

Naval Documents of The American Revolution

Volume 4

AMERICAN THEATRE: Feb. 19, 1776–Apr. 17, 1776

EUROPEAN THEATRE: Feb. 1, 1776–May 25, 1776

AMERICAN THEATRE: Apr. 18, 1776–May 8, 1776

Part 7 of 7

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5 May (Sunday)

JOURNAL OF H.M. SLOOP *Hunter*, CAPTAIN THOMAS MACKENZIE ¹

May 1776 Remarks &c in Quebec 1776

Sunday 5 at 5 A M Arrived here his Majestys Sloop *surprise* at 8 the *surprise* & Sloop *Martin* with part of the 29th regt landed with their Marines
 Light Breezes & fair Sally'd out & drove the rebels off took at different places several pieces of Cannon some Howitzers & a Quantity of Ammunition

1. PRO, Admiralty 51/466.

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

May 1776 Runing up the River [St. Lawrence] –

Sunday 5. at 4 AM. Weigh'd and came to sail, at 9 Got the Top Chains up, and Slung the yards the Island of Coudre NEBE, & Cape Torment SW $\frac{1}{2}$ W. off Shore 1 $\frac{1}{2}$ Mile. At 10 Came too with the Best Bower in 11 fms. of Water, Veer'd to $\frac{1}{2}$ a Cable. at 11 Employ'd racking the Lanyards of the Shrouds, and getting every thing ready for Action.
 Most part little Wind and Cloudy, Remainder Modre and hazey, at 2 [P.M.] Weigh'd and came to sail, Set Studding sails,nock'd down the Bulk Heads of the Cabbin at 8 PM Came too with the Best Bower in 13 fms Veer'd to $\frac{2}{3}$ of a Cable fir'd 19 Guns Signals for the Garrison of Quebec.

1. PRO, Admiralty 51/336.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York May 5. 1776

By a letter from Genl Schuyler of the 27 ult I find Genl [William] Thompson & his Brigade were at Albany, – General Sullivan with the last, except three or four Companies of Col [Anthony] Wayn's Regiment not yet come, is embarked & gone, and probably will be soon there – I am apprehensive from General Schuylers account, they will not proceed with the wished for expedition, owing to a difficulty in getting Teams & provender for Cattle necessary to carry their Baggage, & a scarcity of Batteaus at the Lakes for so large a number, tho he is taking the utmost pains to procure 'em – Shou'd they be stopped for any time, It will be exceedingly unfortunate, as their going from hence has weakened us here much, & our Army in Canada will not be strengthen'd. I have sent with the last Brigade Sixty Barrells of Powder & other Stores & Intrenching Tools, a Supply being asked for; also the Chain for a Boom at the Narrows of Richelieu, & the three Boxes of Money brought by Mr Hanson, & have wrote Genl Schuyler to have the Boom fixed as soon as possible – The Commissary too has forwarded about

Eight Hundred Barrells of Pork & is in expectation of a further quantity from Connecticut, which will go on without stopping here.

As the Magazine from whence the Northern and Eastern Armies will occasionally receive supplies of powder, will probably be here, and our Stock is low and inconsiderable being much reduced by the Sixty Barrels sent to Canada, I shall be glad to have a quantity immediately forwarded – Our Stores shou'd be great, for If the Enemy [shou'd] make an Attack upon the Town or attempt to goe up the North River, the expenditure will be very considerable – Money too is much wanted, the Regiments that are paid have only received to the first of April, except those of Pensylvania & Jersey which are gone to Canada; they are paid to the last of April. By a Letter from Genl [Artemas] Ward I find his Chest is just exhaustd, the money which was left there with him for the payment of the Five Regiments at Boston & Beverley being almost expended by large drafts in favor of the Commissary & Quarter Master, and in fitting out the Armed Vessells –

1. Papers CC (Letters from George Washington), 152, I, 639–41, NA.

————— TO RICHARD HENRY LEE ¹

[Extract]

[Philadelphia] 5th May 1776

. . . *le commerces & l'économie*, are the cry, down from the King [French] to the lowest Minister, from these considerations I am myself convinced, that They will immediately and Essentially assist us; if independence is declared – But allowing that there can be no certainty, but mere bare chances in our favor, I do insist upon it, that these chances render it your duty to adopt the measure; as by Procrastination our Ruin is inevitable; shou'd it now be determined to wait the result of a previous formal negociation with France a whole Year must pass over our heads before We can be acquainted with the result – In the mean time we are to struggle through a Campaign without Arms, Ammunition or any one necessary of War – disgrace and defeat will infallably ensue, the Soldeirs, and officers will become so dispirited, that They will abandon their Colours, and probably never be persuaded to make another Effort – But there is another consideration still more cogent. I can assure you, Sir, that the Spirit of the People (except a very few in these lower parts whose little blood has been suck'd out by Muskitoes) cry out for this declaration, the Military in particular; Men and Officers, are outrageous on the Subject – and a Man of your excellent discernment need not be told how daingerous it would be in our present circumstances to dally with the Spirit, or disappoint the expectations of the bulk of the people – May not despair, anarchy, and finally submission be the bitter fruits? I am persuaded firmly, that They will – and in this persuasion I most devoutly pray, that you may not merely recommend, but positively lay injunctions on your servants in Congress to embrace a measure so necessary to Salvation – God Almighty, bless You, Sir, and make your coun-

sels whatever they may be, as beneficial to your Country as your capacity to serve it, is undoubted . . .

(Copy)

1. Lee Papers, UVL.

DIARY OF CHRISTOPHER MARSHALL ¹

[Philadelphia] May 5th

. . . this afternoon arrived the Brigg *Lexington* from her Cruise of weeks she having carried away her foremast in being chasd by 2 Kings Ships for 8 hours who were covey to fleet of soldiers who were bound was uncertain, Upon this Loss he prudently returned passd the men of war at our capes who fired one gun at him which he returned as he passed her. ²

1. Diary of Christopher Marshall, HSP.

2. From the pension application of Coe Hendrick: "he was a seaman on board the brig *Lexington* [*sic Wild Duck*], coming from Eustatia, which was chased into Philadelphia by a British privateer and was then bought by the U.S. and put under command of Capt. Barry of the Navy, to take said privateer, and Hendrick volunteered to go with her. They were out about a fortnight and took the privateer off the Capes of Philadelphia. Never received a discharge in writing." Donald Lines Jacobson, ed., *History and Genealogy of the Families of Old Fairfield* (New Haven, 1930-1933) III, 146.

Boston Gazette, MONDAY, MAY 20, 1776

Philadelphia, Sunday Evening May 5.

This day arrived by land from Cape May, (where his sloop is arrived safe in Five weeks from France with 26000 lb. gun powder, 25 tons Salt-Petre and 40 arms) Capt. [John] Young, of New York, who has brought an Irish paper of the second of March, by which we learn that Admiral Greaves had got home, with an account of the defeat of Gen. Montgomery at Quebec. Capt. Young says that there are to be 50 or 60 additional ships to be sent out; but by the papers they are likely to be badly manned. It is supposed Col. [Ethan] Allen and the prisoners with him, are coming again to America. We have three large ships within our Capes, said to be of 44, 36 and 20 guns, besides 7 smaller, being tenders and prizes. A Virginia pilot boat with six tons of powder is safe arrived in Indian river. A schooner with goods for Hispaniola, and a pilot boat with dry goods from St. Croix, are both run ashore to escape the tenders, but their cargoes are saved.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND ¹

[*Roebuck*, Delaware Bay, Sunday] 5th May.

As I now began to grow short of water, and had lighten'd the Ship to as easy a draught of water as I could, which was abt 18 F6I I took the *Liverpool* with me & sailed up the River in order to fill my empty Casks, and reconnoitre the enemys force of the River.

1. Hamond, No. 4, UVL.

HENRY FISHER TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen,

Lewistown, May the 5th, 1776.

On yesterday one of the British Pirates with two tenders stood out to sea, and took a schooner and sent in here, this morning with her two tenders, at 10 o'clock this morning the *Roebuck* and the other ship with the two tenders and Prize Schooner, all got under sail with the wind at E.S.E., and went out of the Road and are making up the Bay, they have got the Sloop, tender, Dawson's Boat and Prize Schooner all ahead of them, with intent I beleave to sound the Channel, the wind is fresh, therefore the whale boat from here can be of no use. But I am in hopes as Mr. Edward's Boat is at Mother Kill she will give the alarm by water, and I have sent a Letter to Cantwell's bridge to be forwarded to Port Penn to the Alarm Post there. I am, [&c.]

Henry Fisher.

[Endorsed]

My Express went of[f] at 20 m. after 11 o'clock.

Henry Fisher.

Came to Cedar Creek $\frac{3}{4}$ after 10 o'clock, & went of[f] at 2 o'clock.

Thos. Evans.

Rec'd at Dover 6 o'clock, Dispatched at $\frac{1}{4}$ after 6.

Battell.

Rec'd at Cantwell's Bridge 55 Minits after ten, dispatched 10 Minits after eleven.

Mat. Delany.

Rec'd at Wilmington at five o'clock Monday morning, Dispatchd 10 Minutes after five.

Thos. Kean.

Rec'd 20 minits after 6 o'clock at Chester, Dispatched 10 minits after 7 o'clock.

Wm. Kerlin.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 743-44.

JOURNAL OF H.M.S. *Bristol*, CAPTAIN JOHN MORRIS ¹

May 1776

North Cape Fear NEbEt $\frac{1}{2}$ Et Distance 2 Leagues.

Friday 3rd

At 3 A M made the Signal & tack'd. At 5 tack'd Ship and fired 2 guns & made a Signal for a Pilot.

Moderate & fair Wear At 1 P M tack'd Ship At 3 came too with the Best Bower in 17 fm His Maj's Sloop *Falcon* Saluted us Do return'd it. Moor'd Ship a Cable each way

Saturdy 4th

At 5 A M fired the Morning Guns at 8 came in here His Majestys Armed Schooner *Hinchinbrook* who Saluted us. Do return'd it. At 10 Sir peter parker hoisted His broad pendant on Board the *Solebay* who Saluted him do return'd it.

First part fresh Breezes & Clear Wear middle & latter little

Winds & Do Wear unbent the Fore topsail to repair it being much wore in Several places
 Sundry 5th At 8 A M sent the pinnace Mann'd and Armd into the Harbour
 Light Airs and fine Wear at 2 P M came out of the Harbour the *Sandwich* Tender and took on board the General Officers Baggage At 4 came the *Cruizers* Tender & took in our Empty Cask.

1. PRO, Admiralty 51/137.

6 May

COMMISSIONERS IN CANADA TO JOHN HANCOCK ¹

[Extract]

Montreal May 6th 1776

... If hard money cannot be procured and forwarded with dispatch to Canda, it would be adviseable, in our opinion, to withdraw our army & fortify the passes on the lakes to prevent the enemy, & the Canadians, if inclined, from making irruptions into & depredations on our frontiers.

1. Papers CC (Letters and Papers relating to Canadian Affairs . . .), 166, 29-31, NA.

JOHN LANGDON TO NICHOLAS BROWN ¹

Sr. Portsmouth. 6th. May 1776

I was in Boston few days Since from whence I wrote you, and Mr. John Brown Desireg you would be so good as to forward abt 150 ps. Canvas if you had so much, or as many as could, by land in Carts, down thro Cambridge, and so on to Ipswich from whence I have them by water with[ou]t Risque, (to the Continent) - I desired the Canvas might be sent to the Care of Mr. Winthrop but on my Return from Boston thro Ipswich did not See him he being out of Town, I therefore left the Matter with Capt. Jeremiah Stamford, of Ipswich to Whose care you'll please send the Canvas I will Readily pay all Charges of Transportg the Canvas - No news this way worth mentioning except what you'll have, er'e this Comes to hand Your [&c.]

John Langdon

1. Nicholas Brown Papers, JCBL.

PIERSE LONG TO GOVERNOR NICHOLAS COOKE ¹

[Extract]

Portsmouth, N.H., May 6th, 1776.

Sir, By Capt. Jephthern, who arrived here from St. Lucia, whom I sent among others on this Colony account for warlike stores, you are advised of the arrival of your sloop *Diamond*, Capt. Samuel Soule, and that he had on board, and that he would sail soon after Capt. Jephthern (not exceeding one week) about 8,000 lbs. gun-powder, 200 pieces of canvass, 2 hhds. of twine, 100,000 gun-flints, with some other articles. By which account I suppose you may look for him by the time you receive this. Capt. Jephthern brings nothing material, only that he fell in with a fleet of ships about the lat. of 29

north, and long. of 66 west, steering about northwest. He supposes they were bound to Virginia, I suppose, [Charles], Cornwallis, who I make no doubt will meet a warm reception there.

By Capt. Jno. Ley (a son of the late Col. Ley, of Marblehead), who arrived a few days since from Bilboa, in 29 days, we learn that 12,000 Hessians were on their passage, bound for Boston, and that General Burgoyne had sailed with 4,000 Hanoverians for Quebec. The Hessians were under the command of Lord Howe. In the same fleet were 27 Commissioners to treat with us at the point of the bayonet. God grant they may fall with the weapons, which they are bringing, in their right hand. . . .

1. "Revolutionary Correspondence From 1775 to 1782," *Collections of the Rhode Island Historical Society* (Providence, 1867), VI, 155.

Boston Gazette, MONDAY, MAY 6, 1776

Watertown, May 6

On the 15th ult. a sloop of about 90 tons burthen, laden with sugar, molasses, cocoa,&c., was retaken by a number of boats in Frenchman's bay, and safely taken care of.¹ She belonged to Mr. John Brown, of Providence, and was commanded by Capt. Treadwell, who had been at New London, and unladed her dry goods, but in going to Providence was taken by the *Rose's* tender, who sent her for Halifax; but meeting with contrary winds put into Frenchman's bay, where she was retaken. One Fisher, a Midshipman of the *Rose*, as prize master, with 3 or 4 sailors, and 2 marines, were bro't prisoners to this town on Saturday last.

On Wednesday last arrived at Newbury, Capt. John Lee, from Bilboa, in 29 days, & informs that on the 14th of last month, in longitude 45, from London, he spoke a vessel from Plymouth in England, who informed him, that 4 days before, he parted with a fleet of 60 sail of transports bound for Boston, under the command of Admiral Lord Howe, having on board 12000 Hessian troops.

1. Sloop *Hannah*. See Massachusetts Council Order, May 4 and *Providence Gazette*, May 4.

MAJOR GENERAL ARTEMAS WARD TO JAMES WARREN¹

Sir

Boston 6 May 1776.

I would inform you that last Evening a Man made his escape from Lovell's Island in this Harbour, who appears to be an honest American, he informs that yesterday we was on board the Man of War which Lies in Nantasket And that an officer of the Navy told him the Fleet and Troops from Halifax were expected to return soon to this place, and that they intended to land their Troops below and march to Boston by Land while the Men of War made an attack by Water. The same account was given by another Man who made his escape from the same Man of War the Night before last. What regard ought to be paid to these accounts you will determine. I

thought it my duty to give you the information that you might acquaint the General Court there with I am Sir [&c.]

Artemus Ward

[Endorsed] In the House of Representatives May 6, 1776 Read & committed to Mr Phillips Coll Freeman & Mr Partridge with such as the Hon Board shall join Sent up for Concurrence Saml Freeman Speak PT
[Second endorsement] In Council May 7, 1776 Read & concurred & Jno Withrop & Jno. Whetcomb Esqr are joined Perez Morton, D Secry

1. Mass. Arch., vol. 194, 376, 377, NA Photocopy.

PROCEEDINGS OF COURT MARTIAL OF ABRAHAM WHIPPLE,
COMMANDER OF THE *Columbus* ¹

At a Court Martial held onboard the *Alfred* at Providence in the Colony of Rhode Island on the 6th day of May 1776 – By Order of Esek Hopkins, Esqr Commander in Chief of the American Fleet, and at the desire of Abraham Whipple Esqr Commander of the Ship *Columbus* for an Enquiry into his the said Whipple's Conduct on the 7th of April last in an Engagement with the *Glasgow* Ship of War —

Present

Captains	Dudley Saltonstall	President	
	Nicholas Biddle		} Members
	John Hazard		
	Saml Nicholas		
	John Welch		
Lieutenants	John Paul Jones		
	Rhodes Arnold		
	Hoysteed Hacker		
	Elisha Hinman		
	Jonathn Maltbie		
	Matthew Parke		
	Henry Dayton		

Abraham Whipple Esqr aforesaid appeared before this Court and says his character stands Aspersed for Cowardice onboard the *Columbus* the 7th of April last in an Engagement with the *Glasgow* Ship of Warr, therefore desires to be heard touching the Same – Whereupon the Court proceeds to hear him who setts forth in his declaration that for want of Wind and by means of the *Glasgow* firing stern guns together with his firing Bow guns and now and then a broadside he was unable to make his Attack closer than he did This Court having heard sundry Evidences who were present in different vessels during the Engagement with the *Glasgow* respecting the matter now before us, are of Oppinion – That said Whipple's conduct on said 7th April was agreeable to what he hath sett forth in the foregoing declara-

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A Court Martial held on board the Ship at Cron-
dence in the Colony of Rhode Island on the 6th day of May
1776. By Order of Richd. Stephenson, Commander in Chief of
the American Fleet, and at the desire of Abraham Whipple,
Capt. Commander of the Ship Columbus for an Enquiry into
his the said Whipple's Conduct on the 7th of April last in
an Engagement with the Glasgow Ship of War —

President

Captains Dudley Saltonstall President

Nicholas Biddle

John Hazard

Samuel Nicholas

John Welch

Lieutenants John Paul Jones

Rhodes Arnold

Horatio Stacker

Elisha Hinman

Jonathan Mattice

Matthew Parker

Henry Dayton

Members

Extract from the court martial of Abraham Whipple.

tion and that his mode of attack on the *Glasgow* in our Oppinion has proceeded from Error in Judgment and not from Cowardice –

Signed	Dudley Saltonstall	John P. Jones	Matthew Park
	Nicholas Biddle	Rhodes Arnold	Henry Dayton
	John Hazard	Hoysteed Hacker	
	Samuel Nicholas	Elisha Hinman	
	John Welsh	Jonath Maltbie	

1. Papers CC (Letters of John Hancock and Miscellaneous Papers), 58, 259, NA. An attested copy.

CHARTER PARTY FOR THE RHODE ISLAND SHOONER *Sally*¹

This Charter Party of Hire or Affreightment indented and made this Sixth Day of May, Anno Domini, One Thousand Seven hundred and Seventy Six, betweene Aaron Lopez of Portsmouth in the Colony of Rhode Island Merchant, in behalf of himself and Mr Francis Rotch Merchant of Bedford (owners of the Schooner *Sally* now in the Port of Providence) on the One part, and Nicholas Brown and John Brown of said Providence Merchants, who in this matter Act for, and in behalf of the Honble Continental Congress (in Pursuance of a Certain Agreement or Contract entered into betweene the Committee of Secrecy and said Nicho. Brown and John Brown) on the other part, Witnesseth, that the said Lopez and Rotch Owners of said Schooner, Burthen One hundred and Twelve and three quarter Tons, Do by these Presents let unto or freight the said Schooner and her Appurtenances unto the said Browns for tht Use of the United Colonies for a Voyage to be made in her from Providence to Europe, and from thence back to Providence again, And the said Lopez and Rotch, doth hereby Covenant with the said Browns that the said Schooner is strong and staunch and well fitted for the Voyage aforesaid and is to be kep't at the Expence of said Lopez and Rotch in Good Order during said Voyage. In Consideration whereof the said Nicho Brown and John Brown the Freighters in behalf of the United Colonies do hereby Covenant and agree to pay unto the said Lopez and Rotch the sum of Six shillings and Eight pence Lawfull money p Ton, or Thirty Seven pounds Eleven shillings and Eight pence Lmoney for Each and Every month the said Schooner shall Continue in the said Serice aforesaid, and in that Proportion for a less time than a month to Commence from the Date hereof: The said Hire to Continue untill her Return and Discharge at Providence aforesaid or any other harbor within the Narragansett Bay, Secunnet Point, or Bedford, and to be paid within Thirty days after the time of her Discharge, and the said Nicho Brown and John Brown in behalf of the United Colonies, Do further agree to pay all Port Charges of Victualling and Maning the said Vessel for the Voyage aforesaid, and all other Charges, saving the Necessary Charges for keeping the Vessel in good repair as aforesaid: But in case said schooner should by any misfortune be lost either at Seas or in Port by any kind of Seizure, – British or other or in any manner whatsoever, saving and Except the Danger of the seas, which is to be risqued by the said Lopez and Rotch that the said Nicho

Brown and John Brown (who Act for the united Colonies) – shall and are to pay unto Said Lopez and Rotch in Case of Loss as aforesaid, The Sum of Eight Hundred and Seventy five pounds Lawfull Money (She being Estimated at that Value by Persons appointed by His Honor Governor Cooke) on Demand with Intrest from this time Untill paid, and no hire money. To the True, and faithful performance of Each and Every of the Said Articles, Covenant, and Agreements, the Said Parties bind themselves, their heirs, Executors, and Administrators Each to the Other. In Witness whereof the Parties have hereunto interchangeably Set their hands and Seals, the Day and Year aforementioned.

Signed, Sealed in the Aaron Lopez
 Presence of Us. – Nicho Brown
 Wm. Tillinghast John Brown

1. Nicholas Brown Papers, JCBL.

Connecticut Courant, MONDAY, MAY 6, 1776

Hartford, May 6.

Henry Edwin Stanhope, and George Gregory, the two prisoners advertised in our last, to have deserted from Northampton, have since been taken at Middletown, where they had taken passage on board a vessel bound to the Mississippi – they are now (we hear) obliged to take up [blurred] close quarters in Northampton goal.

The above persons had concealed themselves in a cave, near the river in Middletown, where they were fed by one Wetmore of that place, and were to wait there till the vessel was ready to sail. Wetmore is in close confinement in the goal of this place. Quere, Which of the three is the greatest criminal?

ADAM BABCOCK TO GEORGE WASHINGTON ¹

Sir

New Haven May 6. 1776

I heard a few Days since that your Excellency had fitted out an Armed Vessel under the Command of Capt Perrit to Cruise to the Southward – should that be the Case – I beg leave to propose that a Vessel I have fitted out commanded by Capn Brooks ² may go out in Company with Her, which will make them both quite secure against any Thing they may chance to meet with in getting off the Coast, except they should fall in with a Man of War

The little Vessel I have fitted Mounts 6 three Pounders with Swivels Blunderbusses & small Arms for 50 Men which She carries, and is already Man'd – and is a Prime Sailor – will Sail the beginning of next Week – but will wait till Thursday for your Excellency's Vessel – if in the mean Time I am informed that She will be ordered here and to keep Company with my Vessel till both are clear of the Coast I have the Honour to be [&c.]

Adam Babcock

1. Washington Papers, LC.

2. Lemuel Brooks, of Norwalk, commissioned May 13, 1776, to the privateer sloop *Gamecock*.

New-York Gazette, MONDAY, MAY 6, 1776

New-York, May 6.

Friday last sailed from Sandy-Hook, and supposed for Halifax, his Majesty's Sloop of War the *Nautilus*, with the Ship *Lady-Gage*, 4 Brigs, and two Sloops. The *Phoenix* and *Dutchess of Gordon* are at the Hook, and the *Asia* lies between the Banks about 8 Miles from the Narrows.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Monday, May 6, 1776

Captain [John] Young, who was fitted out at the expence of the continent, by Messrs. [Francis] Lewis and [John] Alsop, being arrived at Egg Harbour,

Resolved, That the Secret Committee be directed to give proper orders for landing, securing and bringing to Philadelphia the cargo imported by Captain Young.

Congress resumed the consideration of the report on General Washington's letter of the 24 of March; and, thereupon, came to the following resolution:

[Whereas] General Washington having requested directions concerning the conduct that should be observed towards commissioners, said to be coming from Great Britain to America,

Resolved, That General Washington be informed, that the Congress suppose, if commissioners are intended to be sent from Great Britain to treat of peace, that the practice usual in such cases will be observed, by making previous application for the necessary passports or safe conduct, and on such application being made, Congress will then direct the proper measures for the reception of such commissioners.

The committee appointed to bring in a resolution, whereby persons resident, or having property in America, who assist any of the enemies of these United Colonies in the capture of vessels or goods, may be made liable to make good the damages to the sufferers, brought in their report which was read:

Ordered, To lie on the table.

1. Ford, ed., *JCC*, IV, 328, 329.

RICHARD HENRY LEE TO SAMUEL PURVIANCE, JR.¹

[Extract]

Philadelphia, May 6th 1776

Dear Sir, I received yesterday your favor of the 2d instant, and in answer to that part of it desiring to know if Mr Hancock gave a copy of your letter to any person, I must say that I do not know whether or not, but I am inclined to think he has not. This business appears to me thus – When Mr Hancock received the dispatches from Baltimore, he proceeded to read the whole in Congress, and among others, a letter containing observations on the Council of Safety of Maryland, relative to the timidity of their Councils;

which it appears he had not previously read in private, because, when he came to that part of it which mentioned its being written in confidence, he stopt, and observed it was private, and proposed it should be so considered; but as he had read so much of it, he went on, but read no name at the bottom, & in the debate consequent upon it, 'twas supposed to be anonymous, and it was conjecture alone that fixed you as the Author. I should have certainly informed you of this, if I had then found myself at liberty to do it, and when I heard from you of your summons before the Council, it was too late for a letter to reach you before your appearance at that board. But the idea of drawing from the mouth of a person accused his own condemnation is reprobated by English jurisprudence, and is the practice only of inquisitorial or Star chamber Tyranny. I should incline to think that this persecution will be carried no further, at least I am sure the time is quickly coming when violence from without will render absolutely necessary a perfect union within. A late arrival from Port L'orient with 13 tons of powder & 30 of Salt petre brings us a Cork paper near the middle of March, by which we learn that more than 40,000 men would sail from Portsmouth & Greenock about the 1st of April for N.America—They consist of Hessians Hanoverians, Mecklenburghers, Scotch Hollanders [Lowlanders?], & Scotch Highlanders, with some British Regiments. Their destination not certain, but said to be N. York, New England; Canada & 2 expeditions more South —²

1. Purviance Papers, MdHS.

2. *Ibid.*, on May 1 Lee had written to Purviance supporting him in his difficulties with the Maryland Council of Safety: "The public of America is a generous public, and when appealed to will readily distinguish things dictated by the general good, tho irregularly executed, from such as are evil in their nature and merely the suggestions of folly and wickedness."

PRESTON BOWDOIN TO GEORGE WASHINGTON¹

Sir

Philada May 6th 1776

Capt [Thomas] Matthews was some time last Fall sent a prisoner by Lord Dunmore, in a Sloop from Norfolk bound to Boston, but on the passage was retaken by the *Lee* privateer, & carried into some part of New England,² this Gentleman since his Return to Virginia told me that he had inform'd your Excellency that the Sloop in which he was retaken, had been partly the property of myself & Brother, but unjustly seiz'd by Capt [John] Collins,³ & that you told him if I would prove the property you would have her paid for, this I shall be able very amply to do, by some papers I expect from Virginia next Post. If your Excellency can find time from your more important Business, shall esteem it a favour if you will inform me whether it will be necessary for me to come to N.York myself or whether sending the papers will do your answer will much oblige Sir [&c.]

Preston Bowdoin

His Excellency General Washington at New York

1. Washington Papers, LC.

2. The sloop *Betsey*, John Atkinson, master, taken December 17, 1775, by Captain John Manley in Washington's armed schooner *Lee*.

3. The captain of H.M. Sloop *Nautilus*.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

[Philadelphia] Monday 6th May.

Upon application of Capt. [John] Rice for a sum of Money for the payment of the Men employed in sinking the Chevaux-de-Frize, By order of the Board, an order was drawn in his favour on Jno. Nixon, Esq'r, & others, the Committee of accounts, for £150, for said purpose.

Orders were this day sent to the Commanding officer of the Fleet & Artillery Company at Fort Island, to call every Boat & Soldiers to their stations, & each to prepare for immediate action, and to suffer no Officer or Man to leave their station without the Licence of this Board, or the Commanding officer.

Resolved, That Colo. Nixon & Capt. Whyte be desired immediately to go to Fort Island, and give every necessary advice to assist the Officers carrying the above orders into execution.

The Officers & Men of the Armed Boats now in Town, except Capt. [Nathaniel] Boy's, were this day directed to go immediately to their stations at Fort Island.

By order of the Board, Capt. Hazelwood was directed to send down the Fire Vessels & 2 Chains of the Fire Rafts, & to dispose of them in the most convenient situations, near Fort Island.

1. *Pennsylvania Colonial Records*, X, 556, 557.

Pennsylvania Gazette, WEDNESDAY, MAY 8, 1776

Port Penn, half past 11 o'clock,
May 6, 1776.

There are now in sight of Port Penn two ships of war, one topsail schooner, and three smaller, supposed to be tenders.

P.S. We have heard above forty guns fired, but know not from which vessel.

"EXTRACT OF A LETTER FROM AN OFFICER IN CUMBERLAND COUNTY,
WEST-NEW-JERSEY, MAY 6, 1776." ¹

This serves to inform you of an alarm we had about 11 o'clock this day, of a party of regulars landing on Findle's Island,² in Bacon's Neck, about four miles from Greenwich, supposed to be about 30 in number; shooting down the cattle, taking them on board, &c. whereupon I called the militia together as soon as possible, and upon our appearance, a gun was fired from on board one of the vessels for them to repair on board, which they did with the greatest precipitation. Our men pursued so closely, that they were near taking 3 of them prisoners, one of whom left an excellent musket behind, which we got, with some cartridges. They hollowed to our men to go on board the *King-Fisher* and they wou'd pay for the beef. It is supposed they took off between 20 and 30 cattle, 5 they left dead on the shore, and wounded many others, which, with all the others, we have drove from the

water side. They have taken, this morning, a shallop belonging to Daniel Richard's, bound from Philadelphia to Morris's river; but the hands escaped to shore.

1. *Pennsylvania Journal*, May 8, 1776. An account also appeared in *Pennsylvania Gazette* this date.
2. Tindall's Island.

BALTIMORE COMMITTEE TO THE MARYLAND COUNCIL OF SAFETY ¹

In Committee of Observation for Balt County

6 May, 1776.

Gentlemen. We Received your Letter of the 1st Inst – Mr [Hugh] Young had liberty to take the Schooner *Ninety two* at our last meeting –

We have the pleasure to inform you that our Boom is now laid down and so far secured, that we judge the Vessells that are sunk at Whetstone may be removed. You will therefore please to give Orders for that purpose, assoon as you think proper. We are Gentn [&c.]

p. Order

Sam^l Purviance Junr Chairn

Will^m Lux V. Chn

Jn^o Sterett

W^m Buchanan

John Boyd

Ja^s Calhoun

B. Griffith

Will^m Aisquith

1. Red Book, XII, Md. Arch.

GEORGE WOOLSEY TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen.

Baltimore May 6th 1776.

I Received your favour of the 3d Inst by Capt Fulford and Observe the Contents, and never was so much Surprised as on the Receipt, on Your Informing me that you never heard from me Since the 9th Febry which was the time I Contracted with You for the Brig *Rogers*, and also that it does not Appear to You that I have done anything, In the Purchase of her Cargo, it Certainly must Appear to You, that when the Committee took the Vessells here, to Sink for the Safety of this Town, that mine was detain'd as well as all Others, & I do Suppose that Charles Carrol Esqr must Know that was the Case, However Soon after the *Otter* was here Mr Wm Lux was going to Annapolis, & I Requested him to let You know, that my Brig was detain'd, and the Cargo Ready to put on Board her, and Requested your further Instructions, on his Return he told me you had not any further Orders to give me but if You had Any further You would send them to me hereafter on which Account I thought it was Unnecessary to Give You any more Trouble but Resolved, to Load the Vessell as Soon as Possession was given to me, Unless Orders had Come from You to the Contrary.

Last Monday they gave me Possession, and I now have Nine Hundred Barrels on board her, and I shall have her Ready for the sea this Week, and I hope in the End shall give You Every Necessary Satisfaction, tho You seem to think by what You say in Your letter, that I have not laid

out the Publick money Properly, if I had been one of those kind of men, Mr Thomas Jones of this Town, would not have given me a Letter to Any friend he had, & that time I Contracted with You he gave me a few Lines to Danl of St Thoms Jenifer Esqr your President. However I must Confess I was to Blame to trust any man, & see now I should have wrote You in Preference of sending by Mr Lux, but if he has Deceived me I cannot help it now, but shall for the future never Depend on him or any Man, on such Business. I am Gentlemen [&c.]

Geo: Woolsey

1. Red Book, XII, Md. Arch.

WOOLSEY & SALMON TO THE MARYLAND COUNCIL OF SAFETY ¹

[Baltimore] 6th May

The Honourable Council of Safety For
Maryland at Annapolis –

Gentlemen I wrote You the 6 Inst and now have the Pleasure of Inclosing You Invoice & Bill Loading for the Cargo shipped on Bd the Brig *Rogers* (Thomas Ridley Master) by Your Order And now send him down to take Your Instructions, I shall send You a Duplicate of the Invoice pr first opportunity and hope I have given You full satisfaction in this Transaction, You may be Assured the whole Cargo was Ingaged in Eight days after I Recd the money, If I had taken more time, I Could have Purchased it Lower – I would have done so had I fore seen the stopage of the Vessell, I think it will come on as good terms as any Purchased at the time I did, and I Know it is put on Board in as good order as any Can. –

There is a small Ballance of £39.0.7 which if the Acct is Right Please send by Capt Ridley, if You want me down, please write me & I will Carry the Duplicate Invoice with me, I have not Yet had time to get the Vesell Vallued but shall in a few Days, You will Oblige me Verry much if You Inform me to what Island the Vesell first goes to, as I want to give the Capt Orders for his future Government. –

1. Woolsey & Salmon Letter Book, LC.

JOURNAL OF THE VIRGINIA CONVENTION ¹

[Williamsburg] Monday the 6th of May,

Ordered, That the Committee of Safety do state and report the case of John Goodrich, jun. who hath been apprehended as a suspected person, and that he be confined to his room in the City of Williamsburg, under a proper guard; and that William Harwood, gent., surety for the appearance of the said John Goodrich, be discharged from his recognizance, on delivering the said Goodrich to the commanding-officer.

1. *The Proceedings of the Convention of Delegates held at the Capitol, in the City of Williamsburg, in the Colony of Virginia, on Monday, the 6th of May, 1776* (Richmond, 1816).

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Monday, May 6th, 1776.

James Foster is appointed Lieutenant of Marines in Capt. [John] Marsden's Company.

A warrant to Lieut. James Foster for £21.15.0 for advance and recruiting expenses of his proportion of Marines and one month's half pay of himself.

1. *Virginia State Papers*, VIII, 170.

NAVAL AND MARINE EXPENDITURES FROM THE LEDGER OF THE VIRGINIA COMMITTEE OF SAFETY ¹Dr The Cruiser

April 30	To Do [Cash] p a months $\frac{1}{2}$ pay to Master & Recruiting service	26..0..0
April 5	To Cash p the purchase of necessaries & Materials	30..0..0
25	To ditto	30..0..0
	To ditto p one months $\frac{1}{2}$ pay	6..0..0
April 10	To Cash upon accot for the outfit	£25..0..0
23	To Do advanced Aaron Jeffrys 1st Mate for recruiting seamen and one months $\frac{1}{2}$ pay advance to himself	39.10..0
April 18	To Cash paid Robt Donald for $\frac{2}{3}$ ds of the purchase money	£433..6..8
24	To Do advanced Robert Gayle in part pay for Carpenters	10..0..0
May 6	To Do advanced Capt Cocke p the Outfit & pay of Workmen	125..0..0
April 23	To Cash advanced Capt Westcott p recruiting seamen & a months $\frac{1}{2}$ pay	76..0..0

Dr Mr George

April 13	To Cash upon acct. & pay of Workmen in building the Galley under your care.	50..0..0
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Dr The Hero

April 23	To Cash advanced Capt Mutor p Recruiting Seamen & one month to himself & his first Mate	80.10..0
May 1	To Do p furnishing arms and materials.	100..0..0

Dr The Manley

April 23d	To Cash advanced Capt Travis p the purchase of material.	100..0..0
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Dr. Captain John

April 23d	To Cash advanced p recruiting your Company of Marines & one months $\frac{1}{2}$ pay to yourself and Officers	83.10..0
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Dr Captain Peter

April 23	To Cash advanced for recruiting the Company of Marines & 1 months $\frac{1}{2}$ pay to yr Self and Lieutenant Kelly.	77.10..0
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Dr. Captain Alexander

April 23	To Cash advanced p recruiting your Company of Marines & one months $\frac{1}{2}$ pay to yourself and Officers.	83.10..0
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Dr Lieutenant James

April 23	To Cash advanced for recruiting yr Quota of Ma- rines and one months $\frac{1}{2}$ pay.	21.15..0
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Dr Mr. Jacob

April 25	To Cash p one months $\frac{1}{2}$ pay and upon acct p re- recruiting your Quota of Marines.	14..5..0
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Dr Mr. Williams

April 30	To Cash advanced p one months $\frac{1}{2}$ pay & recruit- ing Seamen.	23..0..0
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Dr Captain Williams

May 1st	To Cash & purchase of arms & recruiting your Ma- rines.	60..0..0
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Dr Captain Samuel

May 5	To Cash advanced p yr one months $\frac{1}{2}$ pay and re- cruiting in the Marine Service.	29.10..0
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Dr Lieut. Richard

May 5	To Cash advanced p a month $\frac{1}{2}$ pay & recruiting your Marines.	14..5..0
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Dr Lieutenant Henry

May 6th	To Cash advanced p a months $\frac{1}{2}$ pay & recruiting Marines.	18..0..0
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Dr Lieutenant James

May 6th	To cash advanced p a months $\frac{1}{2}$ pay & recruiting Marines.	21.15..0
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**"SALES OF CARGOE BY THE BRIGT *Sam*, CAPT ROBERT FORSYTH, ON ACCOT & FOR
THE USE OF THE PROVINCE OF MARYLAND – MARCH 1776."** ¹

	Flour	Bread	Staves	prices	M/que Curry	Maryd Curry –
	Com.S.fine					
Cash		1		38.15/	38.15.–	
Pierre Begorrat	1265			52.10.	66412.10.–	
Ditto Ditto	118			63	7434	
Ditto Ditto	(sold by Wt, being 9521 French)	90		27 P C	2570.14.–	
Ditto Ditto			4760	200	952	77369..4.–
Capt Robert Forsyth	short delivered for wch I					
charged him	3				92..4.–	
	1268.	118.	91.	4760	77500..3.–	
Charges vizt						
Port Charges of the Vessell				205..5.–		
Duty on the Cargoe 1 P Ct				553.12.–		
Freight £4467.4.3 Md Cy eql to				10278.13.–		
paid Soldiers their attendance on board				64.10.–		
Commission 5 P Ct				3875..–.–	14977..–.–	
					60023..3.–	2728..6.6
					equal to }	
						£2728..6.6

Note. That this Superfine Flour was all in small Casks, and the Quality of it so indifferent that I was obliged to let 10 barrells go as Common.

R Harrison
Errors Excepted
R. Harrison
St Pierre May 6th 1776.

(Copy)

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

COMMODORE SIR PETER PARKER TO LIEUTENANT TOBY CAULFIELD,
H.M.S. *Bristol* ¹

Instructions for Lieut: Caulfield

The *Pensacola* Packet in which you are to Embark, with one Petty Officer & Ten Men from the *Bristol*, is to be under the Care & Protection of Captain [Anthony] Hunt of His Majesty's Ship *Sphynx*, whose orders you will punctually obey. You are to proceed in Company with the *Sphynx* Off Charles Town South Carolina, & you are to go into that Harbour as far as you can with Safety, & are in Concert with the Engineer (who will be sent in her by Order of General Clinton) to observe the Motions of the Rebels & gain all the Information in your power of the state of the Fortifications & particularly, whether any have been lately Erected on Sullivan's Island – Cummin's Point or at the Light House –

When you have finished your Observations, you are to sound the Bar with the greatest Exactness in order to Ascertain the true depth of Water. You are not to Exceed 48 Hours in the Prosecution of these Services, but if you cannot do it before, you are at the Expiration of that time to Join the *Sphynx* off the Bar, and return with her to this Harbour. Given under my Hand on board His Majesty's Ship *Solebay* Cape Fear Harbour the 6th May 1776

1. Clinton Papers, CL.

MINUTES OF THE WEST FLORIDA GOVERNOR'S COUNCIL ¹

His Excellency ² Informed the Board that he had called them together in Consequence of a report brought by the Schooner *Sally* Thomas Pollard Master who lately Arrived from Jamaica (which report was confirmed by Several Letters and public Prints) that the Americans had Arrived at New Providence with seven Armed Vessels who seized upon His Excellency Governour Brown [Montfort Browne] and his Secretary – And after taking on board all the Cannon and Military Stores at that place they set sail with the same and their two Prisoners –

His Excellency therefore desired the opinion of the Board whether it would not be necessary to attend to the immediate Defence of this place? The Board were of opinion that it was necessary to put this place in a state of defence and that the Provincial Engineer should make a report what he judged was necessary to be done in Order to Compleat the same – The Engineer being present was asked whether this place was in a state of defence or not who gave for Answer that he did not think it was – It was then Advised that he do immediately report upon the State of it in Writing and at the same time point out What he may think is necessary to be done for its immediate defence in Case of a sudden Attack – Upon which the Engineer gave in his report in writing and is as follows together with an Estimate of the Expence thereof –

Report of Captain Elias Durnford Engineer respecting the Works re-

quisite to prevent the Forts at the Town of Pensacola in West florida being taken by Surprize –

The Fort towards the Bay out to be secured with a Parapet at least six Feet high ten Feet thick and a Ditch with Pallisades on the Line some Cannon should be mounted to face on the Bay and to Flank the Fort. –

The Swivels should be mounted on the proper parts of the Stockade and Banquet made within for the Troops to stand and fire over which at present cannot be done – One peice of small Ordnance should be mounted on each of the Block Houses –

The Sallient Angles of each of the Block Houses ought to be Covered with a small redan with a Good Parapet and ditch capable of containing four Pieces of Cannon on which two might be mounted.

The above mentioned Works I Judge absolutely necessary for the immediate Security of the Fort at this place And the Expençe will not be very considerable as will appear from the Annexed Estimate –

Pensacola 6th May 1776.

Elias Durnford Capt of Engineers
and Chief Engineer for West Florida –

The Governor then desired the farther Opinion of the Board Whether it was necessary to complete the several works mentioned in the said report –

The Board weere Unanimously of Opinion that all those works should be completed without delay for as the Public Works which were carrying on by the direction of His Excellency General Gage the Commander in Chief have been put a stop to by his Orders before finished the Board are therefore of opinion that His Excellency the Governor should draw on the Treasury for the Charge of those immediate necessary works agreeable to the Treasury Minutes of the 28th: November 1764, and the 15th July 1766

1. PRO, Colonial Office, 5/634, LC Photocopy.

2. Governor Peter Chester.

7 May

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

May 1776

Running up the River above Quebec

Tuesday 7th at 6 AM Weigh'd and proceeded up the River with the *Martin*, and Schooner sent the Prize & Prisoners down to Quebec. at 8 Saw a Brig & 2 Small Schooners in Shore fir'd a Number of Guns at them, but finding the Shot to fall Short, Sent the Arm'd Schooner to destroy them, as we proceeded up the River, saw a great Number of the Rebel Army, marching towards Montreal. Fir'd Round & Grape Shot, at them to Annoy them whenever we saw them assemble in large Parties . . . at Noon Came too with the Bt Bower in 11 fm. Veer'd to 1½ a Cable off Point au Platoun. –

Mode Breezes and Cloudy, at 3 PM the Schooner returned

and inform'd us that the Brig was fitted for a fire Vessel, but the Rebels fearing She Should fall into our Hands had run her on shore, and made her so leaky that she could not be possibly got off. at 4 PM sent the Barge mann'd and Arm'd with the Generals Aide [de] camp to go on Shore to get Intelligence, at 7 the Barge return'd and inform'd us that 20 large Boats with Men had gone pass towards Montreal in great Confusion.

1. PRO, Admiralty 51/336.

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

May 1776 At Anchor off Point Plator [St. Lawrence River]
 Tuesday 7 at 7 AM: Sail'd up the River, sent the Schooner to Quebec: – kept firing along the Shore at several detachments of the Rebel Army, that were retreating upwards: – At Noon Anchd in 12 fm off Point Plator:
 Fine weather: Fir'd occasionally at the Rebel party;

1. PRO, Admiralty 51/581.

MAJOR GENERAL JOHN THOMAS TO THE COMMISSIONERS IN CANADA ¹

(Copy) Hd Qrs Pointe de Chambeaux 7th May 1776

Gentlemen Immediately on my arrival at the Camp before Quebeck, wch was on the first inst, I examined into the State of the army, & found by the returns there were 1900 men. Only one thousand fit for duty; including Officers. The rest were invalids, chiefly with the small pox. Three hundred of those effective were Soldiers, whose inlistments expired the 15th ulto., many of whom refused duty, and all were very importunate to return home. There were several posts to be supported with this small number, at such distances from each other, that not more than 300 men could be rallied to the relief of any one, should it be attacked by the whole force of the enemy, by means of rivers and other obstructions. In all our magazines there were but about one hundred & fifty pounds of powder, & six days provision; the French Inhabitants much disaffected, so that supplies of any kind were obtained with great difficulty from them.

Considering these, and many other disagreeable circumstances, I thought it expedient to call a council of war; and the Council consisting of Brigr Genl [David] Wooster and all the field Officers in camp, after mature deliberation, were unanimously of opinion, that as upon the first arrival of any reinforcement to the enemy, all communication by the River would inevitably be cut off by their armed vessels, it was absolutely necessary for the safety of the Invalids, immediately to remove them in batteaus to the Three Rivers, & to collect the artillery and other stores, in order to remove them and the army farther up the River, as soon as it could conveniently be done, for the purpose of securing some important posts, where there would be a prospect of resisting with success. This was on the 5th inst., and in the eve-



The northern colonies and maritime Canada.

ning of the same day I received certain intelligence of fifteen ships being forty leagues below Quebeck, making up the River. Early the next morning, five of them appeared in sight, and the wind and tide being favourable, they soon arrived before the city. We were employed at this time in carrying the sick, artillery &c. on board the batteaus; the enemy in landing their troops, and as the event shews, in preparing to make a sally. Our movements were retarded by the change, [the appearance of those] vessels had produced in the dispositions of the inhabitants; for they would neither furnish us with teams, nor in any way afford us assistance, but kept themselves concealed.

About one o Clock a considerably body of the enemy attacked our centinels & main guard; in consequence of which I instantly ordered the Troops under arms, & detachd a party to support the main guard, which was now coming off in good order. By the best judgment I could make, the enemy were one thousand Strong, formed into two divisions, in columns six deep supported with a train of six pieces of cannon. The most that we could collect at this time on the plains, to oppose them did not exceed one quarter of that number, with only one field piece.

This being our situation, by advice of the field Officers present, I gave orders for the army to march up the River to this place, where the greater part came up this day. On my arrival, I without delay called a council of war, a copy of the determinations of which I have inclosed, as I have of that held in camp before Quebeck. The result of this Council is, as you will see, to advance still farther up the River, and is founded on many reasons, some of which I will suggest. The ships of war were hastening forward with all possible dispatch, and had already got up as far as Jacques Cartier: we had no cannon to prevent their passing the falls of Richlieu; and if cannon could have been procured, we had no ball, and not more provision than would subsist the army for two or three days.

We should therefore be under the same disadvantages at Pointe de Chambeaux as before Quebeck, they could run above us with their men of war and cutters, intercept all our resources, & oblige us to decamp. I am very respectfully Gentlemen [&c.]

(Signed) Jⁿ Thomas

1. Schuyler Papers, vol. 16, NYPL.

MAJOR GENERAL WILLIAM HOWE TO LORD GEORGE GERMAIN ¹

[Extract]

Halifax, May 7, 1776

In your Lordship's dispatch of the 5th January Mention is made of a separate Letter, wherein I may expect the Honour of His Majesty's Commands for the Operations of the ensuing Campaign, which is not yet received. I hope my Design of removing with the Army from hence to New York, as soon as I am enabled by a Supply of Provisions, may not meet with the Kings disapprobation, although it should take place before I receive the letter in question; for every Instant we remain here must increase our Embarrassments. the fogs setting in upon the Coast may delay the Fleet upon its Passage, occasion a Separation, & thereby prevent the Army from acting in

full Force upon its Arrival. The Enemy will be better prepared for our Reception, & the Reinforcements from Europe may arrive before us. From these Considerations I shall at all Events get away from hence without a Moments unnecessary delay; but I tremble when I think of our present State of Provisions, having now Meat for no more than thirteen Days in Store, with the Possibility of Supplies not arriving before the Fogs take Place, after which Time the Ships may be a Month upon the Coast without being able to get into Port. The Frost being now out of the Ground, the Works for a temporary Security to the Dockyard were begun this Day, . . .

By the Addition of Vessels taken into the Service, & of Arrivals at this Port since leaving Boston, we shall have a sufficient Quantity of Tonnage for the Removal of the Army from hence, without the Inconvenience of the Officers & Soldiers being crowded, which was experienced on our Way to this Port. The greatest Part of the Women & children will be left & subsisted at the usual Allowance of half a Ration for each Woman, & one Quarter for a child, in which a Supply of Rice, lately arrived from Georgia, will be a principal Article.

By this Opportunity I have sent to the Lords Commissioners of the Treasury an Estimate of the Forage expected from the Bay of Fundy, & if we have not a sufficient Quantity of Hay for the 17th Dragoons, that Regiment will be left to follow the Army as soon as it can be procured; It is now in Cantonments, in the Neighbourhood of Windsor for the Convenience of getting Hay.

I have also sent to their Lordships a Return of Seamen engaged in the West Indies, who are put into Transports, & are a very seasonable Assistance: It is at the same Time humbly submitted to their Lordships consideration, if it would not be an expedient Measure to send out a naval Storeship for furnishing the Transports with the several Articles of Rigging & Stores, which they greatly need at present, particularly Pitch & Tar; likewise a Victualing Ship for their Seamen, who have no other Supply than from the Army Stores.

The Stores destroyed & left by the different Departments, on the late Removal of the Army, will appear from the enclosed Returns. I must own in the Ordnance Branch they have exceeded my Expectations; but in that of Forage it was inevitable from the Want of shipping.

In Obedience to your Lordship's Commands, for a more explicit Account of the Expedition to Falmouth, which was Entrusted to Lieutenant [Henry] Mowat of the Navy, assisted by a Detachment of Marines & Artillery, I have re-examined the Officer who commanded this Detachment, & find that his Orders from General [Thomas] Gage were, to embark on board several armed Vessels the 6th October 1775, & to aid & assist Lieutt Mowat in annoying and destroying all Ships and Vessels belonging to the Rebels on the Coast, & in the Harbours to the Eastward of Boston: That they first examined the Harbour of Cape Ann, & finding an attack upon it inexpedient they proceeded to Falmouth, & laid the Armed Vessels before the Town on the Evening of their arrival, after which Lieutt Mowat sent an Officer on Shore

with a Summons to the Inhabitants to deliver up their Arms & Ammunition, acquainting them at the same Time that his Orders directed him to destroy the Town, if they did not comply with his Demand, of which they should be allowed two Hours to consider & to remove their Women & children; shortly after three Persons, deputed by the Inhabitants, came on board requesting a longer Time, & it was agreed to wait their Answer until Eight oClock next Morning, about which Hour the same Persons returned, & reported that the Inhabitants were determined to wait their Fate: Within half an Hour a Signal was made by Lieutt Mowat, the Vessels began a Cannonade, and several Carcasses were thrown into the Town, which set Fire to the Houses, & in a few Hours consumed the greatest Part of them: a Detachment was then landed who compleated the Destruction, & re-imbarked without Loss. The small Vessels in the Harbour were burnt, sunk, or brought away the 18th October, and the Armament returned to Boston the 5th Nov, without attempting any further.

Your Lordship was informed in my last that Lieut Colonel [James] Grant had returned from Georgia, where he had been sent with two Transports, & 170 Rank & File, under Convoy of the *Scarborough* Frigate, to procure Rice for the Army. He found the Country in open Rebellion, the Governor & many of the Kings Friends Prisoners at large, others disarmed, & all legal Authority subverted; a Vessel sunk in the narrow Part of their River, the Town of Savannah garrisoned by 500 Men, & Batteries raised on the commanding Grounds to obstruct the Passage of the Ships. Every Means were used to convince the People that his Designs were not hostile, that every thing required should be paid for, & their Trade protected; to this they were at one Time reconciled, but the Violence of the Mob soon over set his intentions: The only Measure left was to secure the Ships then in the River by Surprise, which was effected by the Detachment going up Back River in Boats with two or three small armed Vessels, thro' an intricate Channel & little known, while the larger Armed Vessels proceeding up the ordinary Passage by Way of Feint engaged their attention, and these met with every opposition the Enemy could make from their Cannon or with small arms. The Plan succeeded; eighteen Vessels of different Sizes were rescued, & brought down the back Channel; more Ships would have been brought off had the Detachment been stronger. Such was the Rage and Disappointment of the People on this Occasion, that they set Fire to the *Inverness*, a large Ship, richly laden, with a View of destroying the rest – Sir James Wright & his Family, narrowly escaping the Search of a Detachment of 150 Men sent to seize him, got on board the *Scarborough*, and is now here, intending to sail for England by this Opportunity; This Detachment, disappointed in their principal Aim, fired upon a Serjeants Party sent ashore for Wood, which the non-commissioned Officer returned, & retired to his Boat, with the Loss of one Man killed & scalped, one wounded, and one missing: The Rebels, on the Approach of Troops in Boats, quitted the Spot. The quantity of Rice obtained by Lieut Colonel Grant is 1083 Tierces, for which Certificates were

given to the Owners, as the Price could not be ascertained under such Circumstances; Sir James Wright is the principal proprietor.

A private Trader from Waterford arrived this Morning with as much Beef & Pork as will supply the Army six Days, which, tho' a small Circumstance, may not be displeasing for your Lordship to know in the present Situation of Things.

1. PRO, Colonial Office, 5/93, 305-14.

"EXTRACT OF A LETTER FROM AN OFFICER ON BOARD THE MAN OF WAR IN
HALIFAX HARBOUR, MAY 7." ¹

My last was from Nantasket Road on our leaving Boston; our voyage hither was the most disagreeable I have ever had, as you may well suppose, when I tell you that we were a month from leaving the Road to our arrival in this harbour, which is one of the finest perhaps in the whole world. The wind was for the most part against us, but the fogs that prevailed on this coast were our greatest hindrance. Sometimes we were just off the Harbour's mouth, when the fogs came on, then immediately about ship and stand to sea, perhaps not able to see the ship's length, so that we were obliged to ring the bell and keep a loud noise, to prevent any of the fleet falling foul of us; at length we got into the Harbour, all except about four sail, who have come in since, and considering every thing, I think it is a miracle we have heard of no loss.

A great many of the troops were immediately disembarked, who have begun to repair and fortify the works, and put them in the best posture. I have not yet been ashore, on account of a hurt I received in my leg, when one of the fogs came on, by running foul of one of the guns, for it was so dark, though the middle of the day, that I could hardly see my hand before me. They tell me that the fogs here last two thirds of the year. We are tolerably well off, having had fresh beef sent on board us since we arrived, though they tell me it is very scarce to what it used to be, as it has been sold for three half pence a pound. I do not hear whether we are to stay here long, or proceed soon to any other place, the General being very close in all his affairs. The people here are glad we are come, and I assure you we are glad as they, having been obliged to keep a good look-out, and row guard every night in Boston Harbour.

1. *Morning Chronicle and London Advertiser*, June 12, 1776.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Tuesday May 7th 1776.

Resolved that Colo [Azor] Orne Mr Webster & Major Moody or the Major part of them be a Committee forthwith to Apply to Mr Jacob Boardman and others who have lately Imported Powder into Newbury Port for the Purchasing the said Powder on Accot, of this Colony and if the said Boardman and Company shall refuse to sell said Powder agreeable to the Encouragement given them by this Court for the Importation there of (as is re-

ported) that the Committee aforesaid purchase the same on the best terms it Can be Obtained not Exceeding Six Shillings p pound

1. Mass. Arch., vol. 34, 856.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Tuesday, May 7th 1776.

A Bill intituled an Act for fixing out Armed Vessells to defend the Sea coast of America, having passed the House of Representatives to be Enacted.

In Council Read a second time and passed a Concurrence to be Enacted.

1. Mass. Arch., vol. 34, 857.

CONTINENTAL BOND FOR THE MASSACHUSETTS PRIVATEER SCHOONER *Lady Washington* ¹

1776 *Lady Washington*, Schooner. Guns, 4, and 12 swivels; Men, 20.

May 7 Commander: Joseph Cunningham,

Bonders: Joseph Cunningham, Ebenezer Dorr, and Joseph Gardner, all of Boston.

Owner: John G. Frazier, of the Parish of St. Johns, County of King William, Virginia.

1. Mass. Arch., vol. 7, 291. An abstract from the bond.

GOVERNOR NICHOLAS COOKE TO STEPHEN HOPKINS ¹

[Extract]

Providence May 7th 1776

The *Cerberus* and an armed Brig. ² have both watered at Block Island lately, and receive all the Supplies from thence the Island can afford. One of the Inhabitants hath lately purchased at Groton a Hogshead of Jamaica Rum for which he paid in Silver and which was undoubtedly for the Ship's Use. It is true that there is but a small Stock upon the Island not more then ³ or 400 Sheep with some working Cattle and Milch Cows but these may be of great Importance to the Enemy. Besides which the Island will afford every Species of Vegetables necessary for the Health of the Seamen; and the Captain of the *Cerberus* hath already given Orders to sew large Quantities and promised high Prices for them as an Encouragement. The Enemy also procure all the Intelligence they want by Means of the Inhabitants. The Assembly have ordered that they shall have no Communication with any Part of the Colony but Newport under the Inspection of a Committee; that if they are detected in carrying more Necessaries upon the Island than are allowed by the Committee they shall suffer the Punishment inflicted upon those who supply the Enemy; and that every Inhabitant found in any other Part of the Colony shall be immediately imprisoned. The General Assembly thought they could go no further as the removing near 600 Souls from their whole Property would be deemed a very great Hardship without providing for their Support which in the exhausted State of the Colony would prove a Burthen too great to be

born. Perhaps this Affair had better be immediately taken into Consideration by Congress

The screening [of] Vessels belonging to I[re]land and the British West Indies from Capture is a very great Discouragement to fitting out Vessels of War, as it is supposed British Property will be cloked under false Bills of Sales One Privateer is fitting from this Port, and another from Swansey.

1. "Nicholas Cooke Correspondence," *AAS Proceedings*, New Series, XXXVI, 323-25.
2. H.M. Brig *Diligent*.

ORDER TO LIEUTENANT JOHN PAUL JONES TO ATTEND COURT MARTIAL
OF CAPTAIN JOHN HAZARD ¹

Sir

Providence May 7th 1776 -

You are desired to attend at a Court Martial to be held onboard the Ship *Alfred* tomorrow Morning at 10 OClock for the Tryal of John Hazard Esqr for Misconduct

By Order of the Commander in Chief
Sam^l Lyon Secy

1. John Paul Jones Papers, LC.

MAJOR GENERAL PHILIP SCHUYLER TO COMMODORE JACOBUS WYNKOOP ¹

Sir

Fort-George May 7th - 1776

You are immediately to repair to Tyonderoga and take the Command of all the Vessels on Lake Champlain, which you will, with the greatest expedition, put in the best Condition possible, for immediate Service -

Ph: Schuyler

1. Schuyler Papers, vol. 2, Letters & Orders, 18 April, 1776 - 29 June, 1777; NYPL.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Tuesday, May 7, 1776

A letter of the 14th April from John G. Frazer, with lists of the vessels, cannon, and ordnance stores left by the enemy at Boston. . . read:

A petition from John Bayard, P. Moore, and John Patton, was presented to Congress and read: Whereupon,

Resolved, That the Secret Committee be directed to sell to the petitioners 600 lb. of powder, for the use of the privateer they are fitting out.

The Congress took into consideration the memorial from the committee of safety of Pennsylvania; Whereupon,

Resolved, That twenty of the heaviest cannon, taken by Commodore Hopkins, at New Providence, and brought from thence to New London, and since carried to Newport, be brought to the city of Philadelphia, and delivered to the committee of safety of Pennsylvania, for the defence and protection of said city; to remain there during the pleasure of Congress.

Resolved, That such of the iron cannon, as were brought from Ticonderoga to Boston, and have not been removed by General Washington, be lent

for the defence of the town and harbour of Boston, to remain there during the pleasure of Congress.

1. Ford, ed., *JCC*, IV, 330, 331, 333, 334.

JOHN HANCOCK TO COMMODORE ESEK HOPKINS ¹

Sir

[Philadelphia, May 7]

The Congress having by the fore going resolve agreed to lend twenty of the heaviest cannon taken at [New] Providence & carried to Rhode Island, to the Committee of safety of Pensylvania for the defence of this City ² I have to desire you will immediately deliver the same to the person or persons whom the sd Committee sent to receive & bring them hither I am [&c.]

John Hancock Presid.

To Commodore Es Hopkins or in his Absence To
Daniel Tillinghast Esqr

1. Harbeck Collection, HUL.

2. Hancock quoted in full the resolution of May 7, above.

Boston Gazette, MONDAY, MAY 20, 1776

Philadelphia, May 7.

On the 5th arrived here Capt. [John] Young, belonging to New York, having on board his sloop 13 tons powder, 24 (I think) tons of salt petre, and 60 arms, all safe in Egg Harbour. He has brought with him an Irish paper of the second of March, by which we now know who the Commissioners are, and their number, viz. The Hessians, Brunswickers, Waldeckers, Hanovarians, English, Scotch and Irish troops, to the tune of 45,000.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]

Philadelphia 7th May 1776

Yours of the 22 ulto is now before me, the greatest part of which is answered in my last. I dont much admire the nomination of the first Lieutenant ² – I think him too unsteady to be depended on. I shall expect a list from you by next post agreeable to my request which I suppose you must have recd some time ago. I now enclose you the Resolves of Congress respecting Privateers, captures &c – they did not come out till to day: you'll find the pay of the officers in the Navy – but in that there will be considerable alterations – the petty officers will I believe be considerably lowered and I shall do my endeavors to raise the Captain – that is, for the new frigates; there is a Committee chosen by the Marine Committee for that purpose. If you should engage any petty or warrant officer, it will be best not to mention their pay till you hear farther. You will have the appointment of all except the Capt Lieuts Master, Surgeon Capt & Lt of Marines; these must be recommended to Congress: no doubt you must have English colors for the ship – Your ship is a forward of those building here.

The *Lexington* returned yesterday, from a cruise having sprung her foremast; a week ago she fell in with a fleet of 17 sail, was chased by two frigates from the fleet; it's supposed they were bound for Virginia or Carolina but it's altogether uncertain – they may be the fleet from the West Indies bound to Boston.

1. William Whipple Papers, Force Transcripts, I, 117, LC.
2. For the frigate building at Portsmouth. The first lieutenant subsequently commissioned was Peter Shores of Portsmouth. It is uncertain whether he was the officer about whom Whipple was dubious.

Connecticut Courant, MONDAY, MAY 20, 1776

Philadelphia, May 7.

On Sunday in his brig came up Capt. [John] Barry – On the Sunday before, lat. 34, long. 70, he fell in with a fleet of 17 sail, convoyed by a man of war, who gave him chase for eight hours, without sensibly gaining or losing: On loosing another sail, Capt. Barry had the advantage, when the man of war quitted the chase and joined his convoy. Barry then followed, with design to pick up some of the fleet, but discovering that his foremast was sprung, he was obliged to alter his course, and after cruising two days off the Capes of Virginia, returned to get a new mast. From the course of the fleet he imagined they were bound from the West-Indies for Virginia, but afterwards was doubtful whether they had not proceeded to the north eastward.¹

Yesterday we were alarmed with an account, that the men of war and their tenders were coming up the Bay, and the signal guns were fired. – Soon after an account arrived from our vessels at the Chevaux de Frize, that a large ship appeared in sight, and all hands were preparing for an engagement. – The same day it was said the enemy had got up to Newcastle, and burnt or destroyed it; however, an express last night informs us, that the ships were at Reedy Island point, where it was supposed they were going to get water, steal stock, and do as much mischief as possible.

1. Barry's encounter seems to have been with Sir Peter Parker's fleet, bound for North Carolina, and his pursuer was H.M.S. *Solebay*.

RICHARD BACHE TO BENJAMIN FRANKLIN ¹

Dear & Hone Sir

Phila 7th May 1776

I am favored by yours of the 18th Ulto from Lake George; this I hope will find you well at Montreal – Yesterday the Alarm guns were fired, which put the Town into some Consternation for a short time, the Alarm was on Account of three Men of War which were at the Capes, coming up the Bay, we now suppose for Water; – should they attempt to come up the River – we are ready to receive them – The *Roebuck*, which by my last Informed was ashore in the Bay got off again witht sustaining any Damage; Capt Barry is return'd from his Cruize, having sprung his foremast, – You will see by the Papers What a formidable Armament we are daily to expect – 45,000, Com-misionins at least, of different Nations that is to say Hessians, Hannoverians

&c &c Commanded by Lord [Richard] How[e], it is said – We are well & send our joint Love & Duty I am Dear sir [&c.]

Rich Bache

[Memorandum entered on verso by Franklin] Our Accts with Congress – What News from Johnson Hill ²

1. Franklin Papers, IV, 86, APS.

2. The baronial home of the late William Johnson, Superintendent for Indian Affairs in the Northern Department.

Pennsylvania Evening Post, TUESDAY, MAY 7, 1776

Philadelphia, May 7.

Yesterday morning an express arrived from the capes, informing the Committee of Safety that the men of war were coming up the river, and between ten and eleven the alarm guns were fired; and at ten o'clock last night another express came from Reedy-Island, which said that at half after eleven o'clock two men of war with several tenders and prizes were in sight, but no farther advices were received by the Committee when this paper went to press, at half past four o'clock this afternoon.

ADVERTISEMENT FOR DESERTERS FROM THE PENNSYLVANIA GONDOLA

Bull Dog ¹

Deserted from the *Bulldog* armed boat, Alexander Henderson, Esq; commander, two men, viz. Lawrence Mahon, about five feet seven inches high, very slender built, short black curly hair, about twenty-six or twenty-seven years of age. He commonly used shalloping, and working along shore, was born in Philadelphia.

Cuff Warner, a Negro, he is lame on one side, commonly wears a white coat, and can play on the fife. Whoever takes up and secures them, and brings them to the said boat, or secures them till I am acquainted therewith, shall have FOUR DOLLARS reward for each.

Alexander Henderson

1. *Pennsylvania Evening Post*, May 7, 1776.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 7th May, 1776.

An Express having arrived last night from Port Penn, informing that two Ships of War, a Top Sail Schooner & three smaller Vessels, supposed to be tenders, were in sight of Port Penn, half past 11 O'clock on Monday last; The Board, In consequence thereof, gave orders to Capt. [Thomas] Reed to order down the thirteen armed Boats under the command of the Senior Officer, with directions to proceed down the River, when they must concert the best method to attack, take, sink, destroy, or drive off the said Vessels if possible, but to be careful in exposing any of the Boats to Capture or destruction, and to send down the Fire Sloop Commanded by Capt. [Wil-

liam] Gamble, with one other officer & 4 or 6 Men, with some bedding and other necessities; also a six or four oar'd Boat; & to acquaint the Officers & Men in the Fire Sloop, that for their encouragement in performing any Essential Service, this Board will reward them handsomely. At the same time the Commissary was directed to send down a sufficient quantity of Provisions for the supply of the people in this expedition; and upon application of the Board to the Secret Committee of Congress an order was procured, directing Capt. [Lambert] Wickes to supply the Boats with as many Volunteers as may offer, which order was sent to Capt. Reed.

... By order of the Board, Robert Towers was directed to ... put on board the Shallop provided by the Commissary of Provisions, 30 Round of Cartridges of ammunition for each of the armed Boats, two-thirds of the Shot to be Cross Barr, if so many are in Store, and to put up 20 Rounds of Powder & Ball for two Guard Boats.

At a special meeting of the Committee of Safety, $\frac{1}{4}$ after 5 o'Clock, P.M., 7th May, 1776.

Resolved, That four Members of this Committee be appointed to repair immediately to Fort Island, or on Board the Province Ship, with full and ample power to enforce such orders as have already been Issued, or may Issue from this Board, to the Commanding officer of the Naval armament of this Province.

Resolved, That said Members be authorized, and they are hereby authorized and empowered to suspend any Officer or Officers of said armament that shall refuse obedience to the orders of said Commanding Officer; That if any suspension shall take place in consequence of this Resolve, the said Committee be empowered to appoint the next in command, or some proper officer, to perform the Dutys of those that are suspended.

Resolved, That the said Committee, in Conjunction with the Commanding Officer, be fully authorized to Issue such further orders to the Fleet as they may think necessary, in Consequence of any further information they may receive respecting the motions of the Enemy.

Resolved, That Colo. [John] Cadwalader, Mr. [Alexander] Wil[c]locks, Mr. [James] Mease, & Capt. [Robert] Whyte, be appointed the Committee to perform the above services, and they, or any three of them, are hereby appointed and authorized to act as aforesaid.

Resolved, That the Committee appointed this day to go to Fort Island, be authorized to direct two Row Boats to be constantly kept plying between Fort Island and the Pest House Wharf, in order to give speedy Intelligence of any thing material that may happen.

That Mr. Owen Biddle be authorized to engage two Men with Horses to Ride express between this City and Province Island; that one to be station'd at the Island, and the other in this City, during the present alarm.

Resolved, That Mr. O. Biddle & Mr. [David] Rittenhouse be requested to examine into the quantity & quality of shot now in store, and make report of the same to this Board.

That they contract with proper persons to supply this Board, for the use of the Province, with any quantity that they may think necessary to provide.

1. *Pennsylvania Colonial Records*, X, 557-59.

CAPTAIN THOMAS READ TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen:

Ship *Montgomery*, May 7th, 1776.

I received yours at half past Twelve, and Immediately sent to the Commanders of the Boats to Repair on Board, which they did; I then Read the orders Received from you. They Requested a Number of Men, they being Short. Capt. Davidson [Samuel Davison] furnished Seventy-four. Capt. [William] Brown with the Chief of his Marines are gone. Capt. [William] Gamble is furnished with a Six Oar Boat, four Men with Mr. [Joseph] Greenway, third Lieutenant, who most Voluntarily offered their Services, and would have gone to a man Could I have Spar'd them, they this Night Rendizvouse under Hog Island, to receive Capt. Dougharty's [Henry Dougherty] orders, whom I gave a Copy of yours to me and his Signals, we have furnished them with Small Arms and Cartouch Boxes fill'd; you mention Inclosing an order to Capt. [Lambert] Wickes, to supply what may be defficient, that Order was not Inclosed, Capt. Wickes Came on board soon after, I read that part to him, he said he received no orders and could not let any of his Men go without it, tho' wish'd at the same time to do it, and would Immediately on Receipt of the orders. Thinking it Necessary to have a Surgeon to attend the Boats, I ordered my Doctor to apply to the person attending the Hospital, to furnish him with Medicine Chests that Doctor Duffield had with him, which he brought on Board, but have no keys for them, Could wish you would send them by the Victualing Boat. Several of the Boats are very short of men, Capt. Davidson has Left 36, we have 54, all included, making it late to get them all despatch'd, have sent you this short Sketch of the Manner they have been Supply'd, Capt. Dougharty will attend Strictly to the disposition of the fire Sloop, and think Capt. Gamble has been exceedingly cool and deliberate on it, and appears to go with hopes of Success, which I sincerely wish him.

Since writing the above, the province Sloop came down about 10 O'clock, went on Board, where was Colonel John Cadwallader, Alexander Willcox, Esqr., James Mease, Esqr., and Capt. [Robert] White. Received their orders, then went on Board. Capt. Wickes, with a Letter for his Men, which he comply'd with, from thence on board the Gallies to acquaint Capt Dougharty of the Situation of the Ships of war; this morning they were to proceed as soon as possible, they could see their way at Six O'clock this Morning; sent on Board Capt. Wickes, the two Pilot Boats, and the two fire Boats; on Board of which he has put 10 Seamen, 1st Lieutenant, 24 Marines, and the Capt. with Two Searjeants, equip'd with Small arms, all in great Spirits; our Doctor, Mr. Machenery, is gone on Board George Verts Shallop to attend the Fleet, with one of the Medicine Chests from the Pest house;

the Province Sloop went down early this morning with the Gentlemen on Board; we are now going to Assist Capt. Wickes thro' the Cheavax-de-frizes with all the hands we have left on board us and the Battery. I am, Gentlemen [&c.]

Thos. Read.

Directed, To Andrew Caldwell, Esqr., Commodore of the Province Fleet, and the Gentlemen of the Committee of Safety, Philadelphia.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 745-46.

JOHN MCKINLY TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Wilmington, 2 O'Clock, P.M.

Gentlemen:

Tuesday, 7th May, 1776

Mr. Bridges' Brig is just got into our Creek, escorted by the *Wasp*. The Twenty Gun Ship at the Creek's Mouth has fired a Gun, but the Vessells are out of reach. We are preparing to defend them. The *Rockbuck* [*Roebuck*] at New Castle & several Tenders. Yours in haste,

Jno. McKinly.

Directed, To Council of Safety, Philadelphia. P. Express.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 746.

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

May 1776

At a Single Anchor in Hoar Kill Road.

Saturday 4th

Little wind and cloudy weather, at 5 in the morning saw a Brig standing up the Bay made the *Liverpools* Signal to chase, at 11 the *Fowey* Sail'd with her prize and ours for Virginia, having given Captain [George] Montagu orders for that purpose.

Moderate and hazy weather, with calm's at times; at 3 weighed and made Sail, at 4 it falling calm anchored in 8 fms $\frac{1}{4}$ of a mile from the Beach, the Lighthouse SbEt at 10 Anchored here the *Betsey* Brig from Norfolk which was sent me by his Excellency the Earl of Dunmore agreeable to my request:

Sunday 5th

at 11 in the morning made the *Liverpools* Signal, and weighed and made Sail with her and Tenders up the River to procure fresh water.

Moderate and hazy weather, at 6 in the afternoon crossing over the upper Middle in 19 feet, at 8 Anchored in $6\frac{1}{2}$ fathoms water a little below Bombay Hook, as did the *Liverpool* and Tenders by Signal:

Monday 6th

at 9 in the Morning weigh'd and made Sail up the River: at Noon Anchored in 5 fms The first and middle parts moderate and fair, middle very foggy weather at 4 weighed and made Sail as before and at 8 Anchd in $\frac{1}{4}$ less 5 fms off of Morris Listins;

Tuesday 7th at 7 AM weighed and made up the River; Gave Chase to an armed Schooner,² and Several other Craft turning abreast of Newcastle.

Fresh gales and cloudy weather with Rain, at 1 in the afternoon fired at a Schooner, which run aground going into Weilmington Creek; at 3 Anchored off Weilmington creek in $\frac{1}{4}$ less 5 fms the *Liverpool* and *Betsey* Brig in Company, and the Tenders, sent the Boats mann'd and Armed to endeavour to get the Schooner off, employed getting up all the empty Casks & clearing the Hold for Stowing it again, having lost Room, by Stowing the Ground Tier on the Shingle Ballast:

1. PRO, Admiralty 51/796.

2. Continental schooner *Wasp*.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND ¹

[*Roebuck*, Delaware River, Tuesday, May 7, 1776]

We arrived off of Wilmington the 7th where we drove a Vessel ashore, and not being able to get her off proceeded to unload her of her Cargoe which was Bread & Flour. . . .

1. Hamond, No. 4, UVL.

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

May 1776 Ditto [Delaware Bay]

Sunday 5 6 AM the *Roebuck* made the Signal to weigh weighed and came to sail at $\frac{1}{2}$ past anchd with the best Bower, bearing as before at 10 the *Roebuck* weigh'd and came to sail—at noon Light house So 3 or 4 Leagues in Co the *Roebuck* and Tenders—running up the Delaware—clear Wr middle calm latter Light airs in Co *Roebuck* & Tenders at 4 reevd a new Tiller Rope the old worn and brock. Brot too in 7 fm water veerd to $\frac{1}{2}$ a cable found the course up from NW to NWbW.

Monday 6 the *Roebuck* weigh'd and we likewise, turning up Delaware River –

First part modr and clear midle Do Wr latter fresh gales came too abreast of morris Listings. Turn'd down to the *Roebuck*. at 4 bore away as pr signl sent the Cutter man'd and Arm'd to bring off a Sloop which being impracticable they set her on fire – brot too with the best Bower in 3 fm

Tuesday 7 At 6 AM the *Roebuck* made the signal to wgh weigh'd and made sail in Co with the *Roebuck* & Tenders – Turning up the River Delaware in Co with the above mentioned.

First part fresh gales and hazey at 4 PM the *Roebuck* made the Signal to anchor Do Anch'd in 6 fm and veer'd to half a Cable

reev'd a new fore topsl Tye, mn and fore Topsl Halyards & staysl Do the old being converted into netting to go round the ship

1. PRO, Admiralty 51/548.

COLONEL JOHN HASLET TO CAESAR RODNEY ¹

[Extract]

[Cantwells Bridge, Del., May 7th 1776]

Two Hours after my arrival at Dover Yesterday, I received an Express from Col. Cantwell, with Information, that three Men of War were in sight of Port Penn, that they expected an Immediate Attack, praying Immediate Assistance – Another brought Intelligence, that the *Roe Buck* was fixt on one of the Thorowfare Shoals; to Ascertain this Capt. [Thomas] Rodney with Lt. [John] Learmonth set out in the night to reconnoitre with Certainty, & meet such troops as we cou'd Arm at the Cross Roads – the Lt. did meet us, the *Roebuck* had gone off – Capt [Jonathan] Caldwell marched with one hundred & thirty men well armed, paraded at 4 O'Clock in the morning at Cantwells Bridge found Capt. Rodney, the Men of War are gone up to Newcastle, or rather to the Chevaux-de-frise. I shall return with the Captain, & Order Capt Caldwell to continue his March, Col: [Gunning] Bedford to take command of the Detachment – . . .

1. George Herbert Ryden, ed., *Letters to and from Caesar Rodney 1756-1784* (Philadelphia, 1933), 74-75.

HENRY FISHER TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen,

Lewistown May the 7 1776 –

When I wrote you Last by Express I was under a great surprize for by the ships first Acctions I Judge'd they where a going out to sea on a Cruisse the wind being to the Eastward they stood up the bay as I apprehended to Weather the Cape till they had got at Least three Leagus up the Bay, and then they Bore away up a Channel Course therefore the wind being fresh and they haveing the start I thought it would be Needless to send of[f] my whale boat as she would have had thirty miles to Row – and that upon a Lee shore, Mr Sam Edwards told me that he had give his Men in his Boat orders if they saw the Pyrates Makeing up the Bay to Proceed up and Give the Alarm Even if they did not see a boat Comeing from below. –

Likewise I wrote to Mr [Matthew] Delany at Cantwells Bridge to forward letter to Port Pen to the Alarm Post to Give the Signal, therefore I am in hopes that you got the Earliest Accout of there Approaching up your River – We have no Vessel at this time in sight in our bay. – You may be As-sur'd that I shall give the Earliest accounts to you If any more of the Pyrates Appears – I am [&c.]

Henry Fisher

Excuse hast as Mr Sitgravs wates for this.

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

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

May 1776 [Off the coast of Delaware]

Sunday 5. at 9 AM shoaled our Wales and Tacked, soundings from 7 to 12½ fathoms.

Light Winds and fair the Vessels in Company at 7 PM Tacked, saw a Sloop to Windward and gave chase at ½ past hoisted the Cutter out and sent her on board, found her to be the *General Gage* Armed sloop from Cape Fear to Halifax, at ½ past in 2d & 3d reef of Fore & Main & 2d of Mizentop sailMonday 6. at 4 AM gave chase to a sloop and ½ past brought her to, and sent the Cutter on board her, she proved from Saltatuda to New York, with salt,² left a petty Officer and five Men on board her at 6 wore ship and made sail, at Noon Tacked ship.

Moderate & Clear out 2d and 3d reef of Topsails, at 8 PM Tacked ship at 12 Tacked

Tuesday 7. at 10 AM out all reefs the Vessels in Company.

1. PRO, Admiralty 51/375.

2. The sloop *Polly*, W. Gardner, master, Nathaniel Shaw, Jr., owner, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.GEORGE WOOLSEY TO JOHN PRINGLE ¹

John Pringle

[Baltimore] 7 May

We Recd yours of the 4th & shall Answer it more fully Next Post, the Present is merely to Cover the following Bills.

Amounting to £223..2..6 Cury to Your Debt which we hope will satisfy You that we do all we can for You in that way & we make Now doubt but You will send us Sugar Pack &c & Let us have the 10 Chists of Tea a 5/. You will have time to Give Capt Ridley further Orders he will be Loaded this week but not sail. —

1. Woolsey & Salmon Letter Book, LC.

MARYLAND COUNCIL OF SAFETY TO THE BALTIMORE COMMITTEE ¹

No. 147

Gentn The Quantum of Salvage on Mr [Jonathan] Hudson's Ship depends in Congress on the Length of Time she was in Possession of the Tenders in Patapsco River and we request, as it will occasion a great deal of Trouble and Expencc to bring Witnesses for the Purpose before our Board, that you will immediately take and transmit to us the affidavits of such Persons, as are best acquainted with the Time of the Capture and Re-capture, that we may communicate them to our Deputies.

[Annapolis] 7th May 1776.

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

"EXTRACT OF A LETTER FROM ST. EUSTATIA, DATED MAY 7, 1776." ¹

I take the liberty of acquainting you with the arrival of a ship from —, with 50 tons of powder, and a parcel of fire arms; this vessel will be followed by two others, with the same articles, besides this, near twenty sail is expected from Amsterdam, all of which will bring more or less, so that if it is yet wanted in America, you will not be at a loss where it may be had in plenty.

1. *Pennsylvania Gazette*, July 3, 1776.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JOHN COLPOYS, H.M.S. *Seaford* ¹

By James Young Esqr Vice Admiral of the Red; and Commander in Chief of His Majesty's ships and Vessels employed at Barbadoes and the Leeward Islands, &c.

(A Copy)

You are hereby required and directed forthwith to proceed with His Majesty's Ship *Seaford* under your Command to Old Road St Christopher's there to Complete her Water and Transmit a Letter delivered you herewith to the Honble Craister Greathead Esqr Commander in Chief for the time being of His Majesty's Leeward Caribbee Islands: you are then to proceed to the Islands St Eustatia and St Bartholomew; and make diligent enquiry if two Vessels (Brigs, Sloops, or Schooners) can be purchased that are fit to be employed as Armed Vessels; and for your farther Guidance herein, you are to take notice said Vessels must be in good Condition, fast Sailors, well found with Stores and Capable of carrying Ten, Eight, or Six four pound Carriage Guns each: You are to take on board the *Seaford* from the Kings Yard here Mr Charles Vewers the Master Shipwright's assistant, and cause Him and the Carpenter of your Ship Strictly and Carefully to Examine such Vessels as may be offered for Sale and appear likely to Answer the aforesaid purposes, and direct them to report to you under their Hands the Condition of the Hulls, Masts, Rigging, Sails and different Stores belonging thereto; and to appraise and set a just and equitable Value on the whole to the best of their judgements: you are afterwards to treat for the purchase of two of the Vessels that have been reported fit for the proposed Service, and endeavour to prevail with the Owners to send such Vessels up to English Harbour to be further examined and Appraised. to enable them to do so you are to give such assistance as you may think necessary and if then finally approved, the Owners will there receive payment, in Bills of Exchange on the Commission of His Majesty's Navy; You are to use all possible expedition to execute this Service; and then return and join me in English Harbour Antigua; for which this shall be your Order.

Given under my Hand at English Harbour Antigua, the 7th May 1776.

Jam^s Young.

By Command of the Admiral Geo: Lawford.

1. PRO, Admiralty 1/309.

8 May

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

[Extract]

Copy

Isis before Quebec May 8th 1776

Sir Having taken our departure from Portland, on the 11th of March, on the 11th of April we made the Island of St Peters, on the 12th at three in the Morning found ourselves near the Ice, and brought too, the wind blowing fresh at S.E., the weather hazey, and Cape Ray bearing by reckoning N W, distant 6. or 8. Leagues: at break of day, we steer'd on Sundry points of the Compass, between Wt & N N E., (the gale increasing but saw no probability of any passage by such winding Courses, into the Gulph of St Lawrance. We then with a velocity of about 5 knots tried what effect, the running down a large peice of Ice, of about 10 or 12 feet thickness, would have upon the Ship, and she ran it to peices. Encouraged by this experiment, we thought it an enterprize, worthy of an English ship of the line, in our King and Country's sacred cause, and an effort due to the gallant defenders of Quebec, to make the attempt of pressing her by force of Sail, thro' the thick, broad and closely connected fields of Ice (as formidable as the gulph of St Lawrance ever exhibited) to which we saw no bounds towards the Western part of our horizon, and we shaped our Course accordingly. Before night when blowing a Snow Storm we brought too or rather Stopped we had penetrated about 8 Leagues into it describing our Path, all the way, with bits of the sheathing off[f] the Ships bottom: and sometimes peices of the Cutwater, but none of the Oak Plank: And it was pleasant enough at times, when we stuck fast, to see Lord Petersham, exercising his Troops, on the Crusted surface of that fluid, thro' which the Ship, so recently had sailed. After 9 days of unspeakable Toil for 50. or 60. Leagues, & having put in Practise various expedients, too manifold to particularize, some of more, some of less efficacy in Order to fortify the Ships bows, against the continual friction, or strokes of the Ice, and to break or remove it, from before her. On the 21st of April we got clear of it, made the Island of Anticosti and that evening entered the River St Lawrance, in a Snow Storm at N E: on the 30th we anchored in another near the Pilgrims, and, on its clearing up, observed successive Smoaks made from Cape to Cape towards Quebec. On the 3rd of May after various obstacles, from Fogs, Calms, or Contrary Winds: we anchored near the Isle of Coudre. There, (bringing a fair Wind with them) first the *Surprize*, and then the *Martin* join'd us having also struggled hard with the Ice of [the] Gulph: And here, we secured all the French Pilots, for his Majesty's Service, the Rebels intending to have them seized, and sent to their head Quarters. On the 5th the *Surprize* being a remarkable good sailor, and every hour becoming more & more precious: I directed Captain [Robert] Linzee, to make the best of his Way to give notice of approaching relief to the invested City: On the 6th at 6 in the morning the reciprocal signals, were made in our hearing, And we

all three, as fast as we could get in: the *Surprize* first, anchored in the Bason of Quebec: right between the Rebel battery on Point Levi; and the lower Town, having by a particular blessing of providence on our endeavours, but a few Men (tho' crowded Ships) who could not come to Quarters, Aw'd by our run out cannon theirs, tho on an eminence observed a profound Silence; and the Rebel Troops, who served them seemed to gaze with astonishment, at our Landing our several detachments, At one oClock, his Excellency General Carleton, wisely availing himself of the very different impressions our arrival had made on the Minds of the Rebels, and of his valorous Garrison, marched out at the head of about 800 Men, and Swept, or rather frightened away the panic struck Multitude: consisting of about 3000 Men at least, (now for the first time exposed to their very Buckles) from the celebrated height of Abraham where instead of teasing, they were just beginning to break ground in good earnest before the Capital of Canada: so soon as the tide of ebb eased, which exactly coincided with the dispersion of the Rebel crowd, I detached the Captains Linzee & Harvey of the *Surprize* & *Martin*, and a province arm'd Vessel, with orders to annoy their retreat, to take or destroy their Craft on the Water, & intercept any Stores or cannon expected from Montreal. In sailing up we saw their fire hinder the fugitives, who had occupied their Posts along the right of the St Lawrance & on the Isle of Orleans, from joining the others in their Flight towards Montreal, a flight perhaps the most precipitate ever heard of: for they left not only their undischarged Cannon, ammunition, scaling ladders, intrenching tools, and provisions: but even many of them their Muskets: & every other sort of encumbrance. Their Artillery of Point Levi, two of them brass, taken at St Johns, are now in possession of the *Isis*, with all their ammunition Stores and Provisions from that Post, and some english, Scotch, Irish, & American Rebels (who there surrendered to us) accuse their two Generals, (one of them late by profession an Apothecary, who joind them on the 3rd with a reinforcement) of having, on some pretence or other slipt away on horseback: soon after the Ships appeared: as did the Col Commanding their 270 Men at point Levi, leaving them his Major, and other Officers to shift for themselves: who, tis true, soon followed his example, I am happy in sending the news of this great event, to their Lordships by Captn [John] Hamilton, whose behaviour in his Country's cause, during the whole Course of the Blockade, or seige of Quebec, as Colonel of the brave, patriotic, naval Battalion, deserves the highest applause, and in having appointed Captn [Thomas] Mackenize of the *Hunter* Sloop, to succeed him in the Command of the *Lizard* frigate, in consideration of his gallant Services as Major thereof.

Be pleased to communicate the foregoing to my Lords Commissioners of the Admiralty: And I hope their Lordships will deign therewith to accept of my heart-felt congratulation, on the returning prosperity, of the loyal Cause, & the utter ruin of the rebellious one in Canada, (the existance whereof wholly depended on the taking of Quebec.) And in flying thro' the

upper Country, the Rebels: it is presumed, may possibly dearly pay for their lies, and paper dollars, imposed on the Canadains. I am Sir [&c.]

Ch^s Douglas.

P.S. This moment a fine arm'd schooner taken by the *Surprise*, and *Martin*, carrying four six pounders, and six three pounders, is come down the River; thirty seven Rebels escaped from her into the Woods and two were taken; they have scuttled and sunk his Majesty's armed vessel the *Gaspee*, which fell into their hands last Winter, but we hope soon to weigh her. The above frigate & Sloop, with the province armed Tender, keep their Station near the Rapids.

I inclose a list of the officers of the late naval Battalion to the end, that His Majesty & their Country may know the names of those Gallant Men, whose unshaken Patriotism, and perseverance thro the fatigues of a Winters Blockade, would have done honor to ancient Greece, or Rome in their more virtuous days. . . .

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

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

May 1776

Wednesday 8th Running up the River above Quebec
at 6 AM. Weigh'd and run further up the River & Came too again with the Best Bower in 15 fms. Veer'd to 1/2 Cable opposite Portneuf, at 10 Observing the Rebles forming themselves in large Bodys in different places, mann'd and Arm'd all the Boats and made a feint landing to entice the Rebles down, within the Reach of our Cannon, which we found to have a good Effect fir'd a Number of Guns as the[y] form'd themselves to attack our People, at 11 the Boats return'd. —

First part Mode & Cloudy. Middle and latter light Airs and foggy with drizzling Rain at 1 PM. Fir'd a Number of Shot to annoy the Rebels in their March, finding by a Letter to the Lieutt of the Schooner lately taken, that the Rebels intended to board us, prepar'd every thing for their Reception, and got Puncheons of Water upon the Gang Ways for a Barracade, Carried the Kedge Anchor and Hawsers out to the So ward ready to warp the Ship got a Spring on the Cable, and planted Centinels, all round the Ship.

1. PRO, Admiralty 51/336.

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

May 1776

At Anchor off Point Plator [St. Lawrence River]
Wednesday 8 :7 AM. ran a little higher up and Anchd off Port Neuf: saw the Rebel Encampment at Point Chambaud 6 Miles above us:

Little winds & Variable with Rain: PM drop't a little lower down off Point Plator: fixed boarding Nettings, and kept the Watch under Arms all Night: -

1. PRO, Admiralty 51/581.

JOURNAL OF H.M.S. *Niger*, CAPTAIN GEORGE TALBOT ¹

May 1776	[St. Lawrence River]
Sunday 5th	at 7 Weighd and Came too sail Tkd Occasionally <i>Triton</i> in Company Modt and Clear Wear at 5 PM came too with the small Bower in 13 fm veerd to $\frac{2}{3}$ d of a Cable Isld Bic ENE 4 Leagues Apple Isld WNW 4 Leags at 12 PM. weighd and came too sail
Monday 6th	at 2 AM Pass'd by the <i>Triton</i> and 5 sail of Transports at Anchor off Apple Island at 3 Abreast of Nare Island. Light Breeses and fair Weather at 1 fired a Gun a sigl for a boat from the shore at 4 PM came too with the small bower in 13 fm the Westernmost part of the Pilgrams Islands SE 1 Mile at 8 do returnd
Tuesday 7th	At 1 AM weighd and came to sail 2 sail in sight to the Eastward at 9 AM. Anchord at the Island of Coudre veerd to $\frac{1}{2}$ a Cable found here the <i>Lord Howe</i> Transport with Troops for Quebec Moderate and fair at 2 PM weighd and came to sail as did the <i>Lord Howe</i> Transport at 8 Do came too with the small Br in 10 fams Cape Torment SWbW Dist 1 League
Wednesday 8th	At 4 AM weighd and Came to sail at $\frac{1}{2}$ past the Traverse at $\frac{1}{2}$ past 8 Came too with the best Bower off[f] the Town of Quebec in 14 fams veerd away and moord Ship found here His Majestys Ships <i>Isis</i> , <i>Lizard</i> , <i>Hunter</i> Sloop, <i>Magdalen</i> Schooner and several Transports at 10 Anchord the <i>Lord Howe</i> .

1. PRO, Admiralty 51/637.

BRIGADIER GENERAL BENEDICT ARNOLD TO GEORGE WASHINGTON ¹

[Extract]

Montreal May 8th 1776

... Our Army Consists of few more than Two thousand effective Men, & twelve hundred sick & unfit for duty chiefly with the small Pox which is universal in the Country. We have very little Provs No Cash, & less Credit & until the arrival of the heavy Cannon & two Mortars from Cambridge Our Artillery has been triffling. the Mortars I expect will reach Camp tomorrow & shells can be supplied from three Rivers. I hope they will have the desired Effect. the want of Cash has greatly retarded Our Opporations in this

Country. We are fortifying two very Important Posts which Command the River at Richelieu, fifteen Leagues above Quebec and at Jacques Cartier which commands a pass between two Mountains eleven Leagues above Quebec: If succours should arrive before we can possess ourselves of Quebec I hope we shall be able to Maintain these two Posts until a reinforcement Arrives to our Assistance, which we are told are on their way here. these are the only Posts that secure the River, until you approach near Montreal and of so much consequence, that Nothing but superiour numbers will oblige us to abandon them.

I have mounted three 24 Pounders on a Gundaloe & Armed several Battoes, which go down the River tomorrow. these with a schooner mounting Ten Guns & a Gundaloe mounting One twelve Pounder are all the Force we have in the River. four other Gondaloes are building at Chambly calculated to mount three heavy pieces of Cannon. but will not be completed these two weeks. tomorrow I set off for the Army with no very Agreeable prospects before me. should the enemy receive any considerable reinforcement soon, I make no Doubt, we shall have our hands full, at any rate we will do all that can be expected from Raw Troops, badly clothed and fed, & worse paid, & without Discipline. & trust the event to Providence.

1. Washington Papers, LC.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL JOHN THOMAS ¹

Dear General

Inclosed is a Letter Just came to hand from Genl Schuyler, you will excuse the liberty I have taken to open it As, I imagined it Contained Intelligence absolutely Necessary For me to know. I beg leave to Congratulate you on the Prospect of reinforcements arriveing, soon, I shall forward you all the Tents & other articles here which you may have Occation for, & shall follow in a day or two, hope soon to have the pleasure [of] seeing you – I have thought Proper to Send off[f] this Post as the Intelligence, contained In the Letter may posably alter your Plan of Operation

The Gundalo goes from Chamble Tomorrow, & a vessell will be sent off[f] in the morning For Flour below, – I am with great respect Dr.General [&c.]

Montreal May 8, 1776

B Arnold

1. Charles Roberts Autograph Collection, HCL.

ISAAC SMITH TO JOHN ADAMS ¹

[Postscript]

[Salem May] 8th

Yesterday between MHead & the light house was taken by [Samuel] Tucker in one of the Contl Vessells a brige from the Western Islands with Wine – the Other [a brig] which [sic with] about 500 Bls beef & pork butter bacon &c. 40 days from Ireland ² the Mastr says there were abt 100 sail loaded with provisions, & Transports att present cant [kno]w any way

particulars – he spoke with the ship *Fa[torn]* belonging to P[illegible] bound to Europe – dismayed.

1. Adams Papers, MassHS.

2. The brig *Jane*, James Fulton, master, 120 tons, from Cork with provisions, and the brig *William*, Richard Price, master, 100 tons, from Fayal with wines and fruits, taken by Tucker in the Continental schooner *Hancock*.

JAMES WARREN TO JOHN ADAMS¹

[Extract]

Watertown, May 8, 1776

... time will only permit me to inform you that the only news we have is, that Captain [Samuel] Tucker, in the schooner [John] Manly used to command, yesterday took two brigantines, one from Ireland with provisions and goods, and the other from Fial[Fayal] with wine, and got them safe into Lyn. One of them he took close by the light house, while the man-of-war fired at him. While I am writing, there is a firing of cannon below. What that is I know not. Perhaps I may give you more news in the morning.

1. *Warren-Adams Letters*, I, 239, 241.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT¹

[Watertown] Wednesday May 8th 1776

Whereas William Wood, Robert Ayles and others who were taken in bringing Supplies to the Enemy of the united Colonies have Obtained leave from this Court to proceed to Great Britian on their Parole but the said Wood Ayle and others having delayed their Voyage and being now on Board a Schooner in the Harbor of Glocester with design to proceed on the Voyage aforesaid – And as a Powerful Fleet and Army are now on our Coast and their having information of the present Circumstances and movements of this Colony may be of dangerous Tendency

It is therefore Resolved that the Committe of said Glocester be and they hereby are impowered and directed to haul up and Strip said Schooner and to detain the said Wood and Ayle and all other persons designing to go to England in said Schooner untill the further order of the General Court. –

1. *Mass. Arch.*, vol. 34, 860–61.

JEREMIAH WADSWORTH TO JOHN BROWN¹

Gentlemen

Boston May 8th 1776

In the Month of September last the Brigantine *Polly* Giles Sage Master from Jamaica & Hispaniola (Laden with Rum Sugar and cotton) Whereof Matthew Tallcott Esqr of Middletown in Connecticut & my selfe were Owners – was taken by the *Nautilus* Man of War brought into this Port & here condemned by a Court of Admiralty and sold. I now find that some Part of Her Cargo Viz Twenty One Bags of Cotton Containing Two thousand three Hundred & Eighty three Pounds – are in the Store of George Ewing Esqr and am inform'd that You have taken the same under Your care in behalf of this Colony – believing it to be the Estate of the said George Ewin

Esqr – or some other Persons inimical to this Country – but I am able to make proof that the said Cotton was actually brot in Said Brign *Polly* and was the Property of us the said Tallcott & Wadsworth – and we conceive it still [to] be our property not believing that the unjust Capture made of our Estates hath in any wise changed the Property – we therefore lay before You our Claim and desire You will deliver the Cotton to some Person by us authorised to Receive it – I shou'd have applied to You Gentlemen in Person but as You were not seting to day and I being Obliged [to go] out of Town desire You will transact the Whole Matter with Mr Benjamin Clarke whose Rect for the Cotton or any other Matters to us belonging shall be as effectual as if signed by [us] I am further to inform You that Richd Alsop Esqr Late of said Middletown was concerned in some Part of the Cargo of Said [Brigt] and that I am empowered by his Administrater Mrs Mary Alsop to transact for Her as well as for Mattw Talcott Esqr as by said Power deld Mr Clarke will Appear I am Gentlemen [&c.]

Jere^h Wadsworth

1. Mass. Arch., vol. 194, 381, 382. Brown was chairman of the Committee in Boston.

COURT MARTIAL OF JOHN HAZARD, COMMANDER OF THE SLOOP *Providence* ¹

At a Court Martial, held onboard the *Alfred*, at Providence in the Colony of Rhode Island, on the eighth day of May 1776 By Order of Esek Hopkins Esqr Commander in Chief of the American Fleet for the Tryal of John Hazard Esqr Commander of the Sloop *Providence* in the Continental Service, for misconduct

Present

Captains—Dudley Saltonstall—President

Abraham Whipple

Nicholas Biddle

Samuel Nicholas

John Welch

Lieutenants—John Paul Jones

Rhoads Arnold

Hoysteed Hacker

Elisha Hinman

Jonathan Maltbie

Mathew Park

Henry Dayton

Members

Captain Hazard aforesaid being brought before this Court a Prisoner on the complaint of a number of Officers belonging to the sloop *Providence* aforesd bearing date May 6th 1776—setting forth a number of Crimes & Misdemeanors against him, as p Complaint on File which will appear at

large – The Charge being Read in the hearing of the Prisoner and the Question being put to him whether he was guilty or not guilty; he answered not Guilty; and desired he might be heard – Upon which this Court proceeded to hear him, and on trying the merits of the Case find him Guilty as follows –

[Question 1st.] Whether the prisoner was guilty of breach of Orders at Reedy Island, in not delivering a Certain parcel of Wood which the Commander in Chief had directed to be put onboard the sloop *Fly* –

Passed in the Affirmative Unanimous—

Questn 2nd Whether the Prisoner was Guilty of neglect of duty on the night the Fleet Engaged the *Glasgow*, in not preparing for Action before the Engagement began, he having timely Information

Passed in the affirmative Unanimous—

Questn 3 – Whether the Prisoner was Guilty of Embezzling part of the Vessels Stores

Passed in the Affirmative Unanimous—

Question 4th – Whether the Prisoner was Guilty of breach of orders going up Providence River the 26th April last—

Passed in the affirmative Unanimous—

In consequence of the foregoing Tryal, this Court are Unanimous in their Opinion, That the Prisoner John Hazard Esqr has rendered himself unworthy of holding his Commission in the Navy of the United Colonies of North America, and Adjudge him accordingly—

Signed –

Dudley Saltonstall, Prest	Rhodes Arnold
Abraham Whipple	Hoysteed Hacker
Nicholas Biddle	Elisha Hinman
Samuel Nicholas	Jonathan Maltbie
John Welch	Matthew Parke
John Paul Jones	Henry Dayton

A true copy from the file

Dudley Saltonstall Presidt

[Endorsed] Having this day receiv'd & examin'd the above Sentence of the Court Martial pronounced against Captn John Hazard, do hereby Ratify and Confirm the Same – and order that the said Hazard forthwith Surrender his Commission to the President of the said Court—

Esek Hopkins, Commr in Chief

Providence May 9th 1776—

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY ¹

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

May 8th, 1776.

A letter and an indenture, therein enclosed, from Capt. [Richard] Varick to Mr.[John] McKesson, by order of General [Philip] Schuyler, were read, and follow, vizt:

[Here is inserted Varick's letter of May 1, 1776, with the indenture for ships' stores]

... Mr. Varick thereby requests, in the General's name, the articles mentioned in the following order, to be forwarded to Albany with all possible dispatch. Thereupon,

Ordered, That Colonel Curtenius, as Commissary, transmit to Albany, by the first opportunity, for the Continental service, in compliance with General Schuyler's request, (made by his Secretary,) a complete set of blocks of every kind, for two vessels and two pettiaugers on the lakes, and five pieces of English duck, for sails for the petteaunders, and the following rigging and necessities, viz: 6 coils of spun yarn; 2 jib stays of 6½ inches, 200 fathoms 2 inch rope; 200 fathoms 2½ inch rope; 100 fathoms 3 inch rope; 2 coils of ratline; 3½ inch stays; 1 dozen white hamberline; 12 doz. marline and houseline; and that he direct the store keeper, or commissary at Albany, to give notice thereof, when he receives those articles, to Major-General Schuyler, or Captain Varick.

1. *New York Provincial Congress*, I, 433.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, May 8, 1776

The orders given by the Naval Committee to Commodore [Esek] Hopkins, being laid before Congress, and read, ²

Resolved, That they be referred to a committee of seven; ~~and that the said committee be directed to consider the appropriation of the cannon taken by Commodore Hopkins~~ and Also, to consider the situation of the governor and lieutenant governor of [New] Providence, and the other officer, brought from thence, and report what, in their opinion, is proper to be done with them:

The members chosen, Mr. [Benjamin] Harrison, Mr. J[ohn] Adams, Mr. [Thomas] M'Kean, Mr. [James] Duane Mr. [Thomas] Lynch, Mr. [Roger] Sherman, and Mr. [William] Livingston.

Information being given to Congress that, [Moses] Kirkland, a prisoner, has broke gaol and made his escape.

Resolved, That a committee of 3 be appointed to devise ways and means to have him retaken.

The members chosen, Mr. [Thomas] M'Kean, Mr. [Thomas] Lynch, and Mr. [Elbridge] Gerry.

Resolved, That whenever it shall appear to this Congress, that any

officer or officers, bearing continental commissions, shall have departed from orders, than an enquiry shall be made.

1. Ford, ed., *JCC*, IV, 334, 335-37.

2. "There were three Persons at this time who were a standing Subject of Altercation in Congress. General Wooster, Commodore Hopkins and a Mr. [Elias] Wrixon. I never could discover any reason for the Bitterness against Wooster, but his being a New England man; nor for that against Hopkins but that he had done too much: nor for that against Wrixon, but his being patronized by Mr. Samuel Adams and Mr. R. H. Lee. Be it as it may, these three consumed an immense quantity of time and kept up the Passions of the Parties to a great hight. One design was to divert us from our main Object." L. H. Butterfield, ed., *The Adams Papers*, Series 1, *Diary and Autobiography of John Adams* (Cambridge, Mass., 1961), III, 382.

ADVERTISEMENT IN THE *Pennsylvania Gazette*, WEDNESDAY, MAY 15, 1776

Philadelphia, May 8, 1776.

Made his escape from the Goal of this city, yesterday in the evening, a certain Moses Kirkland, called Colonel Kirkland, belonging to South-Carolina, confined in said Goal by order of the Honourable Congress, for practices inimical to this country. He is a stout corpulent man, between 50 and 60 years of age, about 5 feet 10 inches high, of a swarthy complexion, fresh coloured, and wears his own grey hair tied behind. He had on a green coat, faced with blue velvet, a blue velvet waistcoat, and brown velvet breeches. Had also a brown coat and waistcoat, and may possibly have taken other clothes with him. It is said he crossed over Delaware, at Cooper's ferry, last night, and it is supposed will either endeavour to get on board one of the men of war in the river, or at Sandy-Hook. The public are earnestly desired to endeavour to apprehend this dangerous enemy to the American cause, and a reward of *One Hundred Dollars* is hereby offered to any person or persons that shall take and bring him back to the Goal of this city, and all reasonable charges will be paid. *The printers of the several newspapers in the Colonies are desired to insert this advertisement.*

MAJOR JAMES EASTON TO JOHN HANCOCK ¹

Honble Sr

Philadelphia May 8th 1776

I beg leave to give you the trouble of this; I have been in jail three weeks and having no prospect of being set at Liberty, I most humbly apply to your Honor, having no friends to assist me in this part of the World; I am sued for £1500 York Curry & I owe my Creditors £900 more of York Cur. I have due £8000 L.M. my Creditors have a Landed security of what I Value at £3000 L.M. In several Letters they have received from me since I came to this place, I have offered my Land, my outstanding Debts at an honest Appraisal, in short, I have done every thing in my Power to get a Settlement, but have heard nothing from them. there is no such thing as obliging people to pay their Debts in the Massachusetts by the Resolves of the Honble Congress: I ought to be on my way to Canada to the Settlement with the Commissioners appointed by Congress requires it a settlement of my Regimental accounts; of Five Captains still in Service at

Canada and getting the Stores & Vessels taken by the Regiment Appraised the Court of Inquiry to be held on them with regard to Major [John] Brown, and my self, and many other important matters all urge it; In short I am in pain to see the Event of Quebec: I have with my 150 men at the Sorel, taken more for the Continent on board [General Richard] Prescotts savage fleet, than Three times over to pay all my Debts Viz 1835 Barrels of Provisions including 365 Firkins Butter at 60/ p Barrel amounting to £5505 – the Eleven sail of Vessels were of no small advantage to the Continent in transporting General Montgomery's Army to Quebec, ² not to mention smaller matters, but not to forget Ticonderoga, may not my Honor be taken till I can go to N.York. and try to settle my affairs, and if I cannot do it, to return to jail again, I understand Savage Prescott is gone off on a parol, His Excellency General Washington was pleas'd to observe In a Letter I laid before the Honble Committee on my affairs at the City Tavern that I had meritted from the Public; tho' I am accusd by General Arnold, I live in the faith that it is in the Power of the Honourable Congress to relieve me consistant with there true Dignity, and believe they will at any rate as I think they cannot be losers by me.

Hond Sr please to use (if its not Inconsistant) your Influence to Liberate the unhappy man when it can be of no Advantage to my Creditors to keep me here. I humbly beg your Council in the Matter. I am Sr [&c.]

James Easton

1. Papers CC (Letters addressed to Congress), 78, VIII, 249–50, NA.

2: Easton commanded the detachment which intercepted the British vessels retreating down river from Montreal on November 19, 1775.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 8th May, 1776.

Resolved, That Capt. Robert Hardie be, and he is hereby appointed Captain of one Tier of Fire Rafts, and that his Commission be dated the 27th March last.

1. *Pennsylvania Colonial Records*, X, 560.

Pennsylvania Journal, WEDNESDAY, MAY 8, 1776

Philadelphia [May 8]

On Sunday last [May 5] Capt. Barry, in the brig *Lexington*, returned from a cruise against the English pirates. On Sunday the 26th [sic] ult. at break of day, he discovered a fleet of 17 ships, when three of them gave him chase, two of which he soon run out of sight, the other, a very large ship of war, kept up the chase for several hours.

CAESAR RODNEY TO CAPTAIN THOMAS RODNEY ¹

[Extract]

Philadelphia May the 8th 1776.

Yesterday afternoon We were informed by letter from General [John]

McKinly that the *Rhobuck* [*Roebuck*] and *Nautilus* Men of War then lay at Newcastle – and at 3 oClock the same afternoon all the Gondola's left the fort and went down to attack them, Especially if they can get them Seperate –

I have no News of importance Except what you will find in the papers, by which you will see that our (Much talk'd of) Comissioners are turned into Men of War and foreign troops.

1. Rodney Papers, HSD.

MARINE COMMITTEE OF THE CONTINENTAL CONGRESS TO
CAPTAIN JOHN BARRY ¹

Sir

Philada. May 8, 1776

You are hereby directed to Collect your officers & Men and repair down to the Provincial Armed Ship Capt [Thomas] Reed, and Supply him with as many of your People as he may want to completely Man that Ship fit for Immediate action, you will also spare any of them that may be wanted on board the Floating Battery, or on board the Ship *Reprisal* and in short We expect the utmost exertions from you your officers & Men in defending the Pass at Fort Island, and to prevent their coming up to this City, also that you will assist in taking Sinking & destroying the Enemy if it is thought adviseable to pursue them of which the Committee of this Board now down the River will judge. ²

By order of the Marine Committee

Rob^t Morris, Vice Prest

P.S. You may go down in the Sloop *Hornet* Capt [William] Hallock Cap Thos Read by Special Commission is the Commander at the Chevaux de Freize

1. Charles Roberts Autograph Collection, HCL.

2. Morris seems to have acted in a dual capacity. The committee "now down the River" were from the Committee of Safety, while his orders to Barry were based upon his Continental Marine Committee membership.

AUTOBIOGRAPHY OF CHARLES BIDDLE ¹

[Philadelphia, May 8, 1776]

Some time after this the *Roebuck* and *Liverpool* came into the river, and were attacked by the galleys. I have heard that Captain Hammond [Andrew Snape Hamond] then said if the commanders of the galleys had acted with as much judgment as they did courage, they would have taken or destroyed his ship.

Hearing the evening before the engagement that the galleys were going down from Marcus Hook, where they were lying, and that it was probable they would engage the *Roebuck* and *Liverpool*, I set off early in the morning in a chair with Mrs. Gibbs, a widow lady, at whose house I was very intimate, to see the intended battle. My intention was to go as a volunteer on board one of the galleys commanded by Captain Thomas Houston, a

schoolmaster of mine. This I did not, however, communicate to my friend Mrs. Gibbs, who owned the chair, and I was fearful, if she knew my intention, that she would choose some other gallant, for she was attached to the British and I believe wished them success. After we had passed Chester about a mile, as I was driving furiously along, one of the shafts broke. Having kept the reins in my hands, I stopped the horses, so that we took the ground without any injury. Pulling the chair on one side of the road, I made an apology to Mrs. Gibbs for leaving her, and set off as fast as my feet could carry me for Marcus Hook, which was near three miles from where the accident happened. Notwithstanding all my exertions I was a few minutes too late. Not being able to get a boat to put me on board, I returned to Mrs. Gibbs, who was a very enterprising lady. She had with the assistance of some passengers got a rail put alongside the shaft, and was coming down when I met her. As she had a great friendship for me, she readily forgave me for leaving her so abruptly. She told me she was very glad of my being disappointed, that it was very foolish in me to run the risk of my head or neck on such an occasion. We drove down and soon saw the ships (which were under way) and the galleys firing at each other. It was a fine day, and the banks of the river, out of reach of the shot, were lined with spectators, and every house near the shore filled. Among others Colonel Turbutt Francis was there. Col. Francis was a native of Philadelphia, who had been an officer in the British service. He had a chair placed on the bank of the river where he sat to see the action. He was so much afflicted with the gout that he could not walk. As his chair was placed where the shots from the ships sometimes passed over him, I requested he would have it removed. He, however, would not, saying there was little danger, and he sat with great composure, observing the engagement.

1. Biddle, ed., *Charles Biddle Autobiography*, 84-86.

DIARY OF CHRISTOPHER MARSHALL ¹

[Philadelphia] May 8th

... near 2 went to Coffe house the city alarmed with the hearing great number of heavy cannon firing down river, the Drums beat to arms & number of volunters went down in boates in order to assist as the report was that the *RoeBuck*, of 40 & the *Liverpole* of 28 guns with tenders were got above New Castle standing up the river.

1. Diary of Christopher Marshall, HSP.

MEMORANDUM BOOK AND REGISTER OF WILLIAM BRADFORD, JR. ¹

[Philadelphia] Wednesday May 8.

In the Afternoon I went to the Office in company with Mr Linn. Here I found the young ladies very much alarmed with the firing of Cannon down the river. I listened & could hear them very distin[ct]ly: they were from 13 of our row Gallies which were attacking the *Roebuck* of 40 & the *Liverpoole* of 28 Guns. The fire Continuing several hours I hastened hom[e] where I re-

ceived orders to take out the Company provided with Amunition. We soon returned & learned that the *Roebuck* had got ashore, & that little damage had been done on either side; but the Gallies had surroundd her, & another engagement was expected.

1. William Bradford, Jr., HSP.

CAPTAIN THOMAS READ TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen: [Montgomery, Delaware River] May 8, 1776.

According to your orders have Supplied Capt. Jehue Airs [Ayres] with Eighteen Small arms & Ammunition for them, and on Board the Shallop that has the Powder a parcel of Cartriges fill'd for the galleys, as the Powder Being Loose Can be of no use unless the[y] had Emty Cartriges to fill. I am much Surprized that Mr. Towers Shou'd Send Powder without being fill'd, as he must know the[y] have no spare Cartriges or Paper on Board, that if you order any more Powder it may fill'd, as no Vessell belonging to the fleet has any Spare Cartriges to fill. Capt.[Samuel] Davidson sent ten Boxes of fill'd allso, and beg you may not Send any more Boats or Men to be arm'd from me, as I have now furnished Airs' Boat with all I have, we now want to be Supplied with what is Sent away. I am Gentlemen [&c.]

Thos. Read.

P.S. – Just Reced your orders by the Pilot, Shall Lose no time to Proceed down as Soon as the Wind & Weather will Permit, which can't be before Day Light in the morning.

T. Read.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st, IV, 747–48.

CAPTAIN THOMAS READ TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Ship *Montgomery* [Delaware River] May 8th, 1776.

Gentlemen: Yours Just came to hand, we are prepared as well as our Number will admit of, Capt. Davidson, Capt. Weckes [Lambert Wickes] & myself, form a Line with the Battery, all we want is Men; Ammunition, I fear, is much wanted for the Gallies, as I have heard a constant fire kept up from 10 o'clock till five, Since I have not heard a Gun; I have been well Assur'd the Boat with the powder Joined them before they came to Action; you may depend on it I will do every thing that time will Admit of; pray send provisions according to the Numbers that you think will Join us, and match Tubs which were much in want and Can't do Without. I am, Gentlemen [&c.]

Thos. Read.

Have Dispatch'd about [*sic* a boat] for Intillegence as soon as the [*sic* she] Return shall acquaint you.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 747.

JOHN MCKINLY TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen,

Wilmington, 8th May, 1776.

The *Roebuck* & another Man-of-War, supposed about Twenty Guns and their Tenders, are lying near the mouth of our Creek. We shall keep Five Companies of the militia of this County constantly under Arms & properly stationed, so as to prevent their getting any Supplies of Provisions from the shore. Officers & Men shew a becoming Spirit, & expect they will acquit themselves as they ought. I am, with esteem, [&c.]

Jno. McKinly.

Directed, To the Committee of Safety, Philadelphia. Favoured by the Rev. Mr. Davidson.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 749.

COLONEL SAMUEL MILES TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen:

Wilmington, Wednesday, }
8th May [1776], 4 o'Clock }

Our Boats and the two men of war have been engaged for two hours at long shot, I believe there is no damage done on either side, tho' I suppose three or four hundred shot have past between them, the men of war are the *Roebuck* of 48 guns, & the *Liverpool* of 28, our Boats fire much better than the other Vessels, but in my oppinion ingage at two great a distance. The *Wasp* being at Wilmington, as soon as the men of war had past the creek's mouth, sail'd out and has taken a brig, which he is now bring[ing] in; ² I write this from the Bank of the river, where I have been with one hundred Riflemen ever since morning, in order to afford any assistance that might be wanted. A great deal of amunition has been wasted, the Committee will judge what Quantity will be Necessary for the Action, how long it may last is at present I think entirely uncertain. I am, tho' very cold & hungry, Gentlemen [&c.]

Sam'l Miles.

Directed, To Col. [Daniel] Roberdeau, or any of the Committee of Safety of Pennsylvania, Thos. Heinberger, Jacob Antony.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 748.

2. The brig *Betsey*, Thomas Slater, master, taken by the Continental schooner *Wasp*, Captain Charles Alexander.

ALEXANDER WILCOCKS AND OTHERS TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Off the High Lands of Christeen Province Sloop
Wednesday [May 8] P:M: 5 O'Clock –

We left the Cheveaux D'Frize this Morning and overtook the Armed Boats at Marcus Hook The whole Armament proceeded down the River and about 2 O'Clock an Engagement began between our Fleet the *RoeBuck*

& another Ship of War which continued upwards of two Hours and believe very successfully on our Part in the Course of the Engagement the *Roe Buck* run on Shore and is now fast on the Jersey Shore at Kearney's Point a little above deep Water Point – Our Fleet has suffered no Injury but by a Single Shot which struck the *Cambden* but has done her little Damage – We expect In an Hour's Time she will be on a Carreen when a second Attack will be made upon her and we hope it will be crowned with Success – The other Ship has come too under the *Roe Buck*'s stern within Musket Shot – All the Powder in Cartridges is expended – It is absolutely necessary that you send down an immediate Supply of Powder in Cartridges with Ball. We have consulted a Number of the Captains and they are of Opinion that it will be advisable to send down the Province Ship as she will run little Risque & possibly if she comes soon may be of use We are Gentl.[&c.]

Alex^r Wilcocks John Cadwalader James Mease ²

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

2. Three members of a committee of four appointed May 7 to go down in the Province Sloop with authority to give orders to the fleet. The fourth member was Robert Whyte.

AUTOBIOGRAPHY OF JOSHUA BARNEY ¹

[Delaware River, May 7 and 8]

... the *Wasp* then left the Cape & went up the Bay, we saw the *Roe-buck* & *Liverpool* & a Brig also coming up after us; we met several American Vessels in the Bay & made them return, & were ourselves obliged to enter Wilmington Creek, where we lay all night, the Enemy having Anchored abreast of it, in the morning the Row-Gallies came down from Phila. and Commodore Halewood ² attacked the Enemy when a brisk cannonading took place between them, our Captain thought this a favorable moment to do something, & immediately rowed out of the Creek and discovered attacked & took the Brig (tender) from the Enemy under the guns of the Ships, at this moment the *Roebuck* got aground on the Jersey shore which obliged the *Liverpool* to anchor, in order to protect her from the Gallies. this gave us an opportunity of getting back into Wilmington Creek; the prize was sent into a port below on the Jersey Shore; this little affair was thought a bold one and Capt. [Charles] Alexander much praised for his conduct.

1. Manuscript Autobiography, DARL.

2. Commodore John Hazelwood was not then in command of the galleys, a post given him more than a year later. Also, Barney places the event described above as taking place after another action, which was subsequent thereto.

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

Whereas the service on which the Squadron under my command is employed, requires not only the utmost exertion against the enemy, but also the strictest vigilance and alertness to evade any attempts that may be made in



Captain Andrew Snape Hamond, R.N., as a young naval officer.

the night time to destroy His Majesty's Ships by fire Rafts &c and although I have the fullest confidence in the conduct and zeal of the officers serving with me, yet I think it necessary at the time I am giving Orders for the safety and defence of the Ships in the night time to declare to them, that whoever shall distinguish himself in the performance of any Service under my command may rely most fully upon my unwearied endeavours to obtain them ample rewards for their merit; And on the other hand to assure him that, every neglect will be as strictly enquired after.

You are therefore hereby required to make the above known to the officers of his Majesty's Ship under your command and punctually to observe the following directions to prevent any Surprise from the enemy.

Every Ship is to keep the Station allotted for the night, for which purpose a Signal will be made in the evening; And if none should be made, then each Ship is to remain in the Station she was in the night before: The Cable is to be brought too ready for weighing the Anchor, in case of a Signal being made for that purpose; or that it may be absolutely necessary to move for the safety of the Ship: A Spring is also to be stoped along on each side ready to fix to the Cable, in order to bring the Guns to bear upon any particular point; The Sails are to be furled with Rope Yarns, and the Ship is to be kept constantly clear for action, particularly in the Night time; The Guns are to be loaded with round and Grape Shot, and kept primed, with two charges of Powder for each Gun brought up at Sun Set.

The Ships company are to be kept at 3d Watch and each Man of the Watch is to be Armed: A Boat from each Ship is constantly to Row Guard during the night from the setting of the Watch until the Gun fires in the morning: They are to repair on board the *Roebuck* in the Evening for Orders, and to make their report at 8 o'clock in the morning. They are to be provided with Arms and false fires, also small Anchor and Hawser, and the hand and Chain fire Grapnel, and to be relieved once during the Night.

Given under my hand on board His Majesty's Ship the *Roebuck* off Wheelminton Creek River Delaware the 8th May 1776 –

A S Hamond

[Enclosure]

Instructions & Signals for the Guard Boats &c

In case they should discover any object moving on the water, and not be able to judge immediately what it is, they are to show a light, open only in that direction in which the ships are, and so as not to be perceived by the enemy – They are then immediately to row towards it, and as soon as they can plainly discern it to be the enemy, They are to burn a false light, and fire a Musquet, which the Ships will answer by shewing a light; When the Boats are immediately to pursue, and use their best endeavours to take the Vessel; But if it shall be found to be a fire Stage, or any machine intended to annoy the Ships, the Boats will then burn two false fires, And all the Boats of the

Squadron will be immediately sent to their assistance in towing off the Fire-stage or bringing it to an Anchor, as may be found most practible.

4 Lights at the Ensignstaff one over the other	}	For all Boats Manned and Armed
2 Lights one at each Cross Jack Yard Arm		When I would have the Guard Boats repair on board the <i>Roebuck</i>
2 Guns fired quick w[ith]h Several false fires	}	For the Squadron to slip A S H.

1. Hamond, Orders issued, 1776-1778, UVL.

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

May 1776

At a single Anchor off of Wilmington Creek River
Delaware

Wednesday 8th

In the morning Sent on shore with a flag of Truce a Mr Budden ² to endeavour to effect an Exchange for Lieutenant Geo. Ball the 3d Lieut

The first & latter parts moderate and hazy weather, the middle very foggy: at 1 in the afternoon, I perceived the Armed craft of the River coming down, before the wind, with an appearance of attacking us; Their fleet consisted of 13 Row Galley's, each carrying a Gun, from 32 Poundsers to Eighteen, a Floating Battery of 10 Eighteen poundsers, and a Sloop fitted as a fire ship. We met them under Sail (as the Tide run too rapid to lie with a Spring upon the Cable) and lay under the disadvantage of being obliged to engage them at the distance they chose to fix on, which was scarcely within point blank shot, and being such low objects on the water, it was with some difficulty that we could strike them, so that we fired upon them near two hours when they thought proper to retire, and row off, unfortunately at this time the Ship got aground, and being high water, could not get her off untill 4 the next morning, after various attempts, (we lost the Stream anchor and two Hawsers) without any apparent damage to the Ship, being soft mudd.

1. PRO, Admiralty 51/796.

2. William Budden, who also carried an undated letter from Captain Henry Bellew of the *Liverpool*, reading: "Captain Bellew would be glad to be inform'd if safe Conduct will be Allow'd for Mrs. Bellew to pass through the Country to her Relations in New England. And whether Lieutenant [Richard] Boger of the *Liverpool*, now a Prisoner in Pennsylvania, may be permitted, on his Parole, to Escort her to Marblehead, if not the Lieutenant, Mr. [John] Draper the Midshipman also a prisoner, would undertake the Journey." Etting Autograph Collection, HSP.

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

May 1776

Wilmington SW

Wednesday 8 empd fixing the netting –

First part light Breezes and hazey, midle calm and Foggy latter Light airs, saw several sail of Row Gallies—and arm'd Vessels coming down the River, the *Roebuck* weighed and made the signal to engage, which they Returned, Continued Engageing till half past 4 PM when the Rebels got into shoal Water and it was found impracticable to follow them, during the Engagement the *Roebuck* got a ground, bore up and anchd close by her and got her stream Cable onboard to heave her off, at 11 got two springs upon the Cable, at 12 sent both Boats to row Guard.

1. PRO, Admiralty 51/548.

MICHAEL EARLE TO THOMAS RINGGOLD ¹

[Extract]

Chester Town – 8th May 1776 –

Dear Sir Inclos'd is a Postscript to the *Pensl Journal* which came to me this Day under Cover from my Uncle, & I forward it least you may not, as I suppose you will, have it so soon by the Western [Mail] – He tells me he is inform'd by a Gent who applyd to Tryon for a permit to take his Passage in the Packett which he could not Obtain, that he saw in a Vessel 150 fine Recruits Shipd from New York to Halifax, who slip off[f] in the Night & its suppos'd are Recruited privately – If so, the Congress will undoubtedly find means to prevent it in future – Tho' my Humanity would sometimes induce me perhaps to furnish them with the necessarys of Life, they shoud not have a single Mortal Man who I could keep from them – He adds an Express has arrivd from the Capes, that 3 Men of War were standing up their Bay, suppos'd to be bound to New Castle to Water – The Post says they lay off[f] Reeden Island Monday Night [May 6] – Some Man Dr Thompson saw at Church Hill this Day, told him they pass'd New Castle Yesterday Morng. – Boltons Waggoner as Mr M'Combs tells me confirms this Accot – He says he was at New Castle when they did so – That the *Wasp* had been down below, called to them as she pass'd & told them they were coming,² that they presently hove in sight, & pass'd with firing a Single Gun, that is the *Roebuck* a 20 Gun Ship & 5 Tenders – seemingly in Chase of the *Wasp* & a Brigg, who were far ahead – It cannot be that they intend an Attack on Phila, neither can I think they show up there by way of diverting the Forces from New York, to make an Attack on that place, because either woud surely be postpon'd, till the grand Armament or the Van of it arriv'd – I do suppose Provision Water & fuel may be their Errand, a View of the *Wasp* & Brigg, may have induc'd them up the River, & they may be inclin'd to feel the Pulses of the Inhabitants by giving an Alarm – Whatever be their Intention we must soon hear, & hostile or not, it will keep their Blood from Stagnating & I have wrote my Uncle, I shall not be surpriz'd to

hear that many are on the Scoutt for Retreats, & that I shall be on the look-out for him, tho' I guess as I have done sometimes, that they will not come into this Quarter – If the 45,000 Men arrive the only difference is that we shall have more – [three or four lines obliterated] Peace, but the appearance of Foreigners may [force] Independence, tho' it may be, they ought not – Their System will be to shut out all Correspondence by blocking up our Trade, I suppose, & in that Case, I shoud think we ought not to throw it in their way, but put them to living on their own Means by laying up our Vessels by the Walls, & withholding every kind of Supply from falling into their hands – But can this be done I ask? Can we support the Struggle by our own Internal resources? If not, its time to look about us – I have few fears from their 45,000 Men, but in my own Mind, I give up the getting Quebec, or holding it, if we have got it, & if so, they'l presently command Canada & of Consequence, in due Time the Savages, & I am not ashamd to own that I think their Navy in front, & those Devils at our Backs with the Assistance they woud give them woud be rather too much for us – If ever it comes to Tryal & they must take part, from good Policy, they must be against us – I was about going on at a round rate with my absurd Conjectures & nonsense, but I will not add on Subject, only that if they do their Duty, we shall be perpetually alarmed by their Cruizers & small arm'd Vessels, agst whom we are not prepar'd as I woud have been had I had the Direction – And I will tell you, that had I the direction of their Naval force, I woud harrass every Bay River & Inlet on the Continent throughout the Season – what shoud hinder me? . . .

The Congress shoud buy the *Defence*³ & join her to Hopkins's Squadron if that coud be where she might take her Chance with them – [Also] I believe, & we shoud lay out the Money in a No of small tenders, to be a Match for theirs, who will otherwise do us a World of mischief & keep us under perpetual Alarm. –

1. Hollyday Papers, MdHS.

2. The Continental schooner *Wasp*.

3. The Maryland armed ship *Defence*.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY¹

[Annapolis] Wednesday 8 May 1776.

A Number of Vessels having been sunk in the Channel of the River Patapsco near Whetstone Point for the Safety and Protection of Baltimore Town, and the Committee of Observation for Baltimore County having given Information to this Board by Letter dated 6th Inst. that their Boom is now laid down and so far secured, that they judge the Vessels that were sunk at Whetstone Point might be removed, Therefore Ordered [that] said Vessel[s be raised] with all convenient Speed under the Directions of said Committee, and that Capt James Nicholson with the Ship *Defence* and her Tenders assist in executing this Order.

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

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Wednesday, May 8, 1776.

On considering the further reports of Archibald Cary and John Banister, Esqr, respecting the Brigg *Hope*,² and it appearing that the outfit of the said Brig, together wth the whole stores and prov[ision]s, amounting to £601. 0. 10½, in which is included stores val[ue]d to £48. 6. 3, which the said Commissioners think not necessary for public use, and others taken by Capt. James Cocke for his own use, valued at £10. 18. 3 This Comm^{ee} are of opinion that Robert Donald, proprietor of two-thirds of the said Brigg, ought to be paid the sum of £368. 9. 9 for two-thirds of the whole expense of outfits and Stores after deducting the £48. 6. 3 for unnecessary stores, and the rest being considered by this comm^{ee} as the Interest of the Proprietor; of the other third of the said Brigg, which is deemed British property, be retained subject to future order of the convention. And the comm^{ee} being of opinion that 36 water casks, valued at £19. 5. 6, part of the £48. 6. 3 above mentioned, will be useful to this colony for the other armed vessels fitting out, and, Mr. Donald consenting, the Comm^{ee} should have them at the value aforesaid. It is ordered that they be retained for the use of the colony, and that the remainder of the articles mentioned in that account be ret[urne]d to the s^d Donald, and the sum of £3. 3. 5 be paid to him to make up his two-thirds of the said articles. And it is further ord[ere]d, that Capt. James Cocke be charged with the articles he has taken on acc[oun]t, and that he take into his possession all the stores and prov[ision]s now on board of the said Brigg except those now ordered to be delivered to the said Donald, and return an Inventory thereof to this board.

Order'd, a warrant issue to Mr. Rob^t Donald for £371. 13. 2 pursuant to the above resolution.

1. *Virginia State Papers*, VIII, 173-74.

2. Later named the *Raleigh*.

LIEUTENANT JOHN GRAVES, R.N., TO MAJOR GENERAL HENRY CLINTON ¹

St. Lawrence, upper Flatts, Wilmington

Sir River the 8th May 1776.

If you have Ordered the *Glasgow* ² here for any assistance to me, to prevent any Craft to be sunk in the Channel, I beg leave to inform you that where She now lyes can be of none, there being a flatt between her and us, that neither of us can get over but at half tide, if you will please to Order her where I am we may effectually Execute any Service we are intended for I am Sir [&c.]

Jn^o Graves

1. Clinton Papers, CL.

2. The *Glasgow* was an armed tender.

South-Carolina and American General Gazette, WEDNESDAY MAY 1, TO
WEDNESDAY, MAY 8, 1776

Charlestown, May 8.

Last Friday Evening Brigadier General [John] Armstrong and his Son Dr. Armstrong arrived in Town, from Philadelphia; they came by Water from Hobcaw, and were received on their landing at Champney's Wharf, by our Provincial and Militia Field Officers, and the Charlestown Militia under Arms; and on Monday Major Connor, Thomas York, Esq; and Mr. William Sykes, arrived here from the same Place.

We are informed, that several Transports are arrived at Cape Fear, from Ireland, and that many more were daily expected there.

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

May [1776] Tortaga NbE 7 or 8 [Leagues]
Monday 8 AM 2 Wore Ship. 4 Set Fore and Miz Topsails. TKd & out 3d reef. Gave Chase Fired 5 Guns and brot to a Sloop from Rhode Island to Cape Francois.² Sent a Midshipman and 4 Men to take Charge of her. & gave Chase to the Southward. 10 fired 3 Guns and brot to a French Schooner. Wore Prize in Compy –
Strong Gales with a gréat Sea.

1. PRO, Admiralty 51/572.

2. The master's name is not given in Gayton's prize list, PRO, Admiralty 1/240, but it can be supplied from "Account of Permissions granted by his Honor the Governor," as William Nightingale, sloop *Polly*, and the owners as Clark & Nightingale, Providence, R.I. Arch.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN THOMAS EASTWOOD,
H.M. SLOOP *Pomona* ¹

(A Copy)

You are hereby required and directed forthwith to proceed with His Majesty's Sloop *Pomona* under your Command to Prince Rupert's Bay at the Island of Dominica, and there use all possible dispatch to Compleat her Wood and Water; as soon as that is finished, You are to Sail without loss of time to Carlisle Bay Barbadoes; and deliver the Letter given you herewith to Governor Hay; you are then to proceed with the like dispatch to St George's Bay Grenada, and deliver the other Letter (given you herewith) to the Honble William Young Esq; Commander in Chief of all His Majesty's Southern Charibbee Islands &c, after the due performance of these Services, you are immediately to proceed and Cruize with the Sloop you Command, between St Eustatia, St Croix, and the Islands adjacent; there to intercept and take as Prize of War, all such American Vessels as you may meet with, and are particularly described in my General Orders dated the 28th February and the 7th April last, marked No 12, and No 13; which Orders you are Strictly to obey and Execute, as well as the other General Orders from me, directed to be left with you by the former Commander of the *Pomona*: how-

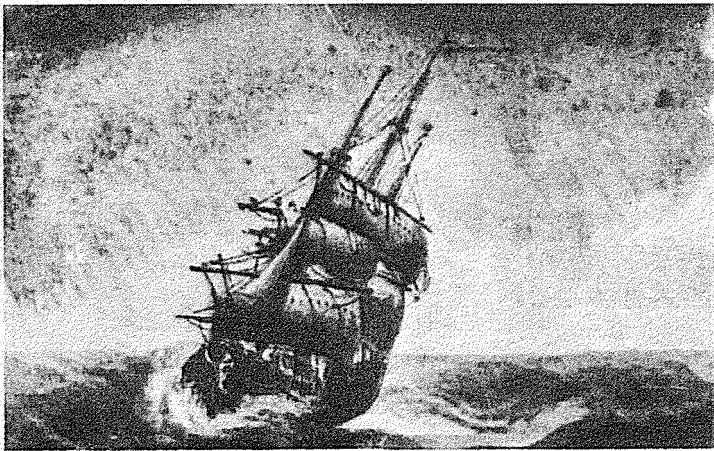
ever you are to be exact and careful in the duly executing the foregoing Orders, not to offer any Insult to the Forts, Harbours, or Ships of War belonging to His Most Christian Majesty; His Danish Majesty, or the States General of Holland &c. you are to remain on this Service 'till the 20th June next, and then return and join me in English Harbour Antigua: for which this shall be your Order.

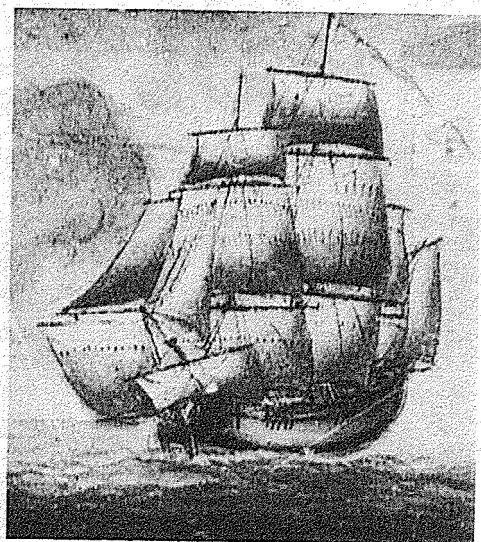
Given under my Hand at English Harbour Antigua the 8th May 1776. –

Jam^s Young.

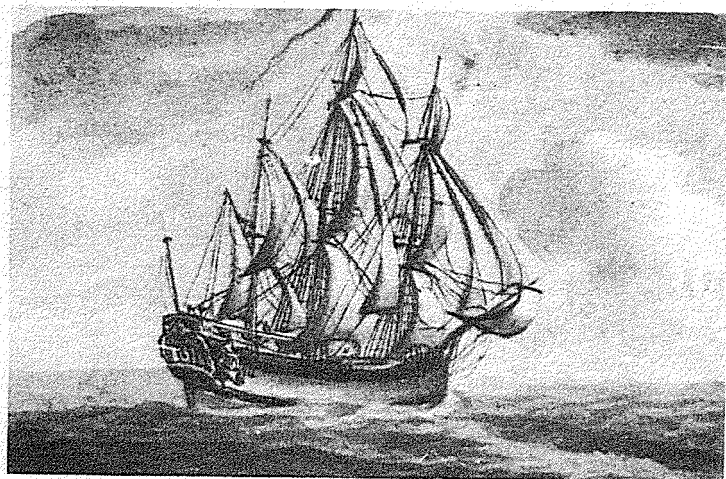
By Command of the Admiral Geo: Lawford.

1. PRO, Admiralty 1/309.





APPENDICES



APPENDIX A

MERCHANTMEN PERMITTED TO SAIL FROM RHODE ISLAND, MARCH – MAY, 1776¹

[Extract]

[Beginning in March 1776 all outward bound merchant vessels were required to secure the permission of the Governor before sailing from Rhode Island, whether to coastal American ports, the West Indies, or Europe. This permission was entered in the bond also required of masters and owners.

A chronological record of these permits was maintained. Earlier entries required only the name of the vessel, master, and destination. Before the end of March, however, the data included cargo lists.

The permits through the last entry in May 1776, are presented in this Appendix.]

1776

ACCOUNT OF PERMISSIONS GRANTED BY HIS HONOR THE GOVERNOR

MARCH 5

Brig. *Industry* Edward Woodman Master to proceed to the foreign West Indies for Salt on the Colony

Sloop William LeCaron Master the same Voyage Both Vessels fitted by the Comd for the Co of Newport

Schooner *Sally* Lavis Sisson Master for New York.

Sloop *Diamond* John Norris Master for New York.

– 7th –

Sloop *Snow Bird* David Lawrence Master. Maryland.

Sloop *Industry* Nathan Pettis Master for Connecticut.

– 8th –

Sloop *America*. Ephraim Carpenter Master. Pennsylvania.

– 9th –

Sloop *Greenwich* Isaac Upton Master. for New-York.

– 11th –

Sloop *Diamond*. Jonathan Carpenter. Master. for New-York.

– 12th –

Sloop *Victory* William Rhodes Master. for Connecticut.

– 15th –

Sloop *Betsey* George Coggeshall Master. for New-York & Connecticut.

— 18. —

Sloop *Favourite* Abner Coffin Master. for Philadelphia. in Ballast.

— 19. —

Sloop *General Washington* Thomas Pickering Master for South-Carolina with Passengers & Stores for the Continental Service.

— 27. —

Sloop *King Bird* Ebenezer Hill Master for Long-Island.

— 28. —

Sloop *George* James Aborn Master for Connecticutt with 16.

Hhds Lime.

Outward

Cargoes— In the Sloop *Polly* Simon Smith Master for Surinam.

March 25. 300. bbls Flour, 65 bbls. Fish, 16 Hhds. ditto, 15[m] Staves, 2000. Ropes Onyons, and 100 Boxes Sperma Coeti Candles. Owned by John Brown.

30. In the Sloop *Defiance* John Chace Master for South-Carolina. 700. gallons N.E. Rum, 50 Casks Cyder, 6 bbls Oyl, 30 Boxes Sperma Coeti Candles, 237 Bunches Onyons, 1000w Chocolate and 1000w Coffee Owned by John Brown

April 3d In the Sloop *Rosemary* Hezekiah Child Master for Connecticutt a Lading of Oysters. Owned by Hezekiah Child & Jonathan Bowen of Bristol.

4th In the Sloop *Hannah* Timothy Ingraham Master for Santa Croix 24 Casks Rice, 30 bbls. Flour and 3 M. Hoops. Owned by Charles De Wolfe, Stephen Smith, Mark Anthony De Wolfe, Josiah Finney and Isaac Gorham all of Bristol

10th In the Sloop *Florida* Peleg Wood Master for Isaac Capes—On the Continental Service, 201 bbls Flour, 7 bbls Beef, 2 Hogsheads Dry Fish, 52 half bbls. Beef and Pork, 2554 Staves, 16 Hhds Tobacco, — 8 Casks Sperma Coeti Oyl and 166 Boxes Sperma Coeti Candles. — fitted out by Nathaniel Greene & Company of Warwick

12th In the Sloop *Unity* Charles Church Master for Hispaniola 164 bbls Flour, 21½ Tons Oil, 15 bbls Pork in Keggs, 19 Keggs Hogs Fatt, 13 Kegs Meat, 4 bbls Hams, 2 M. Staves and 60 Boxes Sperma Coeti Candles. owned by Nicholas Brown.

In the Sloop *Polly* Remembrance Simmons Master for Santa Croix 22 m. Hoops, 124 Shaken Hogsheads, 25c Staves, 1½ Ton Oyl, 12 Keggs Hogs Fatt, 6 Keggs Meat, 4 Hhds Tobacco and 60 Boxes Sperma Coeti Candles. Owned by Nicholas Brown

April 12. Sloop *Dianna* John Home Master for South Carolina with Seamen & Stores for the Publick Service, fitted by Clarke & Nightingale.

In the Sloop *Sally* Arthur Crawford Master for Hispaniola. 100

13. bbls Flour, 4 M Hoops & 1 M Staves owned by Zachariah Allen. In the Schooner *William* Joshua Bunker Master for Bilboa. 564 Casks Oyl being 97 Tons, 300 Boxes Sperma Coeti Candles,
15. 4 bbls Sperma Coeti, 20 Quintals Cod Fish and 15c Staves. Fitted out from Bedford on the Continental Service by Nicholas Brown & Company.
20. Sloop *Betsey* Jared Starr Master for Connecticut in Ballast In the Sloop *Joseph* James Munro Master for Hispaniola. 3 bbls Mackarell, 54 Tierces Rice, 7 Tierces Dry Fish, 2 M. Pipe Staves, 150 bbls Flour, 24 Keggs. Oysters, 8 bbls. Pork, 4 ditto Beef, 6 Tierces Bread and 18 Shaken Hhds. Owned by Clarke and Nightingale.
In the Sloop *Polly* William Nightingale Master for Hispaniola. 40 Tierces Rice, 12 M Feet. Jersey Pine Boards, 100 Shaken Hhds, 6 M Pipe Staves, 2 M Ropes Onions, 4 bbls Pork, 2 bbls Beef, 3M Hoops, and 10 bbls Flour. Owned by Clarke and Nightingale
24. In the Sloop *Favourite* Abner Coffin Master for Santa Croix. 300 bbls Flour, 4 M Hoops, 50 Quintals Cod Fish & 1 Hhd Tobacco. Owned by John Brown
25. In the Brigg *Happy Return* Gideon Crawford Master for Nantz in France. 360 Casks Sperma Coeti white Oyl qt. 69 Tons, 1 bbl. 16 lbs. bbls refined Sperma Coeti and 4 M 3c barrel Staves. Fitted out on the Continental Service by Nicholas Brown and Company.
26. Sloop *Hope* 40 M. Hogshead Hoops, 70 shaken Hogsheads, 50 Barrels Flour, 10 Boxes Sperma Ceti Candles, & 6 Hhds Tobacco Moses Lippitt Master bound to Santa Croix owned by Jacob Greene & Compy. of Warwick.

Outward

Entries. —
April. 27.

Sloop *Greenwich* Isaac Upton Master for New York with a Quantity of Household Furniture. Owned by Thomas Aldritch of East Greenwich

May. 3. In the Sloop *America* Nathaniel Packard Master for Santa Croix 40 M Hoops 4 M Staves. 50 Boxes Sperma Ceti Candles. Owned by Ambrose Page, Nicholas Brown, Joseph Russell and William Russell all of Providence

4. In the Sloop *Humbird* Philip Manchester Master for New York. 34 Cask Claret Wine. 31. Cask New-England Rum & 20. barrels Coffee. owned by Clarke & Nightingale of Providence

7. In the Schooner *Two Brothers* Philip Paine Master for New York. 40 Hogsheads New-England Rum. Owned by Philip Paine of Providence.

11. In the Sloop *Polley* Joseph Comstock Master for Surinam. 8 Hhds Tobacco. 4 Tierces Rice. 24. bbls Flour. 88 bbls alewives. 15. bbls. Tar 18. bbls Sperma Coeti. 50 Boxes Sperma Coeti

Candles. 1 Cask Hams 5c feet Pine Boards and 30 Shaken Hogsheads. Owned by Nicholas Brown, Joseph Cumstock & Benjamin Cumstock all of Providence.

In the Sloop *Sea Flower* Nicholas Cooke junr. for New-York. 42 Hhds. 2 Tierces and 1 Pipe Rum. 1 Hhd and 46 Tierces and bbls Brandy. — 8. bbls Coffee and 1 Trunk Dry Goods. Owned by Nicholas Cooke Esquire

15. In the Schooner *Success* Jonathan Donnison Master for Hispaniola. 90 bbls. Flour 4 Tierces Rice 6 bbls & 3 half bbls Beef & Pork and 33 Shaken Cask. Owned by Ambrose Page, Joseph Russell & William Russell all of Providence

16. In the Sloop *Sango* Job Thurston Master for Hispaniola. 100 bbls Flour. 45 bbls Lamp Oil. 54. bbls Munhaden Fish. 17 M Boards & Joice 3. M Hoops. 120 Shaken Cask and 50 M Shingles. Owned by John Mawdsley George Gibbs and Linn Martin all of Newport.

- May. 16. Sloop *Hawke* Stukely Williams Master for New-York in Ballast & one Hogshead Molasses. Owned by Phineas Frazier & Stokely Williams both of Providence

In the Sloop *Victory* Benjamin Lindsey Master for New-York. 5. Hhds and 7. bbls. Coffee 2 bbls Brandy. 4 Tierces Claret and 7. Boxes Chocolate. Owned by William Rhodes, Zephaniah Brown and Benjamin Lindsey all of Providence

18. Sloop *George* James Aborn Master for New-York & Connecticut — in Ballast. Owned by James Aborn of Warwick.

In the Sloop *Diamond* John Cahoone Master for New-York. Fifty Bbls Train Oil and Twenty five Boxes Sperma Coeti Candles. Owned by Amos Gardner of South Kingstown.

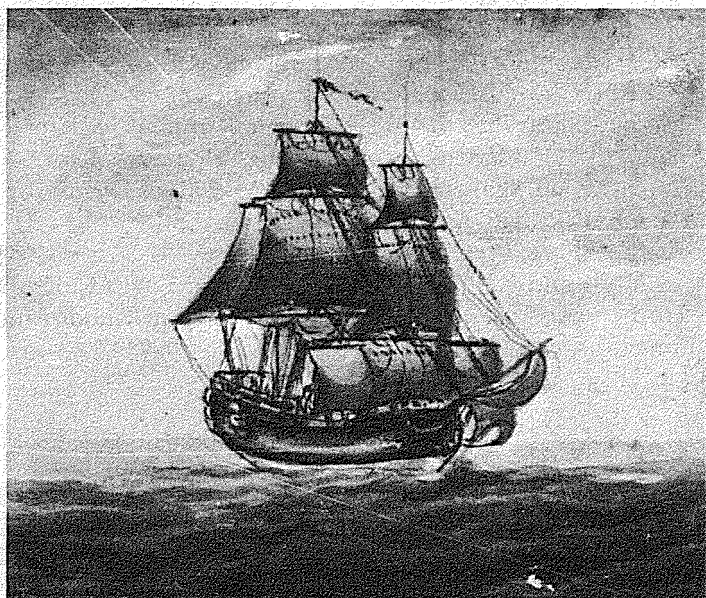
In the Sloop *Humbird* Philip Manchester Master for New-York 6 Hhds Molasses, 6 Hhds. West India & 4 Hhds New-England Rum, 6 Tierces and 30 bbls. Coffee, 25. Cases Geneva, 5. Boxes Chocolate, 50 Rheams of Writing Paper, 1 Tierce Indigo and 24 Casks Cyder Brandy. Owned by Messrs Clarke and Nightingale of Providence.

21. In the Schooner *Sally* Samuel Avery Master. bound for France. One Hundred Tons Train and Sperma Coeti Oyl, Twenty two Casks Sperma Coeti and Seven Thousand Staves. Fitted out on the Continental Service by John Brown of Providence

22. In the Sloop *Charlotte* John Norris Master for New-York & the Jerseys 40. Hhds. Molasses, 30 bbls Coffee, 4 Hhds and 8. bbls Sugar, and 10 Cask Oyl. Owned by John Freebody of Newport

- 23d In the Sloop *Greenwich* Isaac Upton Master for New-York. 200 Bushells Pottatoes, 50. barrels Cyder and 4 Hogsheads Rum. Owned by Thomas Aldritch of East-Greenwich.

- May. 24. In the Sloop *Speedwell* John Warner Master for New York. 17 Hhds. West India and 17 Hhds New England Rum, 17 Hhds and 1 Tierce Molasses, 3 Tierces & 5 bbls. Coffee and 10 Casks Brandy. Owned by George Corlis of Providence.
25. In the Sloop *Nancey* John Gardner Master for Connecticut. Ballast and 40W Indico. Owned by the said John Gardner of Newport
25. In the Brigantine *Nancey* Charles Davis Master for Surinam and Esquebo. 20 M. boards, 4 M Hogsheads Hoops, 200 Shaken Hhds, 40 bbls Beef and Pork, 7 Hhds and 3 Tierces Ship Bread, 160 bbls Flour, 60 bbls Herrings, 1 Tierce Rice 7 Tierces Oyl and 25. Boxes Sperma Coeti Candles. Owned by Simeon Potter Simeon T. Cockrun and Charles Davis all of Bristol.
- In the Sloop *Nancey* Isaac Ketchum Master for New-York. 35. Hhds and 20 bbls New England Rum and 1 bbl. Coffee owned by Zachariah Allen of Providence
27. In the Sloop *Two Brothers* Joseph Kinnicutt Master for Surinam. 6 M. Boards 80. bbls Flour, 15 Casks Rice, 20 Hhds. Tobacco, 60 Shaken Hhds. and 1 M Staves. Owned by Nathan Angell of Providence.
29. In the Sloop *Victory* Benjamin Lindsey Master for New-York. 18 Hhds and 2 bbls Sugar, 6 bbls. and 6 Baggs Coffee & 9 Bags Hops. owned by Zephaniah Brown, William Rhodes and Benjamin Lindsey all of Providence.



APPENDIX B

JOURNAL OF FRANCIS BOARDMAN, SLOOP *Adventure* ¹

[Francis Boardman of Salem, Massachusetts, master of the sloop *Adventure*, sailed for Georgetown, South Carolina, on January 1, 1776. Upon his return voyage he was taken, March 8, 1776, by HM Sloop *Falcon*, Captain John Linzee.

In this journal, Boardman describes his treatment as a prisoner, his attempts to escape and final success, and his experiences as he made his way north by land from North Carolina.

The journal is transcribed as written. Boardman was a phonetic speller but not illiterate. While he concluded his journal with "Unhappy war," he did not end his service with this unfortunate voyage. From 1779 to 1782 he commanded Massachusetts letters of marque.]

Memorandum of A Journal on Board the Sloop *Adventure* My Self Master Bound to George Town in South Carolina

Monday January the 1th 1776 @ 7 in the Eavening Sailed from Mr [Benjamin] Bickford warft in Beverly with a fine sail of Wind at NW & Clear weather Arived Safe at George Town in 29 Days our Pasage Atanded with Contary winds & hard gails of Do one thing Remarkible on the Pasage we Came athaut thousands of fish Diferent kinds Lie Dead on the water in the Eage of the gulf Streem allso Lost our Small Anchoar in Coming to Anchoar of[f] North Island wich makes one part of the River Winyaw In George Town we Loded with 260 Casks of Rice Contaning 70 tones Nt Rice & about 1500 lb wt of Indico Dear Skins & &c we Sailed the 6 of March @ 8 in the morning In Company with Capt Richard Magery of Salem & Monrow of Providence the 8 of Do unhapily was taken by the *Falcon* Sloop of war *Siron* Frigat in site ² ware I Receaved arouf Treatment from that Damd Raskel John Lindzey Capt of the *Falcon* I was Sent in with the Sloop into Cape Fear and was Sent out in the tender & put on board the Ship & was eaight weeks A Crusing for Sir Peater Parker & his Fleat before She went into Cape Fear Harbour most Part of the time at half allowance of Nothing but Poark & bread he never Demanded me to Do Duty but used me Very Iill Looked upon me with Desdain Spite & Malis John Adkings Chief Lutannant & Jeams mourey Master tuck me Into thare mess in the gun Room & gave me very kind Treatment all the Cruse at Sea but at half alouance all most Parished with Hunger after got in the Harbour Linzey t[u]rnd me out of the above mess & after that I mest with the gunner Charles Penney wot was Remarkible at Sea besides Flogging Cusing & Black garding we tuck a franch Scooner & A Georgian Ditto ³ Bured on[e] man with the Small Pox & another with the feaver & the Ships Tender taken &

Cared in to Charles Town wich made Linzey Scratch his head & Swaire to be Riveng on the Rabils as he Stiles ous all ⁴ my mate John gallason Steaphen Smith Peter Smorrows & Samuel giles was put on Board the *Siren* on Acct of the Small Pox John Brown & Thomas Wight Sheared the Same fate with me the mate & People made to Do Duty the 10 of May Most part of the Fleat arived in the Eavening attempting to Swim on Shoar was taken up by a Transport Boat & Broat on board the Ship again was put In Irons for Nine Days My Friend penney Did Not for git to Send me Vitles & Drink we Leave the Fleat & Moove up the River as fare as Broomswick ware the People is all Left the Town John Brown one of my People & 2 other Sailoers the 16 Instant in the Night Swam from the Ship & git Safe on Shoar the Night folowing he Put me in Irons again thinking I was Noing of thair Leaving the Ship & keep me thare till Elaven oclock the Next Day my Risadance wilt in Irons was in the Sta[r]board Cablé tear whare I almost was Devoured with Lice my Masmate Penney & Self Concluded to Swim a Shoar @ 9 in the Eavening the 18 of may Beaing Very Dark with thunder & Lightning all though thare was 2 Santeries on Each ganway 2 Do on the Fore Castle & 3 officears on the Quarter Dack we git out of the Mid Ship Port the Labourd Side I Swim Round the Starn & he the hade of the Ship for hir Larbourd Side was off from the Shoar I got upon the Roder & Stript my self of avery thing but my Trouser & 1 hankerchief tide Round my Body with 4 & ½ gunies & another Round my head & with them Swim Safe a Shoar all though grately afeard of the Aligateers for thare is Plenty in this River wisted Sum time for my Partenear but find him Not & then thaut he was Either Drownded or went on board the Ship again I git under Neath a house by the Side of the bank to watch the motions of the Ship for fear thay would git thair Boat out and Come a Shoar in Sarch after me Not Long after I was a shoar grate Sarch was made as I Could See the Lanthorns going fore & afte the Ship as I Seposd in Sharch after me but I had the Pleasure to Laught at them I Past the Night with pleasure all though it was Dark & Dismal with Sevear thunder & Lightning & my Self Very Cold as I had Nothing on but apare of Trousers – I Never Cloasing my Eyes for Sleaf the hole Night at the Dawn of the day Saw aboat astarn of the Ship thaut it time to Set out & go up amounset the houses Calling friends to amaraca Saveril times thinking thare was Shoaldars kept thare as thay had fired on the Ship the Day before Who Should Cum out of a hous but Mr Penney the gunner of the Ship that Came over board with me Nothing on but apeace of an old Paticoat on to Cover his Nakedness our goy was grate thinking Each other was Drownded beaing Cold & Raney we Sharcht allmost Every hous to find Sumthing to put on find Nothing Looking See the Ships Boat all most a Shoar all though we Detarmining to ahald the Ship to Let that Damd Raskle Linzey Not have the Satifaction to think we ware Drownded But was oblige to Set out & Run or be taking we Run up along the Road by the Side of the River about 3 miles & Came to Kornal Hows Plantation ⁵ ware thay was about 30 of a

Company Light hose Stashond who Lent ous some Cloaths to put on & gave ous Vitles & Drink from thare we was Conducted to Kornal Nashs⁶ Camp at a cross Road about 2 miles from this Place who gave ous a later to ganiroyl Moore⁷ at Wilmenton ware we Safe arived at 5 oclock in the after Noon after awalk of 15 miles Bare footed & was Anfamed by the Geniroyl Consarning the Pirots Fleet & Army the ganiroyl Did Not use ous well for he Nither offerd ous Vittles or Drink Cloaths Nor money but I Sun found a friend Kornal Paton⁸ who gave me 2 thin Jacotes 1 Shirt 1 pare Stokens 1 pare Shoes 1 hat & 1 Blue Coate the gunner allso had Saveril things gave him By other officers in the Same Rigerment but Neither had a Nugh for a sacont Shift Nor thay want to be had for Love Nor money for avery thing was Carred out of the Town into the Countary the People hear ar Very kind & ware glad to Sea ous Safe on Shoar from ahall afloat hear I got 20 Dollars from Capt Engraham of Newbary Port after Refrashing our Selves for 5 days thursday the 23 of May at 4 in the after Noon Take Leave of our friends & Set out on along teadious Journay of a 100[0] miles Nearist Compitaton from this Place to Salem NewEngland the first town We Arive at is a Small Town Cald Tarbery 160 miles from Wilmenton Road Very Sandy Lo Lavel Land Nuthing but a wilderness Each Side the Road but a few Scatring houses Some Distance 15 miles from Each other the People Very kind & Sivel our Living Chieffly on bacon Milk & Indin Brad Next town we arive at is halifax from thare to Hixes Foard from thare to Peter Burg from thence to osbon from Orsbon to warrock war thay was a galey abuilding from thare to Ritchmond a Very Eleagant Place from thare to Haniover Cort house thare we Came athought 3 Vagins & thay gives ous alief along to Fadirick Burg 40 miles dist was grate Easment to our weared Feat from thare we Travil to Dunfreast from thare to Colchester from thare to Alicksandrey on Petomick River Cross the Farey 2 Miles over Next Place Bladensburg ware we meat Capt Blunt an a Quantance of mine in the Westindies the Next Town we Came to was Baltimor & thare Came athaut of Capt Lock Palfery & Capt Daniel Adams Booth of Salem & my Entiment Aquantances Beaing Very warrey & tierd in Traviling Such a long Distance Stay hear from tuesday morning till Saterdag in the fore Noon my Falow Travilear Mr Penney meat with a grate in Corigement to go gunner of A New Continantiel Frigat Now on the Stoks⁹ & allso meats with Savirel of his old a Quantances hear wich Came from England Sum time Since & so Concludes to stay hear & I was Very Sorey to Part with so good a friend from hear I take Pasage in a Pacet Boat & go to the head of Wilk¹⁰ & thare Travil 7 miles over to New Castle on Philadelpha River & Take pasage on a Nother Packet Boat & go up to the City and thare Borrowed money of Mr Andrew Cabot wich have sence pd him take Stage from hear for Bortington and theare take Stage by Land to South Amboay and from thare by water for New york. thare met by Brother Ebenezer Boardman and many other friends take Stage for Providence by water the

27 June 1776 got to Salem found my wife and all friends well, wich makes amends for all my Sufferings. Unhappy war.

1. EI.

2. "Frydy 8 March 1776 Cape Fear S63°W - 7 Leags - at 6 A M gave Chace to a Sail in the S E Qr at 10 Brot. too the Chace the Sloop *Adventure* from George Town to Salem without any papers loadd. with Rice Indigo Dear Skins & Indian Corn the master named Francis Boardman," journal of H.M. Sloop *Falcon*, PRO, Admiralty, 51/336.

3. *Ibid.*, the French schooner was taken by the *Falcon* on April 7, and the Schooner *Martha* from Bermuda on April 17.

4. *Ibid.*, May 20, 1776, "taken by the Rebels the latter end of March the Arm'd Sloop *General Clinton* with pilots looking out for Sr. Peter Parker & his fleet."

5. Colonel Robert Howe.

6. Colonel Francis Nash.

7. General James Moore.

8. Colonel John Patten.

9. The Continental frigate *Virginia*.

10. Head of Elk.

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*A Journal of a Cruise In the Brig Andrew
Doria Nicholas Biddle Esq^r Commander from
Port of Philadelphia Begun January 1st 1776.*

Thursday January 1 st	At 2 P.M. Cast off from y ^e Harb ^r In Company with y ^e Comodore Ship Alfred Columbus & Cabot, Light airy from Philadelphia & much Ice in y ^e River, At 6 P.M. Came to an Anchor off Liberty Island, & was there Detained by y ^e Ice till the 17 th
Friday January 1 st	At 9 A.M. Cast off from y ^e Purse, with a fresh breeze at N.W. & Run Down to Reedy Island, that being much Ice In y ^e River was Obliged to haul In, to the Purse and was there Detained by the Ice till y ^e 16 th of February, when y ^e Ship Woods & Weathering the Ship Providence y ^e Ship found y ^e Ice since we left Philadelphia & got 60 Men for y ^e Fleet from Rhode Island in y ^e Ship
Sunday Feb 1 st	At 10 A.M. Cast off from y ^e Purse in Company with all y ^e Fleet, and on Tuesday 3 rd was joined by y ^e Ship Hornet Schoner Knop, Arrive from Baltimore, Within Ca Penhagun, where all y ^e Fleet Anchored in Holehill road where we lay till y ^e 12 th
Sunday Feb 1 st	At 1 P.M. Weighd & put to sea, in Company with all Fleet, having on board the Hundred & four Officers & M. On Monday Feb 19 th Wind gaboty thick Weather, lost sight of y ^e Ship Hornet & y ^e Ship Providence, nothing remarkable happened till we made y ^e Island of Albacore one of y ^e Barb Adoles where we, came to a try & West Side In 66 fathoms In y ^e Bay, March 1 st Nothing being seen nothing of y ^e Hornet nor y ^e Ship since we parted with them, On 21 st we puting Due Marines On y ^e Ship Providence, at anchor all y ^e Marines belonging to that on board two small Ships, the Comodore had taken to carry them to the Island of Providence, On Sunday 3 rd & put to sea with y ^e Fleet, having 1160 Men, 1160 then made y ^e Island of Providence, Arriving 11 th 3 rd

1. Andrew Doria Journal, PRO Admiralty 1/484. The Journal was kept by Lieutenant James Josiah. On May 29, 1776, Andrew Doria captured the British ship *Crawford*, and Josiah went on board her as prize master. Therefore, from that date forward the Journal is that of the *Crawford* rather than Andrew Doria.

A Journal of a Cruise In y Brig									
H	K	M	Course	Wind	Remarks	Latitude	Longitude	Time	Day
2	1		N East	South	Moderate breeze & pleasant weather	27° 57'	106° 20'	10 20	1756
1	1								
6	3				Shorted sail for y Fleet				
8	2								
10	3	1			Buazy weather				
12	1		S E by S	SSW					
2	1				Made sail, set 14 sails & royals				
4	3	1							
6	3								
8	1	1	N East		Clear pleasant weather				
10	6				all y Fleet in sight till 11 AM	27° 55'	106° 41'	1756	
12	5	1			Longitude 106° 41'				
Course D. A. L. S. H. M. Lat. Long. Time Day									
2	1		N East	SSW	Clear weather	27° 57'	106° 20'	10 20	1756
1	2								
6	5	1			Shorted sail for y Fleet				
8	1	1			Back lighting to y N West				
10	5	1							
12	5								
2	6								
4	5	1			Fresh breeze & squally close reefing the sails & rounded them, & set the main sail				
6	6								
8	5	1	N E by N	N W	Heavy rain down 1/2 of night				
10	3				Our 20 lb. shells & observation				
12	1		North	Variable	continued till 11 AM	27° 55'	106° 41'	1756	
Course D. A. L. S. H. M. Lat. Long. Time Day									
2	1		N E by N	N W	all y Fleet in sight till 11 AM	27° 55'	106° 41'	1756	

Andrew Doria 1776									
H	K	M	Course	Wind	Remarks	Latitude	Longitude	Time	Day
2	1		N E by S	N East	Light breeze & clear weather				
1	3	1	N E		all Separated & main sail				
6	1								
8	1								
10	1	1							
12	1		S E by S	North	Moderate breeze & cloudy weather				
2	3	1	S E by S	N E by S					
4	1								
6	2	1	S E by S	N East	Back to y N East				
8	1		N East	N E by S	all y Fleet in sight				
10	5	1			Moderate breeze & cloudy				
12	5				all y Fleet in sight till 11 AM				
Course D. A. L. S. H. M. Lat. Long. Time Day									
2	3		S E by S	S E					
1	3		N E by S						
6	2	1			Thursday March 19th through a				
8	2				all y Fleet in sight till 11 AM				
10	2				Light breeze & pleasant weather				
12	2				at 2 PM the Commodore's flag came on				
2	2				board & delivered y boats & letters				
4	2								
6	2				Employed in surveying y guns & clearing				
8	2				ships				
10	2		S E by S						
12	2		N E		all y Fleet in sight till 11 AM				
Course D. A. L. S. H. M. Lat. Long. Time Day									
2	1		N E by S	N East	all y Fleet in sight till 11 AM				

A Journal of a Cruise In the River

[illegible][illegible]

Andrew Davis

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Day	Hour	Wind	Sea	Weather	Remarks															
2	1	NAB	NAB	Truck galley & clear weather, AB																
1	1			DD to the top sail																
6	2	1		Clear to under of foremast																
3	up	NAB	NAB	Set foremast & balance. AB																
10	2	1	NAB	NAB																
12	2	1	NAB	NAB	Truck breezy & cloudy with a heavy sea from N. West															
3	3																			
4	3	1																		
6	3	1																		
8	3																			
10	4	1	NAB	NAB	Saw a cardite bird on a signal was made for the chase. Lark to the top of the mast															
12	2	1	NAB	NAB	Lark to the top of the mast. Lark to the top of the mast. Lark to the top of the mast.															
7	up	NAB	NAB	Lark to the top of the mast. Lark to the top of the mast. Lark to the top of the mast.																
Course	D	Wind	Sea	Weather	Remarks															
NAB	61	82	57	83	89	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

2	1	N.W.	N.W.	20	11	0.7	20.7
1	2	1		Tuesday 20. Morning to Night			
6	1	N.W.	N.W.	y. Cloudy Weather At 2 P.M. The Rain			
8	6	N.W.	N.W.	Precedence brought y. Chase to y. Ashman			
10	7			from Carlisle, Bound to France.			
12	6	1		Rained y. Thursday, Narnaul, Blowing			
2	7	1		Hard with a cold sea,			
1	6	1	N.W.	Rained Thursday with N. Breeze.			
6	1	1					
8	1	1	N.W.	N. Breeze with y. rest of y. Saturday			
10	1	1	N.W.	Blowing Hard y. Sunday			
12	1	1	N.W.	At 10 o'clock			
2	1	1	N.W.	At 10 o'clock			
6	1	1	N.W.	At 10 o'clock			
8	1	1	N.W.	At 10 o'clock			
10	1	1	N.W.	At 10 o'clock			
12	1	1	N.W.	At 10 o'clock			
2	1	1	N.W.	At 10 o'clock			
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10	1	1	N.W.	At 10 o'clock			
12	1	1					

C. S. General of a Cruise, Jan. to Dec.									
H.	M.	Course	Winds	Remarks	Lat.	Long.	Bar.	Therm.	Wind
2		up E. by S.	off E. by S.	Trish gale & heavy weather					
4				with a. G. by sea					
6		up S. by S. off E. by S.							
8				Thick rainy weather					
10									
12									
2				Sett foggy. Rain & squall					
4									
6		up S. W. off S. W.		Wine ships & with them & foretopsails					
8	2	1	N. W.	N. W. foretopsail					
10	4			Trish gale & heavy weather					
12	8		N. W.	Observation					
14	12			Longitude Long 72.51					
Course	Lat.	Long.	Bar.	Therm.	Wind	Wind	Wind	Wind	Wind
N. W.	19	10	2	37.11	3	29.6	3.20		
Monday April 1 st									
2		N. W.	N. W.						
4									
6	2	1	N. W.	N. W.					
8	2	1							
10	1		N. W.	N. W.					
12	2								
2	2								
4	1		N. East						
6	1		E. by S.	N. W.					
8									
10	6		N. W.	N. W.					
12	6								
Course	Lat.	Long.	Bar.	Therm.	Wind	Wind	Wind	Wind	Wind
N. W.	22	22	2	37.53	10	29.8			

C. Andrew Davis				1776	656
H.	M.	Course	Winds	Remarks	Lat. & Long.
2	6		N. W.	Trish gale & thick weather	
4	5			In 2 nd 3 rd 4 th 5 th 6 th 7 th 8 th 9 th 10 th 11 th 12 th	
6	1		N. W.	at 6 th PM 1 st 2 nd 3 rd 4 th 5 th 6 th 7 th 8 th 9 th 10 th 11 th 12 th	
8				Fore sail	
10					
12					
2				Sett topsail & 11 sail	
4	1		N. W.		
6	1		N. W.		
8	6				
10	6				
12	1				
				Landed 10 Bottom 90 fathoms line	
				Observation	
				Longitude 72 2 1/2	
Course	Lat.	Long.	Bar.	Therm.	Wind
N. W.	21	26	27	30.59	26.6
2	1	1	N. W.	6.56	
4	2	1			
6	2	1			
8	3				
10	2		N. W.		
12	1	1			
2	1	1			
4	1	1			
6	1	1			
8	1	1			
10	3	1			
12	3	1	N. W.	6.56	
				Landed 30 fathoms, thick logg W.	
				Died Thomas Simon Currier, Surgeant	
				of Harrier	
				33 fathoms	
				Pick 9 fathoms	
				Observation	
				Longitude 72 2 1/2	
Course	Lat.	Long.	Bar.	Therm.	Wind
N. W.	20	28	28	30.47	26.6

Days	Wind	Course	Latitude	Longitude	Remarks
Sunday 7	SW SE				
Monday 8	SE				
Tuesday 9	Variable				
Wednesday 10	Variable				
Thursday 11	South & SE				

Remarks

1351
670

Light breeze & clear weather, at 2 P.M. the North end of Montserrat at 6 P.M. Bore 5 leagues and 5 leagues and, Montserrat, the S.W. 8, 4 or 5 leagues, the middle latter foggy weather with rain none of the fleet but night, but of Galat.

Thick foggy weather, at 1 P.M. came to the Cape Verde nation, a breast of New London light house, in company with the vessel of 12 flat at 1 P.M. the fog began to clear then gave up & run in foggy weather at 6 came to within 1/2 light house, the Commodore Columbus 15 P.M. distance not in sight. At 10 A.M. the Commodore of Columbus came to off the light house, at 3 A.M. gave up breast in the forest of 1/2 hour in company with all the fleet.

Moderate & cloudy, wind orders to go out on a course sent all the ships men on shore to a Hospital & got 11 men from 1/2 Columbus of the residence, at 5 P.M. then upon the light breeze from south & beat down, about of the light house & came to it being 1/2 of the tide a flood, at 11 beat gave up & beat out.

The first of middle part, light breeze of clear weather, at 2 P.M. got a ground a little to 1/2 Westward of the light house, but being flood made me soon get off, at 5 P.M. the north part of Fishers Island bore 6 P.M. distance 3 leagues, at 11 P.M. foggy weather then a shore on long Island on long Island, about 6 leagues from Montserrat Point, gave all a back & soon got of and came to in 15 from Montserrat, at 10 A.M. gave up with the fleet, gave up at 11 W.D. 8, and made sail to 1/2 South, & Eastward.

Fresh gales & clear, at 6 P.M. the East end of Bledin Island bore North distance 5 leagues, at 12 M. light, back & got at 1/2 to 1/2 Westward at 6 A.M. gave up ships & stood in at 1/2 from Montserrat Point at 9 P.M. made Montserrat bearing N.W. 1/2 stood in under the fore sail, but it blowing hard was obliged to stand off under 1/2 M. stay sail & fore sail, at 10 P.M. gave up & then the.

Week Days	Winds	Course	Distance	Remarks
Saturday 20	Westerly			
Sunday 21	Variable			
Monday 22	N. by E			
Tuesday 23	Variable			
Wednesday 24	N. by E			
Thursday 25	Variable			To New London
Friday 26	N. by E			Rebore
Saturday 27	Variable			
Sunday 28	Westerly			
Monday 29	S. W.			
Tuesday 30	S. W.			
Wednesday 1 st May	Westerly			
Thursday 2	Variable			
Friday 3	S. by E			
Saturday 4	S. W.			

Remarks

156672

Moderate Breeze & Cloudy, Weather at 6 P.M. the Commodore got off after getting out all his guns, starting his Water and run out of Harbour.

Moderate & Clear, run up to town & Lapsing, Paper Shot & shells

Moderate & Clear, Employ'd nothing

Light Breeze & Clear, at 4 P.M. Wright & run down to the light house & came to

Fresh Breeze & Clear, Wright & run up to town, to clear

Moderate & Cloudy, got on to the shore & got out our guns

Moderate & Clear, got of provisions and Water out of shore on the Starboard side, had the mace so much Water, she fill & was set

Fresh Breeze & Clear, Employ'd striking forward & top gallant

Fresh Breeze & Cloudy, bore out of the Starboard side

Fresh Breeze & heavy, In leaving out of the Starboard side she fill full of Water, Employ'd fighting her

Light Breeze & Cloudy, bore out of the Starboard side

Fresh Breeze & Rainy, Employ'd Macking & Chasing of Fish

Moderate & Rainy, Employ'd in Survey

Fresh Breeze & heavy, Employ'd observing of Water & taken in Balise

Moderate Breeze & Cloudy, at 6 P.M. left New London in company with several merchantmen, bound out, at 10 P.M. we sail at Black Point, made a signal for merchantmen to stand in, at 11 saw a schooner of Montevideo, she has from Balise till bound to New London, at midnight saw a large ship to the south of Black Point

Wk. Days	Month Day	Winds	Current	Distance	Latitude	Longitude
Sunday	5	SW				
Monday	6	Southerly				
Tuesday	7	Bleak				
Wednesday	8	Easterly				
Thursday	9	SE				
Friday	10	Northerly				
Saturday	11	SW				
Sunday	12	Northerly				
Monday	13	Southerly				
Tuesday	14	SW				
Wednesday	15	Variable				
Thursday	16	Southerly				
Friday	17	SW				
Saturday	18	SE				
Sunday	19	Northerly				

Remarks &

1354
673

Moderate Breeze & Cloudy, At 5 PM, the Merchant ship with 17 York
slugs, hauled there Round to the ship of Black Island bearing
to B about 5 leagues At 8 PM bore away for Rhode Island at 9 PM
of Light House, and at 11 came to the Anemone Point.

Fresh Breeze & Cloudy, At 12 PM, the ship up and run up the river and came
to below of Connetquot, a long side of Africa, and of Albany Columbus run on
board of had no had taking from of Hospital at New London.

Moderate & clear weather, Employed in Landry.

Moderate & Heavy, Employed according.

Fresh Breeze & thick weather.

Fresh Breeze & clear, Employed about 17 riggers.

Fresh Breeze & Cloudy, Employed getting stores on board.

Moderate Breeze & clear, Sent 17 Men on board of Providence that we
got at New London, to 17 Camp at York.

Light air and calm, Night, in Company with 17 boats & drags down to
Petuchot and came too.

Moderate Breeze & clear, Shore up and beat down at 6 PM, got the
ground on 17 gull rocks.

Light air & calm, At 8 A.M. got off 17 long down about 17 fathoms
came too.

Moderate Breeze & clear, Employed filling water.

Fresh Breeze, the first part the latter rain.

Moderate Breeze & Cloudy thick weather, the ship arrived from Providence.

Light Breeze & clear, At 2 PM, took a slugs from 17 Bay Island
to Connetquot, a long side of and hauled her, At 3 A.M. Way
and at 7 PM, at west of the Light house, about Calm.

Week Days	Wind	Current	Lat.	Long.	Remarks
Monday 20	SW	16	30.00	66.16	
Tuesday 21	Small SW	02	30.10	66.37	
Wednesday 22	SE	18	30.52	66.56	
Thursday 23	Small N	16	30.55	66.56	
Friday 24	Small SW	24	30.31	66.56	
Saturday 25	N	16	30.30	66.56	
Sunday 26	Small SW	12	30.59	66.56	
Monday 27	Small N	10	30.36	66.57	at anchor of the ship at 10.30 at 11.30 at 12.30

Remarks

1500
674

Moderate breeze, clear, at 10.30, two men's sleds down, & 10.30
sledge, at 11.30 a large ship, a stern standing after us, at 11.30
I heard 20 fathoms, at 12.30, saw a ship a stern standing after us, at 12.30
The boat's buoy to the eastward, you may sail to the south, at 12.30
last night of the

Slight breeze, heavy, at 1.30, heard 60 fathoms, white, at 1.30
further, at 1.30, saw a small, to the eastward, you may sail to the south, at 1.30
2 men's sleds, brought her to the shore, a ship from North, heard
pool in North, heard, with things, heard, which was a man's body
of the cargo, consisting of 20 barrels sugar, 20 barrels, at 1.30
at 1.30, and 1000 barrels of salt, at 1.30, from the master's
3. then to the buoy, to the eastward, at 1.30, to the eastward, at 1.30

Slight breeze, heavy, at 1.30, heard 60 fathoms, white, at 1.30
further, at 1.30, saw a small, to the eastward, you may sail to the south, at 1.30

Slight breeze, heavy, at 1.30, heard 60 fathoms, white, at 1.30
further, at 1.30, saw a small, to the eastward, you may sail to the south, at 1.30

Slight breeze, heavy, at 1.30, heard 60 fathoms, white, at 1.30
further, at 1.30, saw a small, to the eastward, you may sail to the south, at 1.30

Small breeze, heavy, at 1.30, heard 60 fathoms, white, at 1.30
further, at 1.30, saw a small, to the eastward, you may sail to the south, at 1.30

Small breeze, heavy, at 1.30, heard 60 fathoms, white, at 1.30
further, at 1.30, saw a small, to the eastward, you may sail to the south, at 1.30

Small breeze, heavy, at 1.30, heard 60 fathoms, white, at 1.30
further, at 1.30, saw a small, to the eastward, you may sail to the south, at 1.30

Week Days	No. Days	Course	Distance	Latitude In	Longitude In	Bearing and Distance
Tuesday	28	N 70° E	102	41° 08	30° 44	
Wednesday	29	N 22° E	103	41° 19	57° 12	
Thursday	30	N 45° W	75	41° 01	57° 30	
Friday	31	S 77° W	118	40° 36	59° 56	N 77°
Saturday June 1	1	S 60° W	80	40° 05	61° 33	Northerly
Sunday	2	N 46° W	70	40° 56	62° 35	S West

Remarks &c 1776

1361
675

Moderate breezy, dark weather, the first part of this 24. Breeze the latter part breezy thick. Rain began, continued with rain, at 8 P.M. the ship sailed at 11 A.M. till 16. Sailing, clearing sails at 1. Mended the fore sail, & thing

Fresh breezes and squally with rain, at 11 A.M. saw two ships to the North, made sail and stand, our wind to the North at 6 P.M. brought the Northernmost too, a ship from Glasgow bound to Boston, with 100 Highland troops on board & officers, made her boat her boat board & the Capt came on board, detained the boat till we brought the other too, from Glasgow with 700 men number of troops, went on board and out of board and four men on board & body, received orders for sending all the troops on board of other ships and with 1000 men on the floor. Received sent all the arms on board of brig from both ships, two hundred & 500

Light airs & calm all this 24. Breeze at 6 P.M. got all the troops out on board of other transports and made sail to the Brig & ship in company. Thick foggy weather

Fresh breezes & thick, heavy weather, attended with rain, all sail convenient set, The Brig & ship in company

Fresh breezes and clear weather, the first part of this 24. Breeze the middle & latter moderate and clear, all sail set, the Brig & ship in company

Light breezes & pleasant weather, the first part of this 24. Breeze the middle & latter fresh breezes & heavy, continued with rain & sent 1. Box of cartridges to the 1. Barrel Powder, 1/2 Barrel of the 1. Ball at 6 P.M. Breeze to the yard in and made sail in company with the Brig & ship, at 11 A.M. till 16. Sails

Week Days	Wind	Barometer	Thermometer	Longitude	Latitude
Monday 3	SW 10	30.60	77	11.11	63.59
Tuesday 4	SW 10	30.60	78	12.17	65.17
Wednesday 5	SW 10	30.60	78	13.19	66.30
Thursday 6	SW 10	30.60	78	14.19	68.02
Friday 7	SW 10	30.60	78	15.19	69.31
Saturday 8	SW 10	30.60	78	16.19	70.02
Sunday 9	SW 10	30.60	78	17.19	71.31

Remarks &c.

Heath, Brimley & Peasey, Brother with a long snell from J. H. W.
ward, at 6 N. E. St. Top Gallen, rails, & other birds. The long & short in
company.

Thick, hazy & dark weather the first part of this 26th then
the middle & latter moderate breeze & squally weather, all kinds
on single reef of fore sails, and Tack'd to S. South by East and Right
on company.

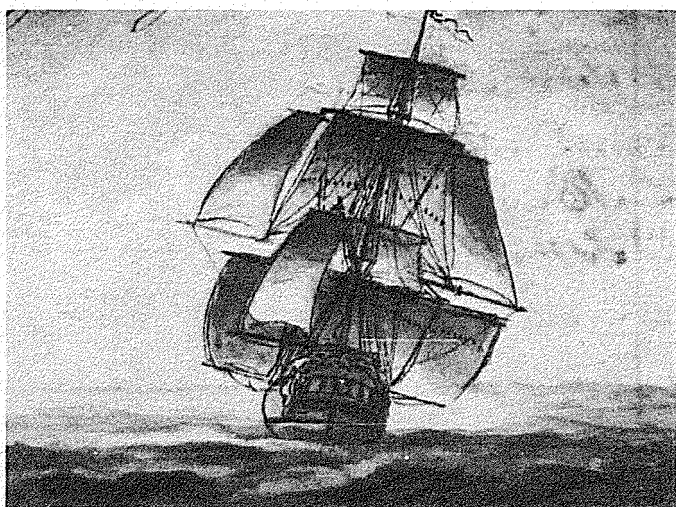
Truck brought their heavy weather the first part of this 24. Cross
the middle of latter. Truck galley clear, at 12. M. light, then no sail
y then to near Double reef. To sail with one line of Sustaining, at 2 1/2
P. M. made sail with 1/2 Brig and ship.

Moderate Breeze & Clear Weather at 6 P.M. and a new M.T. I got up and with the sail find a strong current setting to the North, and East

Light airs and clear, the first part of this 2^d Month the Month of
rather fresh breezes and squally with rain at 9 AM. Breeze out
of 6 Sails at 10 AM. Single 10th of the month the Breeze of 4 Sails in
Company.

Four buoys equally with heave in in the first part of line 2.5. Hovey of
Sutton four buoys and blew at 10 P.M. were ship's light. but they at 2.12
Invented no bottom with a Runners pattern of line at 10. Part of buoy 4 with
filled & stayed to the buoy & ship on company

Frank Brayer & I, usually withdrawing a heavy veil from my Mother's, at 11
I Doulton & I, especially at 11 A.M. Close up of the family, heard
them, landed as Father, The King & ship in Company



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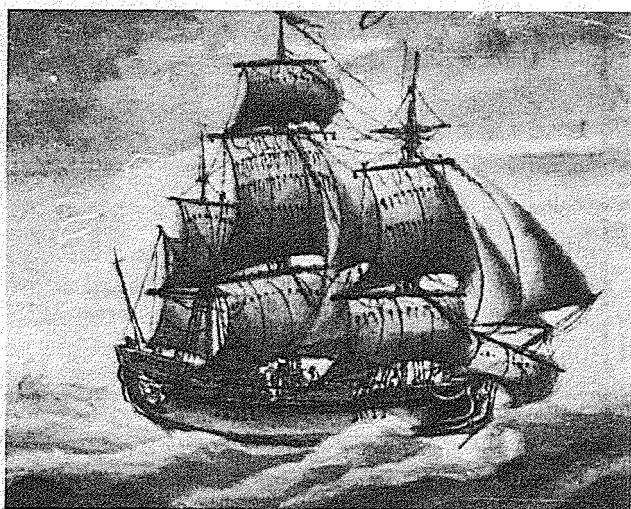
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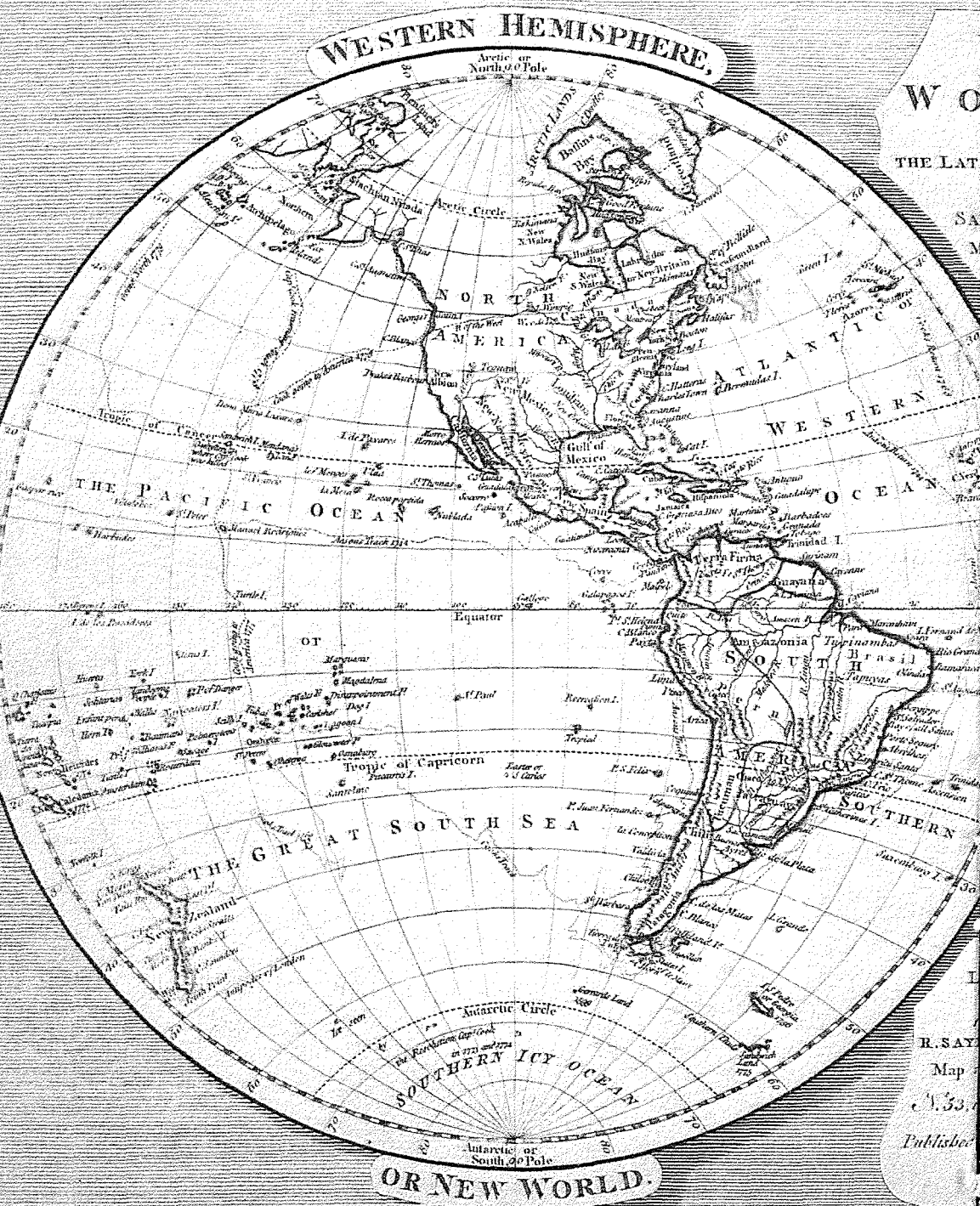
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