of Nichs Brown

Oliver Luther

1. Nicholas Brown Papers, JCBL.

OWNERS' BOND OF THE SLOOP Victory FOR A VOYAGE TO CONNECTICUT 1

Know all Men by these Presents That we Zephaniah Brown of Providence in the County of Providence and Colony of Rhode Island &c. Merchant and William Rhodes of Providence aforsesaid Mariner are held and firmly bound unto Joseph Clarke Esquire General Treasurer of the said Colony 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 Colony; 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 third Day of February in the Year of Our Lord One Thousand Seven Hundred and Seventy Six.

Whereas the abovenamed William Rhodes Master of the Sloop Victory burthened about Twenty Tons is bound by Permission of the Honorable Nicholas Cooke Esquire Governor of the said Colony on a Voyage with his said Sloop to the Colony of Connecticutt with Ten Hogsheads of Lime. Now the Condition of the above Obligation is such that if the said William Rhodes shall proceed with his said Sloop to the Colony of Connecticutt and there land his said Cargo and take on board the Produce of the Country or other Articles under the Direction of the Committee of Inspection of the City Town or County where he shall lade and take in his said Cargo and also bring back proper Certificates both of the Exports and Imports from them and lodge the same in the Office of the Secretary of the said Colony within Three Days after the Return of said Sloop, and further shall not proceed to any Port or Place not being within the United Colonies (the Danger of the Sea and Seizure by an Enemy always excepted) then this Obligation shall be void or else in full Force.

Zephaniah Brown William Rhodes

Sealed and delivered Nicho Power in the Presence of Henry Ward

1. Maritime Papers, Bonds, Masters of Vessels, R.I. Arch.

Providence Gazette, SATURDAY, FEBRUARY 3, 1776

Providence, February 3.

We hear that a Vessel from England, with a Quantity of Medicines on board for the ministerial Troops, is taken at the Eastward by one of our Privateers.¹

Capt. Manly, of the Lee Privateer, of 10 Guns, last Week took two valuable Prizes, and carried them to Plymouth. – ² On Tuesday, as he was again putting out to Sea, he was attacked by two armed Vessels, which he engaged about an Hour, when one of them struck, but before he could take Possession of the Prize, another armed Vessel of 16 Guns engaged him, and his Vessel being much damaged, and the Enemy greatly superior in Strength, he was obliged to row her into Marshfield.³

Capt. Brown [sic James Barron] in a small Privateer, has carried two Prizes into Virginia; one a Vessel from Cork, deep laden with Pork, Potatoes, Eggs, Wine, Porter, Cheese and drief Beef, supposed to be worth 5000 1. Sterling; the other from the Grenades, loaded with Rum, Sugar and several other Necessaries.⁴

- 1. No record has been found of such a capture.
- 2. The ships Happy Return and Norfolk.
- 3. A garbled account of John Manley's encounter with H.M. Brig Hope.
- 4. See Pinkney's Virginia Gazette, January 6, 1776.

MINUTES OF THE CONNECTICUT COUNCIL OF SAFETY 1

At a Meeting of the Governor and Council of Safety, [Lebanon] Saturday, 3d February, 1776.

Moved by the Governor by motion to him from [Deputy] Gov. [Matthew] Griswold that some encouragement should be given to enable Mr. [David] Bushnell to pay expences incurred in preparing his machine for the design projected &c., and to carry forward the plan &c.&c., it appearing to be a work of great ingenuity &c., and a prospect that it may be attended with success, and being undertaken merely to serve the public, and of considerable expense to labour &c., its tho't reasonable that something should be done &c.

Voted and ordered, That the Treasurer pay and deliver to his Honor the Deputy Governor the sum of sixty pounds, to be by him improved for the use of the Colony and the public according to instructions from this Board.

Pass'd an account of Capt. [Seth] Harding, for service in going round the sea coast, to see about buying or building a ship for defence &c., at 6s. per day and expences, £2 17 0

1. Hoadly, ed., Connecticut Records, XV, 235-36.

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL 1

Sir, New London Feb 3d 1776

Last evening the Sloop *Macaroni*, Capt. Packwood arrived in thirty days from Martinico after a very tedious passage, was over sett and lost his boom and bowsprit, mate and one hand, and most of his people froze, he has on board about eight thousand weight of Powder, Swivells, Musketts, Pistols, he had been to all

the Islands and could not get any more. The Vessels that arrive from Europe are allowed to bring but very small quantities (according to the number of Cannon they have mounted) and after they have the powder on board, they land the Cannon in the night, so that I believe it will be difficult to obtain any large quantities soon, Capt. Packwood has left Two thousand pounds in the West Indies, part at St Eustatia and part at Martinico to be laid out in Powder, soon as it arrives. In short I am convinced he has done every thing in his power to obtain it, and would have proceeded to France but was assured it would have been fruitless as the Inhabitants cannot effect it. The Dutch have continued the Embargo for six months longer. Packwood says an English Man of War, has taken a ship loaded with flour and some cash that was sent out by the Continent to get Powder and was carried into Antigua, that there is a great many cruising Vessels out of the English Islands to take our Vessels. At the time Capt. Packwood Sailed Major Thompson of the Massachusetts gave Packwood £1400 L. Money to lay out in Powder for their account, and as he has not been able to lay out the whole, whether he must have his proportion, or only what remains after our money was laid out, you'l please to direct. I sent out £1700 and what he is to have may be of that at Providence - If any news from our friends to the Northward pray be so kind as to let me know. I am, Sir [&c.]

Nathan^I Shaw Jun.

1. Shaw Mss., Misc. Corres., Force Transcripts, LC.

Memoirs of William Smith 1

[New York] 2 & 3 Feby

The City has been in danger of Conflagration as I find upon conversing with Mr.Seymour the Connecticut Atty General & Capt Hugh Ledlie of Hartford.

When General Lee reach'd that Town in his Route from Cambridge he published a Call upon the People of that Neighbourhood to join his Colours for a Month to suppress a dangerous Conspiracy - These Gentlemen listed with 54 Light Horse in this unknown Service. - At that Time a Report prevailed there that there was a Trade driven at New York by Goods from England to the Asia and Phoenix & Returns of Provisions for the Army at Boston - That the Principal People in and out of Congress were privy to it, and only wore a Mask of Union with the other Colonies till Troops should arrive in the Spring And these Persons supposed this was what General Lee alluded to and that New York was to be burnt to cut off the Communication between us and the Army at Boston. - As they advanced Westward they were confirmed in the Report and their own Conjectures concerning the Services they had ingaged in At Standford they were surprised to find from General Lee that the Continental Congress were uninformed of this Expedition - At Rye [Andrew] Ward's regiment turned back on a Call from General Washington - Lee halted at Standford ill of the Gout-[David] Waterbury's Regiment with the Light Horse came to Kingsbridge - Here he opened Dispatches from the Continental Congress to Lee in Answer to his Letter on that from our Committee of Safety diswading his Approach. Waterbury was so directed by General Lee and finding that the Congress approved of the Sentiments of the New York Committee he dismissed the Light Horse – Now it was that Seymour and Ledlie thought that Govr. Trumbull and General Lee had been abused respecting New York: They resolved with four others of the Light Horse to visit the Town and make further Enquiries – At their Entrance the 1 Feby they were confirmed in their Suspicions by the Election of three Continental Delegates ([Philip] Livingston [John] Jay & [John] Alsop) with Colo. McDougal [Alexander McDougall] for the City Representatives in Assembly without the least Opposition. – If General Lee had entered the Town before the Continental Delegates arrived the Committee of Safety being deemed to be conspirators we should have been wrapped in Flames.

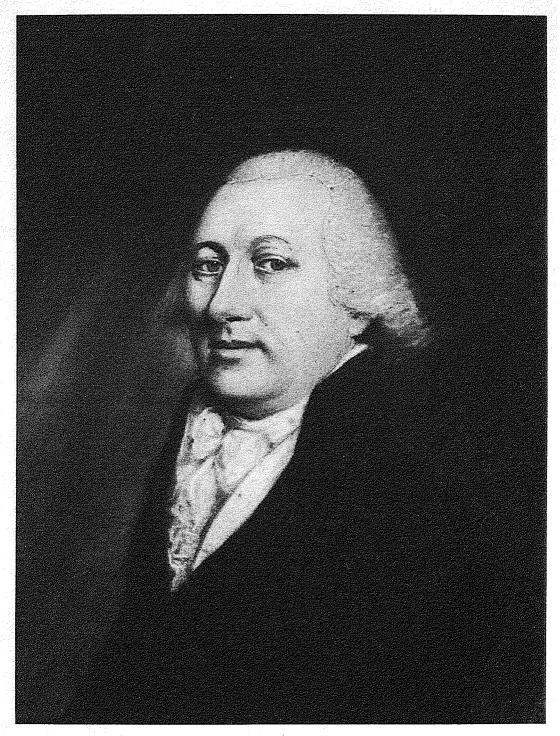
Sundry Persons in New England requested their Friends here to abandon the Town before the Troops arrived - Mr. Tennent the Minister of Greenfield came to assist Doctor [John] Rodgers his Father in Law in the Flight of that Family - Sloss Hobart on his Arrival from Fairfield averred that the Reports given by Seymour and Ledlie were true respecting the Propagation of the Scandal in Connecticut of New York and they were imputed to Capt. [Isaac] Sears Samuel Broome and one Woodward Citizens of our own who had removed their Effects to New England and were of that Party who some time since came down on Horseback and carried off [James] Rivington's Types manu forti at Noon Day and it was supposed they were prompted to it by Revenge the New York Congress resenting the Incursion & Landing about 12 Decr penned a sharp Letter to Govr. Trumbull asserting their exclusive Right to punish their own Delinquents and demanding Restitution. Mr. Trumbul laid the Letter before his Assembly, and the Parties accused seemed to have no way of supporting their own Consequence but by calumniating the Accusers. Capt.Ledlie tells me that Seymour went Home highly inraged at the Cheat which had put their Colony to vast Expence & with a Resolution to prevent Sears from having the Command of a Frigate building for the Continental Service, believing him to be the Author of the Lie, for that when conversing at Stanford with Lee about burning the Town in his Presence he said he should not regard his own House tho' it was worth several thousand Pounds when he had learnt that he had none there nor an Ounce of any moveable Property. From this Moment Sears who was before in Esteem for his Zeal as a Patriot was neglected. He remained with Lee at Stanford in the Station of a Lt.Colo. with Mr.Trumbul's Promise of a Commission to be obtained as is said when he meets his Assembly.

1. Sabine, ed., Memoirs of William Smith, 260-61.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY 1

[New York] Die Sabbati, 3 ho. P.M. Feby. 3d, 1776.

Samuel Isleton, the pilot, returned from the Hook, and informs that he is just landed from the Hook; that about 11 o'clock the day before yesterday, vizt. on Thursday last, he saw a large ship off, about E.S.E. from the light-house, 12 or 14 leagues from the Hook; appeared so large that he took her for a man of war; that yesterday morning she lay at anchor without the outward middle; that yesterday afternoon about 3 or 4 o'clock Francis James' pilot boat came near said ship and beat round under her lee, and as he supposes put a pilot



John Langdon.

on board; that the said pilot boat beat round her several times, and about 4 o'clock the ship got under way and came up within the middle, and came to an anchor about 8 o'clock last night within the middle; that they saw a second large ship this morning, off about 8 or 9 leagues from the Hook, as he imagined; that the ship he left at anchor has bright sides and quarter pieces; no head; has a mizentop-gallant yard across; does not appear deep loaded; that James' boat took the pilot out of the *Pennsylvania Farmer* and proceeded to the ship; that James' boat came up yesterday and went down today; that the schooner Tender went down this morning with a pennant hoisted, and jack at bowsprit end; when the schooner came within a mile of the ship he hove her ensign out, and the ship hove her ensign out; that the schooner proceeded and anchored near the ship, and was there when he came away; that he met James' boat near the buoy at the west bank this day as she was going down; that they heard one gun fired on their way up; Killigrove, or one of his company, carried out the *Farmer*; Jack Squillion was also taken out of Mr.Lowther's sloop by James' boat.

1. New York Provincial Congress, I, 281.

DIARY OF CHRISTOPHER MARSHALL 1

[Philadelphia] Febry 3d 1776

this morning Capt [Thomas] Mason arrived in town, having left his Brigg ² Loaded with arms Ammunition Salt Peter of the Cape:

1. Diary of Christopher Marshall, HSP.

2. The brig Chance, Captain John Craig.

Josiah Bartlett to John Langdon 1

[Extract]

Philadelphia Feby 3d 1776.

I have not been able to procure the draft of the ship till last night, shall send it as soon as possible and shall enclose in this letter some directions about building. I enquired of the Committee concerning the bigness of the masts; they say they know of no stated rule so it must be left to your and the carpenter's discretion. I sent you a contract with the Secret Committee for ten thousand dollars for importing sail cloth, blanks &c which I hope you have rec'd. . . .

Our men of war fell down the river the fore part of last month but stopping about 30 miles down to take in supplies were stopped by the ice and have not yet sailed.

Col Gadsen [Christopher Gadsden] is returned home. The draft is so big, I cannot send it by the post. Mr. Hancock will send it with those for their Province in a few days. The dimension for the *Pallas* frigate is sent by Govr [Stephen] Hopkins desire; he says it may be of some advantage.

1. William Whipple Papers, Force Transcripts, LC.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY 1

In Committee of Safety.

Philad'a, 3rd Feb'y, 1776.

In consequence of a Petition from John Hackett, late Steward on board the Dickinson, The Commodore was this day directed to discharge him from the Fleet.

Resolved, That the pay of the Captains of the Armed Boats be encreased to ten pounds p month, or 26% Dollars; & the Pay of the first Lieutenants be Seventeen Dollars p month; that the pay of the Second Lieutenants be fourteen dollars p month; to commence the first instant.

Resolved, That all ships or vessels of War, with their Boats, Guns, Tackle, Furniture, and goods on Board, that shall be taken and made prize of in the River Delaware by any of the Vessels or Armed Boats fitted, or fitting out for this Province, and be condemned as lawful Prize, shall be two third parts thereof for the use of the Captors, and the remaining one-third part thereof to be applied by the Assembly, or Committee of Safety of this Province, for the maintenance and support of such officers, soldiers, and Seamen, as shall be maim'd or disabled in the said service, and of the widows and children of such as may be kill'd in the same, in such manner as the said assembly or Committee shall think proper.

Resolved, That all other Ships or Vessels, Goods, Wares, and Merchandize, that shall be taken by any of the Vessels or armed Boats fitted, or fitting out by this Province, and condemned as lawful prize, shall be distributed according to the Resolves of the [Continental] Congress.

1. Pennsylvania Colonial Records, X, 475, 476.

THOMAS RODNEY TO CAESAR RODNEY 1

[Extract]

Dover Feby 3d 1776 -

... The Council is to meet on Tuesday next to determine with respect to one part of Mr [David] Bevriges Terms Vizt that the Counsil should risk a proportional part of the vessel, which I believe they wont do, as they have an offer of better terms at Wilmington by a Vessel just going – but if Mr Bevrige does not insist on their risking the vessel I believe they will prefer sending by his vessel; and the Comm. for that purpose will send him an answer next week – and it seems likely that I shall be Obliged to go to Wilmington to Contract for the flower as [Thomas] Collins can't go up till the week after. –

1. Rodney Collection, HSD. Ceasar Rodney was a Delaware delegate in the Continental Congress.

PLANS FOR DEFENSE OF BALTIMORE 1

[February 3, 1776] ²

The Committee appointed to consider of the most proper Plans of Defence for Baltimore Town, having examin'd a Variety of Schemes for that Purpose; Beg. leave to offer the following for the Consideration of the Honourable Council of Safety. –

A Truble Boom, which according to the Plan now agreed on will require 7500 Feet of Logs at 1s/p Foot includg Wormanshp	37500
16 Tons of Iron at £26 p Ton	41600
The Smiths Work of Ditto being 35840lb @ 4d p lb	59768
Piers to fix the Boom, Anchors & Blocks	320
An Iron Chain To Secure the Passage at One End	65
· ·	£177368
The Expence of the Fort for all the different Batteries Breast	
Works, Platforms, Covered Ways, Iron Work Spades, Shovels,	250000
Axes, Wheel & Hand barrows estimated at	
Barracks for 200 Men & Officers, Sufficient to take in a 100 Men extraordinary on Emergency	100000
Stores for the Implements belonging to the Artillery, & Stores	25000
for Provisions &c for the Garrison	23000
A Magazine Bomb Proof	40000
A Floating Battery of Ten 18 Pounders	100000
10 Whale Boats with 6 Oars each to be ready to transport Men	
to any Part of the River on any Emergency or to pursue	14000
Plundering Parties, & each to Carry 10 Men, the Cost	
abt £14 each	
	£706300
	$\lceil Sic \rceil$

For Carrying into Execution the Several Plans here offer'd, (If approvd by the Council) We would be leave with all Deference to offer as follows. – That the Direction Planning & Execution of all the Defences that may be thought proper, may be committed to the management of a Committee of Seven Person, who shall conduct the same as nearly agreeable as possible to the Order of the Council. – That Said Committee shall contract with such Persons as may be thought proper to execute any particular parts of said Bussins & appoint proper Persons to Superintend & direct such parts thereof as may require constant Oversight. – That One of the said Seven may be appointed to keep the Accots of the whole Expenditure, & pay the Workmen &c employed in the Execution thereof & receive the Money from the Council as wanted.

That as the present time is highly proper for providing Timber for the Boomb, in Order to compleat that Defence as soon as possible, We apprehend it woud be proper to undertake that part of the Bussiness immediately, and also to be preparing Timber for building at least some part of the Barracks to accommodate the People as soon as they can be ready to begin on the Batteries &c –

That a discretionary Power be invested in the Trustee[s] or Committee to alter the present Plans of Defence proposed, & to adopt any others that on mature Deliberation may appear better calculated for the same general Design, provided they can be executed for the same or nearly the same Expence

- 1. Revolutionary Papers, Box 10, Md. Arch.
- 2. Date established by Minutes of the Baltimore Committee, February 5, 1776.

MINUTES OF THE MARYLAND COUNCIL OF SAFETY 1

[Annapolis] Saturday 3d Feby 1776.

Resolved That the Gentlemen of the Committee of Observation for Baltimore County who reside in Baltimore Town, or any three of them, be and are hereby requested to examine the Cannon lying at Fell's Point and elsewhere in and near Baltimore Town and cause such of them as may be found fit for Service, not intended for the Ship *Defence*, to be lodged in some Place of Security mounted on proper Carriages as soon as they conveniently can, and make a Report of the State of the Cannon and the Expence of Carriages to the Council of Safety. . . .

Whereas Samuel Purviance Junr John Moale, Jeremiah Townley Chase, James Calhoun, Andrew Buchanan, Thomas Harrison, Benjamin Griffith Isaac Griest, John Smith, John Boyd, William Aisquith and William Buchanan, acting Members of the Committee of Observation for Baltimore County residing in and near Baltimore Town have delivered in to the Council of Safety Proposals for fortifying the Town of Baltimore and placing Obstructions in the Channel of the River so as to prevent the Approach of Men of War to the said Town agreeable to the Resolve of the late Convention and have offered to undertake the Business and compleat the same with all convenient speed for the Sum of six thousand two hundred Pounds, or so much thereof as may be necessary for the Purposes aforesaid, and are willing to give Bond with Condition for the due performance of their Agreement, therefore

Resolved, That the proposition made by the said Gentlemen of the Committee of Observation be accepted, and that Bond be taken with Condition, that if the said Samuel Purviance Junr William Lux, John Moale, Jeremiah Townley Chase, James Calhoun, Andrew Buchanan, Thomas Harrison, Benjamin Griffith, Isaac Griest, John Smith, John Boyd, Wm Aisquith and William Buchanan, or the Survivors of them, their Heirs, Executors or Administrators do & shall in all Things fulfill the Resolve of said Convention and their the said Obligers Agreement with the Council of Safety and do and shall well and truly lay out and expend the aforesaid Sum of six thousand two hundred Pounds Currency or so much thereof as may be necessary in fortifying said Town, and placing Obstructions in the Channel of the River so as in all human probability will prevent men of war approaching said Town, and do from Time to Time render a full and fair Account of their Expences and other Transactions in the Management of the Business aforesaid and also do and shall well and faithfully and in a proper manner compleat the same Fortifications and Obstructions with all convenient Speed so as in all human Probability to prevent the Men of War approaching said Town, then the Bond to be void otherwise to be and remain in full Force & Virtue in Law. Which Bond was taken accordingly [and filed].

Instructions and sailing Orders are given to Joseph Oakman Captain of the Sloop Two Sisters.

William Hand Browne, ed., Archives of Maryland (Baltimore, 1892), XI, 135-37. Hereafter cited as Browne, ed., Arch. of Md.

DIXON AND HUNTER'S Virginia Gazette, SATURDAY, FEBRUARY 3, 1776

Williamsburg, Feb. 3.

We hear that Lord Dunmore is under terrible apprehensions lest the inhabitants on the sea coasts and rivers, should move off with their stocks and grain; and that he has endeavoured to prevent this by an artful proclamation, encouraging them to stay where they are.

Yesterday arrived here William Robinson, Esq; and Captain Thomas Matthews.¹

A few days ago a schooner from Hingham, New England, bound in here for a load of corn, was taken by a tender, and carried into Norfolk.²

A new brig, the property of Mr. Michael Christian of Northampton, just arrived from the West Indies with 3000 bushels of salt, &c. was drove ashore off the mouth of Cherristones, and burnt by the people of the *Liverpool*'s tender, after stripping her of all sails, rigging, &c.³ They have likewise taken a quantity of stock off Hog Island, on the Eastern Shore; and on the same day possessed themselves of a brig belonging to Mr. Cornelius Calvert, arrived from Glasgow in ballast, with 200 guineas on board.⁴

- 1. Robinson and Matthews had been sent to Boston in the sloop Betsey, which was taken in December 1775, by Captain John Manley in the armed schooner Lee.
- Schooner Polly, Samuel Nichols, master, William West, owner, from Salem for the Potomac, in ballast, taken January 31, 1776 off Cape Charles by a tender from the Liverpool. Shuldham's Prize List, April 24, 1776, PRO, Admiralty 1/484.
- 3. Ibid., brig Susannah, Francis Bright, master, Christie & Gilmore, owners, Antigua for Baltimore, with salt, taken January 23, 1776 off Cape Charles by a tender from the Liverpool.
- 4. Ibid., brig Betsey & Molly, James Calvert, master, Cornelius Calvert, owner, Glasgow for Norfolk in ballast, taken January 25 off Cape Charles by a tender from the Liverpool.

MINUTES OF THE SOUTH CAROLINA COUNCIL OF SAFETY 1

In the Council of Safety, [Charleston] Saturday evening, Feb. 3d, 1776.

The Council issued orders on the treasury, for the following payments: To George Gab. Powell, bounties to seamen for the brigt.

Comet. 78 11 6

To John Russel, for work on the ship *Prosper*, Read a letter from Capt. Edwd. Blake, of this date.

99 10 0

Ordered, That Capt. Blake may discharge the monthly pay due to the seamen belonging to the brigantine Comet.

1. Collections of the South-Carolina Historical Society, III, 247-49.

JOURNAL OF THE SOUTH CAROLINA PROVINCIAL CONGRESS 1

[Charleston] Saturday, February 3, 1776.

Col. Laurens, President of the Council of Safety, reported, That a packet of very interesting intelligence, had this morning been received by that Board, by express from Philadelphia, which they were ready to lay before the Congress, if it should be their pleasure.

Ordered, That the contents of the said packet be immediately laid before the Congress and read.

The following were accordingly read, viz.

Letter from the Delegates of this colony in the Continental Congress, dated Philadelphia, January 2, 1776 – inclosing the following copies of intercepted letters, certified by Charles Thomson, Secretary to the said Congress:

From Lord William Campbell, Governor of this colony, to General Gage, in Boston, dated Rebellion-Road, September 20, 1775:

From John Moultrie, Esq; Lieutenant-Governor of East-Florida, to Col. James Grant, in Boston, dated St. Augustine, October 4, 1775.

From Frederick-George Mulcaster, Esq; Engineer at St. Augustine, to Col. Grant, containing a draught of this harbour, and plan of this town, with references and remarks, dated St. Augustine, October 3, 1775.

Two from John Stuart, Esq; the King's Superintendent of Indian affairs in the Southern District of North-America, both addressed to General Gage, and dated St. Augustine, October 3, 1775 – one of them inclosing copy of a talk from the Cherokee Indians, to Alexander Cameron, Esq; one of Mr. Stuart's Deputies, delivered at Chote, August 8, 1775.

From Major Jonathan Furlong, to General Gage, dated St. Augustine, October 5, 1775.

Extract from Patrick Tonyn, Esq; Governour of East-Florida, to General Gage, dated St. Augustine, Sept. 14, 1775.

Extract from Frederick-George Mulcaster, Esq; to Colonel Grant, dated St. Augustine, Sept. 29, 1775.

The originals having been taken, by Captain Manley, of the Continental armed scooner *Lee*, within a few hours sail of Boston, in a sloop that was, at the same time, conveying Moses Kirkland to General Gage, after having first carried him to Lord Dunmore, in Virginia.

Resolved, That it is expedient and necessary that the lady and daughter of John Stuart, Esq; be restrained from absenting themselves from his house in Charles-Town.

Ordered, That proper guards be immediately placed, and continued, about the house of the said John Stuart, to prevent such absenting; and that Col. [William] Moultrie do place guards accordingly.

Ordered, That Capt. William Cattell and Capt. Benjamin Huger, two members of this Congress, do wait on Mrs. Stuart, previous to the placing guards as aforesaid, and acquaint her of the order.

Resolved, That no property whatever of the Hon. John Stuart, the King's Superintendant of Indian Affairs for the Southern district of North-America, or of his brother Henry Stuart, lying or being in any parish or district within this colony, be removed from thence upon any pretence.

Ordered, That the Committees in such parishes or districts, respectively, where such property may be, do take the most effectual measures to prevent any removal thereof.

 Extracts from the Journals of the Provincial Congress of South-Carolina. Held at Charles-Town, February 1st, 1776 (Charleston, 1776), 5-9. Hereafter cited as Provincial Congress of South Carolina (copy in Rare Book Division, LC). The Extracts were published in 1960 by the South Carolina Archives Department under the editorship of William Edwin Hemphill. CAPTAIN ALAN GARDNER, R.N., TO REAR ADMIRAL CLARK GAYTON 1

Maidstone off Cape Maize, Febry 3d 1776

Sir My last letter was dated the 28th of Janry by the Schooner *Dolphin*, which I hope You have received, I now have the honor of writing to you by Mr William Culmer, who I send into Port Royal in an American Schooner call'd the *Nancy*, William Clarke Master, who I seized Yesterday morning; he saild from Cape Nichola the Evening before I took him, bound to Nantucket, his loading consists of 63. Hhds: Molosses, 18 Cask of Coffee and 16. Tierces of Rum.

As Captain [Stair] Douglas intends to return [in]to Port in a few days, I shall apply to him to give the Masters of the American [ve]ssels that I have on board, a passage down to Jamaica, as they are very desirous to be present at the trial of their several Vessels [an]d Cargo's – I shall desire Captain Douglas to send them on board the *Antelope* on His arrival in Port, to remain there till Your further Order concerning them –

Inclosed I send You the state and Condition of His Majesty's Ship under my Command.

I am very much in want of Petty Officers and in case I shou'd meet with three or four More American Vessels, I shall be at a loss to find Captains for them—The Master of the Schooner *Nancy*, informs me, that the two French Frigates (mention'd in my last letter) are sail'd from the Mole for Cape Francois, that 800 Soldiers where very lately landed at the Mole from Old France, and that three more Regmts were dayly expected there. I hope You continue to enjoy a good State of Health—I remain Sir [&c.]

A: Gardner

1. PRO, Admiralty 1/240.

DIXON AND HUNTER'S Virginia Gazette, SATURDAY, APRIL 6, 1776

St. John's, (Antigua,) Feb. 3.

Yesterday the following vessels were condemned at a Court of Vice-Admiralty, held at the courthouse in the town of St. John, viz. – Ship Two Brothers, loaded with flour, bread, spermeceti candles, staves, beeswax &c.&c. taken by his Majesty's ship Experiment, Robert Keeler, Esq; – Brigantine Greyhound, with flour, pork, herrings, staves, heading, bricks, bar-iron, a negro woman, &c.&c. taken by the Argo, William Garnier, Esq. – Sloop Two Brothers, with live stock, cheese, onions, beef, pork, bread, bullion, &c. &c. taken by the Viper, Samuel Graves, Esq. 1

1. The ship Two Brothers was from Rhode Island, and the sloop of the same name from Connecticut.

4 Feb. (Sunday)

STEPHEN MOYLAN TO WINTHROP SARGENT 1

To Winthrop Sargent

Cambridge, 4th Feby 1776.

Cape Ann

Acknowledged Receipt of his Letter of the 2nd Ins giving an Acct of the Brig Henry & Esther, laden with 62 Cord of Wood, 150 Butts with Water, 40

Suits of Soldiers Bedding, taken by Captain [Daniel] Waters & Captain [Samuel] Tucker ² & sent into Swan [Squam] Harbour – ordered the private Property to be given up, after Captain Nelles proves the same on Oath, to libel her immediately. If the Harbour is unsafe, to remove her to a Place more secure.

If the Sailors will engage on Board of any of our armed Vessels for 12 Month they will be entitled to one Month's Pay Advance; but they must be dispersed so that many of them may not be on Board any one Vessel.

1. Washington Papers, Varick Transcripts, LC.

2. Captains respectively of Washington's schooners Lee and Franklin.

Major General Philip Schuyler to John Hancock 1

[Extract]

Albany Feby 4th 1776

I think small Quantitys of provisions should be stored in different places near Hudson's River between this and the Highlands as an immediate Supply in Case there should be a Necessity to call out the Force of the Country.

So long a March as that from pennsylvania and Jersey into Canada will disable many of our Men. I have offered if this County will push them on twenty or thirty Miles beyond Crown point in Sleds to pay for each Sled four shillings a Day to enable the Sledmen to find Forage. All the Stores that were here are already gone to Fort George and I have sent off a Number of Carpenters to procure the Timber for the Batteaus.

Such is the Scarcity of Forage that I am at my Wits End to procure what will be necessary for the Spring Work at Ticonderoga.

1. Papers CC (Letters of Major General Philip Schuyler), 153, I, 503, 504, NA.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY 1

[New York] Die Solis, 3 ho. P.M. Feby. 4th, 1776.

The Committee met on the account of the transport that came up into the harbour, and the report that the *Mercury* and two other transports are below. A request in the words following, was sent to the Honble. Hugh Wallace: ²

3 ho. P.M., February 4th, 1776.

Sir – The Committee of Safety, now met in the Assembly Chamber at the City Hall, present their compliments to the Honble. Hugh Wallace, and request the favour of him to call on the Committee as soon as possible.

A like request, mutatis mutandis, was sent to his worship, Mr. Mayor.

Ordered, That John Atherton, the pilot who was taken up by some of the inhabitants this morning, and sent to the guard house, be brought down for examination.

John Atherton being examined says, in substance, that he went on board of his boat to lodge; that some persons came on board of his boat and took him on board of Gov. Tryon's ship, and from thence on board of the armed schooner

Tender; that he could not avoid piloting her down and up again; that he did not pilot the ship Sally, or the transport Brigantine.

William Frundan of the city of New-York, branch pilot, says, that two or three days [since] he desired John Atherton and Nichs, James, to draw their boat to the shore and haul her up; and that he also desired Wm Marriner and Robt Cocks to speak to them and give them the same advice; that they said the man of war had her in possession, and that they would not do any thing with her; that he has very frequently seen the said John Atherton and Nichs. James going on board of the *Phoenix*, and that they keep passing and repassing from the boat to the *Phoenix* every day. That this morning he charged John Atherton that he went down with the schooner Tender; that Atherton at first denied it: that he, the examinant, said to Atherton that he could prove it; that after some time Atherton acknowledged that he had gone down with the schooner, and asked him what could he do, he would starve in the city without employ, and attempted to justify his conduct; that Francis James came and took his cloths off the wharf and has got his boat off, and told his sons there were 200 men on board the brig, but that he, Fundran, thinks there are no troops on board; that the other day after Atherton was sent to this Committee, after he returned Fundran asked him how he had settled with the Committee, and Atherton said he had clubbed with the Committee and settled the account.

Mr. Jacobus Van Zandt came to visit the Committee; he then informed them that Atherton goes frequently on board of the *Phoenix*; that he told him the other day he would not lose business for any Committee, &c.&c. The substance of further particulars of Mr.Van Zandt's testimony could not be reduced to writing.

Ordered, That Atherton be sent back to the guard house.

The Honble. Hugh Wallace attended, says he has not heard any thing but what he has heard on shore, as to any transports being below. That a midshipman, who came with Capt. [Hyde] Parker [Jr.] on board of the Governor's ship, told him the *Mercury* is below and from Boston, in about a fortnight, and had letters on board for him. That a gentleman came on board the *Dutches* with Capt. Parker; the Governor was called out into Harvey's dining room, and that he, Mr. Wallace, was informed that when that gentleman's cloak opened he had red lapels; that he believes this brig is from Boston and a transport; that he heard the address of the House of Commons read, that it re-echoes the King's speech; that he intends to go on board of the Governor's ship this afternoon, and has promised some gentlemen on the bridge that if he hears any thing of importance to the city will inform of it.

Mr. Mayor says that he has not heard any thing but what he heard on the bridge. That he should have waited on the Governor but that the Governor has sent him a card requesting him to wait on him to-morrow. That if he hears of any thing necessary for the safety of the city he will make the best use of it.

William Fundran is directed to proceed immediately to the Narrows, and to take a trusty person with him who can ride, and with a good spy glass; that he stay at Cortelyou's, and that on sight of any fleet he immediately despatch his rider with information to this Committee; and a proper signal to be made in

the day, and also a proper signal to be made in the night, in case the weather should not permit to cross the ferry immediately, were fixed on with the said Fundran.

Samuel Isleton the pilot was also called in and directed to proceed immediately with the whale boat and his oarsmen to the Hook, and to keep the best lookout if any fleet is approaching, and to examine, if any fleet appears, whether there are any troops on board, and to give the most immediate notice of his discoveries to this Committee.

Saml Iselton is to tarry one week, if no fleet appears sooner; is to have the same pay as before, to wit, 10s. a day for himself, and 8s. a day for each of his men. They are to find their own provisions and bear their own expense.

Col. [Alexander] McDougall went to wait on Genl. [Charles] Lee, and to form an arrangement of duty for the night.

Mr. Jacobus Van Zandt came into the Committee and informed them that he has good information and to be relied on, that Genl. [Henry] Clinton has come; but whether it was Genl. Clinton, or his aid-de-camp, who came on board of the Governor's ship he has not yet discovered.

Mr. Mayor came into the Committee and informed that the Governor had sent for him; that he waited on the Governor and saw Genl. Clinton there; that he is authorized by the Governor to assure the inhabitants that no troops are coming here; Genl. Clinton declared the same; that the Governor said Genl. Clinton called to pay him a short visit; that if any transports with troops should by accident or stress of weather put in here, they are not intended to remain here.

Colonel [Abraham] Brasher was despatched to inform Genl. Lee and the gentlemen there assembled, of the information received from his Worship the Mayor.

The Committee conceive it necessary to inform the Continental Congress, through the New-York Delegates, of Genl. Lee's arrival, and of the arrival of the transports and Genl. Clinton of the ministerial troops.

Thereupon a draft of a letter to the Delegates of the Colony of New-York, was read and approved, and is in the words following, to wit:

Gentlemen – We think it our duty to inform the Continental Congress through you, that Genl. Clinton of the ministerial troops, and one transport, are this day arrived here; but we do not know that she contains any troops. That the *Mercury* ship of war is near Nutten [sic Staten] island coming into port. We are well informed that those vessels left Boston not more than 14 days ago.

The mayor has this evening declared to us that he was then come from Govr. Tryon, and is authorized by the Governor to assure the inhabitants that no troops are coming here; that Genl. Clinton was present, and said that no troops are coming here; that Govr. Tryon farther told him, that Genl. Clinton had only called to pay him a short visit; that if any transport with troops should by accident or stress of weather put in here, they are not intended to remain here. We do not rely on this information; but if it be true, we conceive that the most natural conclusion is, that he is going to the southward.

Major-Genl. Lee is arrived here this day, (ill with the gout.) He has about 700 men now here, and has sent over for Lord Stirling's regiment. We are, most Respectfully, Gentlemen [&c.] By order.³

1. New York Provincial Congress, I, 282-83.

2. Wallace, one of the Governor's Council, was privileged to go on board the *Dutchess of Gordon*, where Tryon had set up home and office.

3. The letter was signed by Joseph Halle, chairman of the Committee, and copies were in turn dispatched to all the southern colonies by order of Congress.

MEMOIRS OF WILLIAM SMITH 1

[New York] Sunday 4th Feby 1776

In the Afternoon of the same Day (4 Feby) General Clinton arrived from Boston which he left the 20 Jany and General Lee from Stanford. It was reported that Transports were at the Hook and the Multitude in the highest Ferment till the Mayor towards Evening brought a Message from the Governor intimating that Mr. Clinton was only on a Visit, expected no Troops besides a single Transport that parted from him, and that even these were not to land but sail away in a few Days. —

The Committee of Safety nevertheless calld upon the surrounding Country for Aid & sent particularly for Lord Stirlings Regiment from Jersey.

1. Sabine, ed., Memoirs of William Smith, 261, 263.

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

February 1776

Moor'd in the East River Abreast

the Town of New York.

Saturday 3d

Modr Breezes and Clear Frosty Wr with much Ice in the River. P M our Schooner ² brought up a Ship from the Hook Named the Sally loaded with Salt moor'd her under our Quarter and put a Midshipman & 10 Men onboard her ³

Sunday 4th

A. M. Anchor'd here a Brig from Boston. Came up in the Schooner General Clinton

P M at 6 Anchord here the Mercury

1. PRO, Admiralty 51/693.

 The schooner James, which had been taken by the Asia on January 20, and converted into a tender for the Phoenix. The schooner, when seized, was loading in New York with provisions and dry goods for "the Rebel camp," Shuldham's Prize List, April 24, 1776, PRO, Admiralty 1/484.

3. Ibid., the ship Sally, John Bagley, master, and Samuel Franklin, owner, was entering New York from Alicante, Spain, with a cargo of salt.

CAESAR RODNEY TO THOMAS RODNEY 1

[Extract]

Phila Sunday. Feb. the 4th 1776.

The letter you wrote to [Thomas] Collins & the copy of the Council's order I delivered, & conversed with him on the subject – Mr. Collins was of opinion with me, that it would be more prudent to employ some person in Phila who had been accustomed to that kind of trade than to join with the New-Castle

Co. people in the expedition they then had on foot. The applying to a proper person here was lost to me before this, as soon as I got to town, I spoke to David Beveridge, who immediately told me he would undertake it provided he & the contractors could agree, which he had no doubt of & on Tuesday last, I provided an express to go to Collins at Wilmington & return on the next day, which he did - By this express Beveridge wrote Collins the out-lines of the bargain but that they might confer more particularly desired Collins would meet him as on Thursday last at Chester. When the express returned, he showed me Collins' answer which was that he was obliged to set out on that day for Kent-that he should be up again in 10 or 12 days - would then endeavor to fix the matter & that from the appearance of the weather, he thought it would then be time enough. This is all I now know of the matter except that several other very good hands have since been with me to get the contract - so that you & Collins or either of you may have a contract whenever you set about it. The night before last Capt. Nason [Thomas Mason] (who went to France in the service of the Congress) came to town. He says he came in a brig commanded by Capt. [John] Craig. That they had 7 weeks passage from Bell-isle to the coast off Egg-Harbor - that he then came on shore & crossed the Jersey[s] to town - That the brig stood for our Capes, that she has on board, on account of the Congress 15 tons of gunpowder, 60 tons of salt-petre & 1300 stand of excellent fire-arms -& he supposes she is now safe within the Capes.²

- George Herbert Ryden, ed., Letters to and from Caesar Rodney, 1756-1784 (Philadelphia, 1933), 70-71.
- 2. See Thomas Mason's journal, February 2, 1776.

Thomas Jefferson to Thomas Nelson, Jr. 1

[Extract]

Philadelphia. [Fe]by 4th. 1776.

We have late advices from England, which you will see in the inclos'd papers. I had rather send you a dozen Ledgers and Evening Posts,² than transcribe three paragraphs out of them. But I have good News for you, which neither of these papers contains. A Vessel arriv'd two nights ago with 60 Tons of Salt Petre, 13 Tons of Gunpowder and 2000 Stands of Arms and we are in daily expectation of 25 Tons more of Gun powder.

Troops are marching every day from hence to support the remains of our Army before Quebec. The Eastern Governments are raising Men for the same purpose. One Battalion has already march[ed] from Connecticut, so that We are still in hopes of reducing the Garrison before it can be reliev'd in the Spring.

General Washington has sent Major General [Charles] Lee [to] New York at the head of 1200 Volunteers from Connecticut to defend that Province against a detachment sent from Boston, which the General was informed by a deserter, was certainly intended for that place. The Deserter, I fancy, was mistaken, sufficient time having elaps'd since they sail'd for their arriving there, and we have no account of them. The Committee of safety of New York however sent a remonstra[nce] to Lee setting forth the extreme danger the City would be in from the Men of War, should he ente[r] it, and especially as they were apprehensive he intended to make an attack upon the Ships. Lee sent the remonstrance

to Congress and wrote the President that he thought it his Duty to carry his Orders into execution, which he was preparing to do with the first division, the rest of the Troops being ready to support him. The Letter and remonstrance being read, a violent debate arose on one side as to the propriety of an armed force from one province, entering another without permission of the civil power of that province, or without express orders of Congress. It was alledged that this was setting up the Military above the Civil. On the other side was urged the absolute necessity of securing that province, the loss of which would cut off all communication between the Northern and Southern Colonies and which if effected would ruin America. The debate ended in the appointment of a Committee of Congress to confer with Lee and the Committee of Safety. [Benjamin] Harrison, [Thomas] Lynch and [William] Allen were the Committee and they sat out the next day upon their Ambassy, but what the result has been we are not inform'd, not having heard from them since they went.

1. Boyd, ed., Jefferson Papers, I, 285-86.

2. Humphreys' Pennsylvania Ledger, and Towne's Pennsylvania Evening Post, both printed in Philadelphia.

STEPHEN WEST TO THE MARYLAND COUNCIL OF SAFETY 1

Woodyard Sunday [February 4, 1776] 2 10 oClock -

Gentlemen An Express is this Moment arrived here from Mr R H Lee of Virginia I think it my duty to Send it instantly to our Committee of Correspondence – to give them notice & to forward immediately to you – I have no Answers to the Letters of last week – about Money &c. – . — . When you have Copied a[nd] done with Mr Lees Lr I shall be glad to have a Copy – am with great Respect and Regard Gentlemen [&c.]

Stephen West.

As this express came across at Laselars a topsail Schooner was going down laden with flower bound out for Arms & Ammunition & another it is said is at Alexandria going on the same Errand – . I shall endeavour to inform this last – .3

1. Red Book, XXIV, Md. Arch.

2. The date established by that of the previous letter, January 30, 1776.

3. To inform the vessel that escort to the Virginia Capes was being provided by the Continental sloop *Hornet* and schooner *Wasp*.

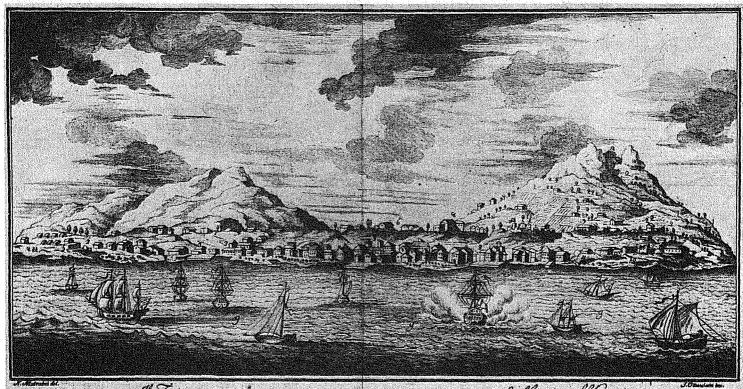
Adam Stephen to Richard Henry Lee 1

[Extract]

Berkeley [Virginia] Feb 4th '76

I think the Congress should apply for foreign Assistance, as the Bloody Violence of K—g & Ministry & the Apathy of the people of Britain, seem incurabl[e] Every Sinew must be Exerted!
P. S.

- ... I would want No men from France, but agree to ta[ke] what goods & manufactures we wanted of them, for a certain term of years & that they should furnish a Navy Sufficient to protect our Exports, & Convoy them to the best Markets in Europe &c
- 1. Lee Papers, UVL.



i Il Forte nobaccatura con un Lago d'Acqua s Ograv y Liazza con Pogana s La Chiesa Romana Privata

VEDVTA DI S.EVSTACHIO

6 Mitazione del Sovernatore 5 Chiera Olandese 8 Ghiera Inglese

10 Scalo per lockarico delle Mercanzie

JOURNAL OF H.M.S. Syren, Captain Tobias Furneaux 1

January 1776

Latde in 32° 28' No

Tuesday 30

AM at 1 taken aback, at 8 saw a Sail on the Wear bow, Stood for her, at 9 fired a Shot & bro't too a Snow from Bristol bound to Charles Town So Carolina, which we detained — ² First part Mode & Cloudy, latter Squally with Lighng & Rain P M at 1 sent a Mn & 5 Men on board the Prize, made Sail,

Wednesday 31 various Soundings, at 12 Dble Reeft Tpsls at Noon the Snow in Co-

Mode & Hazy Wear

P:M at 5 TKd at 8 saw a Sail, fired a Shot & spoke the Lady Willm Schooner, having on board Lord Wm Campbell. –

February 1776 A M at 3 Tkd made Sail stood to 14 Fms shortn'd Sail for the Thursday 1st Snow & Schooner, Sounded, Various Soundings, at 6 SSE Swell Mode Wear P M at 11 the Snow parted Co

Friday 2d A M at 1 dble reeft Tsls & shortened sail for the Schooner, at 4 wore Ship & bro't too, at 7 Wore & struck Top Gallt Yards. –
First part fresh Gales latter fresh breezes;
P M at 7 wore Ship. –

Saturday 3 AM at 5 out 2d reefs TPsls at 6 saw a Schooner steering SWbW, – at 8 got Top Gallt Yards across; fired a Shot bro't too the Scarborough's Tender, from Boston bound to Georgia – Light Airs –

P. M at 4 the Extreams of the Land from No1/2Wt to WSW

Sunday 4th AM at 4 TKd at 9 payed the lower Masts – Light Airs & Cloudy with Calms, P: M at 2 out Reefs.

1. PRO, Admiralty 51/930.

2. The snow from Bristol does not appear on any prize lists.

Captain Matthew Van Alstyne to Abraham Van Alstyne, New York Merchant ¹

Dear Brother -

St Eustatia, February 4th, 1776.

I this moment heard of an opportunity, and thought proper to acquaint you that I am this night going to St. Cristophers' to take charge of Capt. Sanderses brig, to go to Cork, rather than come home, for the sea is full of all kind of cruizers: there is not one in ten that escapes, going or coming. On my arrival here, I wrote up to my friends at St. Christophers, and related my misfortune of being taken, and they immediately sent word down to me to take charge of this brig. Thank God, I am not in want of friends in this part of the world. Mrs. Van Alstyne is well, and likewise myself; we both join in our best respects to my beloved mother, &c. I am [&c.]

Matthew Van Alstyne.

- N.B. This morning I heard that two privateers is fitting out at the island of Dominica; therefore you can relate &c.
- 1. New York Provincial Congress, II, 170.

5 Feb.

BILLS FOR HIRING WASHINGTON'S SCHOONERS Hancock and Warren 1

The United Colonies of America To Thomas Grant Dr

1775. To the Hire of my Schooner [the Hancock] in the Service beginning The Seventh day of October to the Last day of December following – Two months & Twenty five Days at 72 Dollars p month 204 Dollars Marblehead February 5th 1776.

Errors Excepted p Thomas Grant

The united Colonies Dr to John Twisden

1775. To The hier of The Schooner Waring [Warren] from The 13th Day of october to The Last Day of December at one Dollar p ton p month being 66 Tons 50.16.0

Errors Excepted p me John Twisden

1. Bartlett Papers, Nos. 5482, 5483, BHS. Original names of these vessels at the time they entered Washington's service were Speedwell and Hawk.

ESTIMATE OF THE LOSS SUSTAINED BY JOSHUA ORNE 1

An Estimate of the Loss sustained by Joshua Orne of Marblehead from the Piratticall Seizure and detention of a Brig & Cargo by the Ministeriall Navy at Boston, one third of which was sd Orne's Property. –

The Cargo produc'd by sales 2000 Lawf Money as by Information of the

person who sold it

The Vessell Worth 600 L Money 600

Money

2600

One third of Which is - to 866 . . 13 . . 4 L Money

[Endorsed]

We the Subscribers beleive the Above Estimate to be a True one of sd Ornes Loss as Witness Our hands

M[arble]head Feby 5th 1776

Stephen Phillips John Reed
Edw^d Fettyplace William Knight
Joseph Homan W^m Doliber

Committee of Correspondence

[Second endorsement]

Colony of Massachusetts Bay,

Essex ss March 29, 1776 Then Joshua Orne within named did swear that the estimate of the loss he sustained by the Navy of Great Britain, as within written, is just & true, being eight hundred & sixty six pounds thirteen shillings & four pence lawful money of the Massachusetts Bay.

Before Timothy Pickering junr Justice of the Peace

1. Mass. Arch., vol. 139, 413A.

ESTIMATE OF THE LOSS SUSTAINED BY JOSEPH HOMAN 1

An Account of a Loss Sustain'd by Joseph Homan of Marblehead from an Exchange of property with Capt George Dodge of Salem, Whose Vessell was taken by the Ministeriall Navy & Carried to Boston

Loss is one hundred pounds Deduct for premium stipulated 100..0..0

12..-..

£88..0..0

[Endorsed]

Mhead Feby 5: 1776

The Subscribers believe the above to be a True account

Joshua Orne Stephen Phillips John Reed Edw^d Fettyplace William Knight W^m Doliber

Committee of Correspondence

[Second endorsement]

Colony of Massachusetts Bay

Essex ss March 29. 1776. Then Joseph Homan within named did swear that he sustained a loss by the British Navy, in the manner within mentioned, amounting to eighty eight pounds lawful money of the Massachusetts Bay.

Before Timothy Pickering junr Justice of the Peace

1. Mass. Arch., vol. 139, 413.

Journal of the Massachusetts House of Representatives ¹

[Watertown] Monday, February 5, 1776.

Afternoon.

A Petition of Benjamin Foster and others of Machias, praying the Court to purchase several Vessels, &c. which they took last Summer.

Read, and the Petitioners had Leave to withdraw their Petition.

A Petition of Benjamin Foster and James Noble Shannon, in Behalf of the Committee of Safety of Machias, praying that the Court would Authorise some Persons to take Charge of a Number of armed Vessels which were taken from our Enemies the Summer past, by the Inhabitants of said Machias, together with some valuable Articles which were in the Vessels; and also praying that the doings of said Committee may be established.

Read, and committed to Mr.[Daniel] Davis, Deacon [Jonas] Stone, and Mr.[Amos] Knowles.

Another Petition of the said Foster and Shannon, representing that Capt. John Coulson sail'd from Machias about the first of December last for St.Croix, and agreed with the Committee of Safety at said Machias to bring from thence Fifteen Hundred Weight of Powder, and praying the Directions of the Court.

Read and committed to the same Committee.

Another Petition of said Foster and Shannon, sign'd also by James Lord, representing that one Ebenezer Beal was wounded in taking the Schooner Margaretta on the 12th June last, and is now in this Place in a languishing Condition, and praying that the Court would order him to be receiv'd into some Hospital.

Read and committed to the same Committee.

1. Journal of the House of Representatives, Mass. Arch.

Joseph Palmer to Nicholas and John Brown 1

Dear Sirs

Watertown, Febry, 5th 1776.

Your favr of the 2d Inst is now before me; I have not had the Pleasure of seeing Capt Allen, but the business upon which he came has been laid before the Board, & they find themselves vested with no power to commissionate any Vessels, but only Such as are owned within this Colony. I believe that every one of the Council, wou'd rejoice in meeting your wish, could they do it with propriety: I will inclose you, if I can, that Paragraph of the Law which restricts their conduct in this matter.

There is one method of doing it, which, in my opinion is very plain & easy to you, who have such large acquaintance in this Colony, vizt. Transferr the property to some friend here, whom you can confide in; then that Friend may apply to the Board, who will, doubtless, give all the dispatch you can wish.

I hope you will excuse my voluntary Opinion, & believe me to remain, dear Sirs [&c.]

J: Palmer

1. Nicholas Brown Papers, JCBL.

Boston Gazette, Monday, February 5, 1776

Watertown, February 5.

Last Thursday morning, 7 night [January 25], Capt. Manly being on a cruise in the Bay, discovered a ship a league or two S.E. of Boston light house. He immediately gave chase to and took her within sight of the ships in Boston harbour. He then stood for a snow which he espied off Cohasset; and soon coming up with her, she struck to him without hestitation. Just as Capt. Manly

had manned his last prize, a schooner of eight carriage guns, with many swivels and full of men, convoying two little provision vessels from Halifax, came up, and began an engagement with Capt. Manly; but being soon convinced of her error, she steered off for Boston.³ – Capt. Manly would undoubtedly have taken her also, with the two provision vessels, had not his crew, (which was at first much short of the complement) been considerably weakened by manning the two prizes. In the engagement his gunner was wounded, and his rigging something damaged. We have not heard what loss the enemy sustained. Both of the prizes which were loaded with coal, from Whitehaven, in England, Capt. Manly got safe into Plymouth with the ensuing night.

A wood vessel, bound to Boston, was taken by one of our cruizers, this week in the Bay.

Last week one of the continental cruizers got into a harbour at the Eastward, after having been chased by the *Lively* man of war, who fired about 170 shot at her.⁴

On the 25th of December last, was taken by a Plymouth Privateer, and carried in there, a small Sloop ⁵ from New York, Moses Weyman, Master, laden with Provisions for the Ministerial Army in Boston, consisting of 35 fresh Hogs, 100 Barrels of Pork, 50 Barrels fine New York Pippins, 20 Firkins Hogs Fat, some Quarters of Beef, Turkeys, Geese, &c.&c.

- 1. The Happy Return
- 2. The Norfolk.

3. The General Gage tender.

4. H.M.S. Lively was anchored in Boston harbor during all of January and early February. The pursuit may have been by H.M.S. Fowey, Nautilus or Halifax, all of which were cruising south of the Cape Ann peninsula during that period.

5. The Lively Locust.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND 1

[Providence] Feby 5th 1776

Meeting in being according to Adjournment

Gave a Draught to Mr John Brown on Stepn Hopkins Esqr for five thousand Dollars

Also gave a draught to Welcome Arnold Esqr on Stephen Hopkins Esqr for one thousand Dollars.

Agreed with Cromwell Childs for 8000 feet of $2\frac{1}{2}$ Inch plank to be dd here on Demand for twenty five Dollars P thousand. –

Voted. That Messrs Clarke & Nightingale write to Mr Frank Brindly to engage Twenty Tons of Riging of him on the Terms he offer'd it for, that is Ten Dollars P Hundred at the Rope walk to be made up as soon as possible and of such sizes as the Committee shall Direct

Reckoning 18/ paid by Col Nightingale

Meeting Adjourned to Wednesday Evening 6 o'clock

1. Journal R.I. Frigates, RIHS.

Newport Mercury, Monday, February 5, 1776

Newport, February 5.

Capt Manly, of the *Lee* privateer of 10 guns, the week before last took two valuable prizes, & carried them to Plymouth. – On Tuesday, as he was again putting out to sea, he was attacked by two armed vessels, which he engaged about an hour, when one of them struck, but before he could take possession of the prize, another vessel of 16 guns engaged him, and his vessel being much damaged, and the enemy greatly superior in strength, he was obliged to row her into Marshfield.¹ Yesterday morning the whole ministerial fleet stationed here, went out of the harbour, with the wind W. N. W. stretched off near Block Island, then stood in under the east side of Point-Judah [Judith] Point, where they anchored. This morning they went up our Bay, toward Prudence.

1. This is a garbled account of the capture of the *Happy Return* and *Norfolk*, the brief engagement with the *General Gage* armed schooner, and the subsequent unhappy encounter with H.M. Brig *Hope*.

JOURNAL OF H.M.S. Glasgow, CAPTAIN TYRINGHAM HOWE 1

1776 February

A Breast of Mackrell Cove

Sunday 4

at 10 AM weigh'd & came to Sail in Compy the Rose, Swan &

Hospital Ship working out of the harbour

Fresh breezes & fair standing for Point Judith

at 3 PM . . . sent the boats on shore arm'd to assist in taking the Hay

At a single Anchor on the East side of Cananicutt Gold Island N N E²

Monday 5

at 7 AM weigh'd & came to Sail & stood up the Harbour at 11 Came too in 13 fathm split the Foretopsl Do unbent it & bent a

1. PRO, Admiralty 51/398.

2. See Providence Gazette, February 10, 1776.

GOVERNOR JONATHAN TRUMBULL TO NATHANIEL SHAW, JR. 1

Sir

Lebanon 5th Feb. 1776.

I just now received your favr of this Day,² & note the contents. I regret the misfortune of the Vessell & the loss of Lives of any of our Friends, but rejoice to hear she has safely arrived with so much of an article of such importance for our Defence. have no reason to doubt of Cap Packwood's fidelity & utmost Endeavour to procure larger supplys. the base & cowardly arts of our Enemies to deprive us of the necessary means of Self Defence, have unhappily for us too far succeeded, but hope in Divine Providence which can save by means or without for all needed Protection.

I am not certain by your Letter how much Maj Thompson ought to have, or whether any, but if any it may be best He sho'd take it at Providence, but that may be better determined by Knowing how much if any of his money went into the purchase. & for the present I wod have it all delivered to Coll [Jabez]

Huntington of Norwich or his order to be deposited there judging it more safe than to be Stored at New London & have wrote Him to send for it, & you will please to deliver accordingly, the muskets & other articles you mention, you will deposit in a Safe & proper Manner at N London, with the advice of Coll [Eliphalet] Dyer & Mr. [blank] who will be with you tomorrow, to remain till further orders I have little or nothing of News which you are not possessed of, Cap [blank] can inform of anything I have had. this moment hear that Genl [Charles] Lee ([stricken] by the Gout) was carried into New York in a Litter, & that three members of the general Congress have [gone] to meet him there to advise on proper measures to be taken I am sir [&c.]

Jonth Trumbull

P.S. please to confer with Messrs. Dyar & [blank] on the propriety of sharing the powder with Maj Thompson & in what proportions

- 1. Shaw Mss., Misc. Corres., Force Transcripts, LC.
- 2. Shaw's letter to Trumbull is dated February 3, 1776.

"Extract of a letter from New-York dated the 5th inst. [February 5, 1776]" 1

Yesterday about the same time Generals Lee and Clinton arrived. The Committee of Safety met immediately, and we expected something like a commencement of hostilities to day. The Mayor went on board, and the Governor and General both assured him not a man was to be landed here. A twenty gun ship, said to be the *Mercury*, and a transport, came into the harbour yesterday. Clinton came in the frigate, and is going to the southward, I believe to Virginia. A Dr. Gilson has been taken into custody at Newport, and sent to head quarters, for treasonable practices at Rhode-Island. Lee says, he will send word on board the men of war, that if they set a house on fire in consequence of his coming, he will chain one hundred of their friends together by the neck, and make the house their funeral pile.

1. Pennsylvania Evening Post, February 6, 1776.

LORD JAMES DRUMMOND TO BRIGADIER GENERAL JAMES ROBERTSON, BOSTON ¹

My dear Sir,

New York Feby 5th 1776

Just as I was sitting down to write to you, I recd yours by Genl Clinton, but have not as yet had an opportunity of seeing him.

During the very few Moments I was with you at Boston, I expressed my Wish of being able to make known at Philada the Disposition in England towards an Accomodation, upon liberal Terms, and such as were founded in Equity and Candour.

You then concurred with me in thinking that however much those Gentlemen, whose Province is now to think for the Public, might be held up as aiming at a total Seperation, they had as their sole Object such a Reconciliation as would give a constitutional Security to their Children.

In this opinion I think we were not deceived. From all the Conversation I had at Philada with those Gentlemen who allow me, I hope, to rank myself among the Number of their Friends, I have every Reason to think them most seriously disposed towards Reconciliation. From a Conviction of this, I have pressed the setting on Foot a Negotiation, nor am I without Hopes of Success.

Should such an Event take Place it is not impossible but a Deputation from hence may be found expedient, and in that Case a Passport requisite for a Security agt English Cruisers. – Such a Passport must be left blank for filling up Names, and sent by the same Conveyance that this passes through. It will be needless to caution you against Delay.

My slight Acquaintance with Genl [William] Howe & Admiral Shuldham, will furnish you with an Apology for my not making a more direct Application. I continue my dear Friend Your, &c

Drummond.

Let me guard you agt letting this go to the Public, till we see how far my Hopes are well grounded.

 John Hancock Papers, III, 154-55, LC; enclosed in Washington to Hancock, February 14, 1776.

Major General Henry Clinton to R. Reeve 1

Sir As I think it is probable that a considerable Sum of money will be wanted for His Majestys Service under my Command in the Southern Colonies – and having received no information whether a pay master will accompany the Troops which are expected to arrive from Ireland I would recommend it to you to supply the Kings Chest with a further Sum of £5000 at this place, that we may in all events be prepared for any exigencies that may hereafter arise I am &c. *Mercury* off New York 5th Febry 1776

H Clinton M. G

R Reeve acting for the Paymaster of His Majestys Forces

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

John Herring to Abraham Lott 1

Sir-

Mercury [New York Harbor], Feb. 5th, 1776.

Please to supply His Majesty's ship Mercury, with the following provisions, to complete her to three months, viz.

Bread, 2000 pounds; spirits, 200 pounds; flour, 3000 pounds; butter, 200 pounds; cheese, 400 pounds; peas 11 bushels; oatmeal, 11 bushels.

The above to be sent on board as soon as possible. From, sir [&c.]

Jno. Herring.

1. New York Provincial Congress, II, 193-94. Herring was purser on board H.M.S. Mercury.

JOURNAL OF H.M.S. Mercury, CAPTAIN ALEXANDER GRAEME 1

1776 Feby

Moored in New York River

Monday 5

at 9 A M weighed & stood further up the Harbour ½ past came to wth the B B in 10 fm veered away & moored a Cable each way Recd on Board 844 lbs fresh Beef & Some Provisions from the *Phoenix*

1. PRO, Admiralty 51/600.

JOURNAL OF H.M.S. Asia, CAPTAIN GEORGE VANDEPUT 1

February '776

Moor'd in the East River

Sunday 4

Arriv'd the James Schooner with a Ship & a Transport Brig

Monday 5

Arrived H.M. Ship Mercury from Boston

1. PRO, Admiralty 51/67.

LORD STIRLING TO JOHN HANCOCK 1

Sir

Elizabeth Town Feby 5:1776

I have this Moment received General Lee's Command to Join him with five hundred Men of my Regiment at New York. I propose setting out to Morrow Morning with about half that Number, and Now send Orders for the remainder to follow me from Brunswick & Amboy. we have as yet received No powder. I was obliged to Borrow for the two last Excursions, and will now try to do the best we can on this Occasion. I am [&c.]

Stirling.

1. Papers CC (Letters from General Officers), 162, II, 408, NA.

JOURNAL OF THE CONTINENTAL CONGRESS 1

[Philadelphia] Monday, February 5, 1776

The committee to whom General Schuyler's letters were referred, brought in their report, which being taken into consideration: thereupon,

[Resolved] That the resolution of Congress of the 8th day of last month, for sending shipwrights from the cities of New York and Philadelphia, to build batteaus at Ticonderoga, be superseded; and that General Schuyler be desired to employ any such artificers, as he shall think proper, in that business:

That General Schuyler be desired to procure skilful persons to assist General Wooster in exploring the river St.Lawrence, and to construct the armed boats to be kept there, according to a former resolution of Congress:

That General Schuyler be desired to employ such batteau men as are in and near Albany, instead of those it was recommended to the convention of New York to procure, upon the best terms he can, and to acquaint Congress for what wages they will serve.

That Captain — [Jacobus] Wyncoop be employed under Commodore [William] Douglass, in the naval department.

1. Ford, ed., JCC, IV, 109-12.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY 1

In Committee of Safety.

Philad'a, 5th Feb'y, 1776.

Resolved, That the officers and Soldiers of the Batteries belonging to this Province, shall be intitled to a proportionable share of all Prizes that shall be taken within sight of the same, or after having been engaged with such Battery.

1. Pennsylvania Colonial Records, X, 476, 477.

Pennsylvania Packet, Monday, February 5, 1776

Philadelphia [February 5].

By a vessel from St. Eustatia we learn, that three English frigates are cruizing off that island; we also learn, that 14 English ships, with live stock and other provisions for the troops at Boston, being blown off the coast are put into Antigua, from whence no doubt, in the spring, they will carry their stock in good order, for the relief of the troops.

MINUTES OF THE BALTIMORE COMMITTEE 1

Monday 5 Feby 1776 - The Committee Met -

Capt William Chase of the Sloop John applied for Permission to load said Sloop for Rhode Island or Dartmouth Bay, which was granted him on William Spear, and Benjamin Griffith becoming Security –

Capt William Johnson of the Schooner [blank] applied for Liberty to load said Vessel with Flour for Northampton County in Virginia, which was refused as he brought no Certificate from their Committee, and it does not appear, that any Troops are ordered to that County, which was the Reason assigned in a Letter to Lux & Bowly for sending for the Flour, but as it appears, that he has bought half a Ton of Iron, he is permitted to carry it down, on reporting his Cargo, as heretofore agreed on —

Upon Motion Resolved, That the Permission granted to Messrs Robt & Alexandr McKim on the 22d Ulto be cancelled, as it appears to this Committee, that they have not concluded any Bargain with Captn [Seth] Paddock – A Copy of this Resolve is ordered to be delivered to Messrs McKims by the Secretary –

Messrs Lux & Bowly having produced a Certificate from the Convention to export the Produce of this Province to the Amot of £168.15 – & requested Liberty to export the same in Lumber in the Schooner Resolution William Waud Master, which was granted – They also produced an Order from the Come of Safety for Shipping 100 Bbls supe Flour in the Pilot Boat Chatham on Account of the Province, for which they obtained Permission from the Committee –

Whereas the Committee appointed at the last Meeting to devise and point out the most eligible Modes for fortifying and defending this Town did on Saturday last report to Messrs Saml Purviance Junr, Wm Lux, John Moale, John Smith, Wm Buchanan, Is. Griest, John Boyd, Benja Griffith, Wm Asquith, Thomas Harrison, and James Calhoun (Members of this Comme and collected together for this Purpose) that in their Opinion, the Sum of £7063 6 8 was requisite for carrying their Plan properly into Execution, and the same being referred to the

Council of Safety, they declared, that they were only permitted to expend the Sum of £6200. 0. 0 in placing Obstructions in the Channel & putting Baltimore Town in a Posture of Defence, if such a Scheme should appear to them practicable for such a Sum – As it is of the utmost consequence, that this Town should be fortified assoon as possible, Messrs S. Purviance, W. Lux, And Buchanan, John Moale, Jereh Towny Chase, Jas Calhoun, Thos Harrison, Benja Griffith, Isaac Griest, John Smith, John Boyd, William Asquith, & William Buchanan, Acting Members of this Committee, did at the same Time enter into Bond with The Honl Danl of St Thos Jenifer, Chas Carroll Barrister, Jas Tilghman, & John Hall Esqrs Acting Members of the Council of Safety of this Province for the Purposes therein mentioned –

This Committee do therefore heartily approve of the Conduct of the above named Gentlemen, and will, if the next Convention does not allow a further Sum for fortifying the Town, chearfully assist & contribute all in their Power for so laudable an End, but the Gentlemen, who entered into Bond, are considered as solely invested with the Power of Directing and conducting the Purposes, for which said Money was granted –

1. Baltimore Committee, LC.

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

Febuary 1776. Monday 5 Off Norfolk in Virginia

The Rebels Set fire to Several houses in Norfolk and about the Country Received onboard Wood and Water.

Modr and fair arriv'd here our Tender with the loss of one man who was kill'd by the Shot of a musquet from the Rebels on the Banks of a river,² The Rebels left Norfolk, the Houses still burning –

- 1. PRO, Admiralty 51/548.
- 2. This was the third cruise of the Edward tender.

DIXON AND HUNTER'S Virginia Gazette, SATURDAY, FEBRUARY 17, 1776 Nansemond, February 5.

Saturday night last [February 3] we received intelligence of six tenders sailing from Norfolk the day before, and that three of them were on their way up this river, which was confirmed about 9 o'clock, by three vessels anchoring, one near Sleepy Hole ferry, and two more two or three miles higher up, having come as far as the flood tide served. Their boats were moving about the remainder part of the night, one up the river, since supposed as high as [John] Goodrich's, five miles higher up, and just within the narrows, but returned a little before day. They attempted nothing till the morning, when a boat full of armed men approached the shore within half a mile of the tenders, and were fired upon by four men from the bank, at one hundred yards distance; they returned the fire, and rowed wide of the place, when the four men were honoured with a salute of well directed cannon, but without any bad consequence. This first effort seemed of singular service, as they never attempted landing after, except at one desolate place,

which they effected in the night, and burnt a house with some corn in it belonging to Mr. Cowper. It appears, by indubitable proof, that this incursion was partly intended, with the concurrence of Goodrich and sons, to get possession of two vessels loaded with pork, bacon, and other provisions, which, to the discredit of his neighbourhood, these avaricious, false men have been suffered to collect and put on board, and with all expedition put themselves under the protection of the Though it was with a good deal of difficulty the last of them effected it, (from the fire of our men, and the tenders' boats being repulsed,) they weighed, ran up, and took possession, under a heavy fire of our brave men, who had nothing but small arms, and a scanty portion of ammunition, to oppose their cannon and There was one occurrence happened, which, had we forseen, a tender and her prize would have fallen into our hands: The wind being a-head on their return, they were obliged to come within sixty yards of a high bank; fifty men, with a plenty of ammunition, could have drove them below decks, and prevented them from tending the sheets, by which, they must have come ashore. A few regulars, with the help of ammunition to our own men, would secure us in such a manner, that the fertile lands on this river may be cultivated to the no small advantage of the community; whereas, if we are drove back, the lands are so indifferent for near one hundred miles, that a famine must be the inevitable consequence.

MINUTES OF THE WILMINGTON, NORTH CAROLINA, COMMITTEE OF SAFETY 1

Monday, Feby 5th 1776

Col [James] Moore having informed this Committee that the Men of War lying at Fort Johnston had committed hostilities on the Continental Troops under his command by firing on them at the Said Fort; And as the Committee of Safety passed a Resolve that the *Cruiser* Sloop of War might be supplied with provision from time to time, so long as She did not Committ hostilities on the persons or properties of the good people of this Province –

Resolved that the Ships of War now lying in this River have Actually committed hostilities against the Inhabitants of this Province,

1. Secretary of State Papers (Committees of Safety 1774-1776), NCDAH.

HENRY LAURENS TO CAPTAIN SIMON TUFTS 1

Sir -

Charles Town 5th ffebruary 1776

Your long absence together with your silence which we cannot reconcile with your usual attention to business occasions some apprehensions for your safety – especially as we are told that a Man of War & a Schooner Tender have been seen cruising off the southern Inlets within five days past & particularly were seen yesterday –

We send this Canoe as well to bring us intelligence of your situation & safety as to take on board the Gun powder intended for the Battery on Sullivant's Island which we desire you will cause to be packed in one or two right Hogsds. which the bearer hereof will take with him for that purpose & send it in the Canoe We also desire that you will use every means in your power to conduct

the Defence & the Schooner Hawke safely into this Harbour, if you perceive or apprehend danger on the Coast come opposite to New Cut or Wappoo, employ proper Vessels lighten the Defence & come through without delay – We further desire you will attend to any Vessels [] of intention to load in any of the Inlets without proper permits from this Board which you will carefully inspect to avoid imposition by Counterfeits –

By order of the Council of Safety -

1. South Carolina Historical and Genealogical Magazine, IV, 85.

JOURNAL OF THE SOUTH CAROLINA PROVINCIAL CONGRESS 1

[Charleston] Monday, February 5, 1776.

Capt. Benjamin Huger reported, that he, with Capt. [William] Cattell, had on Saturday, agreeable to order, waited on Mrs. [John] Stuart, and her daughter Mrs. Fenwicke, and acquainted them with the order of Congress respecting their persons. That Mr. [Edward] Fenwicke requested, it might be represented to the Congress, that as his wife was in an ill state of health, and required air and exercise, he might have permission to remove her into the country: and that he would be answerable for her appearance at any time, agreeable to the order of Congress or Council of Safety: And that Mrs. Stuart also requested of the Congress, permission to accompany her daughter to John's Island.

Resolved, That Mr. Fenwicke have leave to take his wife into the country; he being answerable, that she shall not depart the colony, and for her appearance at any time, agreeable to the order of Congress or Council of Safety.

Ordered, That no person whatever be suffered to visit Mrs. Stuart, without leave from Col. Moultrie, or the commanding officer for the time being, signified by an introduction by an officer appointed by him for that purpose: And that if Mrs. Stuart shall at any time have occasion to go abroad, with the permission of Col. Moultrie, or the commanding officer for the time being, she shall do so, attended by an officer to be appointed for that purpose.

1. Provincial Congress of South Carolina, 9-10.

JOURNAL OF H.M.S. Scarborough, Captain Andrew Barkley 1

Feby '76 Saturdy 3d Mouth of Coarse [Coosah] River West distant 3 or 4 Leags at 6 AM out all reefs soundings from 12 to 8 fms water Shingly Bottom, at 9 Got up Top Gallt yards & set the sails, ½ past 11 sent the Pinnace & Cutter manned & armed after 2 Vessels at an Anchor in Shore, one of which fired 6 shott at the Boats. at noon fired a Gun & made the Signal for the boats to return,

Modte & fair at 1 PM the Boats returned, hoisted them in & made sail, the Schooner in Company 2 sounded 8 fathms water at 5 single reef'd the fore & Mizn & double reef'd the Mn TS at 6 Bewfort sound NWbW 7 miles, & the SW point of Santalina head, SW byW 4 Leagues at 8 Handed Topgallt sails & brot too MnTS to the Mast at 10 made sail.

Sunday 4th

Tybee West, distant 2 or 3 miles

at 2 AM Wore Ship, sounded from 12 to 10 fms water, lost a hand lead & line, Tybee Light WNW 3 or 4 Leagues, set steering sails, at 9 bro't too MnTP to the Mast, fired a Gun & made the Signal for a Pilot, at ½ past repeated the Signal, at 10 made sail standing off and on Tybee light, repeated the Signal, sent the Schooner in Chace of a Sloop, repeated the Signal, ½ past 11 fired a Gun & made the Schooner Signal to leave off Chace.

First & Middle parts DoWr Latter light airs & Cloudy PM standing off and on Tybee, TKd: occasionally, came out of the Harbr a Pilott boat, at 2 she brot too the Sloop which we sent our Schooner in Chace off loaded with powder,³ Came on board a pilott to carry the Ship in, bore away. at 4 Running over the Bar, the least water we had was 3 fm then the 1st Qr flood at 5 came to anchor in 5 fm water moored with the stream anchor, Tybee light Bearg SE by S 3/4 of a mile.

Monday 5th

At a Single Anchor in Savanah River Georgia

at 6 A M weigh'd the stream Anchr ½ past weigh'd & came to sail, fired a Gun & made the Signal for assistance ½ past 8 Anchd in Cockspur road wth the Bt Br in 5 fm water found here H: Majys Sloops Tamer & Raven & Cherokee Armed Ship, the Block House WNW. weigh'd the Bt Br & warp'd further ahead, at noon let go the Bt Br Anchd in 5 fm water. —

1. PRO, Admiralty 51/867.

2. A schooner from Georgia for Cape Fear, which the Scarborough ordered to join her.

3. The sloop St. John, Gilbert Harrison, master, from St. Croix, with dry goods and gunpowder, Shuldham's Prize List, April 24, 1776, PRO, Admiralty 1/484.

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

February 1776

Laying in Savannah River

Sunday 4

(AM) a sail in sight to the Esd manned and Armed the pilot Boat and sent her Out First middle and Latter mode Came in and Anchored abreast of the Light House His Majestys Ship Scarborough with her prize ² Came in the Pilot boat with a Sloop which she had taken just without the Bar with a quantity of powder on board ³

Monday 5

(AM) The Scarborough made the Signal for Assistance Answered Do at 8 Anchored here the above Vessels Punished Josh Hurley with 2 Dozen Lashes for Insolence. First middle and Latter mode Heard 2 Guns without manned and Armed the Pilot boat and sent her out at 8 came in again and found it to be the Hinchinbrooke Schooner.

1. PRO, Admiralty 51/771.

2. The schooner Violenti, taken February 1.

^{3.} This prize, the sloop St. John, according to Shuldham's prize list of April 24, 1776, was accredited to both the Raven and the Scarborough. PRO, Admiralty 1/484.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS 1

[Extract] Antelope Jamaica February 5th 1776

Sir/. I have received the Duplicates of the four Letters, dated the 5th October 75, and inclose the Duplicate of one, which I wrote, by the last Pacquet.

I beg leave to acquaint their Lordships, that since my last, I've been Served, with Seven more Writs of Habeas Corpus, which I complyed with, for the Reasons, which I assigned in my last Letter, and inclose attested Copies, of the Writs, with the Affidavits & Petitions; for their being Granted, which I hope, their Lordships will approve –

I further beg leave to acquaint their Lordships, that the Squirrel, & Maidstone, have sent in, each of them, an American Schooner, Loaded with French produce – The Squirrels Prize, was taken with French Papers, but on Captain [Stair] Douglas's, finding the Mate, & Three of the Seamen, to be English Subjects, he detained the Vessel, and examined the People, when the Mate, acknowledged her, to be belonging to Philadelphia, and that the Master, had secreted; the English Papers, on which confession; Captain Douglas, sent her into Port Royal, and upon enquiry I find that there is some Gentlemen, in this Island, who came Passengers, in this very Vessel from Philadelphia, to Cape Nichola, & know her to be the property; of a Merchant in Philadelphia – I have therefore, detained her, & shall order, strict search to be made; for the English Papers, which I have not the least doubt, but I shall be able to find – But if I should not, theirs sufficient proof, of her being an American Vessel, for her Condemnation.

The *Maidstones* was from Cape Nichola, bound to the Rebellious Collonies – I beg leave; to acquaint their Lordships, that I have received private Intelligence, from Hispaniola, that the French, are still making every Preparation for War, that they had already arrived, a Reinforcement of 6,000 Troops, with Two Frigates of 20 Guns each, the Troops, they have quarter'd at Cape Francois, Cape Nichola, & Port au Prince. I am likewise inform'd, that the same Warlike Preparations are making, at Martinac & Guadalupe, where they have; sent great Quantities of Arms, & Ammunition –

With regard to the Dissposition of His Majestys Ships & Vessels, under my Command, I beg leave to acquaint their Lordships, that the Squirrel, & Maidstone, still remain on their Cruize, but that I expect them in, in a few Days, as their provisions, are near expended the Maidstone, I shall order to complete again, as soon as possible, and send her out, But as the Squirrel has been Fourteen Months of [f] the Ground, & very Foul & Leaky, I shall get her Careen'd, But as I think the Station, should not be left, without some Ship, I have given Captain [William] Judd, of the Antelope, orders to hold himself in readyness; to Sail, as soon, as the Squirrel arrives, when I propose, hoisting my Flag, on board of her – And as the time of Year, is not yet come, for the Florida's returning to Pensacola, I shall send her out; with the Antelope, all which, I hope, will meet, with their Lordships approbation – I am, with respect Sir [&c.]

Clark Gayton

6 Feb.

JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES 1

[Watertown] Tuesday, February 6, 1776.

Joseph Palmer, Esq; brought down the report of the Commmittee on the Conduct of Col. [James] Cargill.

Read and recommitted, and Mr. [Joshua] Caldwell is appointed on said Committee in the Room of Col. [James] Freeman, absent.

Afternoon.

The Committee appointed to bring in a Resolve for building Ten armed Sloops, reported. Read and accepted.

Resolved, That there be built at the Public Expence of this Colony for the Defence of American Liberty, Ten Sloops of War, of One Hundred and Ten Tons, or Fifteen Tons each, suitable to carry from Fourteen to Sixteen Carriage Guns Six and Four Pounders, and that Capt. Batcheldor [Josiah Batchelder], Col. [Jerathmeel] Bowers and Mr. [Thomas] Durfey, be a Committee with such as the Hon. Board shall join, to provide Materials, and employ proper Persons to build said vessels as soon as may be, for the Purpose abovesaid, and that the Sum of Ten Thousand Pounds be delivered to the said Committee, to enable them to proceed in building, rigging, and finishing said Vessels as soon as possible, and that each one of the Committee be accountable to the General Court of this Colony, when thereunto called by the said Court, for the Money he shall receive.

1. Journal of the House of Representatives, Mass. Arch.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILLIP CALLBECK 1

Copy

Boston 6th February 1776

Sir, I am favor'd with your Letter from Halifax of the 10th January and take the earliest Opportunity to commiserate your Sufferings and to Assure you and all the Inhabitants of the Island of St John's of my Attention and hearty Inclination to afford them every Protection the Naval force I have the honor to Command will Allow.

To promise an immediate complyance with your request of having a Frigate at your Port early in the Spring is what I am afraid I shall not be able to perform as it must wholly depend upon the Arrival of the remainder of the Force ordered to join me, a circumstance which the uncertainty of a Winter's Voyage to this boisterous Climate makes extremely precarious. It is therefore not in my power to do more than repeat my Assurances of granting you all the Protection the Naval Force under my Command and the exigency of Affairs will allow, as I am at this time applyed to for the Protection of four or five Frigates for various and Necessary Services upon this Continent, which I am not Able to comply with.

I am sorry to find from your Account, which Corresponds with many others I dayly receive that the Rebels enjoy so flourishing a trade along the Eastern Coast, and indeed they have been too successful upon every part of it, as well

as with their Privateers. But I persuade myself a numerous Fleet with the Intelligence and Co-operation I may expect from the friends of Government, will enable me to from such a Plan for the ensueing Operations as will put a speedy Stop to their progress.

I wish you a safe return to Charlotte Town, and the reestablishment of your tranquility which I shall endeavour to promote by all Means in my power. I am, Sir [&c.]

M. Shuldham

Philips Callbeck Esqr His Majesty's Attorney Genl of the Island of Saint John 1. PRO, Admiralty 1/484.

JOURNAL OF LIEUTENANT COLONEL STEPHEN KEMBLE 1

[Boston] Tuesday, Feb. 6th. Major [William] Shirreff received an Account from the Master of a Transport of his being taken, from Fort Cumberland, Bay of Fundy, bound to Boston with a quantity of fresh Meat, and carried into a small port near Cape Ann, by three Privateers.²

- 1. "The Kemble Papers," Collections of the New-York Historical Society for the Year 1883 (New York, 1884), I, 67.
- 2. The brig Henry and Esther, carried into Squam on the Cape Ann peninsula.

COLONEL HENRY BABCOCK TO GOVERNOR NICHOLAS COOKE 1

[Extract]

South Kingstown Hill 6th Feby 1776

Sir I had the Honor of recieving your Favour of the 3d Febry at this Place, previous to the Order contained in your Letter, had taken it upon me, Imagining it for the Interest of the Colony to March with part of Capt [Joseph] Stantons Company, that are Equipped to Narregansett Ferry, and have ordered Capt Stanton to March with the Remaind[e]r next Monday. I have the Pleasure to acquaint You that his Company is Full - Capt [Thomas] Potter's Company has 53 Men Enlisted, but are not Equipped with Arms, nor like to be so soon as I could wish, and must beg that your Honor would write to the Committee to exert themselves in procuring the arms. . . . Upon my March down here, I was informed by several Persons that Mr Applin & Dotr Gleason, when Capt Wallace Landed at Point Judith, went and Conversed with Capt. Wallace, without being authoris[ed] by any Officer wich has given vast uneasiness to the good People of this County, upon Examination Mr Applin confessed it was rather Imprudent in him, but his design was to prevent Capt Wallaces Ravaging Mr Nilses House and Distroying his Property. When the Fleet Sailed from Newport Mr Applin pushed from Mr Rowland Robensons. he says that he Imagined they were gowing out in order to meet Admiral Hopkins and he had the Curiosity to see the Engagement. I Observed to him that it was high time for every man to choose his side, and for him to be so over Officious as Twice to have a Conference with Capt Wallace gave great reason to suspect that he was a dangerous Person, and Inimical to the Libertys of America - Doct Gleason says that he said nothing to Capt Wallace and only spoke to Sam Wickham who is a Person that ran from Newport on Board the Rose, with the Advise of the Attorney General,

Coll Brown, Esqr Holden, Mr Jno Potter and Mr Sylvester Gardiner, I ordered them to stay upon Littlerest Hill, upon their Parole 'till your Pleasure could be known, that they might not be upon the Sea-Coast to give Intelligence or converse with any of the Officers of the Kings Navy. When Capt Wallace Fired upon Conanicut, Do[c]r Gleason went on as he says to assist the Women and Children in gitting off – I saw him upon Conanicut but he had no Arms – I believe for their Imprudence, at least in Terrer to others it would be best to continue them there for some time yet – I Hope this will meet with your Honors Approbation – I am Sir [&c.]

Henry Babcock²

- P.S In Justice to Capt Joseph Stanton, I must say he has taken unwearied pains to Equip the men-
- 1. Letters to the Governor, 1776, vol. 8, R.I. Arch.
- 2. Commander of the Rhode Island State Regiment, formed January 16, 1776.

OWNERS' BOND FOR THE SLOOP *Hope* BOUND ON A VOYAGE TO CONNECTICUT OR NEW YORK ¹

Know all Men by these Presents that I William Greene of Warwick in the County of Kent in the Colony of Rhode Island &c. Merchant am held and firmly bound unto Joseph Clarke Esqr. General Treasurer of the said Colony 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 Colony to which Payment well and truly to be made I bind myself my Heirs Executors and Administrators firmly by these Presents. Sealed with my Seal Dated the Sixth Day of February in the Year of Our Lord One Thousand Seven Hundred and Seventy Six

Whereas James Sweet Master of the Sloop *Hope* burthened about Eighty Tons and owned by the abovenamed William Greene is bound by Permission of the Honble Nicholas Cooke Esqr. Governor of the said Colony on a Voyage with his said Sloop to the Colonies of Connecticutt or New-York in Ballast only – Now the Condition of this Obligation is such that if the said James Sweet shall proceed to the Colonies of Connecticutt or New-York and there take on board the Produce of the Country or other Articles under the Direction of the Committee of Inspection of the City Town or County where he shall lade and take on board his said Cargo and also bring back proper Certificates both of Exports and Imports from them and lodge the same in the Office of the Secretary of the said Colony within three Days after the Return of said Sloop and further shall not proceed to any Port or Place not being within the United Colonies, the Danger of the Seas and Seizure by an Enemy always excepted then this Obligation shall be void or else in full Force.

Sealed and delivered in the Presence of Esther Ward Henry Ward

William Greene

1. Maritime Papers, Bonds, Masters of Vessels, R.I. Arch.

MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK 1

[Albany] February 6th -

Yesterday Col: [Rudolphus] Ritz[e]ma arrived from Canada and brought me a Letter from General Wooster, Copy whereof inclose – Colo: Ritzma does not think it possible to compleat two Regiments out of the last Campaign's Troops now in Canada – I shall be agreeably disappointed if one can be raised there – I have advised Colo Ritzma to proceed to Philadelphia that Congress may have an Oppertunity of examining him as to our affairs in Canada. The civil police of that Country I am very certain claims immediate Attention. Its Arrangements ought not to be left to any Military Commander who must necessarily have his Hands full of other Business.

Enclose an Account that has been sent me by Governor [Philip] Skene's Overseer. He supposes that by this Time a much greater Quantity of Staves than what he has charged are destroyed. I have so many Applications of the like Kind that I am ashamed of the Conduct of our Troops – Tories and Whigs are indiscriminately the Object of plunder whenever a fair Oppertunity offers – You cannot Sir imagine how detrimental this is to our Cause and what Remedy to apply I know not – I have given Orders: I have entreated the Officers to attend and prevent such scandilous Depredations, but all in vain.

I believe there are very few Arms left in Canada either of those found in the Garrisons taken, or those left by the Soldiers – What is become of them? They are stolen and brought down the Country; very few fit for any Thing are left in Store here – How the Regiment raising in Connecticut is to be supplyed here – If I should have a Number sufficient they will hardly be worth the carrying – The Arms of the two Companies from Pennsylvania that are arrived are also much out of Repair – Could not the Arms taken from the Tories on Long Island be immediately sent up? I conceive that the Quantity of powder Congress has ordered up is vastly short of what will be wanted in Canada let the Fate of Quebec be what it will – Fifteen Tons would not be too much. I am [&c.]

Ph: Schuyler

1. Papers CC (Letters of Major General Philip Schuyler), 153, I, 504, 505, NA. Continuation of a letter of February 4, 1776.

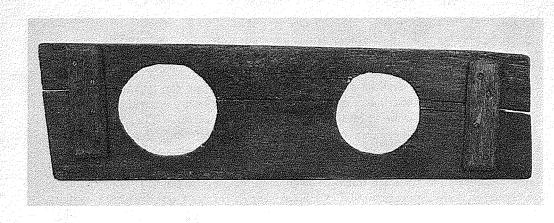
ABRAHAM LOTT TO THE NEW YORK COMMMITTEE OF SAFETY 1

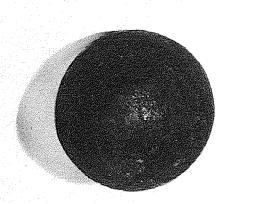
New-York, February 6th, 1776.

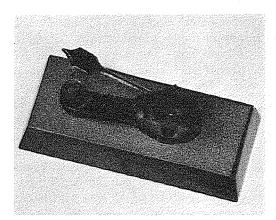
Yesterday, at 2 h. P.M. Mr. Lott received the enclosed order, for sea provisions for His Majesty's ship *Mercury*,² which he thinks he is at liberty to supply, pursuant to the order of the Honourable Congress, in August last; but being desirous to act, so as not to give offence in these difficult times, humbly begs the advice and direction of this Honourable Committee, whether the command shall be complied with or not?

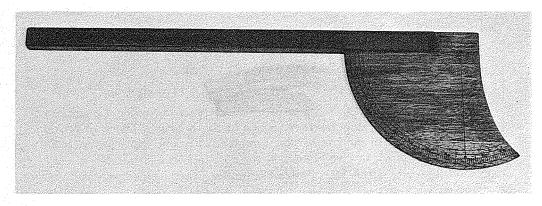
1. New York Provincial Congress, II, 193.

^{2.} From John Herring, purser of H.M.S. Mercury, February 5, 1776.









(Top) Wooden shot gauge for 12 and 9 pound shot. (Middle left) 12 pound shot. (Middle right)
Powder tester. (Bottom) Gunner's quadrant.

JOURNAL OF THE NEW YORK COMMITTEE OF SAFETY 1

In Committee of Safety, New-York, Feb. 6th, 1776.

Abraham Lott, Esqr. attended, and informed the Committee that the purser of His Majesty's ship *Mercury* had sent to him (as agent victualler of His Majesty's ships in this port) a list of sundry provisions required for the said ship *Mercury*, and mr.Lott desired to know whether he be at liberty to supply the said ship *Mercury* with provisions.

Ordered, That Mr.Lott be informed, that it is the sense of this Committee that he ought not to supply the said ship Mercury with provisions.

1. New York Provincial Congress, II, 194.

WILLIAM HOOPER TO JOSEPH HEWES AND JOHN PENN 1

My dear friends

New York Feby 6th 1776.

I leave this early tomorrow morning, I have been detained here all day writing, fishing for intelligence of Genl. Clinton's destination. What the inclosed conveys I think you may be depended upon. Therefore write all your friends to stand forth & to exert themselves. Pray press the matter on Mr. Thos. P [Jones?] urge him to call forth the back Country.

In the letters you write you need not mention my absence, tho you may if you think it necessary, I care not much about it – You will subscribe my name to any Official letter you may send.² I am affectionately yrs

Wm Hooper

[Enclosure]

My dear friends Upon my arrival here I found that the Mercury Man of War with General [Henry] Clinton on board, and a Transport under his convoy had come into this Harbour on Saturday last [February 2]. This occasioned much Speculation & till last evening their destination remained a secret. It is now confessed & it is generally believed, for my own part I have not the least doubt of the fact that Genl Clinton is on his way to North Carolina. The particulars as far as we have been able to obtain information of them are these, that 7 Regiments are to embark on the first day of December from Great Britain from thence to proceed to Hampton Road there to wait till Genl Clinton joins them with the small body of troops which he carries with him from Boston, & When with the Advice of Govr Dunmore they have settled the plan of operations, they are to proceed to North Carolina to make an impression into that & the adjacent Colonies. Clinton says that three Transports sailed with him from Boston having on board 200 light armed Troops, that they left him in a Snow Storm of [f] Sandy hook. His object in coming in here is probably to confer with Gov [William] Tryon & carry off what ordinence stores he can pillage from hence. We have just received information that the Men of War have dispatched their Barges to Turtle Bay to possess themselves of some Cannon Shot which are there, Genl [Charles] Lee sends a party to oppose them.

It will immediately occur to you that it is necessary that our Constituents should be informed of this new Maneuvre, that their best efforts may be exerted

to defeat the purposes of it. When I consider the defenceless state of No Carolina arising from a want of Arms & Ammunition, the divided sentiments of the people, the effect it might have upon the Highlanders & Regulators if Governour [Josiah] Martin supported with a body of Troops should introduce himself amongst them, I am importunate that no stone should be left unturned to protect in that province the friends to the American Cause. I need say nothing to stimulate you to contribute every thing in your power I do not affect to dictate, I beg leave to hint to you that it will be prudent immediately to send off an Express to Edenton with the Intelligence I herewith afford you, & thereby to recommend to them to call as soon as may be the Provincial Congress to take such measures under their Sanction as may prevent the cause of America as far as [North] Carolina is concerned in support of it going to total destruction.

I leave to you whether it will not be prudent to assemble in Arms all the well affected part of the back Country, that they may [serve] to keep in order those of contrary sentiments and may be prepared to march at a moment's warning to any part of the Sea Coast of No Carolina or Virginia where the enemy may attempt to land, It will answer another good purpose as it will give them some little discipline before they are brought into action. I would not confine this to the back Country the Inhabitants on the Sea Coast must be put in the same readiness General Officers must be appointed, one Brigadier General for each district, a General & Lieutent Genl over the whole. I think it a matter of supreme importance that the River of Cape fear should be obstructed - the Navigation also should be impeded at Newbern - I leave to you the propriety & possibility of effecting it there & elsewhere - Attention ought to be given to providing Cannon particularly Field pieces - I wish the Gunpowder &c intended to go by the new Waggon were on the way - In a Word I think every thing is now at stake with us, & unless the whole force of our province is called forth - farewell to all our Struggles for freedom, We must be satisfied to sit down the Spectators of the Triumphs of our Enemies over our dearest rights & privileges, condemned to abject Slavery, as the reward of our successless virtue - May Heaven avert it -

In the letter to our Provincial Council I hope nothing will be omitted that may work upon their Reason, or affect their passions, You well know the avenues that lead to their Hearts, I am sure you will pursue them attentively. Seven Regiments 680 each with the accession of Tories is a very formidable force, it will require their best abilities to oppose it. A large Sum of Money must be had from the Congress our Treasury is exhausted, Our Wants upon this occasion will be great & urgent – Pay subsistence Warlike Stores must be had – must be answered with money.

By this Time the Troops from England are in Hampton Road, to morrow Genl Clinton sails from this, Not a moment ought to be lost in sending off your express – a delay might involve our province in irremediable ruin – I think it would be attended with beneficial consequences that one or more of the delegates of No Carolina were at home, I cannot take it upon me to Urge you or Mr Penn at this disagreeable Season to undertake a Journey home, sure I am Much benefit might arise from your presence the [re] & should one or both of you think

such a measure necessary I will instantly return to Philadelphia to supply your places as far as I am capable, or will take that Service upon myself if you think proper to enjoin it.

It is necessary that the whole province of North Carolina be alarmed, therefore direct that your Expresses be published thro the whole of it, – & by all means communicated to the Inhabitants of Mecklenb[urg]h County as soon as possible Adieu, I write this in such a hurry that I cannot answer for its inaccuracies, I have not time to go over it again. Pray forward the enclosed when you send your express. I am my dear friends [&c.]

W^m Hooper

Col. [Benjamin] Harrison says the *Mercury* mounts 26 Guns – Clinton no doubt gets good information here as to our back County from Gov Tryon &c – Write me if an Oppty offers to the Eastward suddenly – Lord Stirli[n]gs Regt expected here every hour – all in confusion – I have a piti for [James] Duane, My love to him & God have mercy on his Tory City this in Secret Will it be necessary to say any thing of drawing home our Troops ³ – better I think to leave it to [the] discretion of the Provincial Council.

Pray urge the Council not to wait for the Provincial Congress before they proceed to take measures for their defence

- Hayes Collection, NCDAH Photocopy. Original in library of Hayes Plantation, Edenton, North Carolina. Hooper, Hewes and Penn were North Carolina delegates in the Continental Congress.
- 2. Hooper was on his way to the camp at Cambridge.
- 3. The North Carolina troops under Colonel Robert Howe, in Virginia.

WILLIAM HOOPER TO SAMUEL JOHNSTON, EDENTON 1

My dear Sir

[New York] February 6 1776

The express who come [with] this will inform you by a letter to the Provincial Council of North Carolina addressed by their delegates, that Genl [Henry] Clinton is at New York in the *Mercury* of 26 Guns bound to Hampton in Virginia with 3 transports of 200 light troops, there to join 7 Regts from England & from thence proceed to North Carolina, & in all probability to Cape fear; as they go upon Govr [Josiah] Martins requisition they will probably proceed immediately to join him – I flatter myself you will prepare for their reception.

Much attention should be paid to prevent our Pilots convoying the Ships – to prevent their obtaining fresh provisions – Might not our Rivers be obstructed, Narrow passes secured, bridges taken up – Mud batteries thrown up, Some Cannon placed advantageously – Must not every man a friend to the Cause, and capable of duty turn out with his musquet, Do we not now play a Game, where Slavery or Liberty are the Stakes – but why do I teys [tease] you who are much better capacitated to judge of the proper measures to be pursued than I am – but suffer me – Must you not have Brigd Generals, in districts and Superiour Officers over the whole – Must not very large bodies be placed immediately along the Sea Coasts – Where I to advise the whole force of the Colony should be collected ready for immediate exertion when called upon, & bid adieu to plough shares

pruning hooks till the Sword can find its Scabard with safety & honor to its [bea]rer – My first wish is to be free – My second to be reconciled to G. B. God grant that both may soon take place –

Measures must be taken immediately e'er this the Troops of the Enemy are in your Country May you Stand forth like Men & fight the Cause of Liberty the Cause of the living God.

Adieu My dear Friend When we meet may we meet in peace & happiness [&c.]

W^m Hooper

[P.S.] [Charles] Lee is in New York with 1000 Conne[c]t Troops the *Phoenix* of 40, *Asia* of 64 *Mercury* of 26 Guns lying before the Town – I fear New York will not long have a being – Pray write Harnet [Cornelius Hartnett] & Maclain concerning the Pilots –

1. Emmet Autograph Collection, NYPL.

JOURNAL OF THE CONTINENTAL CONGRESS 1

[Philadelphia] Tuesday, February 6, 1776

A letter from the committee of safety of New York dated — [February 4] was read, informing that General Clinton was arrived at New York, but that it was apprehended his destination was to the southward.

Ordered, That a copy of the said letter be sent to the southern colonies.

The Committee on the regulations of trade, after the first of March next, brought in their report, which was read, and referred to Thursday next, to a committee of the whole.

Resolved, That a committee of five be appointed to consider and bring in a resolution respecting the exportation of naval stores for the public service:

The members chosen, Mr. [Joseph] Hewes, Mr. [Francis] Lewis, Mr. [Samuel] Ward, Mr. [Robert Treat] Paine, and Mr. S[amuel] Adams.

1. Ford, ed., *JCC*, IV, 112-15.

DIARY OF RICHARD SMITH 1

[Philadelphia] Tuesday 6 Feb. A Comee of 5 chosen to get Naval Stores from N Carolina to our Men of War building in New England –

1. Richard Smith's Diary, LC.

SAMUEL CHASE TO DANIEL OF ST. THOMAS JENIFER 1

Dear Sir.

Philada Feby 6th 1776.

The Congress just now received the letter from the Council of safety of N. York, pray dispatch copy to Virginia by the post or if gone by express to their convention. a Brig is arrived to Mr [Robert] Morris with 15 tons of Powder & $1500 \, \text{stand}$ of Arms – 5 Tons & $500 \, \text{arms}$ belong to our province

Adi[eu] S.Chase. in Congress.

1. Correspondence of Council of Safety, Md. Arch.

JOSEPH HEWES TO SAMUEL JOHNSTON, EDENTON 1

Dr Sir

Philada 6th Feb. 1776

I have but just time to enclose you a Copy of a Letter from the Committee of Safety of New York; Our Accts from the Camp are that two Regiments in a number of Transports Men of War, Bomb Vessels &c. are sailed, Supposed for Virga or the Carolinas, that General [Henry] Clinton had sail'd with them, I hope Our province will be on their guard, and that You are in great forwardness with your third Regiment. I have not time to add more yours &c.

J. Hewes

1. PML.

CONTRACT BETWEEN NICHOLAS AND JOHN BROWN AND THE SECRET COMMITTEE OF CONGRESS ¹

Memorandum That it is agreed by and between Nicho Brown and John Brown of Providence in the Coloney of Rhod Island Merchts of the one part and Samuel Ward, Benja Franklin John Alsop, Francis Lewis, Josiah Bartlet, Joseph Hews, Thomas M'Kean, Robt Morris, and Robert Alexander Esgrs Members of the Committee of Secrecy Appointed by the Honbl Continental Congress of the Thirteen United Colonys of North America of the Other Part -That a Voyage or voyages Shall be Understd to Some proper port or ports in Europe for the Speedy procuring ten Thousand good Striped Blankets for soldiers at four Shillings and Six pence or five shillings stg or Near that Price for each Blanket, Nine Thousand & two Hundred Yards of 6/4 Broadcloth the Collours to be Brown and Blue for Officers and soldiers Uniforms and eight Hundred yards of 6/4 broad Cloth of Different colours Suteable to face them the graitest part of the Cloths being for privates to be About four shillings stg p Yard That for the Officers Six shillings stg per Yd Ten Tons of Lead & two Hundred & fifty Stands of Good Arms Such as are used by the infantry of France with fifty Barrels, of One hundred pounds weight each, of Good Gun powder. If Any of the particular Articles here enumerated are not to be had, then a graiter proportion of such as are at Market to be purchased and in default of Any of these then to purchase Roussia or Ravens Duck Ticklenburgs Ozenabrigs or vitrys or Others Course Linnens or, Course Woollens fit for soldiers or sailors Use - That the Vessel or Vessels shall be chartered for the Use of the United Colonys, who are to bear the Entire resque of the Goods exported and Imported, the Owners of the Vessel, or Vessels employed to run the resque of the Sea and the United Colonys to ensure them Against all British Captors. The Vessell or Vessels employed to Run the resque of the sea and the United Colonies to ensure them Against All British Cap-The Vessels to be valued by Govr [Nicholas] Cooke who are Also to estimate the Monthly hire of Said vessels or the freigh to be given on the Goods exported and imported, and it is further Agreed that five per Cent Commissions Shall be Allowed the Said Nicholas Brown & John Brown for purchasing the Cargoes to be Exported two and a half PrCent on the Sales thereof in Europe and two and an half pr Cent for purchasing the Returns. The above mentioned goods to be imported are to be put on Shore in Some Safe and Convenient harbour in the United Colonies to the Eastward of Chessopeak Bay and Notice thereof given to a Quorum of the Said Committee of Secrecy as Soon as possible, and the Said Nicholas & Jno Brown do here by promise to Render an account hereafter to the Said Committee of Secrecy for the Sum of twenty four Thousand Dollars now advanced to them

By Sd Committee Wittness our hands Philadelphia February 6. 1776
In behalf of & by Virtue Sam Ward

of a Power for that Josiah Bartlett John Alsop
Purpose Frans Lewis B Franklin
Josiah Hewes Joseph Hewes

1. Nicholas Brown Papers, JCBL.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY 1

In Committee of Safety. Philad'a, 6th Feb'y, 1776.

Resolved, That Messrs. [James] Mease, Mr. [George] Clymer, & Mr. [Samuel] Howell, be a Committee to treat with Messrs. Bayard & Hodge, concerning the importation of a Number of Firelocks from foreign parts.

1. Pennsylvania Colonial Records, X, 477, 488.

JOURNAL OF THE SOUTH CAROLINA PROVINCIAL CONGRESS 1

[Charleston] Tuesday, February 6, 1776.

Resolved, That the Council of Safety do forthwith cause the Marsh and Hog-Island creek channels, in Charles-Town harbour, to be so effectually stopped, as to prevent the passage of ships of war through either. And that they do also cause such land-marks as they shall think proper, to be so removed or disguised, as to render the passage over the bar as difficult as possible.

1. Provincial Congress of South Carolina, 11-14.

MINUTES OF THE SOUTH CAROLINA COUNCIL OF SAFETY 1

In the Council of Safety, [Charleston], Tuesday, Feb. 6th, 1776.

In consequence of a following resolution entered into by Congress this day, viz.

[See Journal of Provincial Congress]

The immediate attendance of Capt. [Edward] Blake, and of all the pilots, was ordered.

Capt. Blake, Mr. [Alexander] Elsinore, Mr. [Benjamin] Stone, and Mr. [Jacob] Waldron attended accordingly.

After some conference with them,

Ordered, That Mr. Elsinore, Mr. Stone, and Mr. Waldron do immediately procure proper boats and assistance, and with them proceed and destroy every

land-mark that can in the least contribute to the safe passage of vessels over Charlestown bar, and the channels within the same. And that they do also sound and stake out the most proper places in Hog-Island Creek, and the Marsh channels, for effectually obstructing the passage of ships through either; and immediately after making a proper report thereof to this board.

Capt. [Charles] Morgan applied for a permit to load rice and Tobacco on board the sloop Swift, to amount of military stores imported by him for the public.

Ordered, That Mr. President be authorized to do this business.

1. Collections of the South-Carolina Historical Society, III, 250-52.

MASTER'S LOG OF H.M. ARMED SHIP Cherokee 1

February 1776 Moored at Cockspur Sunday 4th A M heard several Guns fired in the Offing. Do The Tamers Tender went out with pilots. Moderate and fair Wear at 4 P M came in here His Majesty's Ship Scarborough wth 2 Prizes a Schooner in Ballast and a Smugling Sloop with 52 Casks of Powder on board Sloop's Name St John, Harrison Master² Moderate and fair Wear Monday 5th P M empd Starting all our Salt Water and sent the Empty Casks a Shore to be repaired A M empd Wooding and Watering Do came in here His Tuesday 6th Majestys Armed schooner Hinchinbrook.

1. PRO, Admiralty 52/1662.

2. See Journal of H.M.S. Scarborough for details of the prizes.

7 Feb.

LIEUTENANT COLONEL EDWARD ANTILL TO MAJOR GENERAL PHILIP SCHUYLER 1

Copy

Point aux Fere 7th Feby 1776.

Dr Sir. As so much depends upon immediate Relief in Canada and a proper Arrangement in Canada to carry those Intentions into Execution I cannot help being greatly alarmed and much shocked to hear of the great Confusion and Irregularity now at Montreal for particulars refer you to Mr McCarty the Bearer who is a Friend to the Cause and may be depended on unless those Things are put upon a better Footing Mens Reputations in the Service as well as the Service itself will greatly suffer and the Canadians will form an indifferent opinion of us. Coll. [Moses] Hazen requests me to mention this Matter and am with Respect [&c.]

Edw^d Antill

1. Papers CC (Letters of Major General Philip Schuyler), 153, I, 536, NA.

JOURNAL OF H.M.S. Fowey, CAPTAIN GEORGE MONTAGU 1

February 1776

Moored off Baker's Island

Wednesday 7.

AM fired 17 Nine Pdrs at a rebel Privateer turning in thro' Baker's Island Channell, for Salem – Scraped between decks. Moderate with snow

at 6 PM Anchored here his Majesty's Brigg the Hope.

1. PRO, Admiralty 51/375.

JOURNAL OF THE MASSACHUSETTS COUNCIL 1

[Watertown, Wednesday, February 7]

A Bill intitled an Act for Encouraging the Fixing out of Armed Vessels – having passed the House of Representatives to be engrossed. –

In Council Read a Second time and passed a concurrence to be Engrossed.

1. Mass. Arch., vol. 34, 596.

JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES 1

[Watertown] Wednesday, February 7, 1776.

The Committee on the Petition of Jeremiah Obrian, brought from the Hon. Board the 2d. current, reported. Read, and re-committed.

The Committee on the Petition of Jeremiah Obrian, again reported. Read and accepted.

In the House of Representatives Feby 7th 1776 -

Whereas it is of Importance that the Enemies of the [se] Colonies should as far as possible be deprived of Necessary Supplys whereby they may be render'd the less capable of distressing these and the other Colonies aforesaid, and to effect this purpose it is Expedient, and necessary Armed Vessels should be fitted out and Employed to prevent supplies getting into the hands of our said Enemies – Therefore Resolved, That the Committee of Correspondance, Inspection, & Safety of Newbury Port with Jeremiah Obrian be a Committee to prepare, and in all respects Equip, and Man with Fifty Men each including Officers the Sloop Machias Liberty, and Schooner Diligent now lying at Newbury Port, and that the said Committee recommend such proper persons to the Honble Council as may be necessary for Officers of said Vessels for the purposes above mentioned and when said Vessels are prepared as afore [said] the Officers belonging to said Vessels be Commissionated by and follow such directions as they shall receive from time to time from the Council of this Colony

And it is further Resolved, That the following sums set against the several Officers, and Men Engaged in the above Service shall be paid them upon their faithfully discharging the duties assigned them –

vizt A

p Month			p month
Captain	£4	Carpenter	£110/-
[1]st Lieut	£3	Gunner	£110 -
2d Lieut	£210/-	Pilate & Quarter Master	£110 -
Surgeon	£210/.	Steward	£110 -
Master	£2-	Master at Arms	£110 -
Boatswain	£110/.	Foremast Men	£14 -

And for further Encouragement to the said Officers & Seamen – It is Resolved, That they shall be Intituled to One Third the proceeds of all Captures that shall be by them made, and finally Condemned agreeable to a Law of this Colony made, & passed in the present Session of the General Court Intitled "An Act for fixing out Armed Vessels, and for the Trial, and Condemnation of Vessels, that have been Employed in aiding, and Assisting our Enemies" and in such proportions as is allowed the Officers, and Seamen of the Armed Vessels fitted out on Account of the United Colonies by his Excellency General Washington.

A

Sent up for Concurrence

J Warren Spkr

[Endorsed] In Council Feby 8th 1776

Read & concurred with the amendment at A vizt at A insert "The above establishment to continue untill the last Day of December next, unless this Court should think it expedient to discharge them sooner" – sent down for Concurrence

Perez Morton D Secry

In the House of Representatives Febry 17th 1776

Read and concurr[e]d - Sent up

William Cooper Speaker Pro Tem

[In Council] Consented to

Afternoon²

Benjamin Lincoln, Esq; brought down a Letter from Mr. Nathaniel Shaw, Jun. dated New-London, Feb. 5, 1776, relative to the Arrival of Capt. [Joseph] Packwood with Powder.

Read and committed to the Committee appointed by a Resolve of this Court, which passed the House the 10th of January last, to settle the Accounts remaining unsettled on the Books of the late Committee of Supplies, and to take Care of several Cargoes, &c. And the Committee are directed to take Order with respect to the Sum left in St. Eustatia and Martinico, by Capt. Packwood to purchase Powder.

And David Cheever, Esq; is hereby appointed on said Committee, in the Room of Col. [Elisha] Porter.

Michael Farley, Esq; brought down a Bill for encouraging the fixing out of armed Vessels, &c. and of repealing a former Act for that Purpose.

1. Mass Arch., vol. 208, 166.

^{2.} The text of the first two paragraphs and the afternoon session are from Journal of the House of Representatives, Mass. Arch.

Journal of the Committee Appointed to Build Two Continental Frigates in Rhode Island $^{\scriptscriptstyle 1}$

[Providence] Feby 7th 1776

Meeting in being according to Adjournment -

Voted. That Capt Charles Jenckes be imployed to get all the Barr Iron, Timber, Boards, Navil Stores &c now brot to be brot from Newport to Fogland ferry to be shipped up here as soon as possible. and that Mr Gladding bring all the Locus & Sparrs from Bristol Ferry, and are Acc[ord]ing to be wrote to for this purpose.

Voted. That 400 Good Fire arms, 400 Good Pistols 40 Swivil Guns & 400 Cutlasses be procured by Messrs Clarke & Nightingale as soon as may be at the resque of the Continent. –

Voted. That Mr Joseph Russell go to Attleborough to morrow to hurry the timber in as fast as possible, that Mr John Smith go to Cumberland for the same purpose and that Mr Daniel Tillinghast go to North Providence and Smithfield, and Mr Benoni Pierce go to Cranston & Johnston for the same purpose, that 10/ P Ton be given for carting all common Timber from 8 to 9 miles distance and 7/ P Ton be given from 4½ to 6 miles distance and that a further reasonable allowance be made for the Carting of all crooked or bad Timber, or for geting it out from bad or difficult Places.

Reck[on]ing 22/6 paid by [blank]

Meeting adjourned to Fryday evening 6 o'clock

1. Journal R.I. Frigates, RIHS.

Brigadier General William West to Governor Nicholas Cooke 1

Hon'd sir

Head Quarters Middletown 7th Feby 1776

I take this oppertunity to Inform you that on the 4th Inst. the Ministerial fleet under the Command of Capt [James] Wallace, went to Point Judith & took on Board about one Hundred Sheep 2 Cows Seven Load of Hay & from many Circumstances no doubt Capt Wallace was well inform'd how matters Stood at Point Judith & in a particular manner it is strongly Suspected that Joseph Aplin & one Doctor Gleson was some of the persons that aided & assisted in the plan to get the Stock Said Aplin went over the Ferry a day or two before the Fleet went to Point Judith was Brought too by Capt Wallace, what the Conversation was have not yet Learnt. He has from time to Time at the Town Meetings & Counsells in Newport steadily made it his Business to Inflame the minds of the People against Providence & the rest of the Colony & in a Particular manner against me telling the Town Councell that my Letters were filled with Chicanery & Deceit, many other things he has been guilty off in this way, upon which I gave orders to Mr Benja Stelle to proceed over to South Kingstown & to make what inquiry he could & take up said Aplin or any other Person that he should have good Reason to Suspect of aiding or assisting in the Point Judith affair. I shall Collect all the Evidence that I can relative to said affair as soon as possible & send them to you, there will be severall respecting the Conduct of Aplin

sir I am sure as Long as the Boats pass within Hale of Wallace it puts it out of my power to keep intelligence from him & every intelligence he wants he gets & by that means knows every Spot were we have men & where not & what Situation they are in which Gives him great advantage to make Devastation in the Colony sometimes in one place sometimes in another, endeavouring to Visit the place where there is fewest Men, it is my Candid opinion founded on good Circumstances that had it not been for the Intelligence Capt Wallace got by way of the Boats, & that from our own people there would not have been one House Burnt on Conanicutt nor prudence nor one Creature taken off of Point Judith & now sir as he has lately taken Stock which is Contrary to the Act of Government & in receiving his Supplys therefore should be Extreamly Glad of instruction from your Honor as to Boats passing & Wallaces supplys – I am with Regard [&c.]

W^m West

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

Major General Philip Schuyler to John Hancock 1

[Extract]

Albany Feby 7th 1776.

Sir. Since my last to you by Colo: [Rudolphus] Ritz[e]ma, Major [Matthias] Ogden is arrived from Quebec with the inclosed to you from General [Benedict] Arnold. he also delivered me a Letter from General [David] Wooster Copy whereof with Copy of a Return of the Military Stores in Canada I also inclose.

By the Return of the Military Stores you will see how vastly deficient we are in almost every Article, and how necessary it is that a Supply should be sent – I have it not in my power to send any Thing for I have Nothing.

Mr [Joseph] Trumbull's Deputy goes to Canada with what little Money there is in Chest – I have desired him to take all the Money he can get in Canada and draw upon this principal here – a considerable Sum I believe will be got in that Way, as a Number of Merchants are gone with vast Quantitys of West India Goods – I have encouraged them to bring Blankets and such things as our Army may stand in Need of and that whatever might be wanted would be purchased of them.

The Captains of the two pennsylvania Companies have this Moment informed me that their Men are without Mittins and Mockinsons, of the latter I have only been able to procure about 120 pair, of the former I have none; I shall try to supply them some how or other – I could wish that every Colony in which Troops are raised supplyed the Men with all these Necessaries – It causes a long Detention here and after all they cannot be equipped as they should be.

The Troops in Canada will be in great Want of Shoes; Major Ogden informs me that none are to be had there, nor can I get any here. I have employed people to purchase what they can get.

Be so good as to send up Money that the Connecticut Troops may be paid – I have been under the Necessity of allowing the pay from the places where they were discharged until they got Home, and for their Subsistance on the Way – If I had not done this the recruiting Service would have gone on very tardily.

The Accounts of Monies advanced to any of the Regiments for the Northern Army should be transmitted to the Deputy pay Master General as soon as the Regiments march otherwise the same Confusion will take place that has distressed us so much last Year. I shall take the Liberty to make this Request to the different Colonies. I am Sir [&c.]

Ph: Schuyler

1. Papers CC (Letters of Major General Philip Schuyler), 153, I, 506-08, NA.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY 1

[New York] Die Mercurii, 10 HO. A.M. Feby. 7th, 1776.

Mr. Saml. Franklin informed the Committee and the Members of Congress present, that his ship Sally,² loaded with salt and in the custody of Capt. [Hyde] Parker or his order, is in great danger from the ice; that Capt. Parker is willing that he should cause the said ship to be brought to Lupton's wharf, on his giving security to have her kept safe and returned to Capt. Parker on his request; and Mr. Franklin requested the advice and direction of the Committee of Safety in that matter. Mr. Franklin withdrew.

After some time spent therein, the Committee of Safety and the Members of Congress are of opinion that they ought not to give any directions therein to Mr. Franklin, for which they assigned to him their reasons.

1. New York Provincial Congress, I, 285.

2. Seized by H.M.S. *Phoenix* on February 3, when entering the harbor from Alicante. Shuldham's Prize List, April 24, 1776, PRO, Admiralty 1/484.

"Extract of a letter from New-York, Feb. 7." 1

The town is in the greatest confusion. The Congress have recommended for the inhabitants to move out. The *Mercury* man of war has demanded three months provisions, which is refused. Lord Sterling came to town this morning, with [New]Jersey forces.

Extract of another letter from New-York, Feb. 7.

The Governor sent for the Mayor, and desired him to assure the public, that General [Henry] Clinton was only come to pay him a visit on his way, and that the troops should not land here; nevertheless it was thought necessary to keep a strict look out, for fear they should land by surprise, in consequence of which half of our battalion kept guard all night, the other half the next, and the second battalion are doing the same. Nothing hostile has yet commenced, but God knows how soon it may. The ice obliges the ships to warp close to the wharf. This day the ice in large cakes was chock from side to side, and many people upon it.

1. Pennsylvania Evening Post, February 10, 1776.

WILLIAM McDermott to John Kelly 1

[Extract]

Asia, 7th February.

Dear Sir – I suppose by this time you have heard of my situation, but thank God have escaped their villainous treachery in attempting to make a prisoner of me for bringing intelligence on board the King's ships, which I now dare to say they were not far out. Captn. Vandeput has treated me very kindly and has recommended me to Genl. Clinton, who sails on a secret expedition the morrow on board the *Mercury*, I believe for Virginia, but is kept a profound secret. He has got a number of recruits on board the transport. I shall embrace this opportunity of going with him, as I make no doubt, from what Captn. Vandeput told me, I shall meet with success. It distressed me beyond expression that I had it not in my power to bid you farewell; but when you consider my situation, I need not make an apology, as I am persuaded it will be the last letter I shall have the pleasure of writing to you.

1. New York Provincial Congress, II, 167. An intercepted letter.

JOURNAL OF THE CONTINENTAL CONGRESS 1

[Philadelphia] Wednesday, February 7, 1776

[Resolved] That a like order be drawn in favour of the Naval Committee, for the sum of 20,000 dollars, to enable them to discharge the debts by them contracted, the said committee to be accountable:

A memorial from Murray, Sansom & Co. Jacob Watson, and Frederick Rhinelander, of the city of New York, was presented to Congress and read:

Resolved, That the same be referred to a committee of three:

The members chosen, Mr. [] Lee,² Mr. [Thomas] Nelson, and Mr. [George] Read.

A petition of Pierre Le Fargue was laid before Congress and read, Resolved. That the same be referred to the Secret Committee.

1. Ford, ed., JCC, IV, 115-17.

2. The Journal does not specify whether the selection was Francis Lightfoot Lee or Richard Henry Lee, both delegates to the Congress from Virginia.

DIARY OF RICHARD SMITH 1

[Philadelphia] Wednesday 7 [February] A Frenchman who had brought into this Port Ammunition now requested Leave to export Produce therefor,² it was referred to the Secret Comee –

1. Richard Smith's Diary, LC.

2. Pierre Le Fargue.

	INVOICE OF FLOUR	ON BOARD	BRIGANTINE	Fortune.	FOR THE	WEST	INDIES 1_
--	------------------	----------	------------	----------	---------	------	-----------

244 Barrls bought of Ed Hanson 701 of Sundries 146 of ditto	C Q lb 480110 1399027 304025	a 13/6 13/ 12/6	32447½ 909.101½ 19029½
221 of ditto	44609	12/	267. 13
1312 1242 Casks	2629315	a 21d.	108. 13 6
70 ditto do	23d.	6, 142	
Charges Porterage of 1048 Bls to the point ditto of 70 Barrels Cooperage paid 100 Hhd Staves for Dunage	£1794 118 166 1.12		
			20. 19 6
Con	·	1827. 17 8½ 91. 7 9	
			191955½

Baltimore 7 February 1776 Errors Excepted

Lux & Bowly

1. Executive Papers, Box 6, Bundle 2, Md. Arch. Fortune, Thomas Moore, master, sailed on account of the Maryland Council of Safety.

WILLIAM SPEAR TO DANIEL OF ST. THOMAS JENIFER 1

Sir.

Baltimore 7th Feby 1776.

Inclosed you have invoice of the oznabrigs you desired me to keep for you, which I have, ready to deliver to your order. By the inclosed accot it appears there is a balance in my favour of £ 168..12s..12d which sum please to give the bearer Mr Cummings an order on the treasurer for and oblige Sr [&c.]

W^m Spear.

P.S. There is accounts come to Philada from the west indies that there is a number of our vessels seized Mr [William] Neils schooner from this place is said to be one of that number ² I tremble for such vessels as is destined for St Eusttia and Martinico, on accot of their vicinity with St Christopher and Dominica, if you should have any thing to add to any Capt[s] orders I will attend you with him, the time of his sailing is very uncertain as our navigation is entirely stoped by the Ice.

 \mathbf{w} s

To The Honble Danl of St. Thos Jenifer

- 1. Correspondence of Council of Safety, Md. Arch. Daniel of St. Thomas Jenifer was chairman of the Maryland Council of Safety.
- 2. See William Neil to Charles Carroll, February 12, 1776.

JOURNAL OF H.M. SLOOP Otter, CAPTAIN MATTHEW SQUIRE 1

February 1776

At an Anchor in Norfolk Road Virginia

Wednesday 7

At 8 A M sent a Party on shore to forage, as did the other Ships. At Noon found the Rebels had come down, & were attacking them; fired several Guns, as did the Liverpool on them. 2 P M the People returned, the Rebels having taken the Corporal of Marines Prisoner.

1. PRO, Admiralty 51/663.

JOURNAL OF H.M. SLOOP Cruizer, CAPTAIN FRANCIS PARRY 1

[February 1776]

Moor'd off the Fort [Johnston]

Friday 2d

A M saw two Vessels in the offen unmoor'd and hove short at 10 found they were Mercht men At noon veard away and moor'd again.

Mode and Cloudy wear

At 3 PM sent a boat down to the snow at 10 the boat return'd with an Account that she was sezed by his Majestys ship Syren from Bristoll in ballast bound and belonging to

Charlstown So Carolina

Saturday 3d

At 8 sent the boat down again to her Assistance, AM in work-

ing up she got aground loos'd sails to dry

Modt and fair wear

At 6 PM came in & Anchord here A Small Schoner from

Newburn loaded with Indian corn.

Sunday 4th

At 8 AM came up and Anchord near the Peggy Snow Seized

by the Syren.

Monday 5th

Modr and fair wear.

AM received on board 3 Casks of oatmeal

PM Empd Watering

Tuesday 6th

At 6 AM saw 3 sail of Vessels in the offing unmoord at 7 weigh'd and run down to Bauld Head saw the Vessels ware Schooners. Came too with the small Bower in 4½ fath at the End of oak Island WNW and the Fort No sent a boat out to the Vessels found one of them to be Schooner fitted out by Lord Wm Campbell one the Pensacola Packett & the other a small Privater belonging to Charlestown taken by the Syren.

Modr and fair wear

at 4 P M weigh'd and Came to Sail At 5 anchor'd again abreast the Fort and Moor'd as before came in & anchord the Schooner above mention'd.

Wednesday 7th

A M rec'd on board from the Schr Polly 5 Casks of Flower.

1. PRO, Admiralty 51/218.

"Extract of a letter from Charlestown, South-Carolina, dated February 7, 1776" 1

The reason of deferring the battery on Sullivan's island was, the Tamar and Cherokee sloops of war lay close alongside of this island; which was made a den for runaway slaves, who were encouraged and protected by the people belonging to the ships. The departure of them, occasioned by want of provisions which we refused to supply them with, the moment we had it in our power to prevent them from plundering, gave us an opportunity of fortifying the island. I went twice down, and worked the first time three, and the 2d two days, the only volunteer. The ships were but a few days gone, when three others, sent from England, appeared off our bar, the Syren of twenty eight, Raven of twenty guns, and a transport. They several times attempted coming in, but the wind for three or four days prevented them. One of our pilot boats fired upon their barge, which was several times returned, without damage. They at last sailed for Georgia, where they and the other men of war are now striving to procure provisions, after which we expect a visit from them, and are pretty well prepared. We have above one hundred heavy cannon mounted for the defence of the town and harbour, the militia from all parts are marching into town.

Upon the return of the Georgia Delegates, the Sons of Liberty [in Savannah] assembled, unrigged all the vessels that were ready to sail for England, set up a liberty pole, seized upon the persons of the Governor and Council, and sent to us for two hundred men. Some Tories there are striving to bring on an Indian war, and recruiting for government in the back parts of that Province.

The town [Charleston] is surrounded with seven batteries, two on James island, viz. Fort Johnston of twenty, and a new one of eleven guns, and two on Sullivan's island, one of twelve and another of four guns, so that we can rake the whole harbour from the bar. But I suppose this is nothing to what your Council of Safety has done for the defence of Philadelphia, which is so easily defended on account of the length of your river. You must be impregnable by this time. You are happy, my dear friend, in not being exposed to the more than diabolical machinations of government tools, and the dread of insurrections from your slaves. Hell would be ashamed of such mean and more than brutal attempts to destroy us, and the Devil would blush at the impudence of the man who would have the effrontery to recommend a reunion with so barberous a government.

1. Pennsylvania Evening Post, March 21, 1776.

MINUTES OF THE SOUTH CAROLINA COUNCIL OF SAFETY 1

In the Council of Safety, [Charleston] Wednesday, 7th Feb., 1776.

The following letter was written to Archibald Bulloch, esq., for the Provincial Congress or Council of Safety at Savannah.

Gentlemen -

Charles-Town, 7th Feb., 1776.

... A large frigate, supposed to be the Syren, was lately off South-Edisto, having a schooner in company, and seeing our armed scooner Defence within the inlet, sent in two boats manned: when these came

within gun-shot, Capt. Tufts fired grape from three six-pounders at them, a signal was made by the ship, the boats returned, and she stood away to the southward.

We request you to give us the fullest information you can of the men-of-war at Cockspur.

By order of the Council of Safety.

Henry Laurens, President.

1. Collections of the South-Carolina Historical Society, III, 252-53.

JOURNAL OF H.M. SLOOP Tamar, CAPTAIN EDWARD THORNBROUGH 1

February 1776 River Savanah Georgia PM came in his Majs Ship Scarborough. 4 5 AM Longboat a Watering Carpenters as before Received 229 lb of fresh Beef Mode & Cloudy PM Came in his Majs Schooner Hinchinbrooke Carpenters as before First & middle pt little wind & Clear latter fresh breezes PM Longboat watering 6 AM riggd out the main Yard and got out the Bowsprit belonging to the New York Sloop 2 for the Hinchinbrooke Recd out of the Above Sloop 3 puncheons of Rum 327 Gallns Cyder 10 Bbl & a Cask of Port wine in Bottles. Recd from the Scarbourouh 10 half Bls Powder 7 Mode. & Clear PM the Signal was made on board the Scarborough for Lieutenants Carpenters & Sail makers Employ'd as before.

1. PRO, Admiralty 51/968.

2. The York Packet, Stephen Weeks, master, seized by H.M.S. Tamar in Savannah River on January 20, 1776.

8 Feb.

PETITION OF NOVA SCOTIA INHABITANTS TO GEORGE WASHINGTON 1

To His Excellency George Washington Esquire Generalissmo of the Army of the Twelve United Colonies of America -

May it Please your Excellency

The Liberty we take in Addressing a Person of so Exalted a Rank, will we presume be fully pardon'd when you perceive the Occasion of it -

The Inhabitants of Nova Scotia & in particular those of the County of Cumberland have been under the greatest anxiety and apprehensions ever since the Great Contest subsisting between Great Britain and the American Colonies, Our situation has been such that we have not had it in our power to do any thing in Conjunction with the Other Colonies. The form of Government we are under, and the manner of Executing its Authority has been such, that we are rather to be looked upon as Slaves than Freemen –

With Anxious desires have we been waiting for the success of your Righteous Cause, and that you would cast an Eye of pity towards this forlorn part, we have indeed nothing to Recommend us but misery, and impending destruction, and devastation we trust our manner of Proceedings will have the desired Effect on you – As well as the Others who are the Instruments of supporting the Liberty of Mankind –

We have been har[ass]'d much, Occation'd by Different proceedings of Government, threaten'd are we, because we have such sentiments Concerning the Cause Contended for by our Brethren on the Continent, News have been Received that Troops will soon be sent among us, This in a manner has Rous[e]'d many, who were Invisone'd in Lethargy, Committee's have been Appointed from the different Towns (Including the Accadians) to fall upon some method for safety there being a Number among us (vainly Called Government men) Are Continually prying into Our proceedings, and with Accumalated Tales, Give information To the Government at Halifax - Liable therefore are we to be Cut in peices, having no Expectation of succour but what comes through your Excellency - We agreed in Our Committees that nothing should be done Publickly as it might Agravate the Others to fall upon us, sooner than they intended, further as we could not tell the Intention of the Honorable Continental Congress Concerning us - Therefore as Individuals who belong to the Aforesaid Committee, Do Recommend Jonathan Eddy Esgr to Your Excellency who will acquaint you with our Situation, & Praying with Ardency that your Excellency will please to releive us; so that we may be Able to give our Sentiments publickly, & Join with our little Strength, in Conjunction with the Other Colonies, in preventing the Ensigns of Slavery from being sett up in any Part of this Great Empire. - We further Pray Your Excellency, will keep this our Request as a Secret for the Present

We do Seperately & Jointly Pray for the Success of your Arms, and that you may be Victorious & Vanquish all Your Enemys -

We are with the Greatest Respect [&c.]

Elijah Ayer Nathaniel Reynolds Mark Patton John Allan William Lawrence Amasa Killam Jesse B[ent]
William Maxwall
George Forster
Simon Newcomb
Robert Foster
Simeon Chester
[February 8, 1776]

1. Papers CC (Letters from George Washington), 152, I, 567-68, NA; enclosed in Washington to Hancock, March 27, 1776.

MINUTES OF THE EXECUTIVE COUNCIL OF NOVA SCOTIA ¹
At a Council holden at Halifax on the 8th of February 1776

Present

His Excellency the Governor,
The Honorable Charles Morris,
Richard Bulkeley,
Henry Newton,
Joseph Gorham,
Arthur Goold,
John Butler

Counsellors

Mr Thomas Am Harris Master's Mate of the King's Sloop Savage declared That by Order of His Commanding Officer he was Ordered on board the Schooner Lively about five Weeks ago, and Accordingly boarded Her, and Asked whence She came from, and was Answered, from Winter Harbour, He went down in the Cabbin, and found Mr Higgins, Mr Calbeck and Marshal Carpenter's Assistant of the Navy Yard – He then Asked Mr Higgins from whence he came – who said from Head Quarters at Cambridge. – at which the Declarant Started, – Mr Higgins said you need not be surprized I assure you it was from Head Quarters I came, – The Declarant Asked how he came from thence – at first he said it was by his interest, and then said he purchased the Vessel, – He then talk'd of going on Shore, to which this Declarant said he would give him a passage and go with him to Captain Bromwiche's [Hugh Bromedge].

The declarant then Ordered four of the Hands on board to take care of the said Schooner; as He did not Chuse she should go away untill he had Orders from the Commanding Officer. - As he was putting off from the Schooner Mr Higgins Order'd her to the Wharfe, - The Declarant replied, you cannot do that untill further Orders; I have taken charge of Her myself. Higgins Asked then how the Tide was; The Declarant Answer'd; Tide of Flood. - they then went on Shore together; Mr Higgins Asked whether he Might go to Mr Butler's, to which the Declarant said he might, it was immaterial. That Higgins went into Mr Butler's; That then the Declarant waited on Capt. Bromwich & acquainted him with what had happened, that Captain Bromwich desired that he would bring the Master of the Schooner on board the Savage. - That the Declarant Accordingly went to Mr Butler's to Speak to Mr Higgins, and Acquainted him of the Orders, that he went into a Room there, where he found Mr Higgins and another Person, when a third Person came in at another Door, who said good Morning to you Mr Higgins, I am glad to see you here; I did not expect to see you here so soon, Mr Higgins replied, Sir, it is your interest, had not your Letters flown about at the [Provincial] Congress and at Cambridge, I should not have seen you here; on which it was replied by the other Person present, Sir, it is Mr Butler's Letters in England you Mean - on which Mr Higgins repeated the same Words over again, it was your interest &c or I should not have been here - Then the 2d Person said to Mr Higgins, you dont Want this Person, meaning the Declarant, any More, on which Mr Higgins, said no Sir, you may take the Master with You -

The Declarant further said that Mr Butler was the Third Person who came into the Room –

Mr Higgins Appearing was Asked by the Declarant when I did see You, do you recollect what passed between Us, – to which Mr Higgins said I really don't recollect nor know. – being Asked whether Marshall was there; Higgins replied he was, do you recollect whether I asked you whence you came – and that you said from Head Quarters at Cambridge. – Higgins replied maybe so, I am not certain. – Did you not say you bought the Vessel. – Higgins replied Yes, I purchased Her.

Did I not see you at Mr Butlers? who was the Person to whom I saw you talking there. – Higgins replied he did not recollect any Person there, – but, on further recollection, he said, he believed it was the Lieut Governor

Mr Higgins being Asked what he Mean't by saying that Mr Butler's Letters were flying about &c at Cambridge, had been the Means of bringing him back so soon; – Answered, that he did not recollect any such expression; – that it was for carrying provisions to Halifax for the Troops, and on Account of the Letters which Mr Butler had Wrote to Mr Calbeck of St John's Island, and had been taken and Opened by the Rebels, containing reflections on them, that he had been taken and brought to Cambridge. –

Being further Asked by the Declarant whether the Lieut Governor did not say, – you Mean Mr Butler's letters in England. – He Answer'd he did not recollect – Being Asked whether the Lieut Governor, Asked Mr Higgins if he wanted Mr Harris any More, says he believed he did –

Mr Calbeck of His Majesty's Council of Saint John's Island, Appearing was Asked by the Governor –

Did you hear of any Letters of Mr Butler's being at Cambridge on your Arrival? – He Answer'd No, And said that the Letter wrote to him by Mr Butler, had been taken by the Rebels contained very strong expressions Against them, – Asserting that they were Commanded by a set of sad Fellows, and would be Beat, or words of that purpose, and that there was a reinforcement coming out from England, and a broad Pendant in this Harbour; and that if they made any Attempts here they would get a Damn'd drubbing. – that when they had their papers restored to them, they Burn't Mr Butler's letter.

The Council having taken the whole of the Declaration and Evidence into consideration, were of Opinion, that there was no proof whatever, that Mr Butler had carried on any Correspondence with the Rebels, that on the Contrary it appear'd that the Schooner was taken on Account of having brought Provisions for the Troops; And that Mr Butler had wrote to Mr Calbeck a letter in very Strong terms against the Rebels, which afterwards fell into their hands. ²—

1. Council Minutes, N.S. Arch.

^{2.} This case is an aftermath of the exploit of Captains Nicholson Broughton and John Selman, commanding Washington's schooners Hancock and Franklin, in seizing Phillip Callbeck, the acting governor of the Island of St. Johns at Charlottetown, and taking Mr. Higgins and his schooner in the Gut of Canso, and conveying them to Cambridge. General Washington there ordered their release and the restoration of Callbeck's papers and Higgins' schooner.

New Hampshire General Court to the Continental Congress 1

The Council & Assembly of the Colony of New Hampshire:

That by reason of their Vicinity to the Town of Boston, the Enemies Ships of Warr often hovering round their Coast & Harbour, They have been for many months past Kept in perpetual Alarms. Have been at a very Great Expence in preparing to Defend themselves, at Least Thirty Thousand Pounds L my in Erecting Batteries, mounting Cannon & supporting Soldiers, having had Fourteen hundred men under pay at one time – Exclusive of Two hundred Matrosses to Guard the Metropolis and Expect the ensuing spring, to be under the Necessity of Raising a much Greater Number; and as you have been pleased to order a Number of Battalions of men to be raised to Guard other Colonies, and as this is by far the Poorest Colony on the Continent, according to the Number of Inhabitants –

We most humbly pray your Honours would order such a Number of men to be raised and Stationed at Portsmouth, (and in case of any Emergency to assist our Neighbour Colonies) as you in Your Wisdom Shall see fit.² Exeter, February 8, 1776

1. Bouton, ed., Documents and Records of New Hampshire, VIII, 67.

 From the Journal of Congress, Friday, March 1, 1776: "A letter from the committee of safety of New Hampshire with a petition from said colony, and sundry other papers were read: Resolved, That the same be referred to a committee of three." Ford, ed., ICC, IV, 179.

George Washington to Governor Jonathan Trumbull 1

Sir

Cambridge Feby 8. 1776

I last night received Intelligence of the Arrival of some Powder in your Colony by the sloop *Maccaroni*, & the report is that she brought Arms too – As my last Letters from Philadelphia do not promise me an Immediate supply of these necessaries, And as the Exigency of this Army at this particular crisis, calls for much more than what we have I beg the favour of you to Interest yourself, that they may be sent to this Camp, as expeditiously as possible. – If they belong to the Colony I will take them on the Continent's Account & pay for them, or replace the powder If that shall be thought more advisable, as soon as I have an opportunity of doing It, which I hope will not be long – If to private Gentlemen, I shall be much Obliged by your friendly exertions that I may have It – I should have made this Application did not the state of our affairs at this Time require all that can be collected, Not doubting of your best endeavours that my requisition may be complied with I am Sir [&c.]

G:W

1. Washington Papers, LC.

New England Chronicle, Thursday, February 1 to Thursday, February 8, 1776

Cambridge, February 8.

We hear, "that as Capt. Manly was coming out of Plymouth, January 30, an armed brig (which went from Boston for the purpose of taking him, as is sup-

posed)¹ gave him chace; upon which he ran his vessel on shore, a little South of the North river, in Scituate. The brig came to anchor, and fired not less than 400 times upon the privateer; but, very remarkably, no man was even wounded. One ball entered the stern, and passed but about six inches from Capt. Manly, who was confined by sickness in his cabin. The next day, 130 balls were found upon the adjacent shore."

Beside the above, which is from a correspondent near where the affair happened, we hear, that after the brig ceased firing, she manned her boats, boarded Capt. Manly's vessel (the people being ashore) and endeavoured to set her on fire; but seeing our people coming upon them, they were glad to get off without effecting their design. She has since been got off, is refitting, and nearly ready for another cruize.²

On the 25th of December last was taken by a Plymouth privateer, and carried in there, a small sloop from New-York, Moses Weymen, master, laden with provision for the ministerial army in Boston, consisting of 35 fresh hogs, 100 barrels of pork, 50 barrels fine New-York pippins, 20 firkins hogs fat, some quarters of beef, turkies, &c. &c.

Last Tuesday se'nnight [January 27] Capt. House, with 4 whale boats, took and carried into Barnstable, a sloop of 115 tons burthen, bound from La Have for Boston, laden with beef, hay, potatoes and turnips.

1. H.M. Brig Hope.

2. Manley's schooner was the *Hancock*. The above account verbatim, was reprinted in the *Boston Gazette*, Watertown, February 12, 1776.

JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES 1

[Watertown] Thursday, February 8, 1776.

A Bill for encouraging 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:

Read a first Time, and ordered to be read again at 12 o'Clock, this Day.

Afternoon.

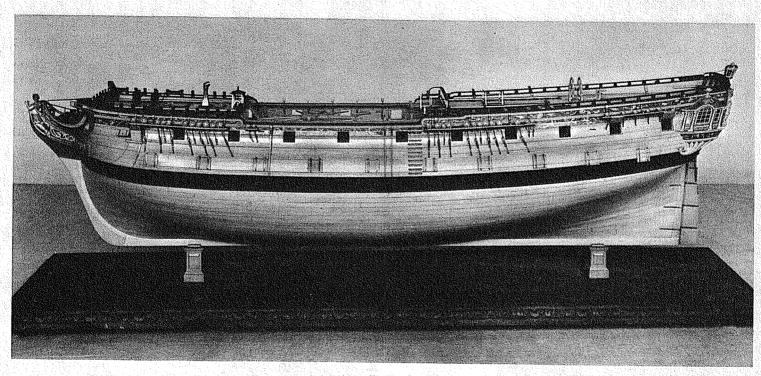
The Bill for encouraging the fixing out of arm'd Vessels, &c. Read a second Time, and committed to Mr.Speaker, Mr. [William] Story, and Colonel [Azor] Orne.

Resolved, That to-Morrow 11 o'Clock A.M. be assigned for a third reading of the said Bill.

A Return from Cape-Elizabeth, of a Schooner proposed to be fitted out as a Privateer, and the number of Men who would engage in that Service, with a Petition of Isaac Battle and Samuel Nichols, praying that said Schooner may be fitted out for that purpose.

Read and committed to the Committee appointed by the Court to build Ten armed Sloops. And the said Committee are impowered to purchase, instead of building, Vessels as are suitable for the Purpose.

1. Journal of the House of Representatives, Mass. Arch.



A model of a 44 gun ship.

Thomas Cushing to John Langdon 1

Dear sir

Watertown Feby 8 1776

I have just received your Favor of the 25 Ultimo am glad to hear you arrived at home in Safety. Agreable to your request I now transmit you a Copy of the Votes of the Marine Committee (Vide the other side)² – I take it we are at Liberty to purchase the Riggen Sails Boats &c for the Ships we are directed to Build, however I submit it to your Consideration whether, as we have time for it, it will not be best to write to the Committee to be more explicit in their orders - I have gone so far as to Engage the Hemp Coal & some Iron & have wrote to Mr Hancock Chairman of the Committee that I have so done, & desire him also to Send me the Model & drafts of the Ships. I expect soon to hear from him with further Instructions. pray let me know what progress you have made & upon what terms you have Agreed for the Building of the Ships, whether by the Ton or by the Day and if by the Day what you are to give by the Day & if by the Ton what p Ton & how much you are to Allow the overseers for their Trouble & any further Information you think proper.

I remain [&c.]
Thomas Cushing

1. Captain J. G. M. Stone Private Collection, Annapolis.

2. Votes of the Marine Committee December 16, 1775, designating the dimensions of the thirty-two gun frigates.

COLONY BOND FOR THE MASSACHUSETTS PRIVATE ARMED VESSEL

Know all Men by these presents, That we Benjamin G[or]ham Mariner, Isaiah Doane Mercht, Michael Nickols [Micah Nichols] Cooper, of Cohasset, in the County of Suffolk, Sturgis G[or]ham of Barnstable in the County of Barnstable Merchant, all in the colony of the Massachusetts bay, are holden & stand firmly bound & oblig'd unto the Treasurer & Receiver General, of the Colony aforesaid, in the full & just Sum of One thousand pounds, to be paid unto the said Treasurer & Receiver General, or to his Successor in said Office, to the true payment whereof, we bind ourselves, our Heirs, Executors & administrators, jointly and severally, firmly by these presents; Seal'd with our Seals the eighth day of February Anno Domini 1776. —

The Condition of the afore written Obligation is such, That whereas the said Benja Gorham hath, on the Day of the date hereof received a Commission to command an armed Vessel, called the *Lyzard* burthen about Thirty two Tons, to make reprisals of all armed & Other Vessels, that shall be found supplying the Enemy, or acting counter to a Law of this Colony, entitled, "An Act for encouraging the fixing out of armed Vessels to defend the Sea Coasts of America, and for erecting a Court to try & condemn all Vessels that shall be found infesting the same." If therefore the said Benjamin Gorham shall and do in and by all things, well and truly observe and fullfil such Instructions, as he shall receive from the Council of this Colony, and shall in all respects conform himself to the Directions

given in & by the act aforesaid, then the aforewritten obligation to be void, otherwise to remain in full force.

Sign'd, Seal'd & delivered In Presence of Isaac Bartlett Levitanus Stephenson

Isaiah Doane Benjⁿ Gorham Sturgis Gorham Micah Nichols

1. Mass. Arch., vol. 6, 212.

GURDON SALTONSTALL TO SILAS DEANE 1

New London Feby 8, 1776 A M 8 Clock

Dear Sr The new York mail not in, expected momentarily. Your favors of 13th & 24th ulto recd. Inclosed you have an open leter to Mr. Gadsden, as I am told by Colo Dyer since writing it, he is gone to Carolina, I leave it open that you may learn some of our News Currant here, & no doubt much of it erroneus. seal & forward it to him.

Messrs Dyer [Nathaniel] Wales & S[amuel] Mott are here Comt from Govr & Council safety touchg Fort, reviewd the several places Wps Neck, Mamacock, Groton heigth, & Groton Rock, my conjecture from last evenings conference is that the Compy under my Command will be continued & when weather permits, finish a 10 Gun Battery in Front on Wps Neck say 24ft with proper Wings, & raise a Compy to build a Fort at Mamock like bigness, another Compy at Groton to finish Rock Battery, & build an Inclosed Fort on the Groton heighth, which heighth is higher than any Hill for Miles, & 48 rod from Water & 120ft high as formerly adviced you. the Fort at Mamk probably inclosed, baracks at Mamk & at Groton Heighth Oh that Congress would order a number of 42 Pounds on Groton Eminence; its Common cause, as we expect this Port will be the Asylum for Contl Navey &c & one they must have of necessity. The Cannon at Fort here one half will be placed at Groton Rock in a few days when the Battery is ready, & to be replaced as soon as possible, the only present expectation is to have 24 pounders cast at Salisbury Furnace, my greatest fear is about getg a Skilful The things relative to above Forts lie at the hearts of Our Assembly men, they will be Frugal, but not limit the Sum to be disbursed. Friday last I left your Spouse & all at Weathersfd well. Your Bror Barny 2 tells me the Ship he builds is to draw only 1½ ft more water aft then forward (which is an improvemt on former times,) and $10\frac{1}{2}$ ft aft when launched; I want the improvement to be carried farther (on other Vessells) by calculg them to draw precisely the same water forward as aft. & thus when the fore end has broke the water, as there will be no more to break, the after end will follow. but on our old plan, namely a large Vessell to swim loaded 4 feet by the Stern, when the fore end has broke the water, where the resistance is proportionably strong to the perpendicular depth of Water to be removed. (example in some degree, where a Farmers loaded Sled to run 4 inches higher forward than behind, in the Snow 1 foot deep just falen, its easy to see, that the resistance will be vastly more than if Sled runs on horizontal The breadth of Yr Ships Beem 34 feet is well judged, & depth of Hole 16½ ft I am pleased with, understandg its design is to bring the upper deck low,

so that all heavy Cannon may be on the upperdeck, & the Ship carry them without rolling, the Lower & upper deck Knees I suppose (tho I dont know) are to be bolted thro. thick Stuff, without regard to the Whales & the Whales laid at discretion, where it will serve to make a bottom calculated in best manner, to pass through the Water; which last method has been the Study of all our Carpenters, & when that is done, it has been the General Error (I think) of Merchants & Carpenters to give so much Masts & Canvass as to make the Vessell go, as the Sailors Phrase is on her upper leathers; consequently the Wisdom of forming a compleat botom is destroyed. were the Merchants Ships Masts smaler & not above 2 thirds so taut, & the same quantity Canvas spread, I quere, will not the Vessel go upright, & if the shape of botom is to the purpose, she'l then have the Advantage of it. If the bow of a Vessell is well formed to break the water, why would not the same form aft discharge it well. Consider Whale boats, the best rowing boats in America, they go on even keel, & both ends almost alike, perhaps Stern somewhat leanest, wch I atribute to dificulty of quiting the old Custom in formg Vessels leanest behind.

Your Ship has a fine breadth (& hope great length of Floor). I long to hear of a Warrlike Vessell that goes on even keel as within mentioned, & that carrys her mettle of a horizontal line when the Ship is goeing 6 or 8 knott, that is to say that the Ship shall not he'l in any considerable degree, when on a Chase; which to me appears practicable on some such plan as within mentd. & in addition such a Ship is in litle danger of loosing her Cannon, moreover can fight an Enemy in a Gale wind, nor are they in so much danger of looseing small Masts, & Short if well shrowded, as when they are lofty A Ship thus Riged will beyond all contradiction make better weather in a Storm, & in my simple Opinion be much better in all respects that the old mode.

What I have wrote is for your amusement, as to the Navigation Subject. sometime hence if it deserves a consideratn tell me Yr [&c.]

G.Saltonstall

I recd Goddards plan safe.

T.Green will reprint the Pamphlet Common Sense in a few days.

My Love to Capt Saltonstall if near you, & tell him all are well here & Westerly. Colo. Harry has a Regt at the Island & is Marched to the Camp in Caracter

P M 9.Clock The western post just in, no leter from any person. Am pleased to hear Genl Clinton arrived last Sunday at New York, & is not I conclude destined to Virginia, expect Genl How & the rest at Boston will soon Folow Clinton, to York, Matters at home by your papers rise in favor of America fast.

Yrs [&c.]

N.B. The Ship on new Model as aforesd should have her Stem & Stern post perpendicular, which would make her Stronger above Water, suport her Bowsprit the better, & this would increase the length of straight Rabit, make the entrance below sharper forward, & cleaner abaft, (which removes an Objection some would be apt to make, that She would not mind her helm) & as the length of Keel is

increased, She will hold in proportion a better wind. I am a Friend to her haveing a large proportion of dead rising.

1. "The Deane Papers," Collections of the Connecticut Historical Society, XXIII, 16-19.

2. Barnabas Deane who had the contract to build a Continental frigate in Connecticut, subsequently to be called the *Trumbull*.

JOURNAL OF THE CONTINENTAL CONGRESS 1

[Philadelphia] Thursday, February 8, 1776

The Secret Committee, to whom the petition of Mr. Pierre Le Fargue was referred, brought in their report, Whereupon,

Resolved, That Mr. Pierre Le Fargue be permitted to load the sloop, in which he imported a small quantity of powder and arms, with the produce of these colonies (horned cattle, sheep, hogs, poultry, and lumber for making casks excepted) and export the same to Martinique. And that the said Mr. Pierre Le Fargue do take every possible precaution to avoid all British men of war and cutters on his voyage, and use his utmost endeavours to import into these colonies the powder and arms mentioned in his memorial, and proposed to be imported by him.

The committee on the memorial of Murray, Sansom and Co. &c. brought in their report, which was read, and ordered to lie on the table.

A letter from Dr. [Benjamin] Rush and a memorial from Dr. [John] Connolly, respecting the state of said Connolly's health, was presented to Congress and read: Whereupon,

Resolved, That the said J. Connolly be allowed, at suitable times, to walk in the prison yard or hall, the gaol keeper taking especial care to prevent his escape.

1. Ford, ed., JCC, IV, 117-22.

DIARY OF RICHARD SMITH 1

[Philadelphia] Thursday 8 Feb. A Report from the Secret Comee in Favor of the Martineco Man was agreed to ² . . . Debate on a Report allowing a Vessel at Norwich in Connect to go out with her Cargo, it was postponed ³ Conolly allowed to walk the Prison Yard 2 Hours every Day on Report of his Physician Dr. [Benjamin] Rush –

- 1. Richard Smith's Diary, LC.
- 2. Pierre Le Fargue.
- 3. Relating to a petition of Murray, Sansom & Company, New York merchants, in the case of the ship Polly.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY 1

In Committee of Safety.

Philad'a, 8th Feb'y, 1776.

Agreeable to a Resolve of Congress, this Board went into the choice of a proper Person to be appointed Captain of the Company of Matrosses to be raised in this Province for the service of the united Colonies, when they made choice of Mr. Bernard Romans; therefore,

Resolved, That the said Bernard Romans be appointed Captain of the said Company of Matrosses.

Resolved, That the Brig't Hetty, Capt. Lott, or any other vessel employed by Capt. Vanhorn for the Committee for importing Powder, Arms, &ca. from Foreign parts, be insured by this Committee against all seizures, on account of her having such articles on Board for this Committee, and in case she may be so lost, this Board will pay for her, agreeable to her valuation by three indifferent persons, to be agreed on by the owners of said Vessel and this Committee.

1. Pennsylvania Colonial Records, X, 478, 479.

Penet & Pliarne to Nicholas Brown 1

Sir!

Philadelphia 8th Feby 1776

We have recd the Letter that you did Us the Honor to Write the 22d Decr & we Shod have answer'd it the Moment of its Reception; If Mr Cook [Nicholas Cooke, Jr.] had deliver'd it before he left Phila

We have terminated our Business with the Congress. Our Contract is passed with the Secret Committee & Mr Penet depar[ts] to day for France, Where he goes on Business for the Cont[in]ent. It is not Possible to Reconcile this Treaty with Yours Because our Contract is of a Particular Nature, & our Campai[gn] will not Permit of Communication, for the Object is very Impor[tant] & which exacts the most delicate Measures. —

But Sir! we have determin'd to Settle in this City of Phila the Center of our Commerce & we Should be Happy on this Account to Open Business with Your House. – We Shall have here in our Stores all the Articles from France of which the Continent will have Need. – We will address you either directly from France or Phila Merchandize for your Town & its Neighbourhood. You will make Sale of them on our Accot & We will allow You the Customary Commission & Shall take other Articles which may Suit You, agreable to the offer, that You made Us in Your Letter. –

It would Suit Us to Load on our Accot by the first Ship that You Should send to St Eustatia 300 Boxes of Sp. Ceti Candles of a Good Quality & well Condition'd: each Box to Weigh from 25 to 30 lb & 35 lb. You will have the Kindness to address them to Messrs Menard, la Combe & Theare, Merchts in St Eustatia, Tis One of the First Houses & who do the Most Business & will Inform Your Captains of Correspondents at Martinico & the other Windward Island. —

We desire you to Join in this Letter that we Shall Send him an Invoice of the Price of the said Boxes, Upon which you will add the Freight which will be Paid You by these Gentlemen as may Judge needfull.

If there are means to make Insurance on the Merchandize at A Reasonable Price; we desire You to do it, As for Yourselves & in Case the Insurance is too high; we will Run the Risque. As to the Payment, You may draw for the Value that we shall Prise You; a Bill of Excha at three months Credit as we will Pay at its Expiration: The Business that we have just Undertook, will not Permit Us to give You the Money 'till the delay of three Months. —

Dont Omit giving Us advice of the day of the Departure of the Merchandize & inclose in our Letter a Double Invoice that you Shall address to St Eustatia.

If you Send Ships into France, you may address them to Havre or to Nantes according to the address here Joined. Your Loading will be in such manner as you Shall order wether in Amunition or other Mercha: You may rely on the Activity of our Houses & be assured that No One Can procure You the Same Advantages As We. —

We desire You to take Notice of the Signing of Our House & Remember that it is this Underneath

We have the Honour to be Yours &c Pliarne Penet & Compa

[Endorsed] Translation of a Letter from Monsr P. Penet & Co at Phia – 1. Nicholas Brown Papers, JCBL.

CREW OF PENNSYLVANIA ARMED BOAT Ranger TO THE PENNSYLVANIA COMMITTEE OF SAFETY 1

To the Committee of Safety appointed for to adopt Measures for the Protection of this Country, or to the Hon'ble Congress.

The Address of the Free Company, belonging unto the Ranger Armed Boat, in the Service of the United Colonies of North America, Humbly Sheweth.

That we the said company, for the time that we have belonged to the said Armed Boat, have contrary to the articles agreed to, by the said Company, sustained several wrongs, which untill this time we have, with Patience bore, thinking that we should by repeated Complaints made unto the Officers whom this Immediently concerned be redressed, but we at this time finding our Grievance become more burthensome thinks it a proper season for to lay our Grievance before you,

Humbly hopeing,

That the Hon'ble Gentlemen will be pleased for to allow the said company what their articles seteth forth. In the said articles we are allowed ten pounds of Mutton, Beef or Pork, Mutton or Pork we have got none since we belonged to the said Boat tho' often Desired, the Beef that we have received have at several times proved so bad & more especially at this time, Vinegar we have got none since we belonged to the said Boat tho' allowed in the aforesaid articles which causeth us for to lay our case before you hoping that your honours will be pleased for to take it into your consideration, and allow us what is proper for men that is fighting for the Liberty of this Country.

Your Honours have been pleased for to allow us Six pence P week for to buy Vegatables for each man Belonging to the service, but what we receive we could buy for 2d P man & the Potatoes are so small and so bad that they are only fit for Children for to play Jack Stones with, your Honours have allowed us bread or flower, the Victualler will only give us wh he chuses giving us Bread when we chose flower, thinking it a proper time for us to get Bread when are down the river. We likewise hope that your honours will be pleased for to take us further into your Consideration, and allow us our pay when it becomes due, as there is several of the said Company have Occasion for their pay when it becomes due, having great families, and we hope that these things you will

be pleased for to take into your Consideration, and allow us what is proper for men that is ready, able & willing for to fight for the freedom of their Country and Liberty of our Children hereafter. Signed by Order,

[February 8, 1775] ²

Rangers.

1. Hazard, et al., eds., Pennsylvania Archives, 1st series, IV, 704-05.

2. The date is approximated. The only clue to it is an action of the Committee of Safety on February 9, appointing a Committee to superintend the armed boats and furnish them with "what necessarys they want," *Pennsylvania Colonial Records*, X, 480, 481.

CREW OF PENNSYLVANIA ARMED BOAT Ranger TO THE PENNSYLVANIA COMMITTEE OF SAFETY 1

Appointed by the free choice of the people for adoptg measures for the protection of this Country.

Gentlemen,

This is for to lett you know, that we the Company of Rangers, Belonging to the Continental Service, after Waitg on you Gentlemen this forenoon, & after coming from your meetg, we went for to do our Duty at our Quarters at the Barracks, as soon as we entered the same our Boatswain was put under Centry, being committed to the Guard house, and there continues, now we the Rangers being sensible that he is confined in the wrong, & thinking it is on the account of our waitg on you at the aforesaid time, that he is confined for, we therefore hope that you will either give us an order for to get the aforesaid Boatswain out of Confinement, or for to Bring the Officer or Officers that Confined him, to be made for to give a true account of what they have confined him for, unto this Gentlemen we should be verry Glad that you would give us an Immedient answer, or else we shall expect that you would be so kind. If that you do not allow us what is right for to order the aforesaid Rangers their discharge.

Signed P Order, Rangers.

[February 8, 1775] ²

1. Hazard, et al., eds., Pennsylvania Archives, 1st series, IV, 705.

2. See preceding letter and footnote 2.

MINUTES OF THE BALTIMORE COMMITTEE 1

At an Especial Meeting of the Committee on Thursday 8 Feby 1776 –

Capt William Wall applied to this Committee for Liberty to load the Sloop [blank] Capt Coffin with Provisions for Rhode Island, but as Capt Coffin had been before refused by this Committee, and then applied to the Congress, who also refused him, the Committee adhere to their former Resolution of refusing the said Coffin Liberty to load in this Port –

1. Baltimore Committee, LC.

MARYLAND COUNCIL OF SAFETY TO THE VIRGINIA COMMITTEE OF SAFETY 1

No 10.

[Annapolis] Feby 8th 1776

Gentn We are much obliged by your Favour of the 27th Ulto and shall most cheerfully co-operate with you in every Measure, that may contribute to our mutual Defence against the Invaders of our reciprocal Rights, that may be in our Power; and shall also be happy in keeping up a constant intimate Correspondence, which our common Cause at this Time renders necessary. —

Our Inexperience in naval Preparations prevents us at present from either approving or disapproving your Plan of Row-Gallies for the Protection of Potowmack River. We have a Ship, which we call The *Defence*, that mounts 22 six Pounders, besides Swivels and will be ready to proceed to her Station by the first of March. She will cruise in the Bay, and as Occasion may require, proceed up Potowmack and the Captain shall have Orders to contribute every Thing in his Power to the common Defence on all Occasions. The Powder necessary for this Ship & for Fortifications which we are building, will diminish our Stock so much, as to prevent us from attempting an Increase of our Marine, 'till we receive a Supply of that necessary Article, more than sufficient for our Troops & Militia on whom we chiefly rely for Protection, and when this happens, we shall advise you of it.

We have adventured very extensively to procure Arms and Ammunition, but are fearful from the Advices that we have lately received, our Endeavours will not be attended with the Success we wished and had Reason to hope for.

1. Council of Safety Letter Book, No. 1, 1776, Md. Arch.

Maryland Council of Safety to Maryland Delegates in the Continental Congress $^{\scriptscriptstyle 1}$

[Extract] No 9.

[Annapolis] Feby 8th 1776.

... We have also received a Letter from Messrs [William] Paca & [Robert] Alexander of the 2d of this Month, and are sorry to find we are likely to be disappointed in our Prospect of geting Cannon from New-York or Philadelphia; as they were immediately wanted for carrying into Execution the Resolution of the Convention for fortifying the City of Annapolis and Baltimore Town, and as we are not certain whether Mr Hughes, tho' he has already begun casting the nine-Pounders with some Success, may be able to comply with his Contract for the heavy Cannon, with the Convention in Time. Those purchased by Mr Paca, we intended for the Ship Defence, which is getting ready with all possible Expedition . . . We have been long in Expectation of receiving the Powder from Messrs Willing and Morris, which they engaged to supply us with and for which the Money was lodged in their Hands, but have not as yet been favored by them with any Thing on that Head, we need not acquaint you that it is an Article, we stand much in Need of and that the Convention to relieve our present Necessity had agreed to take five Tons of that made at Philadelphia from the Salt Petre

lately imported, in Part of what we were to have had from those Gentlemen; we shall be obliged, if you will know of them, when we may expect the five Tons and what Prospect they have of procuring the rest contracted for by them and favour us with their Answer –

1. Council of Safety Letter Book, No. 1, 1776, Md. Arch.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY 1

[Williamsburg] Thursday, the 8th February.

Mr. John Calvert is appointed to employ proper persons and furnish necessary material, and superintend the building of a row Galley according to plan delivered, to be employed in James river, of which when finished he is to have the command, and is to engage his officers and seamen, his certificates for the workmen's wages and necessaries, will be paid when produced, and the utmost expedition is recommended to him.

Ordered a Warrant to Mr. John Calvert for £ 50 upon account.

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, 78. Hereafter cited as Virginia State Papers.

DEPOSITION OF ROBERT MARSHALL 1

Port Royal Jamaica Feby the 8th 1776

Twenty five days ago I was at Cape Fransois in the Island of Hispaniola where I then saw Nine sail of the Line 4 of them from the Island of Martinica and the other five from Europe with a number of Transports which they brought under their convoy and saw them Land great Quantity of Gun Powder &ca and that the above Transports were full of Troops which I saw Disambark and that on the 28th of Jany 1776 I was at Cape Nichola Mole when I saw 800 Troops Landed from on board a large Transport under the Convoy of a 36 and 20 Gun frigate, and that they came from Port Loriant where there was likewise embark'd with them 2400 on board of three other Large Ships that had parted company, but were each exspected.²

Sworn before me this 8th

Febry 1776

[Richard] James

his

Robert X Marshall

mark

1. PRO, Admiralty 1/240.

Ibid., this deposition was enclosed in Admiral Clark Gayton's letter of March 28, 1776
to Philip Stephens, with the comment that it had been found to be "an absolute Falsity."

9 Feb.

George Washington to John Hancock ¹

Sir

Cambridge 9th Februa[r]y 1776

In Compliance with the resolves of Congress I have applied to General Howe for the exchange of Mr [James] Lovell, A Copy of my Letter & his Answer thereto you have Inclosed. —

Captain Watters [Daniel Waters] & Captain [Samuel] Tucker who Command two of the Armed Schooners, have taken & sent into Gloster a Large Brigantine Laden with wood, 150 Butts for water, & 40 Suits of Bedding, bound from La Have in Nova Scotia for Boston – She is one of the transports in the Ministerial Service, the Captain Says that he was at Halifax the 17th January, & that General [Eyre] Massey was arrived there with two Regiments from Irland –

The different prizes were all Libelld imediatly on receipt of the Resolves of Congress pointing out the Mode, but none of them yet brought to trial, owing to a difference between the Law past in this Province, and the Resolutions of Congress, the General Court are Making an ammendment to their Law by which the difficultys that now occur will be removed as I understand it is to be made Conformable to your resolves – the unavoidable delay attending the bringing the Captures to trial is grievously complaind of, by the Masters of these vessels, as well as the Captors – many of the former have aplied for Liberty to go away without waiting the decision, which I have granted them –

I beg Leave to recall the attention of Congress to their appointing a Commissary in these parts, to attend the provideing of Necessarys for the prisoners who are dispersed in these Provinces – Complaints are made by Some of them, that they are in want of bedding & many other things; as I understand that Mr [David] Franks has undertaken that business, I wish he was orderd to send a deputy immediatly, to see that the prisoners got what is allowed them by Congress allso to supply the Officers with money as they may have Occasion, it will Save me much Time & much trouble –

There are yet but few Companys of the Militia come in, this delay will, I am much afraid, frustrate the intention of their being Called upon – as the Season is slipping fast away when they may be of Service –

The demands of the Army were so very pressing before your Last remittence Came to hand, that I was under the necessity of borrowing £25,000 Lawful money from this province, they very chearfully Lent it, & pass'd a vote for as much more if required, I have not repaid the Sum borrowed, as I may stand in Need of it before the arrival of another Supply, which the demands of the Commissary General, Quartermaster General, & paying off the arrearages, will very soon require—

Your esteemed favour of the 29th Ult – is just Come to hand it makes me very happy to find my Conduct, hath met the approbation of Congress – I am entirely of your opinion, that should an accommodation take place, the terms will be Severe or favorable, in proportion to our ability to resist, and that we ought to be on a respectable footing to receive their Armaments in the Spring – but how far we shall be provided with the Means, is a Matter I prof[ess] not to Know, under my present unhappy want of, Arms, Ammunition, and I may add men, as our Regiments are very incompl[ete,] the recruiting goes on very Slow, and will, I apprehend be more so, if for other Service the Men receive a bounty, & none is given here –

I have tried every Method I coud think of to procure Arms for our Men, they realy are not to be had in these Governments belonging to [the Public:]

and if some Method is not fallen upon in the southern Governments to Supply us. We shall be in a distressd Situation for want of them, there are near 2000 men now in Camp, without firelocks, I have wrote to the Committee of Newyork this day, requesting them to send me those arms which were taken from the disaffected in that Government, the Congress interesting themselves in this request, will do[u]b[t]less have a good effect – I have Sent Officers into the Country with money to purchass Arms in the different towns, Some have returnd, & brought in a few. Many are still out, what their Success will be, I cannot determine –

I was in great hopes, that the expresses Resolved to be establisd between this place & Philadelphia woud 'ere now have been fixt – It woud in my opinion, rather Save, than increase the expence, as many horses are destroyed by one Man Comeing the whole way, it will certainly be more expeditious, & Safer than writeing by the post, or private hands, which I am often under the Necessity of doing –

I am with great respect [&c.]

G° Washington

1. Papers CC (Letters from George Washington), 152, I, 465, NA.

2. The brig Henry & Esther, Nellis, master, taken by Washington's schooners Lee and Franklin.

ROBERT HANSON HARRISON TO COMMITTEE OF SPRINGFIELD 1

Gentlemen

1. Washington Papers, LC.

Cambridge Feby: 9. 1776.

I have it in command from his Excellency General Washington to Inform you, that on Tuesday last [February 6] he received a petition from the Mariens in Springfeild Jail, Signed by David Scurrey & Patrick Clark, Sugesting the Severity of their Confinement without Fire & the want of necessary Cloathing at that Inclement season – His Excellency doubts not but you have paid proper attention to their wants If you have been apprized thereof, & I have only to add that It is his earnest desire, that the prisoners in our hands should be treated with humanity & kindness and have every thing really necessary for their support I am Gent [&c.]

JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES 1

[Watertown] Friday, February 9, 1776.

The Bill for encouraging the fixing out of armed Vessels, read a third Time, and passed to be engrossed with Amendments.

Ordered, That Mr. [William] Story bring in a Resolve for supplying the Committee for fixing out Vessels for Powder, with the Sum of Two Thousand Pounds.

The Committee on the Petition of Jeremiah Obryan [OBrien] reported, Read and recommitted.

Afternoon.

Resolved, That there be allowed and paid out of the Public Treasury of this Colony, to the Hon. Benjamin Lincoln, Esq; and others, a Committee of this Court for fitting out ten Vessels to procure Gun-Powder and Ammunition,&c. the Sum of Two Thousand Pounds for that Purpose. They to be accountable to this Court for the same.

Four Petitions of Col. James Cargill.

One praying an Allowance for Mr.Shubal Williams, of Long-Island at Penobscut, who to assist the Sea Coast Guards to prevent the Enemy from getting Wood from said Island, was obliged to quit his Home, whereby he lost 100 Bushels of Grain, &c.

Read and dismissed.

Another praying an allowance for the Service of Part of the Militia of the East Regiment in the County of Lincoln, which he sent to Penobscot-Bay and Fort-Pownal, and with which he drove off several Vessels that were supplying the Enemy.

Read, and the Petitioner had leave to withdraw his Petition.

Another, setting forth that he was appointed by the Court to take the Command of the six Companies on the Sea-Coast in the County of Lincoln, and there being no Establishment for him, prays the Direction of Court.

Read and committed to Mr.[Daniel] Perry, Major [Benjamin] Ely, and

Mr. [Josiah] Fessenden.

The other praying Directions with regard to the Schooner Dolphin.

Read and committed to the same Committee.

1. Journal of the House of Representatives, Mass. Arch.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND 1

[Providence] Feby 9th 1776

Meeting in being according to Adjournment -

Voted. That a Letter be wrote to Wm Ellery Esqr desiring him to meet Govenor [Nicholas] Cooke, at Warren on Monday next at 12 o'clock if a fair Day if not then the next fair Day in Order to purchase the Iron, Riging &c, that belongs to Mr. Levey which is under Attachment their & that Jabez Bowen write the Letter. —

Reckoning 17/ paid by [blank]

Meeting adjourned to Monday next -

1. Journal R.I. Frigates, RIHS.

MINUTES OF THE CONNECTICUT COUNCIL OF SAFETY 1

At a Meeting of the Governor and Council of Safety &c.

[Lebanon] Friday, 9 February, 1776

Determined the size and dimensions of the row-galley at N. Haven and sent by Mr. Hood, viz. Keel, 60 feet; beam, 18 feet; hold, 5 feet; dead-rising, 7 inches.

1. Hoadly, ed., Connecticut Records, XV, 236.

Connecticut Gazette, Friday, February 9, 1776

New-London, February 9, 1776.

Last Sunday near Sun-set, Capt. [James] Wallace landed a Number of Men out of his Fleet on Point-Judah; took from thence seven Loads of Hay, a Number of Sheep, and two Cows.

. By Capt. Arthur from Guadaloupe, we learn, that a French Frigate had arrived at the Island from France, with Reports that the French had made a Demand on the British Court of Fifty Million of Livres, as Restitution for Vessels taken by the English before the Declaration of last War. He also informs us that there's not so many English Cruisers off the foreign Ports in the West-Indies as has been represented.

Major General Charles Lee to John Hancock ¹

N York Febry the 9th 1776

Sir -

A transport is this instant arriv'd in this harbour with Troops altho it is said that General Clinton gave his honour that not a Soldier was destin'd for this place – as We have, Sir, a great deal to do, many works to throw up, Long Island to secure - and a considerable deal of duty necessary for the safety of the City - and as the four Battalions orderd to be rais'd in this Province can not possibly be prepar'd for any sort of service in a very short space of time it is requisite to provide ourselves with an adequate force immediately - it is true the Committee of safety (whose zeal and alacrity seem most fervent) have ordered three Regiments of Minute Men into the City but I apprehend even this addition will not enable us to accomplish the measures resolv'd upon - if, Sir, a Battalion of the Philadelphian Associators, or a detachment from the several Battalions amounting to the Number of a compleat Battalion coud be spar'd us They wou'd not only be of infinite use to us, but of considerable to themselves, as it will afford 'em an opportunity of instructing themselves in the construction of Field works and [of] the Method of fortifying and intrenching camps. - I confess I am the more solicitous of being immediately put into force as I am extremely apprehensive that a very large Body of the Ministerial[ists] will be here in a very few days either from Boston or from England. I think, Sir, likewise as probably the number of Troops will be increasing here every day - the Congress wou'd do well without loss of time to establish an hospital in this Colony I am, Sir [&c.]

Charles Lee

1. Papers CC (Letters from General Officers), 158, I, 13-14, NA.

JOURNAL OF THE CONTINENTAL CONGRESS 1

[Philadelphia] Friday, February 9, 1776

A number of letters being received, were laid before Congress, and read, viz. From General Washington, 24 and 30 January, with a copy of one to General Schuyler, 27 January, with a number of intercepted letters:

From General Schuyler 29, 31 January, and 1 February, 1776, enclosing copies of two letters from General Arnold, 11 and 12 January, and sundry other papers from Governor Trumbull, 3d February, with sundry enclosed papers.

Resolved, That the above letters be referred to a committee of five.

The members chosen, Mr. [Samuel] Chase, Mr. J[ohn] Adams, Mr. [John] Penn, Mr. [George] Wythe, and Mr. [Edward] Rutledge.

The Congress took into consideration the report of the Committee on the second memorial of Sansom, Murray & Co. &c. Whereupon,

Resolved, That the memorialists be permitted to make sale of their cargo of wheat in Connecticut, or else to proceed on their original voyage to Falmouth, in England, and a market under the office papers, and clearances, which the said vessel sailed with from New York in September last; and also subject to the former restrictions of Congress, respecting the appointment of a commander.²

Information being given to Congress that a quantity of powder, arms and salt petre was arrived.

Resolved, That the committee appointed on the 13th of last month, to purchase the salt petre then arrived, and have it manufactured, be directed and empowered to take every necessary measure to have the salt petre, now arrived, manufactured into gun powder with all possible expedition.

Resolved, That a copy of the paper relating to signals found among the intercepted letters, be sent to the commander of the fleet, and that the delegates of the several colonies be permitted to send to their respective conventions or committees of safety a copy of the said paper under a strong injunction to keep it secret.

Resolved, That two tons of the powder now arrived, belonging to the United Colonies, be returned to the committee of safety for Pennsylvania, in part of that borrowed of them:

Ordered, That the committee appointed to manufacture the salt petre into gun powder, be directed to enquire and report to Congress a state of the powder, arms and salt petre arrived.

1. Ford, ed., JCC, IV, 122-27.

2. This is the case of the ship Peggy, William Barron, master, whose suspicious actions induced the Continental Congress to rule on November 15, 1775, that Murray, Sansom & Co. could not dispatch the ship from Norwich, Connecticut, unless another master was appointed.

DIARY OF RICHARD SMITH 1

[Philadelphia] Friday 9 Feb. Minutes read & Letters from Gens Washn [Philip] Schuyler [David] Wooster & [Benedict] Arnold & from the N Jersey Convention & a Packet of intercepted Letters from England taken by [John] Manley inclosing private Signals of the Men of War and Transports – ² Copies of these Signals ordered to Admiral Hopkins & to the Delegates of each Colony . . . Debates ensued about disposing of the Powder arrived here in Capt [John] Craig & 2 Tons were allotted to Pennsa in Part of what has been borrowed 1 Ton to N Carolina as formerly voted and the rest left for Consid[era]t[ion]s

1. Richard Smith's Diary, LC.

2. The private signals were found in the packet thrown overboard by William Foster, master of the ship Jenny, and retrieved before it sank. This happened in December, 1775, and why it took so long to get them to Congress is not apparent. The intercepted letters probably were secured when the transports Happy Return and Norfolk were taken by Manley on January 26, 1776.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY 1

In Committee of Safety.

Philad'a, 9th Feb'y, 1776.

Resolved, That Mr. [John] Nixon, Mr. [Thomas] Wharton [Jr.] & Mr. [Robert] Whyte, be a Committee to superintend the armed Boats, & to furnish them with what necessarys they want, and to give orders for any necessary repairs.

Agreeable to a Resolve of Congress, this Board went into the choice of a proper person to be appointed as Capt. Lieutenant to the Company of Matrosses to be raised for the service of the United Colonies, when Gibbs Jones was made choice of; therefore,

Resolved, That the said Gibbs Jones be appointed Capt. Lieutenant of the said Company, for the service of Canada.

Upon application of Andrew Caldwell, Esq'r., Commodore to the Fleet, for a sum of Money for the Recruiting service; By Order of the Board an Order was drawn on Mr. John M. Nesbitt, Paymaster to the fleet, for £120 for that purpose.

Resolved, That the Officers that shall be employed to recruit in the Country for the service of the Fleet, shall be allowed twenty shillings per week each for their travelling Charges, and ten shillings per man for each Man they shall inlist, in lieu of all recruiting Expences, and also ten shillings per week for the subsistance of each of their Recruits, while they continue in the Country recruiting, and until they join the Corps at the Barracks.

1. Pennsylvania Colonial Records, X, 480, 481.

THOMAS RODNEY TO CAESAR RODNEY 1

[Extract]

[Dover] Feby. 9th 1776

I recd: a Letter from Mr [David] Beveridge this evening and he still insists on our insureing a part of the Vessell which I have answered him we cannot do, and expect the Matter will end here with him –

1. Rodney Collection, HSD.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY 1

[Annapolis] Friday 9 February 1776.

An Agreement was made with Mr Hugh Young for the Exportation of Provisions agreeable to a Resolution of [the Continental] Congress. Also with Mr George Woolsey for the like purpose, & Copies thereof filed.

Ordered That the Treasurer of the Western Shore pay to Mr Hugh Young fifteen hundred pounds Currency.

Ordered That the said Treasurer pay to Mr George Woolsey eighteen hundred Pounds Currency.

Permit was given to Mr Hugh Young to export Tobacco and Iron, or provision and in Return to import Salt.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

Purdie's Virginia Gazette, Friday, February 9, 1776

Williamsburg, Feb. 9.

By advices from the army under col. [Robert] Howe, we learn that they abandoned Norfolk last Tuesday [February 6], after removing the poor inhabitants, with what effects they could carry along with them, and demolishing the intrenchments which Lord Dunmore threw up a little before he fled on board the fleet now lying before that place. What few houses remained after the late bombardment were likewise destroyed, after being valued, to prevent our enemies taking shelter in them. Thus, in the course of five weeks, has a town which contained upwards of 6000 inhabitants, many of them in affluent circumstances, a place that carried on an extensive trade and commerce, consequently affording bread to many thousands, been reduced to ashes, and become desolate, through the wicked and cruel machinations of lord North and juncto, aided by their faithful servants, my lord Dunmore with his motley army, and the renowned capt. [Henry] Bellew, commodore of his Britannic majesty's fleet in Virginia, and his generous and valiant crew. Truly may it be now said,

Never can true reconcilement grow

Where wounds of deadly hate have pierc'd so deep.

The troops are now stationed at Kemp's landing, the Great Bridge, and in and about Suffolk.

The cannonading heard last Thursday se'nnight [February 1], at Norfolk, was occasioned by a detachment of our troops, under major [Francis] Eppes, attacking a number of black and white people from the men of war, who had landed to steal tobacco. Major Eppes drove them back, after killing four negroes, and two white men, upon which the ships began to fire. - We hear lord Dunmore and his friends are exceedingly uneasy, and a good deal frightened, upon hearing that the continental fleet is designed against them, and indeed they have very good reason, for, as sure as a rifle (and that, they will know, is pretty sure) commodore [Esek] Hopkins will pay them a visit so soon as he is joined by the Maryland squadron.

JOURNAL OF H.M. SLOOP Kingsfisher, CAPTAIN JAMES MONTAGU 1

At [Single Anchor] Hampton Rd point Comft N E Wednesday 7 [A. M.] fired 3 Guns at the Rebels P M was fired on by the Rebels Retd it with 6 Guns Pt Comfort W B S 5 Miles A M at 10 Weighed & Came to Sail Gave Chace to 2 Vessels Thursday 8 wth out the Capes At Noon found them to Be the Liverpools Tender & prize Wore Ship Empd turning up At 3 P M Anchored off Point Comfort Friday 9 At 8 A M Saw A Sl off Weighed & stood off At 10 found her to Be H: M:S: Roebuck Stood up in Co At 11 TKd in 1st

At 2 PM Anchored as Before in Co with the Roebuck

1. PRO, Admiralty 51/506.

Feby 1776

Captain Andrew Snape Hamond, R.N., to Naval Captains in Virginia ¹

By Andrew Snape Hamond Esqr commander of His Majesty's Ship the *Roebuck*.

In consequence of Orders from Vice Admiral Graves: You are hereby required and directed to put yourself under my command and follow all such orders and directions as you shall from time to time receive from me for his Majesty's Service. Given under my hand on board his Majesty's Ship the *Roebuck* at Virginia the 9th February 1776.

A. S. Hamond

Respective Captains of his Majesty's Ships

[Endorsed] the Liverpool, deld 9 Feby & distinctional Signals

Otter Do

Kingsfisher, deld 9 Feby 1776 & distinctional Signals Captain [Alexander] Graeme who Sussd [succeded Captain James] Montagu had the same 18 following

Otters Tender Lt John Wright - the Betsey deld distinctinal Signals [2d June]

Fowey - [George] Montagu 1st May 1776 Do do do

1. Hamond Papers, Orders issued, UVL.

Captain Andrew Snape Hamond, R.N., to Lieutenant John Wright, R.N. ¹

You are hereby required and directed to put in execution those orders you have received from Captain [Matthew] Squire to escort the *Cruizers* Tender to Cape Fear, giving her Lieutenant orders to put himself under your command, and having so done, to return to this place with all possible dispatch.

Given under my hand on board his Majesty's Ship the *Roebuck* at Virginia the 9th February 1776.

To Lieut John Wright commander of the Otters Tender the Betsey

1. Hamond Papers, Orders issued, UVL.

DIXON AND HUNTER'S Virginia Gazette, SATURDAY, MARCH 2, 1776

New Bern (North Carolina), Feb. 9.

By a Gentleman from Philadelphia, we have received the pleasing account of the actual sailing from that place of the first American fleet that ever swelled their sails on the western ocean in defence of the rights and liberties of the people of these colonies, now suffering under the persecuting rod of the British Ministry, and their more than brutish tyrants in America. This fleet consists of five sail, fitted out from Philadelphia, which are to be joined at the Capes of Virginia by two ships from Maryland, and is commanded by Admiral Hopkins,

a most experienced and venerable sea Captain. The Admiral's ship is called the Columbus, after Christopher Columbus, the renowned discoverer of this western world, and mounts 36 guns, 12 and 9 pounders, on two decks, 40 swivels, and 500 men; the second ship is called the Cabot, after Sebastion Cabot, who completed the discoveries of America made by Columbus, and mounts 32 guns; 2 the others are smaller vessels, from 24 to 14 guns. They sailed from Philadelphia amidst the acclamations of many thousands assembled on the joyful occasion, under the display of a union Flag, with 13 stripes in the field, emblematical of the Thirteen United Colonies; but unhappily for us, the ice in the river Delaware, as yet, obstructs the passage down, but the time will now soon arrive when this fleet must come to action. Their destination is a secret, but generally supposed to be against the ministerial Governors, those little petty tyrants that have lately spread fire and sword through these southern Colonies. For the happy success of this little fleet, three millions of people offer their most earnest supplications to Heaven.

1. The gentleman was Christopher Gadsden, en route from Philadelphia to Charleston in a pilot boat which had been driven ashore on the North Carolina coast.

2. Somebody, probably the printer, garbled the account of the two principal ships, because Gadsden, as a member of the Naval Committee was familiar with the entire fleet. The Alfred was the flagship, not the Columbus, and the Cabot was a brig.

JOURNAL OF H.M.S. Syren, CAPTAIN TOBIAS FURNEAUX 1

February 1776

Cape Fear ENEt 5 or 6 Leagues

Monday 5

A M at 6 Wore Ship at 9 standing in shore after a small Schooner, Lady Wm & Comet 2 Schooners & our Cutter in Chace, at 11 TKd: and stood off—

Light Airs & Clear.

P: M: at 4 fired a Gun as a Signal to the Vessel in Shore at 7 Calm came too with the stream Anchor in 10 Fms Water, the extreams of the Land from NE½Et to WBS½So at 9 the Boat retd having taken a small Armed Schooner, the People had deserted her, after rung her on shore; she had on board 4 Swivels a Musquetoon & many Cutlasses – ³

Tuesday 6

A M at 5 weighed & came to Sail, at 6 bro't too & sent a boat on board the Schooner, at noon the Lady Wm Comet & Prize Schooner for Cape Fear. –

Fresh breezes & Clear

Wednesday 7

A M at 2 TKd at 8 TKd in 6 Fath's supposing the Ship to be on the S Et end of Frying pan, exercised guns & small Arms – First part fresh breezes & Clear, latter Mode P M at 6 a great Swell from Nowd

Thursday 8

A M Lashed between Decks, at 10 the Articles of War &ca were read to the Ships Compy found the Ship to Nowd of Accot by streeching into the Gulph Stream – First part Light breezes, Mdle fresh Gales & Cloudy, latter Mode with Rain, and a great Swell TKd occasionally; P M at 11 dble Reeft TSls & struck Top Gallt Yards –

Friday 9

A M at 7 saw a Sail in the NEt at 8 fired a Shot & bro't too a Sloop from St Eustatia bound to Norfolk in Virginia, Laden with Sugar, Molasses, Rum, Coffee, Ginn & Salt which Sloop we detained & sent a Petty Officer & 4 Men on board to carry her to Cape Fear 4 at 11 made Sail –

1. PRO, Admiralty 51/930.

2. The Comet was the Scarborough's tender, which was first spoken on February 3.

3. According to the *Cruizer*'s journal, the prize was "a small Privater belonging to Charlestown."

Actually it was the armed pilot boat in which Christopher Gadsden had set off from Philadelphia for Charleston. His escape to shore is described in a letter from Henry Laurens to the Georgia Provincial Congress or Council of Safety, February 13, 1776.

 This sloop, like the snow from Bristol taken January 30, is not named on Shuldham's or Howe's prize lists.

JOURNAL OF THE SOUTH CAROLINA PROVINCIAL CONGRESS 1

[Charleston] Friday, February 9, 1776.

Col. [Christopher] Gadsden presented to the Congress an elegant standard, such as is to be used by the commander in chief of the American navy; being a yellow field, with a lively representation of a rattle-snake in the middle, in the attitude of going to strike, and these words underneath, "DON'T TREAD ON ME!"

Ordered, That the said standard be carefully preserved, and suspended in the Congress room.

1. Provincial Congress of South Carolina, 21-24.

South-Carolina and American General Gazette, FRIDAY, FEBRUARY 2 TO FRIDAY, FEBRUARY 9, 1776

Charlestown, February 9.

On Saturday sailed for Cadiz, the Spanish Snow St. Michael, Don Joacham de Laraquebel, Commander, which put in here in Distress, in September last, and has since been refitted.

Yesterday arrived here, from Philadelphia, Christopher Gadsden, Esq; one of our Delegates at the General Congress, and Colonel of the first Regiment of Infantry in the Service of this Colony, with his Son Mr. Thomas Gadsden. On the Coast of North-Carolina, they were chased ashore by a Man of War, supposed to be the Syren Capt. [Tobias] Furneaux, and her Tender; but fortunately Colonel Gadsden secured his Papers, and with the Rest of the Passengers and Crew, got safe on Shore. The Vessel, Mr.Waldron's Pilotboat, fell into their Hands.¹

We hear that the *Syren* was seen off Georgetown Bar last Sunday, with a Schooner, which was supposed to be one from the Northward that had been taken by her.

1. See journal of the Syren for February 5, 1776.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN SAMUEL GRAVES, R.N. 1

(A Copy)

By James Young Esqr Vice Admiral of the Red; and Commander in Chief of His Majesty's Ships and Vessels at Barbadoes, and the Leeward Islands &c:

Whereas I have received an express from Boston, with a dispatch from Major General [William] Howe, Commander in Chief of His Majesty's Forces in America, wherein He represents to me, His strongly apprehending that the King's Army under His Command may be greatly distressed for want of Provisions &c; should no Supplies speedily arrive there, and sundry Victualing Transports intended for supplying the King's Army in America, having been blown off that Coast in bad Weather are put into this Island in distress: amongst which the Killingworth Victualer, Thomas Powditch Master, and the Layton Victualer, Robert Johnson, Master are now refitted.

You are therefore hereby required and directed to take under your Care and protection, said Two Victualing Transports, the Killingworth and Layton, and Convoy them forthwith to Boston: on your arrival you are to put yourself and said Victualing Vessels under the Command and Orders of the Commander in Chief of His Majesty's Ships at that Port: and deliver the dispatches you will receive herewith as directed. You are strictly required to make no delay whatever in executing this duty, and take notice, that your Activity herein may prove of the utmost importance to His Majesty's Service, as perhaps the preservation and safety of the King's Army at Boston may depend on your Success: You are immediately to Compleat the Vipers Provisions &c. to three Months from the Layton Victualer, and should she need water may stop Ten hours at Old Road St Kitts to take on board a Supply; but are on no Account to make a longer stay at that place, or any other; for which this shall be your Order.

Given under my Hand at English Harbour Antigua; the 9th February 1776

Jams Young

To Captain Samuel Graves of His Majesty's Sloop Viper.

By Command of the Admiral Geo: Lawford.

1. PRO, Admiralty 1/309.

JOURNAL OF H.M. SLOOP Viper, CAPTAIN SAMUEL GRAVES 1

Feby 1776

Moor'd in St John's Roads Antigua

Friday 9

Modt & Cloudy with rain

P M Detained the Schooner Elizabeth belonging to Anopolis in Maryland.

1. PRO, Admiralty 51/1039.

Deposition of John Kennidy 1

Jamaica ss John Kennidy of the Parish of Kingston in the County of Surry in the said Island Gentleman being duly sworn maketh Oath an Saith That [he] this Deponent did between the Hours of Eight and Ten of the Clock of the Forenoon of this Ninth day of February Instant apply to Clark Gayton Esquire Admiral and Commander in Chief of his Majestys Fleet on the Station of this Island for the discharge of William Clarke and John Werden Mariners and James Young Merchant all now Confined on Board his Majestys Ship the Antelope in the Harbour of Port Royal under the Command of the said Admiral Clarke Gayton And this Deponent Saith that upon such Application the said Admiral Clarke Gayton did declare to this Deponent that he would not discharge the said William Clark John

Werden and James Young as he detained them by Virtue of his Orders or Instructions this Deponent then demanded a Copy which

Sworn before me this 9th day of February 1776 – T French

John Kennidy

1. PRO, Admiralty 1/240.

10 Feb.

JOURNAL OF BARTHOLOMEW JAMES 1

the said Admiral Clark Gayton did positively refuse.

[Halifax, February 10]

The 10th of this month the harbour was totally froze up, and all communication with the shore cut off, at which time we had a gang of men on shore fitting Captain [Charles] Hudson directed me to take a quartermaster with me, and endeavour, by breaking the ice, to get a boat on shore with provisions for With the utmost difficulty we got into the boat astern, for it must be remarked that though the ice was four feet thick, it was of a substance incapable of bearing the weight of a man, occasioned by the rapidity of the tides. with the utmost difficulty reached about half way on shore, we began to discover the danger we were exposed to, as we made no progress but with the tide, which was setting us directly at sea in a large field of ice. Thus situated, Captain Hudson made the signal for us to return to the ship, but that I found totally impractic-The Commodore [Marriot Arbuthnot], Captain [John] Symons of the Cerberus and the master attendant was hailing me from the wharf also to return to the ship; in complying with which I increased my danger by getting more in the centre of the tide, and hundreds of people were assembled to see the fatal consequences that would befall two boats - another with a man and his son - attempting at that time to cross the harbour. However, just at dark, with the greatest exertions, we got near enough for a man to throw us a lead from the Cerberus' jib-boom end, and at length was hauled by it alongside of the wharf where she lay, having been six hours in the above situation, and both myself and

the quartermaster frostbit, and a sad witness of the other boat's distress, which was drove to sea and both the man and his son froze to death, having two days after been picked up at the entrance of the harbour. I did not return to the *Orpheus* for two days, during which I received all possible care and attention from Mr. Prowse, the master attendant, who was master of the *Torbay* when I belonged to her.

1. Laughton, ed., James' Journal, 23-24.

ORDERLY BOOK OF MAJOR DANIEL ILSLEY 1

Falmouth Feby 10th 1776

Orders for the Forces Stationed at Said Town ² Viz That their be a Main Guard Consisting of one Subaltern one Serjeant one Corporal & twenty Privets that this Guard be Reli[e]ved once in Twenty four hours and that they Keep one Centinel at both of the Batteries from Sun Rise till Sun Sett & two Centinels from Sun Sett till Sun Rise – That the Centinels Suffer no Person to walk on the Platforms or Even Step on the Same Except those who have the Care of the Guns &c that they take proper Care of all Such Millitary Stores as may be Dld to their Charge and that they hail all Vessels Comming into the Harbour and Demand their Boat to be Sent on Shore Except the Guards are Satisfied that they are friends in Case they Refuse fire a gun acquaint the officer of the Guard and Commanding officer as Soon as may Be –

Ordered that their Be a Night Guard Known by the Name of the Patroll watch to Consist of one Serjeant one Corporal & Sixteen Privets their Duty to Begin at nine OClock in the Evening (at which time notice will be given by the Drum & fife for all Soldiers to be at their Barracks) and End after Day Brake four of this Guard to be Continually walking the Streets between the hay market and the Pound on the Neck

- 1. MeHS.
- 2. Ilsley had about 300 men under him at Falmouth. The town had been jittery ever since the destruction by Lieutenant Henry Mowat in H.M.S. Canceaux in October, 1775.

George Washington to Colonel Joseph Reed 1

[Extract]

Cambridge, February 10, 1776.

The Congress have ordered all captures to be tried in the courts of admiralty of the different governments to which they are sent, and some irreconcilable difference arising between the resolves of Congress, and the law of this colony, respecting the proceedings, or something or another which always happens to procrastinate business here, has put a total stop to the trials, to the no small injury of the public, as well as the great grievance of individuals. Whenever a condemnation shall take place, I shall not be unmindful of your advice respecting the hulls,&c....

- ... Our vessels now and then pick up a prize or two. Our Commodore (Manly) was very near being catched about eight days ago but happily escaped with vessel and crew after running ashore, scuttling, and defending her.
- 1. Fitzpatrick, ed., Writings of Washington, IV, 318-23.

OWNERS' BOND FOR THE SLOOP Nancy on a Voyage to New York 1

Know all Men by these Presents that we John Innis Clarke and Joseph Nightingale both of Providence in the County of Providence and Colony of Rhode Island &c. Merchants are held and firmly bound unto Joseph Clarke Esqr. General Treasurer of 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 Our Heirs Executors and Administrators firmly by these Presents. Sealed with Our Seals. Dated the Tenth Day of February in the Year of Our Lord One Thousand Seven Hundred and Seventy Six.

Whereas Phillip Paine Master of the Sloop Nancy burthened about Fifty Tons hath Obtained Permission of the Honble Nicholas Cooke Esqr. Governor of the said Colony to proceed in said Sloop to the Colony of New York in Ballast only: Now the Condition of this Obligation is such That if the said Phillip Pain shall proceed with said Sloop to the Colony of New-York and there take on board the Produce of the Country or other Articles under the Direction of the Committee of Inspection of the City Town or County where he shall lade and take in his said Cargo and also bring back proper Certificates both of Exports and Imports from them and lodge the same in the Office of the Secretary of the said Colony within three Days after the Return of said Sloop and further shall not Proceed to any Port or Place not being within the United Colonies (the Danger of the Sea and Seizure by an Enemy always excepted) then this Obligation shall be void or else in full Force.

Sealed and Delivered in the Presence of

Jos. Nightingale²

Henry Ward Elizabeth Ward

1. Maritime Papers, Bonds, Masters of Vessels, R.I. Arch.

 Ibid., Clarke & Nightingale entered bond the same day for a second vessel, the schooner Defiance of about 50 tons burden, Robert Olds, master, bound in ballast to Connecticut.

Providence Gazette, SATURDAY, FEBRUARY 10, 1776

Providence, February 10.

Sunday Morning last [February 4] the ministerial Fleet left the Harbour of Newport, and steered for some Time towards Block-Island, then stood in, and anchored under the East Side of Point-Judah [Point Judith] when they landed, and took off a Number of Sheep, two Cows, two or three Oxen, and some Hay. On Monday they came up the River as far as Gould Island, and have since been cutting Wood on Hope-Island.

SOUTH KINGSTON COMMITTEE OF CORRESPONDENCE TO GOVERNOR NICHOLAS COOKE 1

Sir.

So Kingston Feby 10th 1776

The Committee of Correspondance for the Town of South Kingston, beg leave to inform your Honor, that the Sea Coast of this Town is very extensive,

that it affords a great Number of Landing Places, and a most valuable Stock, and great Quantitys of Hay, now remaining upon the whole Coast – This Town is at the same Time on a very defenceless State, great Numbers are inlisted into the Continental Service, a considerable Number in the Regiments raising in this Colony – besides about fifty men lately placed upon Jameston as Minute Men – The late Attack upon Point Judith by Capt [James] Wallace, evinces our defenceless State still stronger, as Capt Wallace was able to git off a considerable Quantity of Hay and Sheep, before any considerable Number of Men could git there, tho' great Spirit was shewn by the Inhabitants of this and the neighbouring Towns – We must therefore, not only as we would regard our own immediate Safety, but [the P]ublick Cause, request your Honor, as soon as possible, to direct, that the Minute Men on Jameston under Capt Brown and Capt Parker, and a sufficient Body of the Regiments raising, be placed upon the Coast round this Town, that the Enemy may be frustrated in any future Attempt, This we apprehend absolutely necessary, but submit it most humbly to your Honor.

In behalf and by Order of the Committee, I am [&c.]

J. Peckham Cler[k] of sd Committee

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

TESTIMONY OF JOSEPH APLIN 1

[South Kingston, February 10, 1776] ²

About twelve OClock A.M. last Sunday, I was at the House of Sylvester Robinson, Esq; in Point-Judith, in Company with several Gentlemen, and observed several Ships of War with Tenders, standing Southward. While we were conjecturing their Destination, a Neighbour of Mr Robinson came in just as we were sitting down to dine, and told us that Capt Wallace was landing his Marines on the Beach near the End of the Point. Not long after, I set out in Company with Mr Robinson, Dr Gleason, and Mr Robert Hassard, to make what Discoveries we cou'd of Capt Wallace's Design; and having reached Col Hassard's House, where we found the Family in the greatest Confusion, securing their Effects, and consulting their personal Safety, I gave it as my Opinion, that some Body ought to repair to Capt Wallace, and desire him not to desolate the adjacent Farms, and offered to go my self, provided Mr Hassard wou'd bear me Company; to which he consented. This those who were present acquiesced in, and if I am not mistaken, approved of.

On approaching near Capt Wallace he asked "who's that? – Mr. Aplin?" – I told him "yes." He then said, that his Object was to take a little Hay, and that he meant to take only the Remainder of a Stack which was then uncovered; adding, that he was willing to pay for whatever he shou'd take. I replied, that neither the Farm, nor any Thing on it belonged to me, but that one Mr Niles, a Friend of mine, occupied the Farm; that his being absent from Home, bro't me to him to

desire him not to desolate it. He told me that he meant no such Thing, unless his Men were fired upon; in which Case he wou'd ravage as he went. I intimated that there were not less than six hundred Men about entering the Point, and that they wou'd soon be strengthened by the adjacent Country, which had been already alarmed. This I mentioned to shorten his Stay. He asked me if I thought the armed People that were on their March, had the Heels of the Ships? – which made me think that he intended making some Descent to the Northward.

Upon his expressing some Surprize at the sudden Rising of the People, I took Occasion to put him in Mind, that Desolation marked him wherever he went. He said that he never suffered his Men to ravage unless they were molested, and that he was always willing to pay for what he was allowed peaceably to take. He then asked me, who the Man was that stood by me? — I replied Mr Hassard. He asked him to lend him a Cart to convey the Hay to the Boats? Mr Hassard replied that he had none, and that he lived several Miles distant from thence. [Mr Hassard stood within Hearing during the whole Conversation] — Just after we took Leave of him, he called after me and told me, that if Mr Niles had got Home, he wished to see him, or any of the Farmers (as he called them) that wou'd come unarmed — I told him, I would bear the Message.

In my Way to the House, I drove along before me a large Flock of Sheep that were not far distant from the Out-Guards. When I got there, I saw several Gentlemen, and among them, Mr Niles; all whom I made acquainted with what had passed.—Mr Niles was very anxious that I shoud go along with him, and had his Request backed by Mr Caleb Gardiner and (I think) Mr Dyer. I consented, provided we were joined by any Body else. Dr Gleason offered, and accompanied us, together with Mr Hassard, to Capt Wallace. Nothing Material passed more than is above related, saving Capt Wallace's offering Pay for what he shou'd take, which was refused by Mr Niles, who told him, that he cou'd hold no Correspondence with any that belonged to the King's Ships.—Mr Niles had very little Conversation with Capt Wallace that was out of my Hearing.

The above is all that I can at present recollect of an Affair, which has been attended with very disagreeable Consequences to me. I can only add on the Occasion, that I have broken no Law intentionally, and that if I have transgressed the Line of Prudence, it was the personal Friendship that I bore Mr Niles, and the defenceless Situation of the Point-Farms, that led me into the Error: For at the Time when I first Went to Capt Wallace, there was not an armed Man upon the Point to protect any Thing there. I therefore thought it best both for the Public and Individuals, that Nothing shou'd be unnecessarily destroyed.

Joseph Aplin

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

^{2.} Ibid., the date is established by J. Peckham's letter of February 13, 1776: "Upon interrogating Mr Joseph Aplin last Saturday [February 10]."

NATHANIEL SHAW, JR.'S MEMORANDUM OF POWDER DELIVERY 1

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11 Kegs Powder
                                  23 ¾
13 ¼
 26
         13
                 5 at 4 ¼ tare 6 at 2 ¼
 28
         13 ½
 27
                                  37
         13
         13 ¾
 27 1/2
         13 1/4
 26 ½
135
         13
 79 ½
         79 ½
214 ½
 37
177 ½
 41 lb deld before
218 ½ a 5/6
                      £60..1..9 LMy.
       33 ½ PCt
                       20..0..7
                       80..2..4
       York Cury
 Deld John Gilson
 [New London] Feb 10,1776
                      6 a 5/6 - £1.13..0
  De Danl Tuthill
1. Shaw Collection, YUL.
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Major General Philip Schuyler to John Hancock 1

[Extract]

Albany Feby 10th: 1776.

Sir I have received no Accounts from Canada since I had the Honor to write you on the 7th Inst The post came in Yesterday but had no Letters for me. . . .

Inclose you a paper that was delivered me by a Mr [John] Frazer a Judge of the Common pleas in Montreal and who has been sent down a prisoner here – I fear General Wooster pays too much Attention to the Advice of Mr [Thomas] Walker who has been so ill used by the King's Officers, that his private Resentment will hurt our Cause; and I dare confidently venture to prophesy that unless a respectable Committee of Congress be with all Expedition sent to Canada that our Affairs will not only greatly suffer, but that in all probability we shall lose the Affections of the Canadians.

The Committee if any is sent should be enabled to live with that Splendor which with Frenchmen creates Respect – I do not know how General Wooster lives, but if he does not in the Country where he is live at least equal to the utmost of his pay and allowance he will not do Honor to his Constituents.

1. Papers CC (Letters of Major General Philip Schuyler), 153, I, 512-16, NA.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY 1

[New York] Die Sabbati, 10 Ho. A.M. Feb. 10th, 1776.

Benjamin Walker informed the Committee that Mr. Yates was informed that his ship was below; that he, Mr. Walker, went down in a pilot boat, expecting it was Mr. Yates' ship; that when the pilot boat came within a mile of the ship, they sent out a boat and pressed John Carleton to pilot the ship up; that he, Benj. Walker, was present and knows that they did press him as a pilot; that an officer on board informed him that they had 200 men on board, and were part of 7,000 men from England, and had been nine weeks at sea.

John Carleton examined, says, he frequently told the captain that there was not any person on board of his boat who could pilot the ship up; but that they insisted on it and obliged him to go on board; that Capt. Kennedy told him he was under the necessity to press him, and did press him to carry up the ship, and charged him on pain of death not to run her aground; that between the banks they saw a wood boat; that a jolly boat put off from her and rowed towards the ship and came within 20 yards; that they then ordered men into the main tops and on deck; that thereupon a pilot on board of the jolly boat, who said he had served his time with Fundran,2 was taken on board; that near Staten island he got on board of his own boat; and that ship Caty is from Boston; that they said there were 200 men on board; that he saw between 40 and 50 men, as he thinks; that there were 8 or 9 officers on board; that he told them Genl. Lee was in New-York, and that he supposed there were 6,000 forces there; that he understood that ships in the whole had sailed with them; that Capt. Kennedy told him that the night before he got down they had 40 men on deck, and some men in the main tops. Carlton had a certificate in the words following, to wit:

I, Capt. Kennedy, of the 44th regiment, commanding his Majesty's troops on board of the *Kitty* transport, do certify that I pressed and by force obliged the bearer, John Carleton, to pilot the above mentioned ship from Sandy Hook to New-York. Given under my hand on board the *Kitty*, Feb. 9th, 1776.

Kennedy, Capt. 44th Regt.

We certify the above.

Lieut. Benson
Lieut. John Campbell

44th Regt.

Thereupon a certificate was given to the said John Carleton, in the words following, to wit:

In Committee of Safety, New-York Feb. 10th, 1776.

The case of John Carleton, as to his having piloted up the transport ship Caty, has, at his own request been heard by this Committee, and Benjn.Walker, of the city of New-York, merchant, who went down with him in his boat, was examined as a witness. The Committee of Safety are of opinion that the said John Carleton was innocently brought into such a situation as to be necessarily obliged to pilot the transport

ship Caty with troops; and from any evidence that has appeared to us, the said John Carleton ought not to be injured, or considered in a worse light or esteem by the public on that account.

- 1. New York Provincial Congress, I, 288-89.
- 2. Fundran's title was Branch Pilot. He was in charge of all New York pilots.

MEMOIRS OF WILLIAM SMITH 1

[New York, February 10, 1776]

On Friday all was Tempest by the coming up of a Transport – The Fears of the Multitude made them forget the Mayor's Message concerning the expected Ship & concieving that they were betrayed Mr. [Henry] Clinton & the Governor were calumniated as false Villains, Liars and Decievers – The River was full of Ice and the Cold intemperate and yet the Inhabitants flew into the Country with their Effects & Nothing could restrain them from escaping at every possible outlet – The opposite Shores were covered with Household Goods there being not a sufficient Number of Carriages to take them away – Immense Losses were sustained by the Fugitives and many weakly Constitutions will doubtless complain from this a rainy cold Day to the Hour of Death. – Their Frights were owing to a Report that Mr. [Charles] Lee would instantly begin to fortify & bring on an Attack from the Ships in the Harbour.

Mr. Tryon at this Juncture sent [Samuel] Bayard [Jr.] the Deputy Secretary to the Committee of Safety to let them know his Answer to Bayard's Question what he should do with the Records that they were safe in their present Repository if no Works were erected to annoy the Ships and the Artillery remained untouched. This was in Effect giving Leave to General Lee to raise works in the interior Parts of the Island But the Committee made no Use of this Hint to ease the Inhabitants chusing to urge their Flight that the empty Houses might be used as Barracks for the Soldiers they had sent for - Mr. Tryon also offered to take the Records into his own Care and be answerable for them & refused his consent to remove them - That Message was delivered on the 7 of Feby to the Committee and reduced to writing tho' delivered in words, and one Copy left with the Mayor & another with Mr. Axtel [William Axtell] to be shewn to the Members of the Council on Shore It gave Relief to but Few except my Family to whom (as my Wife lay in the Day before) Mr. Tryon (Saturday 10th) desired Mr. Axtel to declare in Confidence that Nothing would tempt the Ships to fire at that Season upon the Town. Vandeput at the same time with Tears in his Eyes besought the Refugees contending with the Ice in passing the River to Return to the City assuring them that the Ships would not begin the Assault but all was in Vain while the Leaders on Shore perswaded to the Flight, and were silent as to the Message from the Governor who was at the same [time] openly maligned as one of the worst of Mankind & unfortunately the Wind prevented General Clinton from sailing for several Days during which Time Reports were propogated of Mr. [William] Howe's actual Embarkation at Boston destined to this Place as well as of other Troops being on their Way from Great Britain and General Lee at the same Time declared that his Works might be delayed for a Month. . . .

1. Sabine, ed., Memoirs of William Smith, 263-64.

ROBERT OGDEN TO JOHN HANCOCK 1

Sir

Elizabeth Town, Feby. 10th. 1776

I am ordered by the Committee of Elizabeth Town, to acquaint the Congress of the Capture and State of the Ship, *Blue Mountain Valley*, now lying at Elizabeth Town Point, and to desire particular Directions from the Congress, what is to be done with the said Ship, Cargo, Officers & Seamen.

On Monday, the 22d of January, between eleven & twelve oClock, Lord Stirling with about thirty Men of his Regiment (being near all that were then armed at this Place the rest being at Long Island) set out for Amboy on a secret Enterprise – In the Evening of the same Day, an Express arrived in this Town with a Letter directed to Lord Sterling, and in his Absence to the Chairman of the Committee of this Place, informing, that an armed Vessel with a Detachment of Marines & Seamen was sent off from New York that Day from the Ships of War in New York to the Transport Ship.

On the Chairman's Receipt of this Letter, he immediately called the Committee which met about six oClock in the Evening, and from the Letter & Express, collected & concluded that Lord Sterling left this Place with an Intention to procure a Vessel at Amboy and go in Quest of the Transport Ship which he then thought was in a defenceless Condition, not knowing of the Reinforcement sent from New York, and that if the Intelligence should reach him that Night, he would not be able to procure Vessels & Assistance in Season at Amboy to secure Success and might be repulsed with Loss. - On which the Committee resolved to send a Detachment of an 100 Volunteers in three or four Boats by the way of the Narrows to take, or assist Lord Sterling to take the armed Vessel or Transport of which they immeadiately notified Lord Sterling by an Express; And to encourage Volunteers to enter assured them they should share of the Prize or Prizes according to the Regulations that were or should be made by the Continential Congress. - Volunteers were soon procured, and furneshed by the Committee with Ammunition, Provision, & what Arms were wanting. - Of the Townsmen about 80 and of the Continental Troops about 30. - The Committee also procured three Boats and fitted them in the best Manner the Night & Hurry would admit of. -Between twelve & one OClock at Night the Armament was ready to sail but on Account of the Tide & Ice they could not proceed by the way of the Narrows; they therefore set out with a fair wind by the way of Amboy, where they stopped & called upon Lord Sterling, who with a Boat by him procured for the Purpose & about forty of his Regiment set out with them in Quest of the Ship & armed Vessel. -At Sunrise from the Mast head they descried the Ship at Sea, stood for, met & boarded her without Opposition, at ten OClock in the Morning. - They found her to be a Transport from London with Coals, Porter, Potatoes, Hogs, & Horse Beans designed for the ministerial Troops at Boston commanded by John H. Dempster, Brother to George Dempster Member of Parliment for Dundee &c, in Scotland. - But the armed Vessel by great good Fortune saved herself by returning to New York not having discovered the Ship to the great Disappointment of our People. - Lord Sterling gave the Command of the Ship to Mr [William] Rogers a Sea-Captain, with Orders to proceed for this Place, but being detained by Tide & contrary Winds, on Wednessday near Amboy, The Committee being Apprehensive of an attempt by the Man of War to retake her, on Wednesday Evening sent a Reinforcement of about 80 Men to secure her against any such Attempt and on Friday she arrived in Safety at Elizth Town Point, where she remained under the Care of Lord Sterling gaurded by some of the Troops under his Command untill Teusday Last, when he & his troops were ordered to New York; since which Time she hath been & now is under the Care of the Committee. - By Order of Lord Sterling & the Committee, the Porter & Beans are stored, the Sails & Rigging are taken on Shore; The Potatoes which are cheifly rotten & Coal remain on Board the Ship. - The Capt & Seamen remain Prisoners at large in this Town. -The Committee expected Lord Sterling would have, before this Time, procured the particular Dire[c]tions of the Congress for the Disposition of the Ship & Cargo, but in this they are disappointed and every Thing respecting the Ship is in Sus-The Hogs remaining being only seven (out of eighty) and the remaining Potatoes they have concluded to sell. - The Coal is in great Demand for making of Arms, and is liable to be destroyed with the Ship by an armed Force which may be despacthed privately in the Night from New York, which is but about fourteen Miles distance. The Seamen who are boarded out by the Committee are uneasy & soliciting the Committee for their Wages, which, they say, were promised by Lord Sterling. - The Capt is anxious to know how long he is to be detained, and the Committee are desirous that he may be soon dismissed & be at Liberty to return Home & inform his Freinds & Countrymen of the Usage he has received from the Americans. -

This, Sir, is the State of Affairs relating to the Store Ship called the Blue Mountain Valley taken & brought to this Place. –

The Committe[e] earnestly request that the Congress will immeadiately take the same into Consideration & will fully determine in what Manner the said Ship & Cargo shall be disposed of, and that they will very speedily give Directions particularly, for the same. - That if the Congress shall determine that the Ship & Cargo or any Part thereof shall be distributed among the Captors that they will order very particularly the Manner & Proportion of such Distribution, for which Purpose a List of the Officers & Men as near as the Committee can find is [i]nclosed. - The Committee are also desirous that the Congress will determine what is to be done with the Captain, Officers & Seamen belonging to the said Ship & also respecting their private Property due. - A Bill of the Wages is inclosed. - The Committee are informed & beleive that Lord Sterling soon after taking the Ship assured the Captain & Men that their Property then on Board should be restored to them and that they should receive all their Wages that were then due. - The Captain's Adventure amounts to about one hundred & twenty Pounds sterling, Sixty Pounds of which are insured. The Committee do not know whether that Sum should be allowed him or whether he should be refered for the same to the Insurers in England. They desire Directions from the Congress.

Here is also enclosed a Copy of the Bill of Laden of the Ships Cargo, which among other Things proves the Ships Destination.

The Committee desire you will be pleased to lay this Matter before the Congress immediately & hasten an Answer as soon as possible. I am [&c.]

Robert Ogden Chairman of the Committee of Elizabeth Town P.S. Since writing the above, the Committee have received from Lord Sterling, a Copy of the Resolves of Congress of the 29th of Jany last, relating to the Ship *Blue Mountain Valley*, but as they then did not fully determine the Matter, they therefore beg the Congress will now resume the Consideration & send their particular Determinations on each Head, which will be chearfully submitted to & give full Satisfaction to all concerned.

A List of the Officers & Men Belonging to the Melitia of Elizabeth Town Who Entered on Board of three Different Shallops as Volunteers in Order to take the Ship *Blue Mountain Valley* Jany 22d 1776 Under the Command of Elias Dayton Coll

Con			
1	Elias Dayton Coll	33	Dall Craig
2	Edward Thomas Lieut Coll	34	Thos Lee
3	Oliver Spencer Captain	35	Stephen Wheeler
4	William Britten Captain	36	Farrington price
5	Francis Barber 1st Lieut	37	Elijah Woodruff
6	Aaron Hatfield 1st Lieut	38	Dall Woodruff
7	Thomas Morrel 2 Lieut	39	Aaron Ogden
8	George Everson Quartermaster	40	Edwd Jones
9	Smith H[at]field Capt Boat	41	Wm Clark
10	John Thomas Capt Boat	42	Jona: Clark
11	John Trail Capt Boat	43	Jona Nichols
12	William Barnet Surgeon	44	Sall Mann
13	William Higens Sergt	45	Silas Freeman
14	David Ross Sergt	46	Wm Meeker
15	Henry Baker Sergt	47	Sall Ogden
16	Sall Smith	48	Gabriel Meeker
17	Lewis Blanchard	49	Jona: Piersons
18	Edmund Thomas	50	Ellihue Piersons
19	Thos Elstone	51	Dall Bo[ute]yt
20	Ephraim Marsh	52	Robt Spencer
21	Adam Lee	53	Wm Ramsden
22	Thomas Quigley	54	Sall Sealey
23	[blank] Macarty	55	Sall Lee
24	Henry M'Munagal	56	Thos Hoyt
25	Price pareel	57	Lewis Woodruff
26	Barny Ogden	58	Isaah Gray
27	Timy B. Stout	59	Willm Livingston Jnr
28	Jos: Meeker Jun[r]	60	Browst Livingston
29	Geo: Weeks	61	John Hendrix
30	Edwd Connet	62	Sall Morehouse
31	Azerrias Beaty	63	Jacob Carle
32	David Stewart	64	Benja Woodruff

65	Jonathn Woodruff	72	Moses Connet
66	Benjn Hinds	73	Godfrey Blackney
67	John Gray	74	Timy B[a]rns
68	James Clenehey	75	Simon Simonson
69	John Miller	76	Richd Miller
70	John Runyon	77	John Miller 2d
71	Nicholas Deane		

The Above is a True List to the [best] of My Knowledge & Beliefs

Edw^d Thomas

Elizth Town F[e]by 9 1776

1. Papers CC (New Jersey State Papers), 68, 81-89, NA.

"An Account of Wages due to the Captain, Officers Seamen &c of the Blue Mountain Valley from the Time of their coming on Board in the River Thames untill the Arrival of the Ship at Elizabeth Town" 1

		£	S	D
1	J.H.Demps[t]er @ the 1st of October untill the 25 Jany @			
	8£ Sterling Pr Month	30	8	0
2	Chief Mate from 25 Septr untill Do [25th January] @		_	_
	£35.0	13	0	ō
3		8	6	7
4	Third Do [Mate] from 1st of Octr to Do [25th of January] @			_
	31/	5	18	6
5	Carpenter from 25th Septr to Do [25th of January] @			
	£350	13	0	o
6	Boatswain 1st of Octr to Do [25th of January] @ 40/	7	12	0
7	Steward, from Do [1st of October] to Do [25th of January] @			
	31/.	5	18	0
8t	h James McKinnon Seaman from 25th of Septr to 25th Jany			_
	@ 31/.	6	4	0
9	Alexr Watson for same Time	6	4	0
10	George Wilson for Do	6	4	0
11	James Brice Boy @ 21/. for 4 Months	4	4	0
12	Emanuel Paterson from 10th Octr to 25th Jany @ 31/.	5	8	0
13	Nicholas Eliat for same Time	5	8	0
14	Caligan Bastian for Do	5	8	0
		£123	3	7

The above Persons are all that did belong to the Ship Blue Mountain Valley two Prentices Excepted they drawing no wages from the Ship.

The Captn says that their has been paid to the Saylors of the Above Amount. -23 6 7

[Manifest of the Ship]

Shipped by the Grace of God in good Order & well conditioned by Mure, Son & Atkinson, by order of the Right Honourable the Lords Commissioners of his Majesty's Treasury, in & upon the Good Ship called the *Blue Mountain Valley*, whereof is Master, under God for this present Voyage John H. Dempster and now riding at anchor in the River Thomas, and by Gods Grace bound to Boston—One hundred & seven & a Quarter Chaldron of Coals One hundred

Butts of Porter branded CALVERT One hundred & twelve & a half Quarter of Beans Fifteen Tons, twelve hundred Weight of Potatoes Ten Casks of Sour Krout Eighty Hogs Thirty five Puncheons for water — Which are to be delivered in the like Good Order & Condition (the Danger of the Seas, Mortality of the [blank space] and Consumtion of their Provender only excepted) unto the Commander in Chief of his Majestys Forces in America or to his Order, at the aforesaid Port of Boston, or at any other Port in America which he shall direct, free of Freight. In Witness whereof the Master or Purser of the said Ship hath affirmed to four Bills of Lading all of this teno[r] & Date one of which being accomplished the other three are to stand void. And so God send the good Ship to her desired Port in Safety. Amen.

Dated in London the 30th Day of Septr 1775 -

1. Papers CC (New Jersey State Papers), 68, 91-93, NA.

North Carolina Delegates in the Continental Congress to the North Carolina Council of Safety ¹

Philadelphia 10th Febry 1776.

Honble Gentlemen We had the pleasure of writing to you some time ago by Mr. Goddard surveyor of the Post Office, we now send by the waggon that you directed us to procure (to the care of Saml. Johnston Esquire at Edenton) the Drums, Colours,² Fifes, Pamphlets and a quantity of Powder to make up the load, we hope you will receive them safe and doubt not you will cause them to be distributed in such manner as to make them most usefull, we have searched almost every Booksellers shop in this City for pamphlets but have made a poor Collection, few are Written, none read, since the appeal to Arms,

You will please to observe that 400 lb of the Powder is the property of Mr John Cooper with whom you are to account, the remainder, and all the other articles are to be placed to the Credit of the United Colonies and such of them as are expended in their service you will charge to their account, we obtained an order on the Commissary for one Ton of Powder which with the Cash we have received is charged to our Colony, the Waggon cannot carry the whole of it with the other articles, if no good opportunity should offer to send you what remains we shall take care that the Colony has credit for it, If the accounts and Vouchers for the several Articles we have purchased can be had in time they shall be sent herewith, if not, we shall transmit them by the first safe hand as also an account of the sums we may receive from the Public Treasury.

you have herewith sundry resolutions of Congress (part of which have been transmitted before) we beg leave to recommend them to your Serious attention,

The Third Regiment which you are raising and the Vessels of War you are Fitting out will enhance your expenses amazingly, the whole will be too much for your Strength to accomplish, we therefore take the liberty to request of you to forward to us as soon as may be an exact account of your expenditures

for the three Battalions on Continental pay and for the Indian Treaty with every other charge that you have against the united Colonies, we also wish to have an exact State of your Army, a particular account of your Navy expence, a State of the Strength and disposition of your minute men and military & what arms, amunition and Cannon may be wanted for the defence of the Province.

we have had very lumping accounts from two or three Colonies, some of our members have made severe animadversions thereon and the Congress has ordered them back for explanation, we entreat you to be very particular in making out your public accounts so that it may be seen at one view how and for what the money has been expended, it is necessary to inform you that no draught on the Treasurers of the United Colonies from any Province or public officer whatever is paid till Congress has inquired into the matter and directed the President to issue his order to the Treasurer and a minute of the whole transaction made on the Journal, when if the sum is for a particular Colony, that Colony is charged with it and is accountable for the expenditure, your own Judgment will point out to you the wisdom of this measure, you will please to direct us what sums of money to apply for and how they shall be remitted.

By the latest accounts from England down to the 17 of November we have reason to apprehend that our Colony will be attacked in the Spring, we submit it to your consideration whether it would not be prudent to call a meeting of the provincial Congress earlier than the first of May that you may be the better enabled to Counteract the wicked designs of the ministry by providing against the Armament intended to destroy your liberties, for further particulars respecting News we refer you to the public papers enclosed.

It is more than probable that the American seas well be covered with Men of War and cutters in the Spring for the purpose of intercepting Vessels and plundering the Shores for provisions, the sea Coast of our Colony is very extensive and may require your notice and attention.

We need not urge to you the Necessity of giving all possible encouragement to the recruiting service till your three Regiments are compleat, to the forming independent Companies where the minute establishment is deficient or not approved, and to the making Arms, Salt Petre and Gunpowder. We are with the greatest respect & esteem Gentlemen [&c.]

Honble Cornelius Hartnett Esqr and the other Members of the Council of Safety of North Carolina.

- 1. Hayes Collection, NCDAH.
- 2. The colors referred to were purchased by Joseph Hewes, from James Wharton, ship chandler, and charged for February 8, 1776. The bill is itemized in James Wharton's Day Book, HSP, and reads:

1 Union Flag 13 Stripes Broad Buntg and 33 feet fly	
143 yards Broad Bunting	1460
19 Do Narrow Do	19.
makg Oznabrigs & thread	1. 144
	£16194

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY 1

In Committee of Safety.

Philad'a, 10th Feb'y, 1776.

Upon application of Mr. John Maxwell Nesbitt, paymaster to the Fleet, &ca., for a sum of Money, By order of the Board, an order was drawn in his favour on Michael Hillegas, Esq'r, for Fifteen hundred pounds.

1. Pennsylvania Colonial Records, X, 481, 482.

COMMODORE ESEK HOPKINS TO LIEUTENANT ELISHA HINMAN AND OTHER OFFICERS 1

Gent Men

Alfred [off Reedy Island] febuy 10: 1776

I Desier you will Come with Capt [Hoysteed] Hacker 2 all the officers and men that are Designd for the Ameracin fleet as I understand you are arived on the Jersey shore 3 Make What Dispatch you Can as the fleet will Saill the fir[s]t wind

Esek Hopkins Cr in Cheff

1. Harbeck Collection, HUL.

2. Hacker, on January 20, had been transferred from the brig Cabot to command of the fleet

tender, the sloop Fly.

3. That this letter was addressed to Lieutenant Hinman and the other two officers, who had sailed from New London on January 19 in the sloop Lizard with eighty-two Connecticut enlisted men for the fleet, is a logical conjecture. Apparently the Lizard had rough sailing and put into an inlet on the New Jersey coast earlier in February. Word was then sent to Hopkins of their whereabouts, and the sloop Fly was dispatched down the bay to pick them up for the fleet. They probably did not arrive until the fleet had anchored within Cape Henlopen on February 13. The men were distributed among the various vessels. Of the three officers, Lieutenant Jonathan Maltbie was attached to the Alfred immediately upon his arrival, and Hinman was sent to the Cabot to succeed Hacker as first lieutenant. The immediate disposition of the third officer, David Phipps, master, is not in evidence.

Dr. C. F. Wiesenthal to the Maryland Council of Safety 1

[Extract]

Balt Town Febry 10th 1776

Gentlemen According to Your Orders I have examind and received into my Care the Medicins and Shop of Doctr Stenhouse for the Use of the Troops, the invoice of which I have thought requisite to inclose for Your Examination - The Medicins are all of good Quality, and Saleable in Case they should not be wanted the Price is less than what Medicins at present Sell for, and that considerable, . . .

. . . I have likewise taken some necessary Surgeons Instruments which likewise enhanced the Sum. Upon the whole it is my Opinion that if the War should continue and consequantly our Troops take the field we shall find abundantly use for these Medicins and not have enough, but should we be So happy as to conclude a peace and not want many of the Medicins they will allways bring the Money laid out again, another Consideration is that the Ship Defense will most certainly want a Considerable Chest and as it can be Supply'd from this Shop will take off a good deal thereof. I have the honour to be [&c.]

C Wiesenthal

1. Red Book, XV, Md. Arch.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY 1

[Annapolis] Saturday [10] Feby. 1776.

Copy of Letter No 13 was sent to Mr Wm Spear of Baltimore Town. Instructions & sailing Orders were given to Captain Thomas Moore of the Brig Fortune.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

EDMUND PENDLETON TO THE MARYLAND COUNCIL OF SAFETY 1

Gent

Wmsburg Feb 10th 1776.

We think it our indispensible duty to inform you that a 50 gun man of war is just arrived & lying with the King Fisher & several Tenders off old Fort Point below Hampton what ship or from whence she came, we have not yet discovered 2 we are [&c.]

By order of the Commee.

Edm^d Pendleton.

- 1. Correspondence of Council of Safety, Md. Arch.
- 2. H.M.S. Roebuck, 44 guns.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY 1

[Williamsburg] Saturday, 10th February.

A Letter wrote to the committee of safety of Maryland to advise them of the arrival of a 50-Gun man-of-war.

Ord., a warrant to John Sandford for use of George Mason and John Dalton for £1000 on account for furnishing prov's and necessaries for sundry vess.

A Letter wrote to the Virginia Delegates in Congress, intimating the arrival of a 50-Gun man-of-war.

1. Virginia State Papers, VIII, 80, 81.

Purdie's Virginia Gazette, Friday, February 9, 1776 1

Williamsburg, Saturday Feb. 10.

Col. [Patrick] Henry received the following letter last night by express from Col. [William] Grayson at Hampton: "Yesterday the Kingfisher went down towards the capes, and this morning she returned, in company with a fifty gun ship and some tenders. They are all now at anchor, just below the light house."

1. Although the masthead of this issue appears as February 9, it is apparent that the paper was not published until the following day, as evidenced by the above date line.

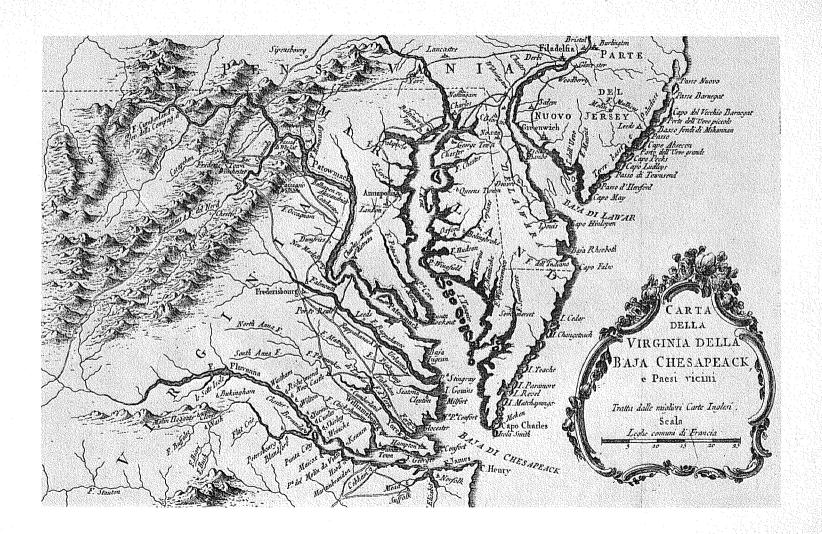
Dixon and Hunter's Virginia Gazette, Saturday, February 10, 1776

Williamsburg, Feb. 10.

A Schooner from Salem, and another from Ipswich, both in ballast, the latter with 200£ on board, in continental dollars, were taken last Tuesday, by two tenders, and carried into the harbour of Norfolk. They were bound in here for corn.¹

1. The schooner from Salem was the *Polly*. See Pinkney's *Virginia Gazette*, February 3, 1776.

The other has not been identified.



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

Febry 1776

Off Norfolk in Virginia

Saturdy 10 AM ariv'd Here our Tender ² with a Brig from London bound to Jameses River suspected to be the property of a Rebel.

1. PRO, Admiralty 51/548.

2. Ibid., the tender Edward had sailed on her fourth cruise on February 7, 1776. There is no record of the brig from London on the prize lists of Shuldham and Howe, so probably she was discharged.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN FRANCIS PARRY, R.N.¹

Sir

Roebuck at Virginia the 10th Feby 1776

Having received the enclosed Copy of a letter from Vice Admiral Graves containing some intelligence, I have thought it necessary to acquaint you therewith:

If you should be able to procure any Pilots for the River Delawar I should be glad you would send them to me here. I am [&c.]

A S Hamond

Captain Parry of His Majesty's Sloop the Cruizer North Carolina

1. Hamond Letter Book, 1771-1777, UVL.

"Extract of a letter from Jamaica, dated February 10, 1776." 1

The times here are very troublesome; all the European ships are taking in cannon, fearing to be attacked by our privateers cruizing off the Banks of Newfoundland for them; the French seem to be much in favour of the Americans, likewise one third of this island at least. This town has been in confusion, these two days past, occasioned by the arrival of the *Squirrel*; Capt. [Stair] Douglas, who brings intelligence that he spoke with 3 sail, being part of a French fleet, together with a number of transports, amounting to 17,000 men, bound for Hispaniola; another account says that 9 sail of the line, with the above number of men, had actually arrived.

The Admiral's barge stopt here this moment, and confirms the above, as also two Frenchmen that have just been examined. This town is in much the same situation as Newport was upon receiving the account of the Lexington battle. It is reported that martial law will be read on Monday morning; the Council have been sitting these two days. The Admiral's ship, and the *Squirrel*, are all the force here — No flour in this island but what is musty and hard; the newest being 6 months old.

1. Pennsylvania Gazette, April 24, 1776.

VICE ADMIRAL JAMES YOUNG TO MAJOR GENERAL WILLIAM HOWE 1

(A Copy)

English Harbour Antigua 10th February 1776.

Sir, I had the honour to receive your Letter of the 24th December last the 1st Instant by Captain Otta, who came Passenger from Barbadoes in a Tender belonging to the Squadron under my Command, which then happened to be waiting the arrival of the Packet from England to bring my dispatches from thence; <u>He</u> also

brought me Letters from Captain [B.C.] Payne and Lieutenant [Henry] Chads, with Copy of your Instructions to those Gentlemen.² They are not yet arrived at Antigua, but I find are purchasing at Barbadoes what provisions &c. they can meet with; Captain Payne says He expects He shall be able to purchase there some hundred barrels of Beef, and about one hundred Puncheons of Rum, and when he gets the same on board will immediately proceed to join me at this place. — The moment I received your Letter, I sent an Express to the Contractors for Victualing the Navy on this Station; and directed them to buy up all the Provisions they can lay their Hands on, for the use of His Majesty, out of which I will spare for the use of the Kings Troops at Boston as much as possible can be done without distressing the Squadron under by Command; but I am Sorry to find there is very little to be purchased at this Island beside Flour, of that at present there is plenty, and if Captain Payne thinks a further Supply of that Specie wanting (besides what the Victualers here have on board) I will order purchase thereof.

The Victualing Transports from England for the Port of Boston (named in the within List) have by Stress of Weather been forced into this Island, some of them in very bad Condition. The two which wanted least repairs I have got refitted, and dispatch them forthwith to you, under Convoy of the Viper Slcop, Captain Samuel Graves, who has been also blown off the Coast of America and is just now refitted. I hope they will arrive safe and afford present relief till the others can be got ready and sent after them. at present having no Ship belonging to this Station at hand I could not send a stronger Convoy with them, therefore should not think it prudent to risque more of the Victualers with the Viper, had they been ready for Sea.

His Majesty's Ship Experiment of 50 Guns, Commanded by Captain Robert Keeler is at this Port, having likewise been blown off from the American Coast, with both her lower Masts Sprung. I am using all possible dispatch to refit her, and hope to effect it in about three Weeks, When I shall Order Captain Keeler to take the remaining Victualing Transports &c. under his care and protection, and Convoy them to Boston: I am Sorry to acquaint you the live Stock which were put on board these Vessels for the refreshment of the Troops are mostly dead on the Passage, a few Hogs only excepted and the Vegetables such as Potatoes &c. were all rotten and became a Nuisance on board. - therefore have been Surveyed, Con-I must further acquaint you that four Comdemned and thrown over board. panies of the 55th Regiment came in here about three Weeks since in the Enter-I have got the Troops accomodated brize Transport, she having lost all her Masts. in the Barracks on this Island, during their Stay and have Victualed them with the remains of the Provisions they brought out in the Transport; as said Transport has received so such damage, I do not mean to keep them here till she can be repaired, but divide them among the different Victualers, and send them under Convoy of the Experiment, whose Captain will take on board a part of them.

Believe [me] Sir, it gives me much concern to perceive by your Letter the Kings Army at Boston, are likely to encounter such Strong necessities, and I sin-

cerely wish it lay in my power to remove all their difficulties, but this at present is a very bad place to get assistance at, of the kind you need, however as these Victualers are well filled with the most necessary Species of Provisions, I hope they will arrive safe and prevent the Troops immediate Wants, and flatter myself the Remaining Victualers with what we can otherwise purchase here to put on board your Transports will arrive in a short time and afford a more ample Relief to the Army. – Should you hereafter have any Commands in this Country, that I can execute, be assured I shall take great pleasure in performing them. I most ardently wish you Success, and have the honour to be Sir [&c.]

Jam⁸ Young.

P.S. Your Transport, the *Diana* was not arrived at Barbadoes the 30th January, the time Captain Payne and Lieutenant Chads wrote me from thence.

His Excellency Major General Howe

Commander in Chief of His Majesty's Forces in America.

1. PRO, Admiralty 1/309.

 Payne and Chads had arrived January 29, 1776 in the Hartfield, transport. See their letters of January 30, 1776.

VICE ADMIRAL JAMES YOUNG TO VICE ADMIRAL MOLYNEUX SHULDHAM 1

(A Copy) English Harbour Antigua, 10th February 1776.

Sir. Having received an Express a few days since from Major General [William] Howe, representing the low State of their Magazines of Provisions for the Army at Boston, and requesting my assistance to procure them a Speedy Supply from this Country, and as the several Victualing Transports from England for the Port of Boston (named in the inclosed List) have been forced into this Island by Stress of Weather, some of them in a very bad Condition. I have got two of them which wanted least repairs refitted, and dispatch them immediately to Boston, under Convoy of the Viper Sloop, Captain Samuel Graves (one of your Squadron) who has been also blown off the American Coast, and is just refitted at this Port. I hope these will arrive safe at Boston, and afford present relief to the Army. The remainder of the Victualers I expect to get ready for Sea in about three Weeks, and propose sending them under Convoy of His Majesty's Ship Experiment (another of your Squadron) blown off the Coast with her Main and Foremasts Sprung. I am using all possible dispatch to get her refitted and hope to effect it by the time abovenamed.

With great pleasure I embrace this opportunity to Congratulate you on the very important Command the King has appointed you to, and ardently wish you Success and honour therein. If I can execute any Commands you may have in this Country, I hope you will acquaint me therewith. I have the honour to be [&c.]

Jam^s Young.

1. PRO, Admiralty 1/309.