

# **Naval Documents of The American Revolution**

**Volume 6**

**AMERICAN THEATRE: Aug. 1, 1776–Oct. 31, 1776  
EUROPEAN THEATRE: May 26, 1776–Oct. 5, 1776**

**Part 3 of 8**

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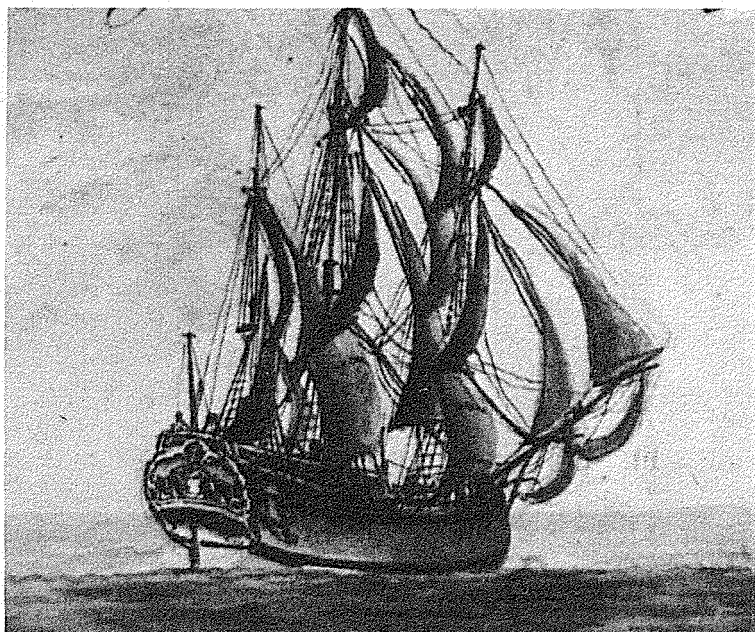
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# EUROPEAN THEATRE

*From May 26, 1776, to October 5, 1776*





## EUROPEAN THEATRE

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### SUMMARY

Ports in England and France hummed with the activity of accelerated naval preparations. On both sides of the Channel, diplomats and informers kept their courts fully advised. Essentially the same question was being asked in London, Paris, and Madrid—"Was the purpose of this augmented naval armament offensive or defensive?"

France and Spain reasoned that the build-up of British naval strength was in excess of that required to crush the rebellious Americans, and that it could be used to descend on their West Indian possessions. Britain's concern centered on the knowledge that France saw in the American troubles a prime opportunity for *revanche*. The imminent prospect of war between Spain and Portugal did nothing to dispel the tension.

Silas Deane, Continental agent in Paris, after officially making his mission known to Versailles, was closely working with Beaumarchais, Dubourg and others to muster a large shipment of arms, clothing, and essential supplies for Washington's army. In spite of his efforts at concealment, Deane's identity and reason for being in France were no secret to Lord Stormont, British ambassador. Stormont also cast a suspicious eye on Beaumarchais "who was lately not worth a shilling but now has Millions at his Command."

News reaching London of the alarming number of ships being captured by American privateers sent insurance rates up, and the merchants storming to government demanding protection. The Admiralty responded by diverting Royal Navy ships to convoy duty, and by arming ordnance and store ships. Even the East India Company requested and received naval coverage for homeward bound ships laden with madras and other exotic cargo.

The King of Portugal, staunch friend of Britain, issued an edict denying American ships use of his ports. Suggestions by English envoys that it would be a pleasing gesture to George III if Spain and Holland followed suit, fell upon barren ground. The Portuguese port closure, however, led to a recommendation, backed by Beaumarchais and Deane, that American armed ships attack and seize Portuguese vessels.

Late in August, H.M. Sloop *Ranger* arrived at Spithead carrying dispatches from General Clinton and Commodore Sir Peter Parker telling of their complete defeat before Charleston, South Carolina. As October opened, word was anxiously awaited from the Howe brothers at New York.

26 May (Sunday)

GABRIEL DE SARTINE TO COUNT DE VERGENNES<sup>1</sup>

Versailles, 26 May 1776

I have the honor to send you, Sir, the summary of the letters which were sent to me by the governors of our colonies concerning the conduct of the captains of English warships in those seas. I also enclose extracts of declarations made upon their return by the captains of merchant ships that were visited by English officers and of which several & were fired upon with shot. Since England wages an open war with her colonies of North America, our merchant ships cannot refuse at sea the visit required by the captains of English warships, and to this effect they must lower their sails at the first call as we require other nations to do for us in similar cases under penalties regulated by article 12 of the title of prizes in the ordinance of 1681.<sup>2</sup> The shots fired upon our merchant ships were certainly caused by some resistance or delays to which several captains confessed and they appear to me as being of little consequence, but the English officers must exercise caution with respect to our frigates and the approaches to our coasts and roads. I beg you to examine these documents and to tell me what you think of them. I shall be very happy to arrange with you the replies to be made to the various governors as well as the orders that will be sent to the ports. I have the honor to be with sincere attachment, Sir [&c.]

de Sartine

[Enclosures]

Extract of various letters concerning the

English frigates cruising off St. Domingue.

From Count d'Ennery. 25 January 1776. No. 83.

Two English frigates cruise off the mole St. Nicholas and intercept the few vessels from New England that come to or leave this port. I will order two of our frigates to cruise there in order to draw them away from our coast and prevent them from sailing too close to it as well as visiting our ships, as they have been doing. They have not harmed them or insulted them, but they have visited at least 20 or 30 French vessels.

Ditto. 13 February 1776. No. 95.

The two English frigates fire solid shot upon the French vessels that want to proceed on their way. I know that we cannot prevent them from stopping the vessels from New England or from their own Nation, but it seems indecent that they should sail so close to our coast and search or visit our ships in our own waters. Consequently, I am sending to this station the frigates *Amphitrite* and *Dédaigneuse* with orders to ask them to bear off farther from our coast and prevent them from visiting our ships. Since our frigates are stronger, I hope they will comply with my protest. Furthermore, I enjoined wisdom and prudence on Messrs . . . and de Grasse but I told them not to suffer any impertinence.

From Count Le Begue. 16 February 1776.

As I was sailing under the island of Tortue and as I was beating against the wind, I met at night and very close to land an English frigate that had been cruising there for a long time against all the vessels from New England. First, she fired a blank and I payed no attention. Then she fired one round of solid shot that fell astern. Since I had not cleared for action I stood on in order to give myself time to do it, but with less sail than she carried. Indeed, she closed with me and fired a second time with solid shot; then, I clewed up my main sail. The moon was bright. I hoisted my ensign and my pennant and I payed off in order to bring my broadside to bear on her bow because she was on my quarter. I fired solid shot then with order to miss. She made signals that I could not understand and bore away right before the wind. I stood on my course towards the Cape where I arrived the next day.

Extract of the declarations made by the captains  
of merchant ships coming from the French colonies.

1

Captain Foligny of the ship *Constance* from Nantes, upon leaving Leogane and disemboing, met three English frigates cruising off this port and the mole St. Nicholas. One of these frigates first hoisted a white ensign then the English ensign and sent on board his ship a boat carrying fifteen armed men. The officer commanding this boat ordered several rifle-shots before coming on board although he had brought his ship to, then he required to look over the ship as well as the papers and after asking the French captain several indiscreet questions told him to proceed on his way.

2

Captain Maillard of the ship *Thomas* from Nantes declared that on 2 March 1776 and coming out of St. Domingue he met at night off the mole St. Nicholas two English frigates that signaled him they wanted to speak to him. They then joined him after firing several solid shots at his ship. Then he bore away and clewed up his sails. They asked where he came from and where he was going and after answering these questions, they told him to proceed on his way.

3

Captain Menard of the ship *Lilavois* from Nantes declared that he met off the Island of Inagune [Inagua] an English frigate of 28 guns which hailed him and asked him where he came from and where he was going, wished him a good journey, then left him.

4

Messrs. Lavigne and Lalanne, owners of the ship *Cérés* from Le Havre declared that on the 5th of March last as their ship was disemboing from Guadeloupe she met an English frigate that fired one solid shot upon her.

The captain hoisted the White Ensign and sailed on, but this frigate did not cease firing solid shot until the French captain hove to. The frigate sent a boat with an officer who after asking . . . why they had not brought the ship to at the first shot merely took the name of the ship and that of the captain, took note of the cargo, then withdrew.

## 5.

Captain Toustaing of the ship *Port de Paix* coming from Port de Paix declared that on 31 March 1776 as he was in the disembogement at about eleven o'clock in the evening, a ship fired a blank upon him, which he answered in similar manner by firing a blank. As the frigate fired a second time, but with solid shot, M. Toustaing immediately clewed up his sails. An English officer came on board his ship and looked at the papers, then told him that he was sorry but that he thought he was English.

1. AMAE, *Correspondance Politique, Angleterre*, vol. 516, LC Photocopy.
2. Article 12, Title of Prizes in the ordinance of 1681: "Any vessel that will refuse to lower its sails after being summoned by our ships or those of our subjects fitted out as war-ships, may be forced to do so by artillery or otherwise, and in case of resistance and fight shall be considered as lawful prize."

## 27 May

PHILIP STEPHENS TO VICE ADMIRAL JOHN AMHERST, PLYMOUTH<sup>1</sup>

Sir

27 May 1776

I have communicated to my Lords Commrs of the Admty your Letter of the 24th instant informing them of the Naval proceedings under your Cognizance, And inclosing One you received from Lieut Colonel Irving Lieut Governor of Guernsey, giving an Account of a Snow from Dublin being at Poinbeuf upon the Loire, loading with Ammunition for America, I am &c  
P. S

1. PRO, Admiralty 2/552, 89.

*Public Advertiser*, MONDAY, MAY 27, 1776

London [May 27].

Letters from Philadelphia, brought by the *Lion*,<sup>1</sup> Wilson, by Way of Cadiz, dated April 1, mention, that three Ships, laden with Flour, which sailed the 30th of March from that Place for a foreign Market, after being out six Days, were pursued and taken by two of our Ships of War, who carried them to some of the West India Islands, and that several more were then loading there with Flour, &c. for a foreign Market.

1. See Volume 4, 580-82.

28 May

*Public Advertiser*, JUNE 11, 1776

In the *Dublin Journal* are the following Articles, dated Corke, May 28:

The *Morres* [*Morris*], Captain [Thomas] Bell, about 250 Tons Burthen, the Property of Morres and Williams [Willing, Morris & Co.] of Philadelphia, sailed from Havre the 17th inst. for the said Place with 300 Casks of Gunpowder, each Cask equal in Size to a Beef half Barrel 5000 Pigs of Lead, a considerable Quantity of Canvass and coarse Linen for Sails, Tents and Shirting, and twenty Chests of Arms. This Accounting may be depended on.

A Sloop is arrived at Youghal from Havre in six Days, by whom we learn that a Philadelphia Ship, commanded by Captain Bell, sailed from Havre for America about fourteen Days ago with a considerable Quantity of Gunpowder and Saltpetre on board. The Day she sailed some French Fishermen saw her taken by an English Cruizer and carried her to Portsmouth.<sup>1</sup>

1. The *Morris* was one of seven vessels freighted by Willing, Morris & Co. under contract with the Secret Committee of Congress, to export provisions and invest the proceeds in arms and ammunition. The French fishermen were in error as to her capture, and Robert Morris, in summarizing the results of the venture, reported: "They also Credit for Nt proceeds of ship *Morris's* Cargo drawn for by them £ 1216.18. 45/6." Robert Morris Papers, HUL.

29 May

PHILIP STEPHENS TO ALL COMMANDERS OF HIS MAJESTY'S  
FLEETS AND SHIPS OF WAR<sup>1</sup>

Sir

29th May 1776

His Majesty's Post Master General having appointed Capt'n John Mitchell to command the *Duke of Cumberland* Packet Boat employed in the Service of that Office between Falmouth and North America, and having desired My Lords Commrs of the Admty to give orders to all Commanders of His Majesty's Fleets and Ships of War to give upon all occasions the Best assistance they can to the Commander of the said Packet Boat, to avoid detaining her and stopping her upon any account; I am commanded by their Lordships to signify their direction to you not to stop or detain the said Vessel on any Account whatever, but to give her Captain all the Assistance in your Power; And in Case His Majesty's Service shou'd absolutely require contrary proceedings; It is their Lordships direction that you acquaint them with the Reasons of it that they may judge how far your Conduct is justifiable, I am &c P.S

1. PRO, Admiralty 2/552, 95-96.

VERGENNES TO GABRIEL DE SARTINE<sup>1</sup>

Versailles, 29 May 1776

I had the honor, Sir, to receive the letter which you wrote me on the 26th of this month, as well as all the enclosed documents.

I agree with you, Sir, that our merchant ships should not excuse themselves from answering the call of English warships, and it appears to me that if these have had to use force so as to oblige the former to comply with this rule, it was only after encountering resistance on their part, in view of which we have no grounds for complaint in this matter.

However the establishment of English cruises near our coasts and roads not only causes prejudice to the trade in which the inhabitants of New England engage with our Colonies, but in my opinion, it is also prejudicial to the dignity of the King and contrary to common usage.

Indeed, it is against all rules to establish cruises within range of the guns of a fort, and the King could not tolerate the English cruises without making sacrifice of the rights of his Sovereignty. I will instruct M. Garnier to make confidential representations to the Court of London in this matter and especially to present to them the facts reported by M. d'Argout<sup>2</sup> and suggest to them that they recommend more consideration and caution to the persons in charge of carrying out their orders.<sup>3</sup> However, I believe that the most effective manner to move the English ships away from our coasts and ports is to establish our own cruises in such manner that they will keep off the English ships and compel them to keep a good offing. Thus American vessels and our own will be able to sail more freely and will find means to escape inspection by the English. Furthermore, if the English are so bold as to pass our ships and sail too close to our coasts, it will be possible to chase them with gunfire without hesitation or evasion: a few examples of this kind will inspire their respect far better than the orders and threats from the Court of London.

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

2. D'Argout's letter was not one of the enclosures in Sartine's letter of May 26, 1776. See Volume 4 for exchange.

3. Vergennes sent Sartine's letter and enclosures to Garnier in London on June 1 with instructions "to make confidential representations on this matter to the British Ministry." AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

## 30 May

LORDS COMMISSIONERS, ADMIRALTY, TO ALL NAVAL OFFICERS<sup>1</sup>

The King having been pleased, by His Order in Council of the 17th of May 1776, to order, require, prohibit and command, That no Person or persons whomsoever (except the Master General or principal Officers of the Ordnance for His Majesty's Service) do at any time, during the Space of three Months, to commence from the 23d day of the Month abovemention'd, presume to Transport into any parts out of this Kingdom, or carry Coastwise, any Gunpowder, Saltpetre, or any sort of Arms or Ammunition on

board any Ship or Vessel, in order to transporting the same beyond the Seas or carrying the same Coastwise, except in the cases comprized in His Majesty's Orders in Council of the 13th and 27th of October and the 6th and 22d of November 1775. and of the 5th and 19th of February last, without leave or permission in that behalf first obtained from His Majesty or His Privy Council upon pain of incurring & suffering the respective forfeitures and penalties inflicted by an Act passed in the 29th Year of His late Majesty's Reign entitled "An Act to empower His Majesty to prohibit the Exportation of Gunpowder, or any sort of Arms and Ammunition, and also to empower His Majesty to restrain the carrying Coastwise of Saltpetre Gunpowder or any sort of Arms & Ammunition;" We send you herewith a printed Copy of His Majesty's said Order in Council of the 17th of May 1776. and do hereby most strictly require and direct you to use your best endeavours to intercept, seize, and bring into Port, during the time therein specified, all Ships and Vessels whatsoever having on board Gunpowder, Saltpetre or any sort of Arms or Ammunition, in order to transporting the same beyond the Seas, or carrying the same Coastwise without leave or permission in that behalf first obtained from His Majesty or His Privy Council, except in the Cases comprized in His Majesty's abovementioned Orders in Council of the 13th and 27th October and 6th and 22d of November 1775. and of the 5th and 19th of February last, printed Copies of which are also sent you herewith, and also excepting such Ships & Vessels as shall be laden with Gunpowder, Saltpetre, Arms or Ammunition for His Majty's Service by the Master General Lieut General or principal Officers of the Ordnance

Given &c. the 30th May 1776

The respective Flag Officers  
Captains and Commanders of  
His Majesty's Ships and Vessels.  
By &c. P.S.

C. Spencer  
H. Penton  
H. Palliser.

1. PRO, Admiralty 2/101, 123-25. The order was sent to Vice Admiral Sir James Douglas at Portsmouth, Vice Admiral John Amherst at Plymouth, and captains and lieutenants in European waters.

#### M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London, 30 May 1776

You may have been informed, My lord, that the Frenchmen who were in Philadelphia and about whom there was a great deal of talk in this country were captured upon their return on an American vessel and brought to Lord Dunmore, Governor of Virginia, who sent them here on board the vessel that was shipwrecked off Cape Lizard. There were three of them. The youngest one perished. The other two were questioned with respect to the purpose of their trip. They said that they had left St. Domingue with a cargo of molasses which they had sold at great benefit in America. The older one of the two that were left had been a musketeer. Since they had

lost everything in this shipwreck and there were no papers to provide more information about them, the Government gave them everything they needed in order to return to France, considering that, being at peace with us, they could not hold Frenchmen prisoners in England although they had been captured on American vessels; a very wise decision on the part of the Government.

The two Battalions of Hessian Grenadiers sailed from Portsmouth on the 24th of this month, under convoy of the Frigate *Repulse*, 32 guns. 35 vessels carrying war ammunition, victuals and 500 recruits joined this same convoy.

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

PHILIP STEPHENS TO CAPTAIN MARK MILBANKE, R.N.<sup>1</sup>

Sir

30th May 1776

Lieut Cunningham, who is employed at Dublin on the Service of raising Men having acquainted my Lords Commissioners of the Admiralty that he has received information that Henry Watson a Seaman whose description is on the otherside hereof, and who entered with him the 12th instant for His Majesty's Ship *Diamond*, and was sent to Portsmouth in the Brig *Neptune* the day following, was the Mate of a Vessel under Seizure at Dublin, for having carried Gun Powder to America for the use of the Rebels: I am commanded by their Lordships to signify their direction to you to give the necessary directions for keeping the said Watson on board one of the Guardships at Spithead until farther Orders, that he may be forth coming is [*sic in*] case he should be wanted as an Evidence, I am &c

P: S:

Captn Milbank, Senior Officer at Portsmouth

Henry Watson Is about 36 Years Old 5 Feet 4 incs high black Hair a remarkable Mark over his right Eye, and born at Banff in Scotland,

1. PRO, Admiralty 2/552, 99.

GABRIEL DE SARTINE TO COUNT D'ENNERY, GOVERNOR OF SANTO DOMINGO<sup>1</sup>

Versailles, 30 May 1776

I had anticipated, Sir the observations that you brought to my attention concerning the need to send a few of the King's Ships to cruise off St. Dominique. As soon as he received news of the offensive actions committed by the English frigates in the waters of this Colony, the King had ordered that two frigates and one corvette be stationed there in order to enforce the authority of the French flag. The frigate *La Tourterelle* under the command of M. de Beaussier and the corvette *L'Etourdie* under the command of M. Le Begue now stationed at St. Domingo are destined for this mission. These Officers have been directed to give you a copy of their Orders in which the King's Instructions are explained in detail. You will please to see



that they be properly executed. H.M. recommends that you do not change anything in the arrangements that he made unless extraordinary circumstances which he could not foresee compelled you to do so.

You will send me in double envelope, the first one marked For You Only, your reports with respect to the orders of Messrs. Beaussier and Le Begue and the Officer who will be in command of the frigate which is to be sent to you. I have the honor to be with sincere attachment, Sir [&c.]

1. AN, Marine, B<sup>4</sup>, 134, 90, LC Photocopy. Same letter sent this date to d'Argout, governor of Martinique.

GABRIEL DE SARTINE TO LIEUTENANT DE L'ABBADIE, COMMANDING THE  
SLOOP OF WAR *Le Rossignol*<sup>1</sup>

Versailles, 30 May 1776

I enclose herewith, Sir, particular Instructions which will give you directions relative to your cruise while you will be stationed at Martinique. It is His Majesty's intention that you give a copy of these Instructions to M. D'Argout, Governor General; you will please to comply therewith.

It is said in the Instructions which you received as you left France that one of the main objects of your cruise is to put a stop to illegal trade. The new Instructions which I am sending you alter this arrangement: It is possible that circumstances and the needs of the Colony require that less vigilance be exercised in this area. Consequently, H.M. [His Majesty] recommends that you comply with the orders you will receive from the Governor General.

You will send me in double envelope, the first one marked For You Only, the reports relative to your Cruise as directed in the new Instructions which I am sending you. I have the honor to be, &c.

1. AN, Marine, B<sup>4</sup>, 134, 88, LC Photocopy. Similar orders were sent to commanding officers of other warships in or bound for the West Indies.

31 May

PHILIP STEPHENS TO VICE ADMIRAL ROBERT MAN<sup>1</sup>

Sir,

[Admiralty Office] 31 May 1776.

Lord Weymouth, One of His Majesty's Principal Secretaries of State, having transmitted to my Lords Commissioners of the Admiralty Copy of a Letter he received from Mr Consul Hardy at Cadiz, dated the 3d Instant, giving an account that his Majesty's Frigate *Enterprize* and *Zephir* Sloop, had been for several days cruising off that Port, and had chased and searched some Vessels very near the entrance of the Bay, which proceedings gives great umbrage there, and he is apprehensive may cause Complaints from the Court of Spain; I am commanded by their Lordships to acquaint you therewith, and to recommend it to you to order the Commanders of the Cruizers which you may station from time to time to intercept Ships and Vessels belonging to the Rebellious Colonies of North America, to avoid

cruizing in sight of the Ports, and not to approach the Coasts of Spain so as to give any Interruption to the Subjects or Trade of that Nation, or any just cause of Complaint. I am &ca

Php Stephens.

[Endorsed] Duplicate sent by the *Alarm* the 13th July.

1. PRO, Admiralty 2/1333, LC Photocopy.

GIAMBATTISTA PIZZONI TO HIS GOVERNMENT IN VENICE <sup>1</sup>

[Extract]

Most Serene Prince,

London, 31 May 1776

After the Royal Army decided to abandon Boston for reasons already explained, there was a rumor that its Commanding General Howe had sailed for Halifax, capital of Nova Scotia; however, such information has now become doubtful. Some persons who believe themselves current with the military deployment of this Court in America maintain that after the fleet of transports had arrived at a certain point to mislead the Americans regarding his voyage to Halifax, he suddenly changed course for Long Island, that is Isola Lunga, a very short distance from New York, capital of the same Province. In fact, as said Island is situated facing the midpoint of the very extensive English American coastline, such situation appears very suited to favor any enterprise by the Royal Army. However, while well founded news is awaited on this matter, a ship has come from America, bearing the news of American uncertainty as to where the campaign will be opened by choice, along with a notice to this Ministry of having met at sea on the [21st] day of the month expiring, at a long distance from St. Helena Island, the Warship *Eagle* of this Crown, which ship was sailing under fair wind toward this Continent and was carrying Admiral Lord Howe; it is then reasonably conjectured that the first of the two expeditions of troops thus far sent has arrived at its destination, and that the second is about to arrive. . . .

1. Papers of the Senate, ASV.

*Public Advertiser*, FRIDAY, MAY 31, 1776.

London [May 31].

Yesterday arrived in the River the *John and James*, Baker, from Alicante; which brings letters that say, there were six American vessels taking in goods there for Philadelphia, but do not say what sort of goods, but only that the Americans carry on an extensive trade to those ports.

*London Chronicle*, THURSDAY, MAY 30 TO SATURDAY, JUNE 1, 1776

London [May 31].

Letters from South Carolina, brought by a ship that is arrived at Nantz, mention, that on the 8th of April last, four large ships were then loading at

Charlestown with indigo and rice, for a foreign market, they mounted from 20 to 30 guns; and that a transport, laden with porter, had been brought into [South] Carolina by two American privateers, who had taken the cargo out, and were then proceeding to fit her as a privateer, being a very good ship.

GABRIEL DE SARTINE TO THE COMMISSIONERS IN NANTES AND BORDEAUX<sup>1</sup>

Versailles, 31 May 1776

The English Minister Plenipotentiary, Sir, was informed that a Dutch ship loaded with 40 thousand pounds of Powder destined for Bordeaux and two others loaded with 45 thousand pounds destined for Nantes recently left Amsterdam. The Court of London thinks that this Powder is eventually destined for New England. We have been requested to send orders to our ports and prevent this destination to be reached. Although I have grounds to assume that this supply of Powder is destined, on the contrary, to our traders on the Coast of Guinea, who turned to Holland after being unable to obtain any from England as they used to, I thought necessary to remind you again that His Majesty's intention is that his subjects shall not supply any war ammunition to the rebels of North America. You will please to give all your attention to this matter and keep your eyes open on the Dutch ships that might bring powder into your port.

[Endorsed] Copy of the letter sent by M. de Sartine to Messrs. Doyard and De la Porte.<sup>2</sup>

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

2. *Ibid.*, Sartine sent copies of these letters to Vergennes "which you may forward if you deem proper to the English Minister."

GABRIEL DE SARTINE'S INSTRUCTIONS TO THE CAPTAINS IN OR  
ORDERED TO THE WEST INDIES<sup>1</sup>

Draft of Instructions corresponding to those of the Spanish Court for the four Frigates and the three Corvettes which His Majesty proposes to keep operational and on observation cruises in the Windward Islands and Santo Domingo.

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His Majesty having deemed necessary to keep four frigates and three corvettes stationed in the American Sea, these instructions will explain to M.———to whom is entrusted the Command of———the line of conduct he is to maintain during his cruise and inform him more perfectly of the object of his mission. H.M. thought it pertinent to disclose to him the respective missions of the other frigates or corvettes and to indicate to him the areas to be guarded by the said frigates and corvettes of H.M. as well as by those of H.Cath.M. [His Catholic Majesty.]

The precautions which must be observed in the present circumstances require that particular attention be directed to the routes which the English might follow as they sail from the New England Ports to the Gulf of Mexico, the Island of Cuba, Santo Domingo, Puerto Rico, Guadeloupe and Martinique.

Spain will direct four frigates to cruise in the following waters:

One to cruise 30 or 40 leagues Northward of the North East point of Puerto Rico.

A second one will cruise between the western point of Puerto Rico and the eastern point of Santo Domingo.

A third one, between the eastern point of Cuba and Mayaguana.

A fourth one, between the western point of Cuba and Vezil [Sisal?] and the place where one begins to take soundings before reaching Campeche.

By these dispositions, all passages on the lee-side of the Antilles are guarded by Spanish frigates; and it would be difficult for the English to reach the Gulf of Mexico without being sighted by one of these frigates stationed there on observation.

The Frigates and Corvettes which H.M. proposes to keep armed in the American Sea will receive the following assignments:

The Frigate *L'Aigrette* under the command of Captain Thomas Dorves will cruise to windward of Martinique and patrol Northward as far as the parallel of the southern point of Guadeloupe or that of Marie Galante and Southward as far as the parallel of the North Eastern point of St. Lucia.

The Frigate *La Licorne* under the command of Captain de Peynier will cruise to windward of Guadeloupe and will extend her cruise Northward as far as the parallel of Barbuda and Southward as far as the parallel of Dominica.

These two frigates will observe the English ships that will come to scout the Antilles in order to pass either to the North, or to the South of these Islands, or through the channels lying between them.

The Corvette *Le Rossignol* commanded by Lieutenant de L'abbadie will cruise to leeward of Martinique and will maintain such a course that she will always be able to reach Guadeloupe.<sup>2</sup>

The Corvette *Le Rossignol*<sup>3</sup> commanded by Lieutenant Dussault will cruise to leeward of Guadeloupe and will extend her cruise towards Saint Christopher.

The Corvette *L'Etourdie* commanded by Lieutenant Le Begue will cruise to the North of the French Cape of Santo Domingo and will extend her cruise towards the Caicos Islands.<sup>4</sup>

The Frigate *La Renommée*, commanded by Captain de Monteil will cruise off St. Nicholas Mole and towards the Great Inagua.<sup>5</sup>

This Frigate and the Corvette *Le Serin* will observe the Ships that might want to reach the Old Channel.

Finally, the Frigate *La Tourterelle*, commanded by Captain Beausier de Chateauvert, will cruise to the South of Fort St. Louis to Santo Domingo in order to observe the Ships which might pass through the Channel between this Island and Jamaica.

The only instructions which H.M. will give to the Commanders of his Frigates and Corvettes destined to cruise in the waters as directed above in order to observe the possible movements of the English Squadrons are limited to the following points to which M.———will pay the greatest attention.

1) They should hide as much as possible, even from their crews, the purpose of their cruise.

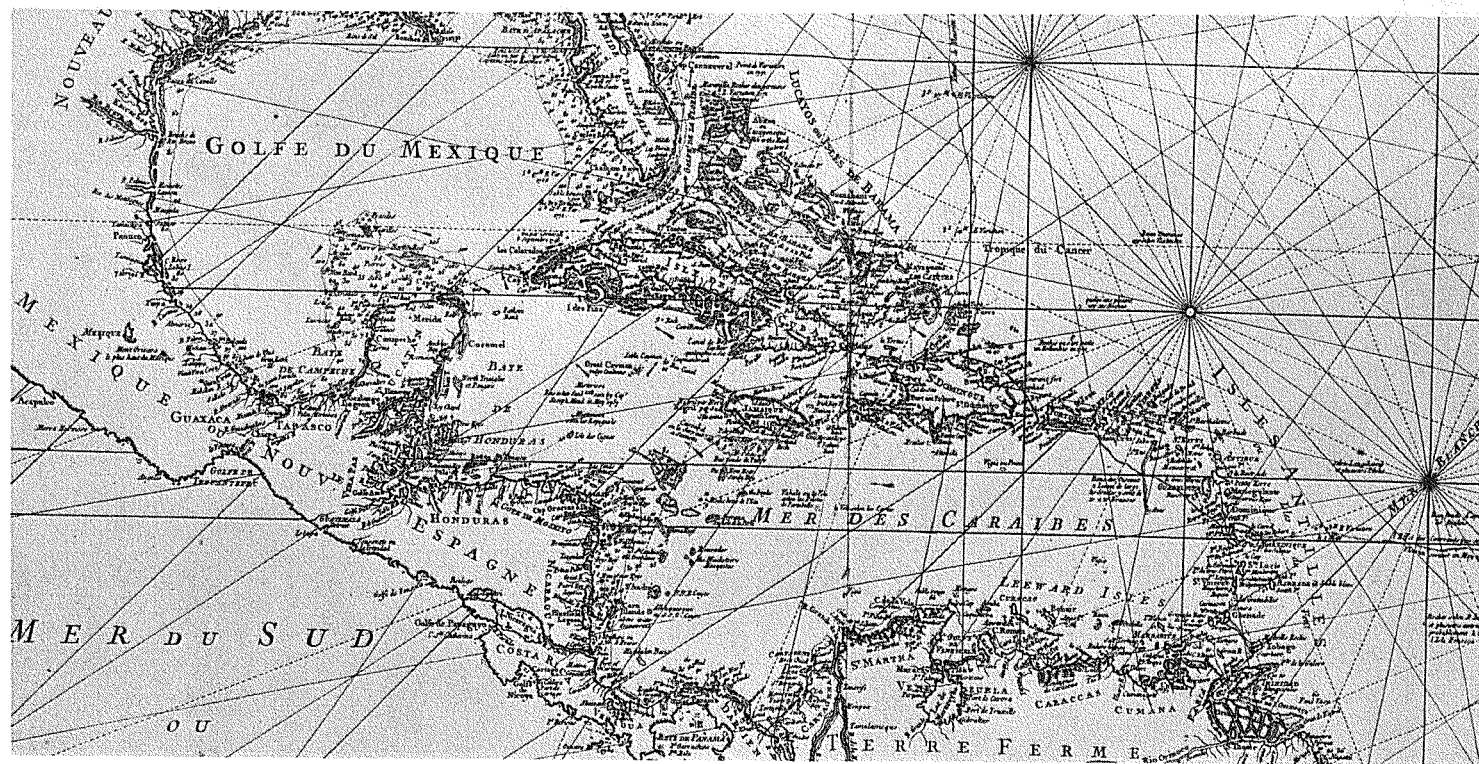
2) They should all act in concert exchanging intelligence which may guide them as much, of course, as distances and circumstances will allow it, while each one will keep strictly to the primary object of his mission.

3) With regard to inspecting and detaining of English Vessels, they should not stray from the general practice which has been followed up to now, that is to say, they should pretend that they are trying to stop smuggling on the coasts of the Isles belonging to H.M.; but each time they will be able to detain some Vessel on these just grounds they will attempt to obtain information as to the destination, movements, and business of the Ships of the English Fleet.

4) Rather than trying to intercept the illicit trade of the Americans, they should be more concerned with maintaining their cruises at fairly good distance in order to keep the English Frigates away and to prevent their daring to come too close to the French Isles or visit the harbors and various anchorages as they have already done.

5) In the event that a Vessel from New England, belonging to the Insurgents, would be pursued by an English Frigate and would ask for the protection of the French Flag, the Commanders of the King's Frigates and Corvettes will grant it to her, and if in spite of the declaration made to this effect the English Frigate still attempts to seize her, the said Commanders will oppose such an action and will use the forces entrusted to them by H.M.

6) They will act likewise with regard to Neutral Vessels having left European or American Ports and laden with ammunition or other kinds of Aid for the Insurgents; and in the event that one of these Vessels would be pursued by an English Frigate and would ask for the protection of the King's Flag, the Commanders of His Majesty's Frigates and Corvettes would not allow that said Vessel be inspected. But in both preceding cases, they are not to move towards said Vessels and must wait until circumstances bring those close enough to ask for the protection of the King's Flag, nor are they to try and facilitate through their own manoeuvres those which the said Vessels may make in order to approach His Majesty's Frigates and Corvettes.



*Gulf of Mexico and Caribbean Sea.*

7) They should be prompt to communicate to the French Governors all the intelligence they will receive and their own findings, particularly to the Governor more concerned by this Information than the others by reason of securing the Colony whose defence is entrusted to him.

8) In pertinent cases the same information should be given to the Governors of the main Spanish Colonies because, independently from the fact that both Nations share the same interest in this matter, the subjects of His Catholic Majesty will endeavour on their part to obtain other intelligence which they will heedfully communicate to the French Governors.

9) If they should encounter His Catholic Majesty's Warships and Frigates, they should conduct themselves towards their Commanding Officers with suitable courtesy and trust and exchange information they might have which might be useful to the Service of both Monarchs.

10) Finally, at every available opportunity they should approach Vessels returning to France and those arriving in American waters, and use the former to acquaint His Majesty and the latter to acquaint the French Governors with everything of interest they may have discovered or learned during their cruise.

The Commanders of the Frigates and Corvettes will coordinate all their operations with the Commandants of the Islands where they will be stationed.

His Majesty enjoins the said Commanders to remain at sea as long as possible and to put into Port only when pressing needs will compel them to do so or when they will have intelligence for the Commandants of the Colonies.

Versailles, 31 May 1776

Approved in the hand of the King

1. AN, Marine, B<sup>4</sup>, 134, 96-99, LC Photocopy.
2. [Marginal note] Relieved by the Corvette *La Favorite*, commanded by Lieutenant de Kersaint, dispatched on September 20 1776.
3. The repetition of the name was undoubtedly a copyist's error. The vessel which should have been named was probably *Le Serin*, which is listed in a subsequent paragraph.
4. [Marginal note] Relieved by the Corvette *Le Serin*, commanded by Lieutenant Ligondès de Rochefort, dispatched on December 18 1776. The Corvette *La Curieuse*, commanded by Captain de Rosnevet, was sent with similar instructions to Santo Domingo on September 30, but since she was not to be stationed in that Colony, she was not assigned any particular orders.
5. [Marginal note] Relieved by the Frigate *L'Indiscrette*, commanded by Lieutenant de l'Archantel, dispatched on December 27.

DR. BARBEU DUBOURG TO VERGENNES<sup>1</sup>

[Extract]

Monseigneur

Paris 31st May 1776

Permit me to impart to you my uneasiness with regard to our great affair, and, above all, as to the man who has the charge of it.

You have seen the contract passed between the secret committee of the Colonies, and ratified by the General Congress, of the one part and the Sires Pliarne and Penet of the other; so we could not doubt the intentions of the Congress. But it seems likely enough that, having but very recent and slight knowledge of these two men, who have offered themselves to them at a moment when they were not in a position to choose, they have accepted their proposals, without, however, having full confidence therein, and that they have taken what precautions they could to bridle him whom they were sending into France charged with their commissions.<sup>2</sup>

M. Penet was born in Alsace the son of an artillery store keeper who, having many children, could give them but a mediocre education. This one went to seek his fortune in America, and, at his departure, did a stroke of business, not indeed of a dishonest man but of a not very scrupulous adventurer. He obtained from M. de Monthieu, 600 Muskets upon credit as a private venture and their lender was many years without receiving news of him; but, at last, when he believed all lost he received about half his principal and interest combined. This story is well vouched for. One cannot conclude much from it if there was nothing to support it. Let us pass to another point.

This M. Penet has told me that he has letters from Messrs. Franklin and Rush for me, which remain in Holland with his large pack and that he has sent to have it forwarded to me here. I am impatient to receive this packet, which will, perhaps, teach me more of the way of thinking of the American Committee. Meanwhile this man evinces the greatest desire to form a partnership to share with me, upon very liberal terms, all the benefits of the immense trade of which the most fortunate prospect seems to offer itself to him alone; whence it seems possible to conclude that he feels the need of a little support.

Finally, what appears to me more conclusive than everything else, is that he confided to me last night that for all consignments he shall make either of men or stores he will be obliged to draw upon M. Swenghausen,<sup>3</sup> or Chevisgouze banker, at Nantes, but that the letters which shall authorize him therein were not delivered to him at once, and are only to come to him by the vessels expected at Nantes from America, to take in cargo—proof that they have not thought fit to put themselves altogether at his discretion.

That being the case, Monseigneur, it seems to me necessary, in the first place to try and get to the bottom of all that, in the second place to provide in one way or another for the pressing needs of our good friends the Colonists of America.

To fulfil the first object,—would there be no means of making inquiry in Alsace about him personally, at Nantes as to the power entrusted to him and the advices transmitted from America to the banker Swengause [Schweighauser]? This latter point is the most important, but only a commandant or intendant, commissioned thereto by the Court could manage it. That is too far beyond my reach. Still, could we not facilitate and accelerate



the arrival of the packs from Holland, which should contain these letters, with details, more or less, about him?

And supposing that we could only deal with much reserve and caution with the Sieur Penet, how could we contrive so as not to leave the Colonies destitute of the resources most necessary to their defence, in which France has so great an interest? I am very devoted to them, looking upon this new State almost as my second country. I flatter myself that they honour me with a singular confidence and I would rather die than abuse it in any way; but my arms are not long enough to embrace an object of this importance. I implore your goodwill for them, your protection for myself. I have the honour to be with profound respect [&c.]

Du Bourg

1. B. F. Stevens, ed., *Facsimiles of Manuscripts in European Archives Relating to America 1773-1783* (London, 1889-1895), No. 566. Hereafter cited as Stevens, ed., *Facsimiles*.
2. Penet returned from America to France, leaving Pliarne, his partner, to conduct affairs in Philadelphia.
3. John Daniel Schweighauser, Nantes merchant.

## 1 June

### LORDS COMMISSIONERS, ADMIRALTY, TO ALL NAVAL OFFICERS <sup>1</sup>

The King having been pleased, under His Royal Signet and Sign Manual to establish Instructions (bearing date the 2d day of May 1776.) for the Commanders of His Ships and Vessels of War, in regard to such Captures as have been, or shall be made by them, in consequence of an Act lately passed, prohibiting all Trade and Commerce with the Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pensylvania, the three lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina & Georgia, during the continuance of the present Rebellion within the said Colonies respectively; We send you herewith a printed Copy of His Majts said Instructions, and do hereby require and direct you to pay the strictest regard and attention thereto. Given &c. the 1t June 1776.

To the respective Captains and Commanders  
of His Majesty's Ships and Vessels.

Sandwich  
Lisburne  
H. Palliser

By &c. P.S.

[Endorsed] Sent the same as in the preceding List. vide page 125 to 7

1. PRO, Admiralty 2/101, 129.

### VERGENNES TO DR. BARBEU DUBOURG <sup>1</sup>

M. Barbeau DuBourg Doctor of Medicine  
Rue Copeau—Paris

Versailles the 1st June 1776

I have just received, Monsieur, the letter of yesterday which you have thought good to write to me, in order to inform me of your uneasiness about the person who presented himself to you as recommended by your friends,

and who cannot now produce his credentials.<sup>2</sup> The most favourable judgment one can pass upon the man in question is that he is one of those fortune-seekers who are willing to enrich themselves at any cost; that, with this aim, he has been to offer his services you know where, that they have been accepted and that thinking to find people here equally bold and venturesome he has perhaps undertaken to supply to distant parts what he is seeking to obtain here, only to receive the price of it after delivery. So reckless a party not being of a kind to find associates, I think you would do very well, Monsieur, to put a check upon the facilities which you seemed inclined to procure for this man, and above all, not to answer for anyone whatsoever. One advice, moreover, which I cannot omit to give you is to inspire this man and his adherents with the greatest caution in their manner of dealing and dispatching business. You are aware that if the object of his negotiation were to acquire sufficient publicity for direct and well defined complaints to reach us we could not avoid giving redress and so putting a stop to everything. Pray recollect what I told you, one can connive at certain things but one cannot authorize them.

The enquiries which you suggest, Monsieur, would be, at the least, useless; the production of the credentials is what you ought to insist upon; in default, avoid everything which would implicate you, and consequently compromise you. I am &c

1. Stevens, ed., *Facsimiles*, No. 568.

2. Penet, of the firm Penet & Pliarne.

#### 4 June

##### JOHN ROBINSON TO GEORGE III<sup>1</sup>

Mr. Robinson has the Honour, by Lord Norths Order, to transmit to His Majesty, the Dispatches which have this Day been received from General Howe, and to add that a Fleet of Victuallers sailed from Cork under the Convoy of the *Greyhound* Man of War, on the 4th of April for Boston, besides the several Victuallers which went the latter End of last year and which have been drove off the Coast of America, which Fleet it is hoped must have arrived with Genl Howe at Halifax very soon after the Date of His Dispatch, and which probably wd have been with him by the time he wrote, if they had not gone to seek him at Boston.

Treasury Chambers. 4th June 1776—10 P.M.

1. Sir John Fortescue, ed., *Correspondence of King George the Third from 1760 to December 1783* (London, 1927, 1928), III, 372. Hereafter cited as Fortescue, ed., *Correspondence of George III*.

##### M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London, 4 June 1776

There was an action at sea between the Frigate *Glasgow* and some American Privateers that dared attack her. The fight was obstinate, but

both parties separated without much damage. The frigate returned to a port of Rhode-Island, and the Privateers to the Port of New-London in the province of Connecticut.<sup>2</sup>

The number of horses being embarked for America amounts to thirteen hundred at the rate of 12 tons per horse. The freight cost is 13 shillings and 6 pence per ton, and the freight for fodder costs 5 pounds Sterling per Ton. As you can see, My lord, this [is] quite an expense for this one item, the least important in this famous expedition. When we recall that the original purpose behind this enormous expense was to impose a small tax to America, we seem to see an Alchemist of a new kind throwing into his crucible everything he can gather that is made of gold and precious metals in order to turn it into lead: this ruinous and mad war is the reverse of the Philosopher's stone for England.

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

2. A preliminary report of the engagement of Esek Hopkins' Continental fleet with H.M.S. *Glasgow*. See next entry.

*London Chronicle*, SATURDAY, JUNE 1 TO TUESDAY, JUNE 4, 1776

London [June 4].

A severe naval engagement likewise was fought about the same time off Philadelphia between the *Glasgow* man of war, with two frigates, and the provincial Commodore Hopkins's fleet, consisting of five ships mounting together 100 guns and all ably manned: after an obstinate fight, of four glasses, one of the Commodore's fleet was taken, another sunk, and the rest were driven in the most tattered condition with the loss of half their hands into New London, near Rhode Island.<sup>1</sup>

1. This garbled account was the initial news received in England of the engagement on April 6, 1776 between H.M.S. *Glasgow* and the Continental fleet. See subsequent accounts, June 5 and June 8.

## 5 June

LORD GEORGE GERMAIN TO GOVERNOR SIR BASIL KEITH<sup>1</sup>

[Extract]

(No 9)

Whitehall 5th June 1776

Sir, I have received your Dispatches numbered 1 & 2, and your Letter of the 27th of March and have laid them before the King.<sup>2</sup>

The Information you had received, of the Arrival of so considerable a Body of Troops at St Domingo was a just ground of Alarm, and His Majesty very much approves of the prudent Measures you took for the safety of the Island, without interrupting it's Commerce, or exciting too strong Apprehensions of Danger to the Inhabitants.

Mr [Charles] Cobb's Letter contains so exact a State of the Military Forces in the Island, as leaves no room to suspect that the Count d'Ennery

has any Instructions to employ it in any hostile Enterprises; but at the same time you cannot, in the present Circumstances, be too much upon your Guard, and every Precaution that can be taken without exciting Jealousy, or creating Alarm ought to be made use of, to prevent any Surprise, and to obtain constant & exact Information of what is passing, in both the French & Spanish Islands, and His Majesty relies upon that Zeal & Attachment for his Service, which has hitherto distinguished your Conduct, for exerting you to continue your Attention to these important Objects.

1. PRO, Colonial Office, 137/71, Part II, LC Photocopy.

2. See Volume 4, 544-46.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON, JAMAICA<sup>1</sup>

Sr

5 June 1776.

Have received & communicated to my Lords Commrs of the Admty your letter of the 28th of March last, with it's several Inclosures,<sup>2</sup>

Their Lordships are satisfied with the reasons you have given for ordering the Naval Storekeeper at Port Royal to purchase the *Lady Keith* Schooner, and, considering her as one of the three Schooners which they have directed you to purchase, will confirm the Order you have given Mr Francis Le Montais to be Lieut & Commander of her.

My Lords approve of your having employed an Attorney to defend you in the several Actions brought against you for the detention of the Vessels seized, as belonging to the Rebel Colonies, and part of their Crews; but their Lordships commanded me to inform you that you should have defrayed the Expence yourself and charged it in your contingent account, instead of directing the Naval Storekeeper to pay it.

I have only to add that their Lordships have sent to the Navy Board an Extract of so much of your Letter as relates to the Surgeon of the *Maidstone*, the appointment of those Officers being vested in that Board, and to assure you that I am &c

P. S.

By the Packet.

Duplicate by the Packet 4th Septr.

1. PRO, Admiralty 2/552, 119, 120.

2. See Volume 4, 552-55.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL CLARK GAYTON<sup>1</sup>

Having ordered the Complements of His Majesty's Ships and Vessels under your Command, whose names are on the other side hereof, to be increased to the Numbers against each respectively exprest You are hereby required and directed to give Orders to their Commanders to increase their Complements to those Numbers respectively, and to bear such increased Complements until they receive further Order. Given &c the 5t June 1776.

To Clark Gayton Esqr Vice Admiral  
of the White, and Commander in  
Chief of His Majesty's Ships and  
Vesels at and about Jamaica

Palmerston  
C. Spencer  
Lisburne

By &c P:S: (By the Packet 5t June 1776)

<i>Antelope</i> .....	350
<i>Maidstone</i> .....	200
<i>Boreas</i> .....	200
<i>Squirrel</i> .....	160
Sloop <i>Diligence</i> .....	110 <sup>2</sup>

1. PRO, Admiralty 2/101, 132.

2. *Ibid.*, 133, orders were also sent to Vice Admiral James Young this date to increase the complements of the ships under his command as follows:

<i>Portland</i> .....	350	<i>Hind</i> .....	160
<i>Argo</i> .....	200	<i>Pomona</i> .....	125

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JAMES COOK, R. N.<sup>1</sup>

Whereas the Commissioners appointed by Acts of Parliament for the Discovery of Longitude at Sea &c have agreed with Mr William Bayly to proceed in His Majesty's Sloop *Discovery* on her present intended Voyage in order to make Nautical and Astronomical Observations and to perform other Services tending to the improvement of Geography and Navigation (as you will see by the Copy of his Instructions which will be sent you by their Secretary) and have desired that he may be received on board the abovementioned Sloop; And whereas we have ordered Captain Clerke her Commander to put himself under your Command and follow your Orders for his further proceedings You, are therefore hereby required and directed to cause the said Mr Bayly, together with his Servant, Instruments and Baggage to be received on board the *Discovery* accordingly; directing Captain Clerke to victual him and his Servant during their continuance on board in the same manner as her Company are, or shall be, victualled; and to give him all convenient accommodation and such assistance and support as he may stand in need of from time to time to carry his said Instructions into execution and to be particularly careful, whenever there are convenient opportunities and he shall be desirous of landing in order to make observations on shore, to furnish him with a proper Boat and with a sufficient Number of Men, as well to assist in fixing his Instruments as to protect him from any annoyance or disturbance which may be attempted to be given him by the Natives during his stay; and to land, at the same time, a sufficient Quantity of Provisions and Necessaries for the use of himself and Servant, and the Persons who may be put on shore to assist and protect him as above directed.

And whereas the said Commissrs have thought it expedient to send out for trial during your present intended Voyage, two Watch Machines which have been made by Mr Kendal in consequence of their directions, one of them, being a Copy of that made by the late Mr Harrison and the same that

was sent out with you upon your last Voyage, on board the Sloop you command, and the other being of the said Mr Kendal's own Construction and having never yet been at Sea for trial, on board the *Discovery*; and in order as well to prevent any improper management, or ill treatment of the said Watch Machines as any suspicions thereof have desired that the Keys of the three different Locks which are affixed to the Boxes in which those Watch Machines are respectively kept, and which Keys will be sent to you: by the Astronomer Royal may be disposed of in a manner similar to that which was practiced on the like occasion during your last Voyage, You are hereby further required and directed immediately after they come to your hands, to dispose of the said Keys (which to guard against Accidents will be sent in Duplicate) in the following manner, Vizt, to keep those of one of the Locks of the Box containing the first mentioned Watch Machine yourself, and to deliver those of the other Locks of that Box to your 1st and 2d Lieutenants respectively; and you are to be present yourself, and to take care that your said Lieutenants be present also, every day at the winding up of the said Watch Machine and to see that the respective times shown thereby be properly inserted, and attested under your and their hands respectively, in the general observation Book, agreeable to the 2d Article of the above-mentioned Instructions to Mr Bayly; and you are to give orders that the Keys of two of the Locks on the Box containing the other Watch Machine be kept in the Custody of Captain Clerke and his first Lieutenant respectively, that they be present every day at the winding up of the said last mentioned Watch Machine by Mr Bayly, and that they do see that the inspection times shewn thereby be properly inserted and attested agreeable to the abovementioned Article of Mr Bayly's Instructions, a Copy of which you are to deliver to Captain Clerke; But, if it shall happen that you yourself or your first or second Lieutenant, cannot, at any time, through indisposition, or absence upon other necessary duties conveniently attend as above directed, you are, in such case, to take care that the Keys in the Custody of the Person who cannot attend be delivered to some other Officer of the Sloop you command, whom you can best trust therewith, in order that he may supply the Place of such Invalid or Absentee; and you are to give similar directions to Captain Clerke with respect to the Keys which are in the Custody of himself and his first Lieutenant respectively. Given &c the 5th of June 1776

Palmerston  
C: Spencer  
Lisburne

To Captain Cook, Commander of  
His Majesty's Sloop *Resolution* in Longreach

1. PRO, Admiralty 2/101, 135-38.

*Public Advertiser*, WEDNESDAY, JUNE 5, 1776

London [June 5].

An old Seaman remarks, that the Provincial Squadron cannot be very formidable, since the *Glasgow*, an old 20 Gun Ship, engaged and beat the whole Squadron: However, none of them are taken, as was at first reported.

The *Glasgow* Man of War, of 20 Guns, and 160 Men, was attacked by Commodore Hopkins's Fleet on the 20th of April [*sic* April 6] off Newport in Rhode-Island; and notwithstanding the Superiority of both Guns and Men, yet got clear off.

Commodore Hopkins's Fleet consists of two Ships, the *Alfred*, of 34 Guns, 330 Men, commanded by himself; the *Columbus*, of 30 Guns, 300 Men, by Capt. Whipple; with two Brigs and two Sloops; the Number of Guns on board the same amount to 104.<sup>1</sup>

1. This report, the first reasonably accurate summary of the engagement between the *Glasgow* and the Continental fleet, probably "leaked" out of the Admiralty Office before the release on June 8 of Captain Tyringham Howe's account which was published in the *London Gazette*, June 4 to June 8, 1776.

## 6 June

BEAUMARCHAIS TO ARTHUR LEE, LONDON<sup>1</sup>

No 2.

Paris June 6th 1776

Mrs. Johnstone<sup>2</sup>

I received your Letter of the 23d May. I will perform "my" promises "in the way I have pointed out." I am about to send to Cape François in the island of St Domingo, a Ship loaded with Merchandize to the value of £25000, besides Cannon, Powder and Stores, but this last article will arrive but in small Parcels on account of the risque. "On your part do not fail to send a Ship loaded with good Virginia Tobacco," and let your friend send in the Ship an intelligent discreet and faithful Person with powers to receive the Money or Merchandize and Powder, "and to make the remittances in Tobacco," which I can no more do without, than your friend can without what I send to him in a word, let him give his Notes to my House for what he shall not be able to pay in Tobacco, and make certain and solid arrangements with my Agent at the Cape for the future.

The Captain on his arrival at the Cape must enquire of the first Magistrate, who is the Merchant entrusted with the affairs of Roderique Hortalez and Co. and he will introduce him to the correspondent of your humble Servant.<sup>3</sup>

[Copy]

1. Henry Laurens Papers, Letters to Secret Committee, &c. 1776, SCHS.
2. In this exchange of letters, Beaumarchais used the name "Hortalez" and Lee, "Mary Johnstone." For explanation of the quotation marks, see Lee to Beaumarchais, May 23, 1776, Volume 4, 1137.
3. *Ibid.*, Lee replied on June 14 cautioning Beaumarchais to "Consider above all things that we are not transacting a mere Mercantile business but that Politics is greatly concerned in this affair."

ESTIENNE CATHALAN TO WILLING, MORRIS & CO.<sup>1</sup>

Gentlemen –

Marseilles the 6th June 1776 –

I confirm what I did myself the pleasure of writing you by Mr Van Horne, who I hope will long ere this, be arrived, & the Cargo under his direction safely Landed with you; he will him self have related to you the many obstacles we had to surmount in procuring it here, as such a Cargo had never before been shipped from any port of France; and the publick Orders relative to the Articles it was composed of expressly & rigourously prohibited their Exportation. In order then to obtain a Secret permission, it was absolutely necessary to go to Paris, as such would never have been granted to any one in writing; every thing I could desire was granted me there, but on my return I found I had still many other difficulties to encounter here, & at Toulon, which I at last got over with much trouble & perseverance: and I rest upon the whole so much the more satisfied that in having succeeded for Mr Van Horne, I open'd the way to others in this Kingdom, who have supplied both our Islands & your Continent with these Commodities.

Our worthy friend Mr Thomas Morris arrived here about 12 days ago, I have since had the pleasure of Several Conferences with him on the present state of affairs, and as he possesses a very great share as well of political as Commercial Knowledge, the Informations he has been pleased to give me, have affor[d]ed me the most perfect Satisfaction

Your firm resolutions to maintain your priviledges are certainly very just & commendable, & it was very pleasing to me to learn that you were in a state to enable you to render unfruitfull the Efforts of Great Britain, & frustrate her designs to deprive you of your Liberty. may the God of Justice protect you, & secure to you the Conservation of your Rights, these are my Sincere prayers; but I cannot look upon all the present Horrors of this Cruel warr, & it's consequences perhaps still more fatal, without being deeply affected, and would be exceedingly happy if I or my friends could be in any way instrumental, in stopping those Rivers of such noble Blood, in these Circumstances so much profused. I highly disapprove of the injustice of the British Government, in not listening to your Complaints, as I do of their Obstination to Submit you to Laws contrary to your priviledges. all the Neutral Nations in general, & France in particular, warmly blame Such a Conduct, the English them Selves are Sensible of the Impropriety of their proceedings, which they have carried too far to retract, it would be manifesting their real weakness if they now consented to grant what they have So constantly refused; But there is an Expedient which would be equally creditable for you and decent for great Britain. I mean that the Continental Congress should demand the mediation of some respectable power in Europe, who might terminate in an amicable way all your troubles and preserve your Rights. I think there is the greatest reason to believe, that the English Government would readily & willingly grant in favor of such a mediating power, what they have so constantly & obstinaty denied you. If you



inclined to make choice of our Court, I would act with equal Zeal & Satisfaction for your Just cause; the Equity, Justice, & powerfullness of our Sovereign are I believe too well known in England to refuse his mediation, which I have some ground to presume you might obtain.

Having thus given you my Sentiments in favour of a happy reconciliation, which I hope you will approve of, I shall proceed to inform you that Mr Ts Ms has communicated to me the Contents of a Letter he has received from your Committee of Correspondence, and in the Several Conferences we have had together expressed great desire to be informed the dispositions of this Court towards America (as he appears to join in opinion with me that nothing can be done in her favour in Spain) & whether in case of not being able to continue the Warr against England, alone, the Colonies might in such case place a dependance, on being heartily join'd by the French, on their become thenceforeward Subjects under the protection of France, as they have here to fore been under that of Great Britain. I am of opinion they very readily might assist them as the advantages which would accrue to this Kingdom from such a Junction would certainly be very great yet any thing I could now Say upon this Subject would be mere conjecture, & consequently not worthy of your attention. But I have written in strong terms thereon to a friend of mine whose employ at Court gives him free access & great Credit with the Minister, and on his answer if there is the least glimpse of being favorably received, Mr T. M. will sett out for Paris, & if necessary, I shall accompany him thither; and how soon we can learn any thing certain & a sure conveyance offers you may depend on its being immediately communicated to you either by Mr. T. M. or me. but in the mean time I must observe to you that I much doubt if the above mentioned Letter from the Committee, which Simply request him to get information without empowering him to treat or conclude any thing, will be thought Sufficient to obtain audience at Paris.

As to assistance by furnishing you with ammunition & stores, you may rest fully assured that any of your Vessels which may come hither in search of them will not here after meet with the Least difficulty in obtaining their Cargoes. I could now ship any Articles you might have occasion for without any further permissions being necessary than the one I have already obtained, if you thought proper to send back Capn Van Horne's Vessel or any others, by making them a french Bottoms & dispatching them for one of our Island, Called St Pierre Miquelon, to the South west of New found Ld, every possible risk would be avoided.

all Kind of woollen Cloaths may be had here. I intended sending you Samples of the different qualities of them which I have wrote for, into the Country, by this opportunity, but they are not yet Come to hand; and all the Medecinal Drugs of the *Levant* may be purchased here considerably cheaper than any where else —

I shall conclude this Letter, with assuring you that [it] is my hearty desire to be of any service in my power to America; & that there is nothing

I would not undertake for her interests, or to evince the Sincere regard & Esteem with which I very respectfully remain Gentlemen [&c.]

Estienne Cathalan

[P.S.] I have omitted to mention that I am bound to our Admiralty office, under a penalty of £10,000, for the safe return to this Port of Capn Troud, & his Crew, in the Vessel he carried from hence (the danger of the Seas & restraint of Princes only excepted) wherefore Should he appears with you, please by no means fail to Send him & his Vessel back, & in case of reloading her at your place, the Cargo must be declared in the Bills of Lading as for my account –

E. C.

1. Papers of Robert Morris, Accession 1805, LC.

## 7 June

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN<sup>1</sup>

My Lord,

Admty Office [London] 7th June 1776

Having received a Letter from Vice Adml Gayton Commander in Chief of His Majesty's Ships & Vessels at Jamaica, dated the 30th of March last, enclosing one he received Express from the Chief Justice of His Majesty's Island of [New] Providence, giving an account of the proceedings of Esek Hopkins Commander in Chief of an Armament fitted out by the Rebel Americans, for the purpose of possessing themselves of the Powder & Stores belonging to His Majesty in that Island; We send your Lordship Copies of both the said Letters<sup>2</sup> for His Majts Information: And are My Lord, Your Lordships [&c.]

Palmerston C Spencer Lisburne

1. PRO, Colonial Office, 5/124, 71a.

2. See Volume 4, 461–64, 588–89.

M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London, 7 June 1776

My lord, we cannot mark without justifiable alarm the daring acts of which the English Sea Officers are capable. As the war gets hotter, they will become more dangerous; and their avidity for spoils will increase as they get used to firing their guns. If the English people are generally proud and greedy, it can be said with them maritime pride exceeds national pride by several degrees and that the sailors are the most miserly and at the same time the most prodigal of all the people in England. The name of Lord Howe Commanding the naval forces over such an extended Coastline is more likely to exalt than temper this pride, and I sincerely hope that the British Ministry will not have to repent for employing him in circumstances that require more caution than valor and more shrewdness than military talent.

The facts presented in the various documents which you were kind enough to send me are assuredly of a dangerous as well as offensive nature. In conformity with your instructions, My lord, I spoke of it yesterday to Lord Suffolk in a friendly and confidential manner, telling him that our confidence in the promises and good intentions of the English Ministers had prevented us up to now from taking the precautions which circumstances might require for the protection of our Islands and our trade, but that, however, the Governors of St. Domingue and Martinique were complaining bitterly of the conduct on the part of the Commanding Officers of the English frigates cruising in the Seas neighboring our Colonies. "I know, Sir,["] this Minister replied immediately, ["]that a large quantity of powder leaves your Islands for America, that the American ships carry it under the French flag; I positively know this, so that I cannot doubt it." Although he was looking down, Lord Suffolk put a remarkable amount of dignity into these words.

I answered that it could very well be that the Americans obtained powder from our islands and others, and that I was equally convinced that England was no more sterile for them in this respect than any other country where there were people interested in this sort of smuggling. As for the flag, the English Frigates use ours as well as the American ships, from which I concluded it apparently was a ruse of war employed by both parties; furthermore, that the King's attitude towards His British Majesty was friendly and obliging enough to arouse all the gratitude of the King of England and his Administration; that these were the feelings which he had often expressed to me himself.

I went on with my speech presenting our detailed grievances against their officers, especially Captain [Robert] Keeler Commanding the Corvette *Lynx* which has just arrived in Portsmouth. I explained that he would agree with our motive for speaking confidentially since such procedures were obviously contrary to the intentions of the British Ministry and since our purpose was to bring him on the one hand to punish the defaulters, especially Captain Keeler, in a manner he would deem most suitable, and on the other hand to provide more effective means than in the past to prevent the repetition of such violations.

Lord Suffolk found my request to be very modest and promised to take it into consideration. I observed that I did not show him the letters in which our Governors express themselves with all the resentment inspired by pranks which they consider as an insult to the Sovereignty of the King as well as the respect due his flag, and that, wishing to avoid anything official in my approach, I preferred to tone down the affair rather than make it worse.

The Minister did justice to my intentions as well as my procedure. He agreed that our ports, our roads and our coasts should be respected, and that once the Americans were in our waters their shelter should be sacred; he assured me that he would speak to Lord Weymouth and to the Admiralty without wasting time.

Of course, I did not want to leave any trace of doubt with respect to the words used by Lord Suffolk when he interrupted me so seriously, and I thought it was best not to be afraid and come back to this matter. I therefore confessed to him that I was quite surprised he had placed this matter first in reply to what I had to tell him, and I asked him if his intention was that I report it to my Court. The Minister answered that he mentioned this fact only to show me the necessity that compelled them to visit most strictly the ships bound for or coming from our Colonies; furthermore, that he did not impute this traffic of powder to the Government, but merely to individuals who found it to their interest to sell ammunition to the Americans as the inhabitants of St. Eustache and other islands do it.

My lord, this is what happened during my conference with Lord Suffolk on the subject which you had assigned to me. Lord North to whom I mentioned this assured me that since my last grievances new orders had been sent but that distances caused delays in their execution.

The frigate *Aldbrough* which ran aground recently in Plymouth was pulled out and towed into the harbor on the 2nd. Her crew relates that she went through our Squadron composed of 2 Ships of the line, 3 frigates, 2 Corvettes and three Transport ships which appeared to be sailing for the Coast of Guinea.

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

## 8 June

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN TYRINGHAM HOWE,  
H. M. S. *Glasgow*, PLYMOUTH SOUND<sup>1</sup>

You are hereby required and directed to repair with His Majesty's Ship under your command into Homoze where we have ordered her to be cleaned graved and refitted, stored for foreign Service, and her Provisions completed to six Months of all Species except Beer, of which she is to have as much as she can conveniently stow; and to be supplied with Wine or Spirits in lieu of the remainder.

Applying to the Commanding officer of His Majesty's Ships and Vessels at Plymouth for the security of your Men.

And returning when ready into Plymouth Sound, and remain there until you receive further Order. Given &c. the 8th June 1776.

Sandwich Palmerston H. Palliser

By &c. P.S.

1. PRO, Admiralty 2/101, 145.

*London Chronicle*, THURSDAY, JUNE 6 TO SATURDAY, JUNE 8, 1776

London [June 8].

On Thursday night advice was received, by express from Falmouth, that the *Glasgow* man of war was arrived there from Halifax. She was sent

with dispatches from General Howe, which were carried to the Secretary of State's office. She sailed from Halifax the 12th of May.

The following letter was received yesterday at Lloyd's Coffee-house, dated Bristol, June the 5th:

I hereby certify, that I sailed from Jamaica the 19th of April, in the ship called the *Mars*, and on the 4th of May, in lat. 29.40. and long. 67.30. I fell in with a letter of Marque sloop, bound from Rhode Island to Cape François, with a cargo of provisions, to purchase gunpowder, mounted with four carriage and 12 swivel guns, and 14 men. She hoisted Provincial colours, and ordered me to come on board in my boat, and bring my ship's papers and letters with me, or they would sink me. This I complied with, and then he sent a prize-master on board to take the command of my ship, and ordered him to keep him company. The next day my mate proposed to my ship's company not to work the ship, which they agreed to; the Captain made use of threats and promises, which had no effect on them; after many altercations, the Captain of the armed sloop, not having men capable of working or navigating my ship, he on the second day ordered me to go on board my ship, and permitted me to proceed on my voyage, and this morning I arrived in the port of Bristol.

Mag. Miller.<sup>1</sup>

It was reported yesterday that advice was received that Commodore Hopkins, with his squadron, consisting of nine ships, was seen within three leagues of St. Kitts, and that it feared he intended to pay that island a visit.<sup>2</sup>

Postscript.

London.

Advice is just received, that the following ships are taken by the Provincial privateers, viz. the *James*, Littledale, and *Norfolk*, Grindal, of Whitehaven; the *Henry and Esther*, Helles, and *Stakesby*, Watt, of London.<sup>3</sup>

Accounts received from on board his Majesty's ship *Glasgow*, say, that during the engagement with Hopkins, nothing could be supposed fiercer than it was. Hopkins's ships were full of men, and had they been under proper command, and exercised as in the King's service, it would have been next to a miracle for the *Glasgow* to have escaped. She had two ports beat into one, her masts wounded, her sails and rigging cut almost to pieces, yet she made shift to fight against, and get clear from, six vessels, who had above 600 men, and 104 guns, whilst the poor *Glasgow* had but 24 guns, and 125 men. Captain [Tyningham] Howe, (no relation to Lord Howe) who commanded her, has gained great credit by the affair.

1. The American was probably the armed sloop *Joseph*, Captain James Munro, which cleared Providence for Hispaniola, on April 20, 1776.

2. A rumor without foundation.

3. See Volumes 3 and 4.

10 June

"EXTRACT OF A LETTER FROM PORTSMOUTH, JUNE 10."<sup>1</sup>

Capt. [John] Boyle, in the *Hunter* sloop of war, is arrived here; he sailed from Quebec the 16th ult. and says, the *Surprize* arrived there the 6th of May, with the *Isis*, and several other ships, at the sight of which the Rebels immediately raised the siege, leaving behind them 20 pieces of cannon, 6 mortars, &c. The *Hunter* met the transports, having on board General Burgoyne and the Brunswic troops, in the river St. Laurence; so that, he says, there is no doubt but by this time the Rebels are entirely drove out of all Canada.

1. *London Chronicle*, June 8 to June 11, 1776.

"INVOICE OF 263 GUNS SHIPPED BY MESSRS SOLLICOFFRE FRÈRES &  
WILKIE OF MERSEILLES"<sup>1</sup>

Invoice of 263 Guns Shipped by Messrs Sollicoffre Freres & Wilkie of Merseilles on board the Brigantine *Grant* John Waldron Master by order of James Vanzandt bound for St Eustatia or St Martins on the Account & risque of Jacobus Vanzandt, Comfort Sands & J V DeBilt [Vanderbilt] of New York and goes Consigned to vizt

---

No 1 Cask Containing	98	Guns		
2 Chest	30			
3 ditto	40			
4 ditto	40	208 Guns with Brass-work a 15s		£3120
5 ditto	27			
6 ditto	28	55 Ditto New fashion'd Iron-wk		
	<u>263</u>	24s		<u>1320.</u>
	Charges vizt			4440.
[5 Ches]ts a 8	40			
[1 Cas]k	12			
[Stra]w Cloth Cord & Thread	49			
[Pack]ing	12			
[Porter]age to Warff	<u>6</u>	119		
several Sailors for work on board Ship while [illegible] getting out of the Harbour &C			} 33	
French Capt in attendance all Night [illegible] the vessel Piloting her &c			} 36	

Boats to carry the Boxes out of the Harbour	12	200
		<u>4640.</u>
Commission 2 pCent		92.16
		<u>£4732.16</u>
Errors Excepted Marseille 10th June 1776 –		
Sollicoffre Freres & Wilkie		

1. NYSL.

INVOICE OF 250 BARRELS OF GUNPOWDER SHIPPED BY  
SOLLICOFFRE FRÈRES & WILKIE<sup>1</sup>

Invoice of 250 Barrels Powder Shipped by Messrs [Sollico]ffre Freres & Wilkie Of Marseilles on board the Brigantine [*Grant*] John Waldron Master by order of James Vanzandt bound for St. Eustatia or St Martin, on the Accot and risque of Jacobus [Van Zandt] Comfort Sands & John V[ander] Bilt of New York & goes Consigned to Vizt

---

D G No 1 a 167	Barrels Powder Wt 20040 lb @ 20	£20040..–
D F 1 a 83	ditto Finer 9960 30	14940..–
250	Gratification to the Boatman	20..–
		<u>35000..–</u>
	Commission 2 pCent	700..–
		<u>£35700</u>
Errors Excepted Marseilles 10th June 1776		
(Signed)	Sollicoff[r]e Freres & Wilkie <sup>2</sup>	

1. NYSL.

2. Document charred during the fire at State Library, Albany, N.Y. It was pieced together from two invoices and filled in by comparison with a similar invoice for 263 guns. See preceding entry.

11 June

LORDS COMMISSIONERS, ADMIRALTY, TO COMMISSIONERS FOR VICTUALING  
THE NAVY<sup>1</sup>

Whereas you have represented to Us, by your Letter of the 7th instant, that Messrs Hanbury's and Lloyd have acquainted you that the present disturbances in America, have put it out of their power to furnish His Majesty's Ships at Virginia with fresh Beef agreeable to the Contract made with Messrs Capel and Osgood Hanbury, but that they are willing to procure whatever fresh Beef they possibly can for the use of His Majesty's Ships at Virginia, upon being allowed the same Commission as you have agreed to allow several Contractors in the other Colonies; And, that you are of opinion it will be adviseable to employ Messrs Hanbury & Lloyd to furnish the same til' further Order, since what fresh Beef can be procured in

those parts will be an advantage to the Service, by lengthening out the Supplies sent from England; We do hereby signify to you our approval of what you have proposed, and require and direct you to employ Messrs Hanbury's & Lloyd to furnish fresh Beef to His Majesty's Ships at Virginia upon Commission, until further Order, accordingly. Given &c. the 11th June 1776.

Sandwich Lisburn H. Palliser

By &c. P.S.

1. PRO, Admiralty 2/101, 153.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAINS ST. JOHN CHINNERY, R. N.,  
AND JAMES ROBERTSON, R. N.<sup>1</sup>

You are hereby required and directed, so soon as you shall have received on board the Ship you command, from the Head Quarters at Chatham, the Party of Marines mention'd on the otherside hereof, to proceed in her with all possible dispatch to Spithead, and remain there until you receive further Order. Given &c. the 11th June 1776.

Sandwich  
Lisburne  
H. Palliser

Captn Chinnery, *Daphne*, Nore

- 1. Serjeant
- 1. Drummer
- 12. Private

Captn Robertson, *Hound* Sloop, Nore.

- 1. Subaltern
- 1. Serjeant
- 1. Corporal
- 20. Private.

By &c. P.S.

1. PRO, Admiralty 2/101, 152.

M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

My lord,

London, 11 June 1776

Information received from Canada is becoming clearer. An officer, dispatched from Quebec on the 16th of last month on board the Corvette *Hunter*, brought yesterday letters from General Carleton dated on the 14th of the same month. They indicated that, upon the arrival of the first reinforcement brought by the ship *Isis* and a few Frigates or transport Ships, the Americans, numbering about three thousand, had decided to raise the siege on the 6th of last month. They abandoned their artillery and war ammunition. The Garrison made a sortie on the same day, the 6th of



May. However, this detachment must not have got too close to the retreating Americans since there was not a single man killed, wounded or made prisoner.

The essential thing is that Quebec is safe. On the 21st, the Corvette *Hunter* met the English troops and those from Brunswick under the Command of General Burgoyne sailing up the St. Lawrence. Counting this reinforcement and what may be obtained from Canada, General Carleton will soon be at the head of about ten thousand men in order to march on Montreal and attack the Lakes. It is assumed that the Americans will dispute every inch of the passage. General Burgoyne has with him 20 boats suitable for this expedition. They only need to be assembled and have the guns mounted. But a great number of other boats will be required to carry the troops, and it is expected that this expedition, subject to a number of difficulties, will require a considerable amount of time, even if we assume that it will be successful.

We have no confirmation concerning the capture of General Lee. We only know that badly needed arms and ammunition arrived in Virginia. As you can imagine, My lord, people say that we have sent them. But it matters little where the Americans obtained them as long as they have them.

From Halifax, we have reliable intelligence that General Howe's Army is in miserable condition. A number of the troops have to remain on board for lack of lodging ashore. The soldiers are suffering of dysentery and were on half-allowance until the arrival of the supply-ships which had fortunately reached Halifax before the departure of the Frigate *Glasgow* arrived on the 5th at Plymouth and which brought this news.

If General Howe's Army can not find billets in Halifax, it will be even worse off after the arrival of the Hessian troops; thus it can be expected that this Officer will hurry and begin operations in some more bountiful Province either by landing in Jersey or by making another attempt upon New York. Two of the ships which had left Boston with him fell into the hands of the Americans. One of them had a cargo of cloth exported from England and valued at thirty thousand pounds Sterling.<sup>2</sup>

The report made by the crew of the Frigate *Glasgow* on her fight against part of M. Hopkins' Squadron is quite different from the relation published in the *Gazette* of London. According to the information received from our correspondent in Plymouth who has it from the members of the crew themselves, the American Privateers attempted to board her several times, and she was able to get clear only by cutting off part of her stern, mounting a gun there and fighting her retreat. She only lost one man because the fire of the Americans was constantly directed at her rigging and her sails which were torn to pieces, as well as her masts which were badly damaged and delayed her passage greatly. Our Correspondent adds that she would have certainly been captured if other ships had not appeared during the pursuit. The Privateers had hoisted a Blood ensign and nailed it to the mast to show that they would not surrender. Hopkins himself did not want to get too deeply into the action because he carried an enormous quantity of

powder which had to be saved at all cost.<sup>3</sup> In addition, he brought back 200 pieces of cannon which he landed in the Province of Connecticut, and captured prize after prize on his way. It is even reported that he took a bomb-galiot.<sup>4</sup>

You know, My lord, that until now the Americans cruised only against the transport ships belonging to the Government, but since Congress received the Prohibition Act which authorizes the seizure of all American Ships, it authorized in return the capture of any English Ship wherever they may be encountered, except those which would bring war ammunition to the Colonies. This bait should cause the Privateers to multiply and should be detrimental to the trade of Great Britain in the West Indies.<sup>5</sup>

Through a resolution on the 6th of April, Congress has opened the Ports of the Thirteen United Colonies to Goods and Ships from all Nations. The only item not included is tea; the only Nation not included is Great Britain. This resolution, although it may arouse the speculations on the part of other trading Powers, especially those which have a great deal of natural resources and industry, would undoubtedly be of more value if it had been accompanied by the capture of Quebec; because, in order to trade with America, the latter must be independent, and it will become independent only through success on the battlefield. Among the resolutions carried on the same date, we find one which forbids the importation of slaves. If it is put into effect it augurs a sharp decrease in the crops of rice and tobacco.<sup>6</sup>

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

2. Brig *Elizabeth*, whose rich cargo was comprised chiefly of loot from the counters and shelves of Boston merchants.

3. The Continental fleet carried little powder. Most of the gunpowder had been removed from New Providence a few hours before the capture of the island.

4. The few prizes taken by the squadron included the bomb brig *Bolton*.

5. See Volume 4, 648-52.

6. *Ibid.*, 683-84.

*London Gazette*, SATURDAY, JUNE 8 TO TUESDAY, JUNE 11, 1776

Admiralty-Office [London], June 11, 1776.

By Letters from Captain [Charles] Douglas, of His Majesty's Ship the *Isis*, dated Quebec the 8th and 15th of May, received Yesterday by Captain [John] Hamilton, late of the *Lizard*, who arrived from thence in his Majesty's Sloop the *Hunter*, it appears that the *Isis*, which sailed from Portland on the 11th of March, having Succours on Board for the Relief of the Place, made the Island of St. Peter's on the 11th of April; that he had from thence with the greatest Difficulty, made his Way, pressing the Ship, by Force of Sail for Fifty or Sixty Leagues through large Fields of thick Ice; that on the 21st of April, when he got clear of the Ice, he made the island of Anticostie, and the same Evening entered the River St. Lawrence; that on the 30th he anchored in a Snow Storm near the Pilgrim Islands, and from thence, as the Storm cleared up, observed successive Smoaks from Cape to Cape, towards Quebec; and that, after various Obstacles from Fogs, Calms,

or contrary Winds, he arrived on the 3d of May near Isle aux Coudres, where he was joined by His Majesty's Ship the *Surprise*, and *Martin* Sloop, which sailed on the 20th of March from Plymouth, having likewise Succours on Board. Captain Douglas adds, that having secured here all the French Pilots, and every Hour becoming more and more precious, he gave Orders on the 5th of May to Captain [Robert] Linzee, of the *Surprise*, to make the best of his Way, and give Notice to Governor Carleton of the approaching Relief. Captain Linzee arrived in View of the Town at six o'Clock the next Morning; and after answering the private Signals from the Garrison, came to an Anchor in the Basin of Quebec, between the Rebel-battery on Point Levi and the Lower Town, where the *Isis* and *Martin* came to an Anchor also, very soon after; and the several Detachments they had on Board were immediately landed. Captain Douglas further observes, that the General wisely availing himself of the different Impressions which the Arrival of the Ships had made on the Minds of the Rebels, marched out to give them Battle, but that they as instantly retreated; on which Captain Douglas ordered Captain Linzee and Captain [Henry] Harvey, of the *Martin* Sloop, with a Province Armed Vessel, to proceed up the River as far as the Rapids, in Hopes to annoy them in their Retreat, which was attended with good Effect, as it hindered the Parties on the opposite Sides of the River from joining in their Flight towards Montreal. He represents their Flight to have been very precipitate, as they left not only their Cannon undischarged, their Ammunition, Scaling Ladders, Intrenching Tools, and Provisions, but even many of them their Muskets.

The *Surprise* and *Martin* were farther successful in taking an Armed Schooner belonging to the Rebels, carrying Four 6 Pounders and Six 3 Pounders, but the Men escaped into the Woods, they also recovered His Majesty's Schooner the *Gaspe*, which in the last Winter, had fallen into the Hands of the Rebels, and had been sunk by them, but was soon weighed and found to be not materially damaged. It also appears, from Captain Douglas's Letters, that on the 8th of May His Majesty's ship *Niger* arrived with Three Transports, having on Board the 47th Regiment, from Halifax; and that on the 10th, Captain [Skeffington] Lutwidge, of His Majesty's Ship the *Triton*, arrived with the *Lord Howe* and *Bute* Transports, having Troops on Board, together with the *British Queen*, *Agnes* and *Beaver*, Victuallers from England.

Captain Douglas speaks highly in Commendation of the Captains and Officers of the Ships employed to carry Succours, for their Perseverance and Exertion in the many Difficulties they had to encounter in the Passage through the Gulph, and in every other Part of the Service.

#### M. DE LOMBARD TO GABRIEL DE SARTINE<sup>1</sup>

My lord, In conformity with the instructions you sent to M. de la Porte in your dispatch of 31 May last, I fruitlessly made the most rigorous investigation in order to discover the Dutch ships which sailed recently from Am-

sterdam with a cargo of 40 thousand pounds of gunpowder destined for New England according to the English Minister Plenipotentiary.

Since the instructions which you had sent previously to this port, we took scrupulous care in order to prevent any ship from New England to take on war supplies of any kind. I shall be twice as careful in this matter and I shall keep a watchful eye on the destination of gunpowder which might be brought here by Dutch ships. I have the honor to be &ca.

[Endorsed] Copy of a letter written to M. de Sartine by M. de Lombard, Navy Commissioner in Bordeaux, 11 June 1776.<sup>2</sup>

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

2. *Ibid.*, Sartine forwarded this letter to Vergennes on June 16.

## 12 June

*London Chronicle*, TUESDAY, JUNE 11 TO THURSDAY, JUNE 13, 1776

London [June 12].

Orders are sent for the men of war now fitting out as a reinforcement to Admiral Gayton's squadron on the Jamaica station, to be in readiness for sailing by the beginning of next month.

### GABRIEL DE SARTINE TO VERGENNES<sup>1</sup>

Paris, 12 June 1776

I have the honor, Sir, to send you the reply which I received from the Navy Commissioner in Nantes concerning 45 thousand pounds of powder which recently left Amsterdam and which the Court of London believes to be destined to New England. However, you will see that M. Doyard does not believe it was part of the shipments received in this port during the month of May and that he will take great care to see that none is embarked for a foreign destination, as well as any war ammunition. I have the honor to be with sincere attachment, Sir, [&c.]

de Sartine

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

## 14 June

### "EXTRACT OF A LETTER FROM WHITEHAVEN, JUNE 14."<sup>1</sup>

On Monday morning arrived here a schooner, which sailed the 14th of May from Squam (it is a creek on the N.E. side of Cape Ann, a few leagues from Boston) commanded by Captains [William] Wood and [John] Robinson, whose ships, the *Jenny* and *Nelly*, were taken by the Provincials; as were also the *James*, [William] Littledale; the *Norfolk*, [Jonathan] Grindall; and the *Happy Return*, [James] Hall, all of this port. The above schooner was purchased by the Captains who came home in her jointly,

with Capt. Littledale and Capt. Nellis, of the *Henry and Esther*, of Whitby, who, with their people, being prisoners, had obtained leave to depart the continent, and take their passage for Great Britain.

This being granted, and the provisions laid in for the people, as they amounted to forty-eight, some disagreeable accounts coming to the Provincials they unbent the sails and took away her rigging, till they gave further permission. During this and sailing Capt. Littledale, Capt. Nellis, and a Mr. Wilson, who were coming home with them, were drowned by the boat oversetting in going on shore from the vessel. The schooner sailed the Monday following this accident, and off the banks of Newfoundland was boarded by his Majesty's ship the *Centurion*, Capt. Braithwaite [Richard Brathwaite], who pressed eleven hands out of her, his ship's company being then eighty short of complement.

When the schooner left Squam, upwards of thirty vessels were upon the stocks at Newbury, among which were one of 24 and another of 36 guns; one of 36 was launched a few days before a little to the northward of Newbury.<sup>2</sup> Ships, they were informed, were arriving there daily from Bilbao with gunpowder and military stores. The men of war sometimes pursue them to the mouth of the river, at the entrance of which there is a very bad bar, about three miles from the town. Numbers of people were employed at Newbury making saltpetre, of which one man will, with indifferent materials, make a pound a day.

1. *London Chronicle*, June 15 to June 18, 1776.

2. The Continental frigates *Boston* and *Hancock*, building at Newburyport, and the *Raleigh*, launched at Portsmouth.

*London Chronicle*, THURSDAY, JUNE 13 TO SATURDAY, JUNE 15, 1776

London [June 14].

Yesterday a full Board of Admiralty was held, when Capt. [John] Hamilton, of the Navy, who arrived with the Quebec news, was promoted to the command of a ship of 64 guns.

15 June

PHILIP STEPHENS TO JOHN ROBINSON<sup>1</sup>

Sir,

15 June 1776.

Having communicated to my Lords Commrs of the Admty your Letter of Yesterday's date, desiring to know for the Information of the Lords of the Treasury the Names of such Ships as are to Sail soon to join the Fleet with General Howe; I am to acquaint you that His Majts Ships named on the otherside hereof are intended to Convoy the Troops against their Names expressed from Spithead to the places of their respective destination. I am &c.

P. S.

<u>Guns.</u>	<u>Names</u>	<u>Commr</u>	
32	<i>Diamond</i>	Capt. Chs Fielding	} To Convoy the 2d Division of the Hessns to the Army with Genl. Howe.
32	<i>Lark</i>	Rd Smith	
32	<i>Ambuscade</i>	Jno Macartney	
20	<i>Unicorn</i>	Jno Ford	
32	<i>Amazon</i>	Maxm Jacobs	} Do 2d Division of the Brunswickers to Quebeck.
24	<i>Garland</i>	Rd Pearson	

1. PRO, Admiralty 2/552, 153.

#### VERGENNES TO M. GARNIER<sup>1</sup>

[Extract]

Versailles, 15 June 1776

There can be no better way of showing to the King of England our desire to perpetuate the good intelligence which exists than that of presenting to him the actions of subordinates which might disturb it. The English cruisers take certain liberties which might determine commitments against the wishes and will of the two Courts. I believe that it was not in a manner of reproach that Lord Suffolk mentioned to you the war ammunition which the Americans may have obtained from our islands, and that he does not wish to use it as an argument in order to justify the acts of carelessness on the part of their sailors who took it upon themselves to make incursions into our roads and under our guns. The English have encouraged illicit traffic as long as it was convenient for them, and they would like to stop it now that it has turned to their disadvantage; but greed will always be stronger than caution and human laws. We had a good example of this during the disorders in Corsica. The English merchants brought arms and war ammunition there with much publicity. We always understood that they were private and independent ventures, loathsome even to the Government. The King would be displeased to see his subjects taking the liberty to bring any form of offensive assistance to the Americans, and if they were caught by English ships in this illicit traffic they could expect no support nor help from us. However, I cannot help but note that Lord Suffolk, while mentioning their numerous cruises, gave us to understand that they also watched those of our ships which sail to and from our islands and carry arms and other war ammunition on board. But there is an essential difference which you will please to mark to the English Minister. I can conceive that vessels coming out of the Bahama strait on pretext of returning to Europe with rather large quantities of contraband may be presumed to deal in illicit traffic and be suspect enough to be stopped and subjected to the loss of their cargo, but I cannot understand on what grounds one could take the liberty to limit our direct trade with our islands, whatever the nature of the cargoes may be. What England considers as contraband in the

present circumstances is quite legal from one French possession to another French possession, and I remain convinced that if this matter were taken to any English tribunal, its decision would be favorable to us, but we cannot rely upon the wisdom of the British Government and believe that it would raise such a delicate question. Furthermore, the sea is free and we do not stand opposed to the British if they seize the American ships, even those which would sail under our flag, and prevent them from reaching our ports and returning to theirs; but our territorial waters must remain a sacred shelter for them.

I find easier to believe the disasters which General Arnold is said to have suffered before Quebec and which forced him to raise the siege than the arrival of the ship *Isis* which is said to have anchored at this place on 19 April; there is no previous example to the effect that the St. Lawrence is navigable before the end even of the month of May.<sup>2</sup>

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

2. Even though the April 19 date was in error, Vergennes was wrong in his surmise, as the *Isis* arrived early in May.

H. KATENKAMP, BRITISH CONSUL AT CORUNNA, TO LORD WEYMOUTH<sup>1</sup>

[Corunna] 15th June 1776.

Several masters of American vessels, in order to deceive His Majesty's ships of war, have of late made fictitious sales of their ships to British and Irish merchants established in this kingdom, and thereby continue their navigation with safety. An Irish merchant established at Ferrol acquainted me last week that he had made a purchase of the ship, the *King of Prussia*, of 300 tons burthen, belonging to Philadelphia,<sup>2</sup> and desired me to indorse the ship's Register to him, but suspecting the identity [*sic* authenticity] of the sale, I refused to do it, notwithstanding the offers that were made me, unless both the purchaser and captain would positively swear that no foreigner or inhabitant of the Colonies in rebellion held or retained any part, share or interest therein, with which they have not thought proper to comply.

1. Letters and Extracts from the Correspondence of Lord Grantham In Spain, January 1776 to June 1779, Sparks Transcripts, No. 23, I, 9-10, HU. Hereafter cited as Sparks Transcripts, Lord Grantham, HU.

2. The ship *King of Prussia*, W. Potts, master, entered Philadelphia just prior to October 18, 1775, *Pennsylvania Journal*, October 18, 1775, Inward Entries.

17 June

"EXTRACT OF A LETTER FROM CHATHAM, JUNE 17."<sup>1</sup>

Jahleel Brenton, Esq; is appointed to the command of his Majesty's ship *Pembroke* of 60 guns, now fitting out at this port, to serve as a hulk in America.

Thursday last [June 13] a detachment of marines of this division, consisting of one corporal and 20 privates, embarked on board the *Hound* sloop at the Nore, commanded by John Walters, Esq; Lieutenant of the said marines, who is bound for America.

The same day a detachment of marines, consisting of one serjeant and 12 privates, embarked at the Nore, on board the *Daphne* of 20 guns, also bound for America.

1. *London Chronicle*, June 18 to June 20, 1776.

"EXTRACT OF A LETTER FROM PORTSMOUTH, JUNE 17."<sup>1</sup>

Came into the harbour to dock and refit, the *Hunter* sloop of war, lately arrived from America. As the Light Horse arrive, they continue to ship them on board the transports for America.

1. *London Chronicle*, June 18 to June 20, 1776.

ORDERS TO CAPTAIN DE MONTEIL, *La Renommée*<sup>1</sup>

[Extract]

Marly, 17 June 1776

His Majesty having decided that the Frigate *la Renommée* will cruise off the coast of St. Domingue, he issues these particular instructions to Captain de Monteil in order to acquaint him with the nature of his mission and the line of conduct he will maintain with respect to the command of his frigate, his Crew, the victuals and the salutes.

As soon as the said frigate is ready and the winds are favorable, M. de Monteil is to get under way and leave the road of Brest. . . .

Upon his arrival at Port au Prince, he will communicate the present Instructions to the Commandant of the Colony and M. de Vaivren, Intendant, and he will comply with the orders contained in his particular Instructions relative to his operations and his cruise while he will be stationed in this Colony.

One of the main objects of M. de Monteil's mission during his cruise is to stop the trade which foreigners might try to carry in to St. Domingue. In this end, His Majesty orders him to remain constantly at sea and to put into ports and roads only when he will receive special orders in writing from the said Commandant a copy of which he will send to the Secretary of State in charge of the department of the Navy upon his return in order to establish the length of his calls as well as the extraordinary expenses which they may have caused. . . .

The campaign of the frigate *la Renommée* will last seven months as of the date of her departure from Brest. . . .

He will salute all the ships of the crowned heads flying our flag or some other mark senior to his. However, he will not salute English ships regardless of their flag and he will not request to be saluted by them; he will act likewise if he has to put into the places and dominions of the King of England.

1. AN, Marine, B<sup>4</sup>, 128, 98-99, LC Photocopy.



Image unavailable.  
See the printed volume.

18 June

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL SIR JAMES DOUGLAS,  
PORTSMOUTH<sup>1</sup>

You are hereby required & directed to send to North America by the Ships mentioned on the otherside hereof, in the proportions against their Names express'd, One Hundred of the Landmen borne as supernumeraries on board the Guardships at Spithead, to serve on board such of the Ships under the command of Lord Howe, as his Lordship shall judge proper towards completing their respective Complements, taking care, that they are healthy able bodied Men, and causing Pay Lists to be made out for their Wages, from the days of their original Entrys, to the day of their removal into the said Ships, where they are to be borne as supernumeraries for Wages & Victuals, Til otherwise disposed of by the directions of Lord Howe. Given &c 18th. June 1776.

Sandwich Palmerston Lisburne

By &c P.S.

<u>Ships</u> .....	<u>No of Landmen.</u>
<i>Diamond</i> .....	20.
<i>Ambuscade</i> .....	20.
<i>Lark</i> .....	20.
<i>Unicorn</i> .....	10.
<i>Amazon</i> .....	20.
<i>Garland</i> .....	10.

1. PRO, Admiralty 2/101, 177-78.

WILLIAM KNOX, UNDER SECRETARY OF STATE, TO LORD DUNMORE<sup>1</sup>

My Lord,

Whitehall 18th June 1776.

Lord George Germain being gone into the Country for a few days, it is my Duty to send Your Lordship the inclosed Copy of His Lordship's Letter of 22d May,<sup>2</sup> which will inform Your Lordship of the Loss of your Dispatches by the *Duke of Cumberland* Packet; and I have the honor to acquaint you, that this Packet is principally dispatched for the Purpose of affording Your Lordship, and His Majesty's other Servants in the Southern Colonies, an Opportunity of transmitting an Account of such Occurrences as you shall judge it of importance to communicate to Lord George Germain for His Majesty's Information. I have the honor to be &c.

W. Knox

1. PRO, Colonial Office, 5/1353.

2. Germain's letter was dated May 21, not May 22, 1776.

19 June

DR. BARBEU DUBOURG TO VERGENNES<sup>1</sup>

Monseigneur

Paris 19th June 1776

I have this morning seen M. de Gribauval,<sup>2</sup> who, interesting himself much in the fate of our friends in America, into whose secrets he has been initiated by the Count de St Germain, is very uneasy on their account because of the advance of the English by way of Canada. He fears lest they may be forced to bend beneath the yoke of the Mother Country if they are not promptly and efficiently succoured. Consequently, having meditated thereon, he thinks it would be very possible to transmit to them what they need the most urgently in order to make a stand against their enemies; and he is persuaded that I would experience little or no difficulty therein on the part of the Minister for War provided I found some source elsewhere to furnish the expenses of transport. There are in the Royal arsenals more than 300 or 400 pieces of cannon of No. 4 calibre, (the most necessary in their position) not at present in use for the service of the State, which could be sold to Spain to be forwarded to Havanna, and which any merchants would purchase at Havanna for the neighbouring Continent. It would only be a question of filing off the *fleurs de lys* or double *L's*. They would soon be replaced by new castings, and the merchants would send over for their discharge as soon as possible a sufficient, or more than sufficient, amount of produce of the new Continent, as for instance 4 or 5 millions of tobacco the sale of which is assured beforehand by my arrangements with the Farmers General. He wished then that I would make the application for them at once to the Count de St. Germain, not being able for his part to undertake more than to support it well. Not having the honour to be known to that gentleman I have no hope but in your goodness, Monseigneur, — if you would condescend to inform him of it in order that I might gain admission to present to him my humble petition upon this subject, we could find means to smooth away all difficulties; we should not want for officers for the service of this artillery; M. de Gribauval, already authorized to grant leave for this service, would choose them himself; and I do not believe M. Penet so destitute of means as not to furnish with ease all the unforeseen expenses. I shall write to him tomorrow. I have the honour to be with the most profound respect Monseigneur [&c.]

Barbeu Dubourg

1. Stevens, ed., *Facsimiles*, No. 570.

2. Lieutenant General Jean-Baptiste Vaquette de Gribeauval, Director General of Artillery.

20 June

"REMARKS ON THE STATE OF HIS MAJESTY'S FLEET"<sup>1</sup>

June 20th 1776.

We have now 29 Ships of the Line compleatly fitted as Guardships, which, with the aid of a Press, might be all at sea in a Fortnight.

There is one additional Guardship of 74 Guns ordered to be got ready to receive Men.

All our Frigates (that do not want considerable repair) including Ships of 50 Guns, and Two of 64, are in America, or appropriated for the American Service, so that we have nothing left for our Home Stations except 2 Frigates of 32 Guns, 8 Sloops, & 9 Cutters; These, together with 20 Tenders, will be disposed of to the best advantage for raising voluntier Seamen, and for beginning a Press whenever that Measure is found necessary; and for the same purpose we have Rendezvouz's with proper Officers in 20 of the Out Ports, besides a Regulating Captain & several Lieutenants under him in the Port of London.

Besides these Vessels stationd at home, there will seldom be less than 5 or 6 Frigates in England fitting out for America, or of those that from time to time will be coming home to refit

I suppose we have above 30,000 Men now employed, of which, about 15,000 on the American Service, 8,000 at home, and the rest on the several foreign Stations.

In case of a War 20 Ships of the Line may be depended upon as ready for Sea (if there is no difficulty about getting Men) within a Year from the time of their receiving Orders to fit out; but it must be observed that it will usually require a Month to prepare each Ship for receiving Men, and at least two Months more before she will be manned and ready for Sea.

What I would propose should be done, in case upon consideration it is judged that the French & Spanish Equipments deserve our immediate attention, is, first, to order one additional Guardship to be commissioned at each Port, which, if the *Asia* of 64 Guns returns from America this Year, will make 24 Line of Battle Ships ready for Sea.

I would give immediate Orders for 12 Line of Battle Ships more to be got in readiness to receive Men, which would put them in the State we suppose the Fleet at Brest now to be in, as far as the preparation of the Ships in the Dock Yards; for it is to be apprehended, that they can raise Seamen to a certain number much faster than we can.

The Workmen in the Yards to be allowed to work double Tides

The Marines to be augmented from 90 to 100 private per Company.

To go on raising Voluntier Seamen.

To prepare measures for a Press with Secrecy that it may be carried suddenly & effectually into execution, in case the Answers & intelligence we receive from Foreign Courts are not satisfactory.

It must be observed that by these preparations we shall considerably exceed the Number of Seamen voted, and incur a large expence in fitting the Ships.<sup>2</sup>

1. Fortescue, ed., *Correspondence of George III*, III, 378-80.

2. *Ibid.*, 380, this statement and proposals, apparently prepared at the Admiralty, were presented and acted upon at a Cabinet meeting the same day.

BRITISH INTELLIGENCE REGARDING FRENCH AND SPANISH  
NAVAL PREPARATIONS<sup>1</sup>

20th June 1776

By the Advices from Rotterdam and other Intelligence received, it appears

That the French have now at Sea a Squadron consisting of

1 Ship of	74 Guns
2 -----	64
6 Frigates	
6 Sloops &	
2 Cutters.	

manned as in time of War

That orders are sent to Brest *de pourvoir a leur besoin*, or, to forward, so as that they may be ready to sail in 15 days after receiving the definitive Orders from Court,

1 Ship of	90 Guns
3 -----	80
7 -----	74
1 -----	70
7 -----	64
2 -----	50
11 Frigates	from 32 to 26 Guns

That 2,000 Workmen of one sort or another are expected at Brest.

That 4000 Sailors are ordered for that Department, and are daily passing thither.

That Orders are also sent to Rochfort & Toulon to visit all the Ships & Frigates at those Ports, & to put such of them as are good, into a condition to be armed; to which end they work without intermission at the last mentioned Port, the number of Workmen *there* being also increased, particularly in Ropemakers & Coopers, and the Bakers kept fully employed.

It also appears that orders have been given for fitting out at Brest Rochfort & L'Orient for the East Indies

2 Ships of	64 Guns
1 -----	56 &
2 Frigates	

and that one of the ships of 64 Guns & the two Frigates are actually sailed for the Isle of France with Troops, a great quantity of Bomb Shells, Shot, Powder & on board.

And it farther appears that Reinforcements have been sent this Year to their West India Islands, which, with the Troops that were already there, amount to about 7000 Men.

With respect to the Spanish Equipments it appears, about the latter end of April,

That they expected at Cadiz 10 Ships of the Line and 4 Frigates from Ferrol

That officers & Petty officers were to be sent from Cadiz to Ferrol towards manning those Ships and Frigates.

That on the 8th of May 2 Ships of the Line sailed from Cadiz with the Flota

That an Edict has been published for all the Registered Seamen to appear at the proper Office in three days under pain of death.

That on the 20th of May a Squadron sailed from Cadiz under the command of a Rear Admiral, consisting of

5 Ships of 70 Guns

2 Frigates of 26.

2 Sloops of 10

1 Xebeck of 30

the destination of which was kept secret,

That there remained in the Bay of Cadiz

2 Ships of 70 Guns

1 Frigate of 26.

That Orders are sent to Ferrol to hold all the Ships *there* in readiness to be armed, if there should be occasion for it, & that the Cadiz Squadron is to be increased to 15 Ships of the Line, besides Frigates.

It also appears they are preparing at Barcelona a number of Tents, a great Train of Artillery, Baggage Waggon & all sorts of Necessaries.

By these Intelligences it appears that France & Spain have, or will soon have a larger number of Ships in Commission in Europe than we have, and that they may have double the number unless we immediately take proper measures to keep pace with them in our Equipments.

1. Fortescue, ed., *Correspondence of George III*, III, 380-82.

*London Chronicle*, TUESDAY, JUNE 18 TO THURSDAY, JUNE 20, 1776

London [June 20].

It was yesterday reported in the city, that Commodore Hopkins, with nine ships under his command, had landed in the island of Bermudas, and carried off all the valuable goods he could meet with whilst he staid, which was three days.<sup>1</sup>

1. While this report was without foundation, it illustrates the uneasiness created in London by news of Hopkins' amphibious assault on New Providence. The *Public Advertiser*, July 29, 1776, carried another: "a British fleet was totally defeated by Admiral Hopkins upon the 23d of June, after a dreadful slaughter on both sides."

## 21 June

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN MAXIMILIAN JACOBS,  
H. M. S. *Amazon*, SPITHEAD<sup>1</sup>

Whereas it is intended that the Transport Vessels  
mentioned in the Margin having on board 447 German  
Recruits and also a Detachment of His Majesty's British

*Mary and Ann*  
*George and Molly*

*Mediator*  
*Favourite*  
*James*  
*British Queen*

Troops consisting of Six Officers and Sixty Private destined for the several Regiments of Foot serving under the Command of General Carleton in Canada, shall proceed to Quebec in the River St Lawrence, under Convoy of the Ship you command: You are hereby required and directed to take them under your Convoy, and see them safe to Quebec when you proceed thither

And it being intended that the Transports having on board the Regiment and Artillery of the Prince of Waldeck which you were directed by our Orders of the 19th instant, to take under your Convoy shall proceed under Convoy of Captain [Charles] Fielding of His Majesty's Ship the *Diamond*, to join the Army under the command of General Howe, You are to leave them to proceed under the Convoy of Captain Fielding accordingly. Given &c the 21st June 1776.

J: Buller Lisburne H. Palliser

By &c P:S:

1. PRO, Admiralty 2/101, 186.

ARTHUR LEE TO BEAUMARCHAIS<sup>1</sup>

No 4.

London June 21st 1776

In Cyphers

The Army of England in America consists of forty thousand Men and their fleet of one hundred Ships, of which but two are of seventy four Guns. Their Officers both by Sea and Land, and Engineers are good; they are well supplied with Artillery and Stores. Consider then, Sir, how difficult it will be for the Americans to resist such forces, "if they are not assisted by France with Officers, "Engineers and large Ships of War." You may send them out without the least risque. Ten French Ships of War dispatched secretly to the Cape or Martinico, and joined with the American Fleet might scour the American Coast, and destroy the whole English fleet, dispersed as it is at present, On which the land Army deprived of succour would be easily defeated. And by this shock the English Marine would be mortally wounded. Do you fear that this will kindle a War between the two Nations? But how will England be able to support a War without Fleets, without Colonies, without Seamen, and without resources? On the contrary, if you suffer America to fall again under the dominion of England, the latter will for ever be invincible.

Adieu

[Copy]

1. Henry Laurens Papers, Letters to Secret Committee, &c, 1776, SCHS. Again in this letter Lee used the cover name "Mary Johnstone" and addressed Beaumarchais as "Hortalez."

*London Gazette*, SATURDAY, JUNE 22 TO TUESDAY, JUNE 25, 1776

At the Court of St. James's, the 21st day of June, 1776:  
Present, The King's Most Excellent Majesty in Council.

Whereas His Majesty was graciously pleased, by His Royal Proclamation, bearing Date the 22d Day of March last, to promise and declare, That the Bounties of Three Pounds for every Able Seaman, and of Two Pounds for every Ordinary Seaman fit for His Majesty's Service, should be paid, in the Manner thereby directed, to every such Able and Ordinary Seaman not above the Age of Fifty, nor under the Age of Eighteen Years, who should, on or before the Thirtieth Day of April then following, enter themselves to serve in His Majesty's Royal Navy either with the Captains or Lieutenants of His Majesty's Ships, or the Chief Officers on Board such Tenders as should be employed for raising Men for the Service of the Royal Navy: And whereas the Time thereby limited was, by Order in Council, prolonged and extended from the said Thirtieth Day of April to the Thirtieth Day of this Instant June. And it being judged expedient for His Majesty's Service that the said Bounties should be continued to be paid for some longer Time: His Majesty, with the Advice of His Privy Council, doth therefore Order, and it is hereby accordingly Ordered, that the Time limited for Payment of the said Bounties be prolonged and extended from the said Thirtieth Day of this Instant June, to the Thirty-first Day of August next inclusive: Whereof all Persons concerned are to take Notice, and govern themselves accordingly.

G. Chetwynd.

VERGENNES TO M. GARNIER<sup>1</sup>

[Extract]

Marly, 21 June 1776

Already some time ago, Sir, I told you that the English Ministers form conjectures about what we do from what they themselves would do if they were in our place, and they are convinced that any form of assistance received by the Americans comes from France. I shall not deny that some help may come from France. Our merchants like to make money as well as those of other nations; and I am sure that the English merchants themselves do not fail to act likewise in spite of the much stricter prohibitions to which they must be subjected. Furthermore, there is no such thing as contraband on land, everything there is merchandise. Only at sea, and according to its destination, may a certain merchandise be called contraband. We do not protect those who carry it; we do not stand against the English if they seize them; we would not protect any French subject who would be caught in this illicit traffic, with the exception of course of their passage from France to our islands, or any port under the sovereignty of the King. I have made myself sufficiently clear with respect to all this in my last dispatch, Sir. Furthermore, if the English fear that the Americans obtain assistance from us



by way of trade, our market is open to them as well as the others. Whoever can pay the most can be assured of the preference.

I have seen the resolution passed by Congress on the 6th of April last to open the ports of the thirteen united Colonies to the vessels and merchandise from all nations, with the exception of the English and tea. I do not believe that there will be many people interested in this venture: the risks outweigh any possible advantages since it is most probable that the English who have not yet recognized the independence of America would seize indiscriminately any vessel entering or leaving American ports on pretext of illicit trade. Something else seems to require more attention: it is the order issued by Congress to its ship-owners to chase indiscriminately all English vessels in all parts of the world. The desire to make captures more easily may attract Privateers in the European seas where the English are less on their guard and it will be rather embarrassing to decide what to do if they want to send their prizes to our ports for security. With respect to all civilised nations, the Americans to this day are only in a state of open rebellion against their legitimate master. This does not keep them from finding shelter in our ports for themselves, their ships and their goods; we continue to consider them as English subjects and we let them enjoy all the rights attached to this quality; but in what light shall we look upon the prizes they will most certainly capture if these are claimed? Since it is most likely that this probable contingency has already been the object of reflections on the part of the English, you will please to inform me of any sensible or reasonable comments you may hear on this subject. . .

M. de St. Paul is worrying again; he sees fleets being armed in our ports as well as everything which his imagination, exalted by nature, may suggest to him. Nothing of the kind is taking place, we wish to be ready for any eventuality and our caution has no other purpose but that to assure our safety in all possible events.

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

22 June

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN CHARLES FIELDING,  
H. M. S. *Diamond*, SPITHEAD<sup>1</sup>

Whereas Lord George Germain, one of His Majesty's Principal Secretaries of State, hath, by his Letter of Yesterday's date, signified His Majesty's Pleasure that the Transport Vessels having on board the 2d Division of the Hessian Troops, the Regiment and Artillery of the Prince of Waldeck, the 16th Regiment of Light Dragoons, the Remount Horses for the 17th Regiment of Light Dragoons, and the Draught Horses for the Baggage and Artillery of the Army, as also the Transports named in the Margin having on board 402 German

*Minerva*  
*Neptune*  
*Matty*  
*Jane & Isabella*  
*Elliot*

Recruits and two Officers, should proceed under proper Convoy to join the Army under the command of General Howe, with all possible dispatch; and whereas we intend that His Majesty's Ship under your Command together with the *Lark*, *Ambuscade*, and *Unicorn* (whose Commanders are directed to follow your Orders) shall proceed with the said Transport Vessels to the place of their destination: You are hereby required and directed to take His Majesty's said Ships under your Command together with the several Transports abovementioned (Lists of which you will receive from their respective agents who are likewise directed to follow your Orders) and, so soon as they are assembled at Spithead and ready to sail, You are to put to Sea with the first opportunity of Wind and Weather and proceed according to the secret Instructions which you will find contained in the inclosed sealed Pacquet.

*John*  
*Chambri*  
*Susannah*

And it being intended that the Transport Vessels named in the Margin, which are to receive on board at Chatham and Dover British Recruits for the army under General Howe, shall also proceed under your Convoy, in case they arrive at Spithead before you are ready to sail, You are accordingly to take those Transport Vessels under your Convoy in case they arrive in time, but not to wait for them after the other Vessels are ready.

*Triton*  
*Generous Friend*  
*Tuscany Frigate*  
*John*  
*Nancy*  
*Sally*  
*Wolf*

You are likewise to take under your Convoy the Victualling Ships named in the Margin which are now at Spithead an[d] any others that may arrive before you sail, as also any Storeships or Victuallers belonging to the Navy, Ordnance, or Treasury Departments, that are to join the Fleet under the command of Lord Howe or the Army under the command of General Howe, and also other Vessels bound to North America that may be ready and willing to accompany you; transmitting to us, before you sail a List of the names of all the Ships and Vessels under your Convoy with the names of the Masters, and the number of Troops or the nature of the Lading, they have on board.

And we having given directions for the *Jane* Transport laden with Waggon[s] and Stores for the use of the Army under General Howe, to proceed from Plymouth to join you at Spithead You are to take her also under your Convoy in case she arrives in time or

you should meet with her in your way down Channel.  
Given &c the 22d June 1776.

Palmerston Lisburne H. Palliser

By &c G:J:

1. PRO, Admiralty 2/101, 188-90.

PHILIP STEPHENS TO CAPTAIN CHARLES DOUGLAS, R. N.<sup>1</sup>

Sr

22 June 1776.

I recd on the 10th Inst by Capt Hamilton your Letters of the 8th & 15th of last Month; the former giving an Account of your arrival at Quebec on the 6th in the *Isis*, together with the *Surprize* & *Martin* Sloop, after having forced with the utmost difficulty a passage through large fields of Ice, & of the happy consequences which attended it; the latter acquainting their Lordships with the arrival of the *Triton* & *Niger* with several Transports & Victuallers & of your proceedings since the raising the Siege of Quebec; And having laid your said Letters before my Lords Commrs of the Admty, I have it in command from them to acquaint you, that they cannot too much approve of the indefatigable zeal & the diligence with which you & the rest of the Captains of His Majts Ships & Vessels pursued & effected so difficult a passage with such Credit to yourselves & advantage to your King & Country. This you will take care to make known to them.

Their Lordships have the highest satisfaction in the Accots they have received of the meritorious Service of the Navy Battalion formed by Capt Hamilton, and intending to appoint him to the command of a Ship at home, have signed a Commission for Capt Mackenzie to be Capt of the *Lizard*, as also one for Lieut Boyle of the *Isis*, who brought the *Hunter* to England, to be Commander of her in the room of Captain Mackenzie. Their Lordships have likewise signed Commissions for Lieuts. McEvoy and Berkeley to be 1st & 2d Lts of the *Isis*, and Mr Butler, late master, to be 3d Lieut of her; And my Lords intending also to provide for Mr [William] Fooks 1st Lt & Mr John Thompson Master's Mate, of the *Lizard*, at home; I am to signify their Lordships direction to you to send them to England by the first opportunity, and to acquaint you, that they have signed Commissions for Lts Maclellan to succeed Mr Fooks & for Mr Starke, who had been ordered by Capt Hamilton to act as Lieut of the *Lizard*, to be 2d Lieut of her in the room of Lieut Maclellan, all which Commissions, except Capt Boyles, will be sent to you by this conveyance, to be delivered to the Persons for whom they are respectively designed.

My Lords understanding, by your last Letter, that Genl Carlton is desirous that Mr Starke should command, as Lieut, the Schooner which has been taken from the Rebels, I am to acquaint you that they have authorized Vice Adml Lord Howe, Commr in Chief of His Majts Ships & Vessels in No America, to purchase the said Schooner for His Majesty, and have recom-

mended it to his Lordship to appoint Lieut Starke to command her, and fill up the vacancy which will thereby be made in the *Lizard*.<sup>2</sup>

Their Lordships have promoted Lieut Nunn to the command of the *Beaver* Sloop & intend to send her out to him, with which they have acquainted Lord Howe, that he may appoint a Lieut to command the *Magdalen* Schor in his room.

Their Lordships have also promoted 2d Lieuts Brown & Strickland of the Marines, serving on board the *Lizard*, to 1st Lieutenancies, which you will please to signify to them.

And, in consequence of what has been represented to the Earl of Sandwich by Genl Carlton, and by yourself in your last mentioned Letter, their Lordships will lay before His Majesty the Case of the several Officers of the Navy Battalion with respect to the Allowance of Pay they crave while they served on Shore.

I have nothing further in command from their Lordships but to acquaint you, that they cannot approve of your hoisting a broad pendant, much less of your appointing a Captain to serve under you in the *Isis*, and that if you have done so, it is their direction that you do immediately recall the Appointments you may have made upon that occasion. I am &c

P. S.

Capt Douglas of His Majts Ship *Isis*,  
& Senr Capt of His Majts Ships at Quebec.

(By the *Amazon*.)

1. PRO, Admiralty 2/552,202-05.

2. *Ibid.*, 200-01.

## 23 June (Sunday)

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE<sup>1</sup>

My Lord

23d June 1776

I have now the honor to acquaint your Lordship by direction of my Lords Commrs of the Admty that His Majts Ship the *Repulse* sail'd from Spithead on the 26th of last Month having under Convoy the Transports Storeships and Victuallers whose Names are in the List you will please to receive in this

The *Diamond* with the *Lark Ambuscade* & *Unicorn* have orders to proceed & take under Convoy the Transports which carry the 2d Division of Hessian Troops The Regt & Artillery of the Prince of Waldeck; the 16th Regt of Light Dragoons; the Remount Horse for the 17th; And the Draught Horses for the Baggage & Artillery of the army serving with Genl Howe; as also the Transports having 402 German Recruits on board. They take under Convoy likewise the Seven Vic-

*Triton*  
*Generous Friend*  
*Tuscanny Frigate*  
*John*  
*Nancy*

Sally  
Wolf.

tuallers named in the Margin loaded with Provisions for the use of the Fleet, and the whole will sail from Spithead as soon as the Wind permits: Three other Victuallers are daily expected. Vizt *Northam*, *Edward & Adventure*, And if they arrive in time will proceed with the same Convoy, as will three more Transports Vizt. *John*, *Chambre*, *Susannah* havg British Recruits on board for Genl Howe's Army, but this being uncertain the Convoy is ordered not to wait for them

My Lord having been informed by the Lord of the Treasury that there are a number of Victuallers at Cork laden with Provisions & Stores for the use of the aforementioned army they have directed Capt Jordan of the *Galatea* to repair thither, & taking them under Convoy proceed on the 1st of July to Halifax, where he is to leave the said Victuallers or proceed with them to such Port or place as he shall learn by directions, which it is expected he will find the Army is removed to.

Besides the Supplies in the Army Victuallers above-mentioned my Lords have understood it is intended that the like shall be repeated at the expiration of every following 14 Days, or as near to that period as the same can be done; which it is thought fit I should intimate to your Lordship as you may expect Convoys will from time to time be appointed to see the Ships which carry such supplies safe to the place of destination.

The Second Division of the Brunswick Troops & the Hannan Artillery with a party of 447 German Recruits & a detachment of British Troops consisting of Six Officers & Sixty Private intended to join the Army serving in Canada being embarked, my Lords have ordered Capt Jacobs of the *Amazon* with the *Garland* to take the Transports which have the said Troops on board under Convoy to see them in safety to Quebec, with all such Storeships & Victuallers belonging to the Navy, victualling or the Ordnance Departments as may be destined to Canada.

Having now acquainted your Lordship with the Convoys which have sail'd, or that are ready to sail, since your departure from England I have only to add on this Subject that as soon as the said Services are performed the Captains of the several Ships aforementioned are ordered to join the Squadron under your command & follow your Orders for their further proceedings.

Their Lordships have thought fit to order His Majts Ships the *Pembroke* & *Boulogne* to be fitted to proceed to Halifax, where the former is to serve as a Sheer Hulk & the latter lay in the Harbour to be employ'd on such Services as she may be applicable to: And to be established whilst they serve as such with the Officers & Men as follows

<u><i>Pembroke.</i></u>	<u><i>Boulogne</i></u>
1 Boatswain & Servant	Do
1 Carpenter & Do	Do
40 Seamen	10
44	14
Guns 20 upper Deckers	Guns as opposite

And in order to assist in Navigating the said Ships there will be employed in them respectively the additional Officers & Men as under.

<u><i>Pembroke</i></u>	<u><i>Boulogne</i></u>
1 Lieut & Servant	1 Lieut & Servant
1 Clerk to Do	1 Clerk to Do
1 Master & Servant	1 Master & Servant
4 Petty Officers	4 Petty Officers
1 Surgeon & Servant	1 Surgeons Mate
1 Clerk & Servant	1 Cook & Servant
103 Seamen	54 Seamen
116	66

With respect to the additional Officers it is their Lordships directions that you send them to England by the first opportunity that may offer: But as to the Petty Officers & Seamen they leave it to your Lordship to dispose of them amongst the Ships under your command in such way as your Lordship shall find necessary with the others whom I shall have occasion to mention in a subsequent part of this Letter.

Their Lordships with a view to benefit the public all they can by the Service of these new Ships have directed the Navy Board to provide & send in them as many large Masts & other Stores as they can take in; And knowing from the representations before them of the State of Stores at Halifax, the very great advantage it must be to have the Magazines there replenished as largely, and in as short time as is possible, they have further directed them to take up two Storeships of about 300 Tons each & load them with the utmost expe-

dition with every assortment proper for the use of a Fleet, & which they hope may be in readiness to sail by the middle of August next.

By means of these; and the Supplies which are likewise ordered to be sent to Antigua & Jamaica for the refitting such Ships & Vessels as you may send to those places for that purpose, their Lordships hope the Service so far as respects the supplying the Fleet with Stores, will be effectually answered & the Ships thereby kept in continued employ

Vice Adml Shuldham representing in his last Letters, as Vice Adml Graves had done before, the want of ordnance Stores for supplying the Fleet at Halifax & the same was signified to the Master Genl of the Ordnance, & having received an Answer thereto I sent your Lordship a Copy thereof for your information on this Subject, desiring at the same time to refer you to a Letter to Mr Shuldham of the 27th March Copy of which was given to your Lordship, by which you will observe that every thing in their Lordships power respecting the Ordnance Articles has been duly attended to

Mr Shuldham having also taken Notice in his Letters that some of the Ships are short in their Complements of Marines; Their Lordships command me to acquaint you that it is their intention to send out Marines to compleat the respective Ships Complements so soon as the numbers at Quarters will enable them to do so.

Their Lordships upon reviewing the Complements of such of the Schooners, & other small Vessels, which at present bear 30 Men only; reflecting also upon the Services to be expected from those Vessels, think it may be of advantage to have their Complements encreased to Forty Men each, they therefore, if your Lordship shall coincide in opinion with them herein, command me to authorize you to increase their Complements accordingly.

Lord Geo Germaine having transmitted to my Lords the extract of a Letter his Lordship has written to Genl Carleton & to Genl Howe respecting the return to England of such Transports as can be spared from the Services of the Armies under their respective commands, I send you by their directions a Copy of the said Extract & am to recommend it to your Lordship to do every thing in your power toward carrying Lord George's directions into execution: and for your further information your Lordship will receive also a Copy of

my Letter on this Subject to the Senior Officer in the River St Laurence with a Copy of the Order therein re-ferr'd to their Lordships wishing in a matter so very important as this is, that you may see the same in its fullest light. What more I have to observe is their Lordships desire that in sending home such of the British Transports as can be spared your Lordship do give preference to those which have been longest abroad and are most in want of refitting.

Mr Shuldham has very strongly stated to their Lordships the distress that may attend his Majestys Ships Stationed in No America, from the impossibility of procuring Men to keep up their respective Complements: but they hope from the great number of American Ships lately taken on that Coast, his apprehensions on that head have been obviated, as by Virtue of the prohibitory Act a power is given for putting the Crews of Prizes on board His Majestys Ships where they are to be considered as much in the Service of His Majesty as if they had enter'd into it voluntarily: Which their Lordships doubt not you will observe, & comply with, as far as necessary to compleat the Complements of Ships which may be deficient – Nor can they doubt in your Lordship's doing this but you will Order a preference to be given to those Men who are Natives of Great Britain or Ireland should the number that may be taken be more than enough to compleat the Complements of the Kings Ships as aforementioned, it may be proper to send the overplus to England, as opportunities offer of Ships returning, in lieu of the Marines, which may be left to do Duty with the Battalion on Shore; But if in the event the number of Men taken in Prizes shall be more than can be disposed of in the modes above provided for, and by their increase they should become inconvenient, My Lords Command me to say, that under such a circumstance they see no impropriety in your ordering such Men to be set on Shore in any part of America Your Lordship shall approve of

However their Lordships not chusing to trust too far to those Supplies which may arise from Men procured from prizes have besides the Men put on board to assist in Navigating the *Pembroke* & *Boulogne* ordered one Hundred Landsmen to be sent out in the numbers, and on board the Ships mentioned in the Margin to be disposed of in the Ships Your Lordship may think fit,



*Ambuscade* 20  
*Lark* 20  
*Amazon* 20  
*Unicorn* 10  
*Garland* 10

and by which their Lordships hope the Ships will be completed with such Men as may be confided in.—

The *Glasgow* which was sent to England to repair the damages she received in Action with five Rebell Cruizers, being arrived at Plymouth, And the *Hunter* which came with Dispatches from Quebec being arrived at Portsmouth, My Lords have order'd them to be immediately Refitted & so soon as the same is done they will be returned to serve as part of the Fleet under your Lordships command &c P S

Vice Adml Lord Howe in North America

Sent to Sr James Douglas, 23 June at Nine oClock P M

By Butler the Messenger, to go by the *Diamond*

Duplicates sent 25th June by the *Galatea*

1. PRO, Admiralty 2/552, 205-12.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM<sup>1</sup>

Sir

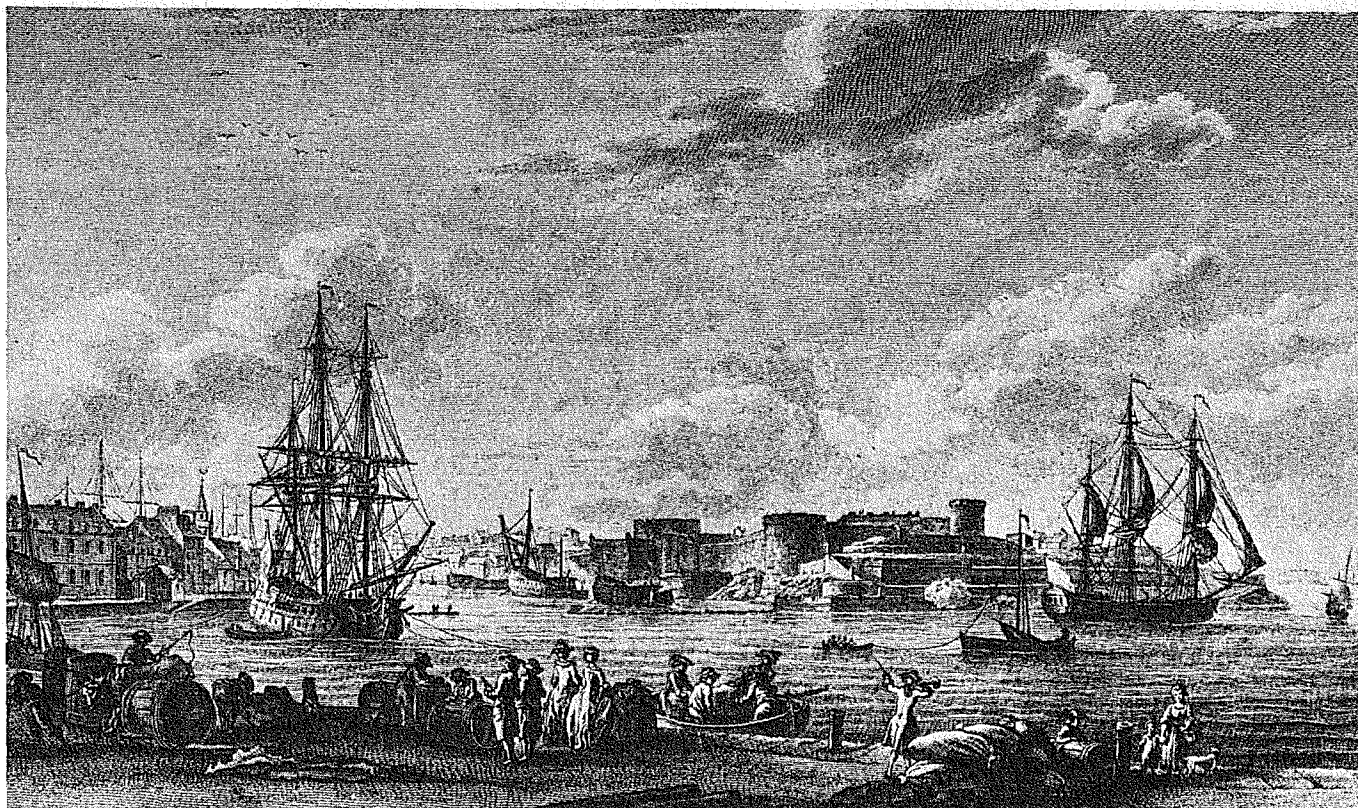
23d June 1776

Since my Letter to you of the 3d of last Month I have received your several Letters of the dates mentioned in the Margin<sup>2</sup> together with all the Inclosures therein referr'd to, Which I did not fail to communicate to my Lords Commrs of the Admtý as they came to hand: And in return to the accounts you give of the proceedings of His Majts Fleet under your Command their Lordships are pleased to direct me to acquaint you that they very well approve thereof: And that so far as the Intelligence or other matters contained in your Letters were necessary for the Kings information, the same were transmitted to Ld Geo. Germaine, to be laid before His Majesty for that purpose:

I have only further to acquaint you that upon your representation of the necessity of Lt Ramsay of the *Orpheus* returning to England, on account of his Health, And of one of the Lieutenants of the *Roebuck* having been taken prisoner by the Rebels their Lordships have granted Commissions to Mr Barton & Mr Drake (whom you had order'd to act) appointing them Lieuts in their room and that the said Commissions are sent to Vice Adml Lord Howe in order to their being delivered with one to Mr Mason appointing him to command the *Tamar* in the room of Capt Thornborough, whose Infirmities render him incapable of Duty, & another Commission to Mr Lutton for 3d Lt of the *Experiment* in consequence of Mr Riddal's removal from that Ship into the *Chatham* &c

PS

Vice Adml Shuldham in North America, By the *Diamond* & under Cover to Lord Howe



LE PORT  
Vu du Magasin des vivres



DE BREST  
en face de la Chaîne.

*Le Grand Jeu*

Duplicate sent 25 June under Cover to Lord Howe by the *Galatea*

1. PRO, Admiralty 2/552, 213.
2. Notation in margin regarding Shuldham letters:

One of the	27th	March	One	27	Do [April]
Three	16	April	One	30	April
One	18	Do	One	3	May
One	19	Do	Two	10	Do
Three	24	Do	Two	12	Do
Two	25	Do			

SILAS DEANE TO ROBERT MORRIS<sup>1</sup>

(Duplicate)

Bordeaux June 23d 1776

Dear Sir, I wrote you a long letter from 6th to this Day, which DD Capt [Thomas] Palmer of Portsmouth & fearing Accidents recapitulate the Heads in this (Via New York). I arrived the 6th & sent forward your lettrs and the Bills for Acceptance. Messrs Ds <sup>2</sup> have done everything in their power to assist Me & have added the utmost personal kindness & hospitality. I could wish No American Vessels were sent to any other address in this port as theirs is a Capital House & may be relied on for secrecy & Dispatch – have critically attended to such Occurrences as might point out the disposition of this kingdom & am of Opinion it is much in Our Favor—Large Fleets are fitting out at Brest and Toulon—Ammunition & other Stores are buying up by Order of Court, & Spain is arming Ostensibly against Portugal – the Crop of Grain will be short in this Kingdom of Wheat one third, of Rye one half the usual supply, this may be relied on, – Salt Provisions are scarce & Dear—Beef 56s/ Stg p Barrl see prices Currnt enclosed have written into Spain, Portugal, & England to find if they are in the same situation, & as I wrote immediately on my Arrival expect an Answer in a few Days, Messrs Ds have wrote on the same subject – I set out for Paris Tomorrow having obtained Lettrs to Persons of Note there, particularly to Monsr Clugny, Compt[rolle]r of Finances, Monsr Vergennes, Ministre des Affaires Etrangeres & some others, also to the Farmers General on the subject of Tobacco from their Agent here, & a Memorial from some i[n] this City on the subject of American Commerce, which indeed is in part Already granted, it having been sent forward a few Days after my Arrival. – My Letters are from persons of influence & Note here. –my immediate address will be to Messr Germany Gerardot & Co Bankers in Paris on whom have Lettrs of Credit from hence – I have had all the success I could have wishd for in this City, & have formed a Connection, (which may greatly promote my further Views, by shewing them how deeply they were Interested in obtaining the Chief Share of the American Commerce – the Ministers were Changed the Week I arrived Count Maurepas is at the Head; Mons Clugny late intendt of this City & province is Comptroller of Finances, a Circumstance which has greatly helped my obtaining Lettrs of Introduction—the Gentlemen who have Assisted Me are of Note and stand well with the Ministry but I may not mention them in my Lettrs. I leave the

Sloop I came in, here for the present for I expect to meet Doctr [Edward] Bancroft at Paris & may send my first Dispatches from thence in her – None of the articles of the Contract are to be purchased in this part of France on any reasonable Terms & but few at any rate I have wrote to all the Ports where remittances were expected, for tho I can obtain a Credit, the last Necessity only will induce Me to Use it, whilst remittg is so hazardous – But I am hourly in hopes of receiving something from you – I can add Nothing Material in this [illegible] – My respectful Compliments to the Gentlemen of the Congress, to the Worthy Prest & the Committ[ee] with which I am more immediately connected in particular – I am with respects to Mrs Morris Dear sir [&c.] .

S. Deane

P.S. As my Lettrs will often refer to Matters concerning the Ind[ia]n Contract in [par]ticular, as well as to those of a General Nature, it will be at Times much easier for Me to direct my Lettrs & write them address'd individually to You, as in the present Case, than to write in the plural Stile of Address—

To Robert Morris Esqr to be Communicated to the Honl the Committee for Secret Correspondence.

1. Papers of Robert Morris, Accession 1805, LC.
2. Samuel & John Hans Delap, Bordeaux merchants.

## 24 June

LORD SANDWICH TO GEORGE III<sup>1</sup>

Sheperton June 24th half an hour  
past seven A.M.

Lord Sandwich has the pleasure to forward to your Majesty the dispatches & private letters which are just brought to him by Lieutenant Fooks of the *Lizard*.

Mr Fooks is with the Messenger that is charged with these dispatches, in case your Majesty should chuse to ask him any question.

Mr Fooks met the *Carysfort* & *Pearl* with the Troops from Ireland about 7 Leagues below Quebec on the night of the 26th of May, & says that General Burgoyne was arrived & gone up to Quebec in a Frigate, the Troops of his embarkation were at anchor off the Isle of Coudres when Mr Fooks passed by on the 28th.

1. Fortescue, ed., *Correspondence of George III*, III, 387.

## LORDS COMMISSIONERS, ADMIRALTY, TO COMMISSIONERS FOR VICTUALING<sup>1</sup>

Whereas, upon receiving information from Vice Adml Sr James Douglas, Commander in Chief of His Majts Ships at Portsmouth, that a Fever, supposed to be infectious, had got into His Majesty's Ship the *Lark*, We have, in order to stop the progress of so fatal a distemper, ordered that every Sickly Man on board the *Lark* should forthwith be sent to the Hospi-

tal, and that the Ship should be fumigated with Tobacco & washed with Vinegar; You are hereby required & Directed, to cause the said Ship to be supplied with the quantity of Vinegar that may be wanted for the above purpose, and to pay the Purser for the Tobacco that may be consumed, upon his producing proper Vouchers & Certificates of the expenditure thereof. Given &c 24th June 1776.

Palmerston Lisburne H Palliser

By &c P.S.

1. PRO, Admiralty 2/101, 192-93.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JAMES COOK,  
H. M. SLOOP *Resolution*, PLYMOUTH<sup>1</sup>

Whereas we have engaged Mr John Webber Draughtsman and Land-ship Painter to proceed in His Majesty's Sloop under your command on her present intended Voyage in order to make Drawings and paintings of such places in the Countries you may touch at in the course of the said Voyage, as may be proper to give a more perfect Idea thereof than can be formed from written descriptions only, You are hereby required and directed to receive the said Mr John Webber on board, giving him all proper assistance, victualling him as the Sloop's Company, and taking care that he does diligently employ himself in making drawings or paintings of such places as you may touch at, that may be worthy of notice, in the course of your Voyage, as also of such other Objects & Things, as may fall within the Compass of his abilities. Given &c. the 24th June 1776.

Sandwich C. Spencer H. Palliser

By &c P.S.

1. PRO, Admiralty 2/101, 200.

WILLIAM KNOX TO PHILIP STEPHENS<sup>1</sup>

Sir,

Whitehall 24th June 1776.

I am directed by Lord George Germain to desire you will move the Lords Commissrs of the Admty, to give the necessary Orders that the following Persons may be permitted to take their Passage to New York on-board the *Springfield* Transport now at Portsmouth, or any other Ship in the Service of Government bound for that Place which can with Convenience receive them Henry White Esqr, a Member of His Majesty's Council for New York Samuel Cornell Esqr a Member of His Majestys Council for North Carolina Mr John Stephenson of Mr White's Family Malcolm Mc Isaac Steward to Govr Tryon. I am &c

Will<sup>m</sup> Knox

1. PRO, Colonial Office, 5/124, 95.

M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

My lord,

London, 24 June 1776

When we consider the forces of a Nation we ordinarily distinguish her own from those she derives from her alliances. The combination of these means is the measure of her power and determines to what degree she may impress rival nations. I doubt that, if England considers us under both these views, she will find the balance to tip in her favor. But I shall leave these speculations to her competence. I shall limit myself to look for her interest, her views, her means, her undertakings. Today I propose, My lord, to call to your attention the condition of her forces.

When considering the political situation of England, we find this Power to be without system, without liaison, without purpose, and almost without any influence on the Continent, with the exception of Portugal whose alliance, useful to her trade in time of peace, would be a burden in time of war. We see her fighting the difficulty of governing far away possessions with eccentric agitation, while the different parts of her empire act upon one another in order to destroy one another.

If, from there, we look over her means, we find from the progress of the present war that everything points to the insufficient resources of England in men and money in order to sustain a prolonged war at sea. The extraordinary inducements for the levy of sailors, the permission to use foreigners on merchant ships, the quality of military crews where real sailors are in proportion of less than 1 to 3 do not indicate a superabundance of means in this area. On shore, the difficulty of finding recruits due to a shortage of men which was openly confessed in Parliament by the Secretary of War, compels this Power to import foreign troops at great expense; the impossibility to face such an expensive undertaking even by using all her revenue places her in such a position that she must increase taxes and issue new Government bonds. Such behavior should surprise rather than alarm the rival powers of England, especially when we observe that her use of the resources which she exhausts, or the charges which she multiplies can only bring about the ruin of the country from which this country pretends to draw the bulk of her commerce by open force.

Following this survey, there remains for us to consider more especially the present state of her forces at sea as well as on land. This is the subject of the tables No 1 and No 2.<sup>2</sup> The first one will interest you more since England is detached from the Continent not only by her policy but also by her geographic situation and can be considered only as a maritime Power divided over several parts of the world and of which the real center is the Sea itself.

You will undoubtedly observe, My lord, that the ships in activity and those ready to be activated at the first order constitute the essential part of the Navy. If to these two columns consisting of 67 Ships of the line mounting from 100 to 50 guns inclusively, 62 Frigates mounting from 44 to 20

guns inclusively and 55 ships mounting less than 20 guns, we add the ships requiring average repairs, consisting of 25 Ships of the line, 5 Frigates and one Sloop, we see that the foundation of the English Navy consists of 92 Ships of the line, 67 Frigates and 56 ships of less importance, or a total of 215 sails. Since these are the real forces that we would have to fight, should we be at war, it seems to me that we should make our plans on the basis of this foundation upon which we must properly fix our attention.

It is not enough to ascertain that it exists. We must also examine the works upon which it rests. The cruises strain the Ships. Thus, upon their return from their station, they are successively classified among the ships in need of more or less considerable repair. Each year, the weather causes damages and wear to those that remain in the Ports. Already several of the guardships are reputedly no longer in condition to undertake a hard cruise, and within a year or two, a number of those which are presently considered to be in excellent condition will be counted among the damaged ships in want of repair.

All the ships being built or repaired are therefore destined to replace rather than increase the number quoted above, and we must look upon this column as the feeding branch of the Navy. The ports have a three year supply of timber at the rate of 22 thousand tons per year. They must be constantly maintained on the same footing. Thus, My lord, these are sufficient means for the continuous upkeep of the foundation upon which we must direct our speculations.

We have placed the next column in the real foundation of the Navy, although the ships there included are not really in condition to put to sea. These are the sick who, in case of need, would soon be able to join the Army.

As for the Vessels that require major repair and consist of 14 Ships and seven frigates, they get weather-beaten a little more every day. We will see more of these go down among the condemned ships rather than come back into the column of ships in repair where they have to return before being reinstated among the sound ships. The last column contains only nominal forces and I will not mention them here. They are counted in the alphabetical list attached to the table. This list is composed of 141 Ships of the line, 88 frigates, 67 Vessels of lesser importance, for a total of 296 sails. I must warn you, My lord, that I placed in America by anticipation a few frigates and sloops which have not yet left for their destination. Furthermore, the list indicates the domestic distribution of the guardships and ships not in commission in the Ports and which, for this reason, I have omitted in the table.

The conclusion that we may draw from this table can be divided into two main points:

1. The number of Vessels of which the real forces of the English Navy are composed amounts to 92 Ships of the line, 67 frigates and 56 vessels of lesser importance, for a total of 215 sails.

2. Of this number those actually in activity consist of 35 Ships of the line, 61 frigates and 55 Vessels of lesser importance, for a total of 151 sails of which 89 are employed in North America.

By having the condition of each ship in different ports examined by expert people, I have avoided errors and I was able to classify each ship according to her worth. This examination brought us to find out that among the ships that are not employed, only 32 and one frigate could be readied at the first order, and 25 ships and six frigates would require repairs of 6 to 8 months.

If we distribute these forces by dividing them into squadrons of the required strength in time of war in the Mediterranean, Africa, the East and the West Indies, Europe, everywhere finally where England has possessions to defend, we find that they present an imposing display when gathered under a single point of view, but when they are spread over the immensity of the globe, they become hardly adequate to fulfill so many purposes, and England, by remaining on the defensive, would present many a weak point to her enemies. I am convinced that the English Ministers repeat this to themselves once in a while, and I believe that they are more occupied with preserving what they have than with planning new conquests. However, if we have every ground to remain at ease with respect to the considered designs of England, since we must suppose them to conform to the interest, the faculties, as well as the dispositions of a Nation and a Government which are inclined toward peace, we have everything to fear from sudden events which opportunity, chance, or the carelessness even of individuals may bring about, when we look at the advantage they would derive at the beginning of a war from their 150 vessels in activity. Three fourths of these ships being composed of frigates or sloops are most apt to privateer and consequently to make a clean sweep of our fishing and trade at a time when both of these would be defenseless.

Besides this advantage which the English, in their bad faith, will draw from the ships they have constantly cruising on all the seas, this system offers them a more honorable one in the number of officers that it forms for a profession requiring more practice than theory. Indeed, we cannot conceal from ourselves that the great superiority of the English Navy consists especially in the confidence and the emulation which reigns in it, spirit founded on the success and the experience of its officers who are accustomed to master their element. This is what would give them especially the means to wage an offensive war, the only type of war that befits a nation that can be lead only by victories and that would be without strength and credit in the course of a slow war barren of glorious ventures.

However, if these considerations, joined to our past experience, arouse our vigilance more and more and lead us to be more cautious than ever, we will be able to avoid in the next war as fatal a beginning as that of the preceding war. Once we are out of this awkward situation, everything leads us to assume that, regardless of the development of the war so to speak, it will end only with the complete downfall of England.



You will observe, My lord, that this conjecture rests mostly on the political situation of England and the contradiction that exists between her financial means and the extreme measures which she must take in order to activate her forces. This year Parliament voted for only 28 thousand sailors and the money voted for the Navy, although deemed to be insufficient, amounts to three million seven hundred and twenty seven thousand pounds Sterling. Should a rupture with the House of Bourbon occur, it would not be extravagant to estimate that England would have to employ three times as many sailors as she has today and triple the expense in proportion in order to support a war exposed to more considerable risks and losses than those suffered today against a Nation which has no Navy.

You will ask perhaps, why triple the number of sailors since it is obvious from the table on the Navy that one could not in any case double the number of Vessels in activity today? There are two answers to that: one stems from observation and the other from fact. The first one shows that among the 60 Vessels which remain to be employed, we count 57 Ships of the line which consequently require more numerous crews than the frigates and sloops presently at Sea, and, furthermore, one would also have to double the crews of the Ships already employed since they have only a few Privateers to fight today and need only a sufficient number of men to maneuver them. The second answer points to the example of the last war when we saw Great Britain use as many as 80 thousand sailors.

I shall end these observations, My lord, on the maritime forces of England by informing you that I made the necessary inquiries concerning the rumors found in the public papers to the effect that a few individuals here had Privateers with letters of marque against the Americans, and I found that this rumor, which is contrary to the assurances given to me by Lord North in this respect, is totally unfounded.

[Enclosure—Table No. 1]

Table of the English Navy including the Cruising Stations of Commissioned Ships and the Condition of Non-Commissioned Ships, under date of 21 June 1776

<u>Guardships in ports.</u>		<i>Resolution</i>	74
<i>Barfleur</i>	90	<i>Torbay</i>	74
<i>Ocean</i>	90	<i>Boyne</i>	70
<i>Foudroiant</i>	80	<i>Ardent</i>	64
<i>Albion</i>	74	<i>Exeter</i>	64
<i>Centaur</i>	74	<i>Raisnable</i>	64
<i>Egmont</i>	74	<i>Somerset</i>	64
<i>Lenox</i>	74	<i>Non Such</i>	64
<i>Mars</i>	74	<i>Worcester</i>	64
<i>Marlbrough</i>	74	<i>Note:</i> The last two ships left some time ago on a secret expedition.	
<i>Royal Oak</i>	74		
<i>Ramillies</i>	74		

Ships cruising in the Channel.

<i>Arethusa</i>	32
<i>Thetis</i>	32

*Note:* These two frigates have not returned yet from St. Helena where they went cruising in February last in order to assure the safe return of the ships belonging to the India Company.

<i>Wasp</i>	Sloop
<i>Alderney</i>	do.
<i>Wolf</i>	do.

Ships Cruising in the Mediterranean.

<i>Medway</i>	60
<i>Enterprise</i>	28
<i>Levant</i>	28
<i>Raven</i>	Sloop

Coast of Africa.

<i>Pallas</i>	36
<i>Atalanta</i>	Sloop
<i>Weazel</i>	do.

East Indies.

<i>Salisbury</i>	50
<i>Coventry</i>	28
<i>Dolphin</i>	24
<i>Seahorse</i>	24
<i>Swallow</i>	Sloop

West Indies.

<i>Portland</i>	50
<i>Antelope</i>	50
<i>Winchester</i>	32
<i>Argo</i>	28
<i>Boreas</i>	28
<i>Greyhound</i>	28
<i>Maidstone</i>	28
<i>Seaford</i>	20
<i>Squirrel</i>	20

*Diligence**Ferret**Pomona*

Sloop

do.

do.

Voyage of Discovery.*Resolution**Discovery**Lyon*

Sloop

do.

Schooner

North America.

<i>Asia</i>	64
<i>Eagle</i>	64
<i>Bristol</i>	50
<i>Centurion</i>	50
<i>Chatham</i>	50
<i>Experiment</i>	50
<i>Isis</i>	50
<i>Preston</i>	50
<i>Renown</i>	50
<i>Ph[o]enix</i>	44
<i>Rainbow</i>	44
<i>Roebuck</i>	44
<i>Blonde</i>	32
<i>Brune</i>	32
<i>Diamond</i>	32
<i>Emerald</i>	32
<i>Flora</i>	32
<i>Juno</i>	32
<i>Lark</i>	32
<i>Niger</i>	32
<i>Pearl</i>	32
<i>Perseus</i>	32
<i>Repulse</i>	32
<i>Richmond</i>	32
<i>Acteon</i>	28
<i>Active</i>	28
<i>Amazon</i>	28
<i>Ambuscade</i>	28
<i>Carysford</i>	28
<i>Cerberus</i>	28
<i>Fox</i>	28
<i>Liverpool</i>	28
<i>Lizard</i>	28
<i>Milford</i>	28
<i>Orpheus</i>	28

<i>Solebay</i>	28	<i>St. John</i>	do.
<i>Surprise</i>	28	<i>Magdalen</i>	do.
<i>Syren</i>	28	<i>Carcass</i>	Bomb-brig
<i>Tartar</i>	28	<i>Thunder</i>	do.
<i>Triton</i>	28	<i>Scorpion</i>	Fire-ship
<i>Fowey</i>	24	<i>Strombolo</i>	do.
<i>Garland</i>	24		
<i>Hind</i>	24	<u>Newfoundland</u>	
<i>Unicorn</i>	20	<i>Romney</i>	50
<i>Daphne</i>	20	<i>Rose</i>	20
<i>Dealcastle</i>	20	<i>Cygnets</i>	Sloop
<i>Galathea</i>	20	<i>Postillion</i>	Schooner
<i>Glasgow</i>	20	<i>Penguin</i>	do.
<i>Lively</i>	20		
<i>Mercury</i>	20		
<i>Scarborough</i>	20	<u>Being commissioned for unknown</u>	
<i>Sphynx</i>	20	<u>destination.</u>	
<i>Adventure</i>	Sloop	<i>Mermaid</i>	28
<i>Beaver</i>	do.	<i>Camilla</i>	20
<i>Canceaux</i>	do.	<i>Hornet</i>	Sloop
<i>Cruizer</i>	do.	<i>Spy</i>	do.
<i>Falcon</i>	do.	<i>Vulture</i>	do.
<i>Favorite</i>	do.		
<i>Hawke</i>	do.	<u>Being commissioned for the East</u>	
<i>Hound</i>	do.	<u>Indies.</u>	
<i>Hunter</i>	do.	<i>Rippon</i>	60
<i>King's Fisher</i>	do.	<i>Cormorant</i>	Sloop
<i>Merlin</i>	do.		
<i>Martin</i>	do.		
<i>Nautilus</i>	do.	<u>Ships in Port ready to be commis-</u>	
<i>Otter</i>	do.	<u>sioned at the first order for the most</u>	
<i>Ranger</i>	do.	<u>difficult cruises.</u>	
<i>Savage</i>	do.	<i>Britannia</i>	100
<i>Senegal</i>	do.	<i>Victory</i>	100
<i>Shark</i>	do.	<i>Prince George</i>	90
<i>Speedwell</i>	do.	<i>Queen</i>	90
<i>Swan</i>	do.	<i>Princess Royal</i>	90
<i>Tamer</i>	do.	<i>Sandwich</i>	90
<i>Viper</i>	do.	<i>Bedford</i>	74
<i>Zephyr</i>	do.	<i>Berwick</i>	74
<i>Cherokee</i>	Schooner	<i>Canada</i>	74
<i>Diligence</i>	do.	<i>Conqueror</i>	74
<i>Gaspee</i>	do.	<i>Courageux</i>	74
<i>Halifax</i>	do.	<i>Culloden</i>	74
<i>Hazard</i>	do.	<i>Cumberland</i>	74
<i>Hope</i>	do.		

Ships in Port ready to be commis-  
sioned at the first order for the most  
difficult cruises [continued].

<i>Elizabeth</i>	74
<i>Fame</i>	74
<i>Hector</i>	74
<i>Hercules</i>	74
<i>Grafton</i>	74
<i>Shrewsbury</i>	74
<i>Prince of Wales</i>	74
<i>Sultan</i>	74
<i>Terrible</i>	74
<i>Triumph</i>	74
<i>Valiant</i>	74
<i>Vengeance</i>	74
<i>Augusta</i>	64
<i>Belle Isle</i>	64
<i>Defiance</i>	64
<i>Monmouth</i>	64
<i>Sterling Castle</i>	64
<i>Vigilant</i>	64
<i>Yarmouth</i>	60
<i>Lowestoff</i>	32

Ships being built.

<i>Royal Sovereign</i>	100
<i>Duke</i>	90
<i>Formidable</i>	90
<i>St. George</i>	90
<i>Glory</i>	90
<i>Alcide</i>	74
<i>Alexander</i>	74
<i>Alfred</i>	74
<i>Edgar</i>	74
<i>Montagu</i>	74
<i>Warrior</i>	74
<i>America</i>	64
<i>Anson</i>	64
<i>Lyon</i>	64
<i>Magnanime</i>	64
<i>Polyphemus</i>	64
<i>Ruby</i>	64
<i>*</i>	64
<i>Leopard</i>	50

<i>Medusa</i>	50
<i>*</i>	50
<i>Vestal</i>	20
<i>Ariadne</i>	20
<i>Ceres</i>	Sloop
<i>Dispatch</i>	do.
<i>Fly</i>	do.
<i>Fortune</i>	do.
<i>Pegasus</i>	do.
<i>Swift</i>	do.
<i>*</i>	do.
<i>*</i>	do.
<i>*</i>	do.
<i>Etna</i>	Bomb-brig
<i>Vesuvius</i>	do.

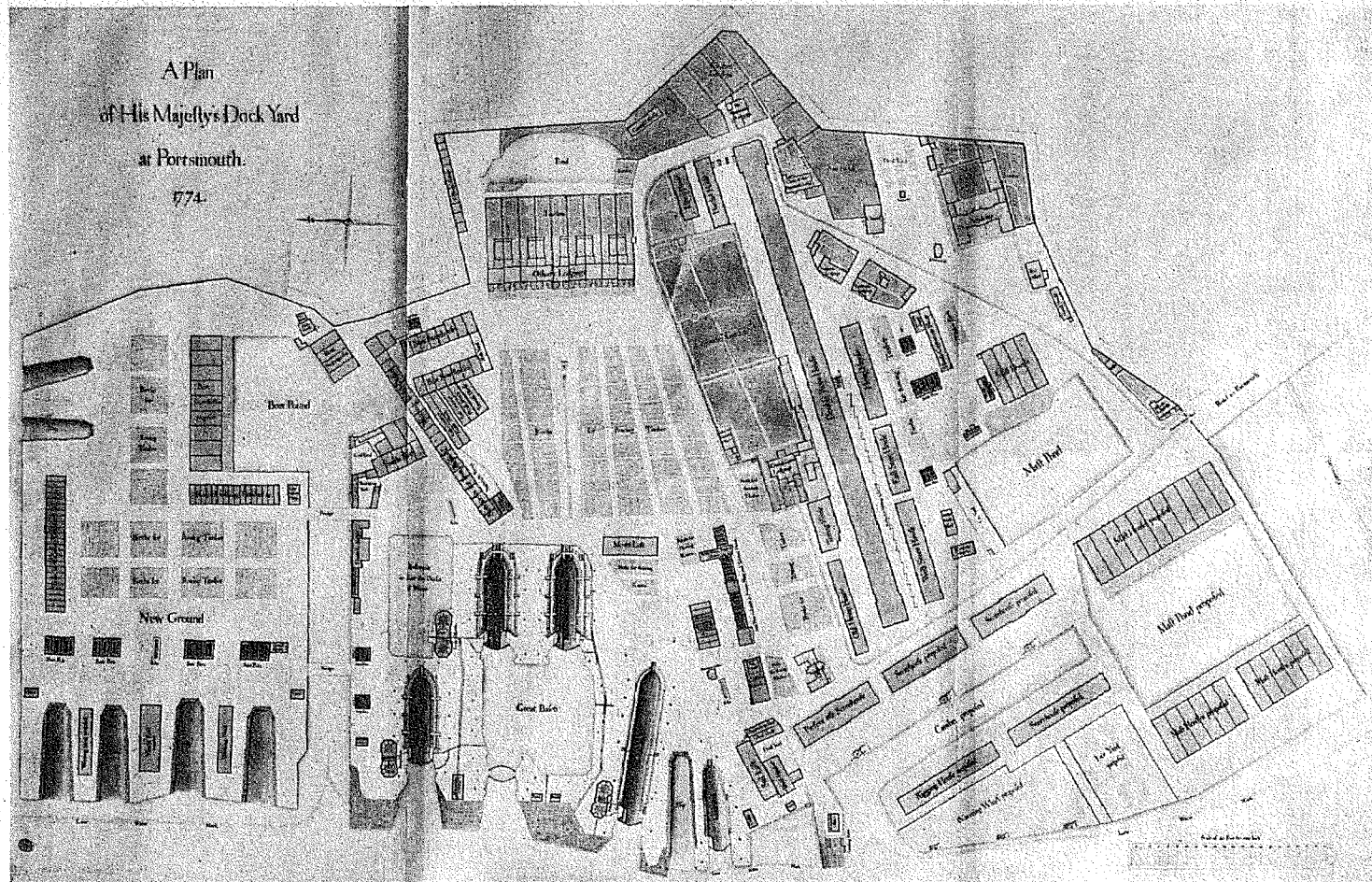
Ships presently under repair.

<i>Namur</i>	90
<i>Arrogant</i>	74
<i>Defence</i>	74
<i>Hero</i>	74
<i>Thunderer</i>	74
<i>Alarm</i>	32
<i>Eolus [Aeolus]</i>	32
<i>Thames</i>	32
<i>Hussar</i>	28
<i>Success</i>	24

Ships requiring a few months re-  
pair.

<i>Royal George</i>	100
<i>Princess Amelia</i>	84
<i>Ajax</i>	74
<i>Dragon</i>	74
<i>Essex</i>	74
<i>Invincible</i>	74
<i>Kent</i>	74
<i>Magnificent</i>	74
<i>Monarch</i>	74
<i>Robust</i>	74
<i>Russel</i>	74
<i>Suffolk</i>	74
<i>Superb</i>	74
<i>Burford</i>	70
<i>St. Albans</i>	64

A Plan  
of His Majesty's Dock Yard  
at Portsmouth.  
1774.



<i>Bienfaisant</i>	64	<i>Achilles</i>	60
<i>Captain</i>	64	<i>Dreadnought</i>	60
<i>Europa</i>	64	<i>Boston</i>	32
<i>Prudent</i>	64	<i>Jason</i>	32
<i>Intrepid</i>	64	<i>Minerva</i>	32
<i>Modest</i>	64	<i>Stag</i>	32
<i>Firm</i>	64	<i>Quebec</i>	32
<i>Dunkirk</i>	60	<i>Aquilon</i>	28
<i>Panther</i>	60	<i>Aldborough</i>	20
<i>Warwick</i>	50		
<i>Venus</i>	36	<u>Condemned Ships.</u>	
<i>Apollo</i>	32	<i>Bellona</i>	
<i>Southampton</i>	32	<i>Buckingham</i>	
<i>Guadaloupe</i>	28	<i>Chichester</i>	
<i>Lynx</i>	Sloop	<i>Northumberland</i>	
<u>Ships requiring major repair.</u>		<i>Revenge</i>	
<i>Blenheim</i>	90	<i>St. Ann</i>	
<i>London</i>	90	<i>Conquistador</i>	
<i>Neptune</i>	90	<i>Windsor</i>	
<i>Union</i>	90	<i>Brilliant</i>	
<i>Royal William</i>	84	<i>Crescent</i>	
<i>Cambridge</i>	80	<i>Diana</i>	
<i>Cornwall</i>	74	<i>Montreal</i>	
<i>Dublin</i>	74	<i>Saphire</i>	
<i>Temeraire</i>	74	<i>Tweed</i>	
<i>Warspight</i>	74	<i>Nightingale</i>	
<i>Oxford</i>	70	<i>Bonetta</i>	Sloop
<i>Trident</i>	64	<i>St. Lawrence</i>	Schooner
		<i>Earl of Egmont</i>	

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

2. Table No. 2 relates to the army.

*London Chronicle*, SATURDAY, JUNE 22 TO TUESDAY, JUNE 25, 1776

London [June 24].

Capt. Charles Douglas, of the *Isis*, who arrived so critically at Quebec, after passing thro' a most dangerous navigation, is appointed a Commodore.

25 June

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE<sup>1</sup>

My Lord

25th June 1776

Vice Adml Sir Jas Douglas, Commander in Chief of His Majesty's Ships at Portsmouth having in his Letter of the 22nd instant acquainted my

Lords Commissioners of the Admiralty that a Fever supposed to be infectious, had got into His Majesty's Ship the *Lark* which was appointed one of the Convoy now going out as mentioned in my Letter to your Lordship of the 23rd of this Month; and my Lords judged it of the highest importance that the progress of so fatal a Distemper should be stopped as soon as possible have ordered the *Lark* to be detained at Portsmouth that the proper measures may be taken for that purpose, and have directed the *Daphne* to proceed with the Convoy in her room with which I am commanded to acquaint your Lordship, and at the same time to signify their Lordships directions to you to take the *Daphne* under your Command upon her joining you, instead of the *Lark* & employ her as you find best for His Majesty's Service.

Their Lordships being informed that the Victuallers which were to have assembled at Cork by the first of next month, and were to have proceeded to join General Howes Army under Convoy of the *Galatea* will not be ready to sail til the middle of that month I have it in command from their Lordships to acquaint you therewith, and that they have therefore ordered the *Galatea* to proceed to join your Lordship<sup>2</sup> with all the dispatch that may be with the Duplicates of the Letters, I had the honor of writing to your Lordship by the *Diamond*, that you may be apprized of the Reinforcements that are coming out to join you. I have the honor to be &c.

P. S.

By the *Galatea*, at Plymouth, same Night –

1. PRO, Admiralty 2/552, 226–27.
2. *Ibid.*, 2/101, 192.

## 26 June

### BEAUMARCHAIS TO ARTHUR LEE<sup>1</sup>

No 5.

Paris June 26th 1776

#### In Cyphers

I refer you to my former Letter of the 6th of June (No 2) of which I pray you to follow the disposition.

“The difficulties which I have met with in my negociation with the Ministers, have made me take the resolution of forming a Company which shall send out the supplies of Powder and Stores to your friend, depending in the mean time on remittances in Tobacco at Cape François and always under the name of your Servant.”

Roderique Hortalez & Co. [Beaumarchais]

[Copy]

1. Henry Laurens Papers, Letters to Secret Committee, &c. 1776, SCHS.

27 June

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE<sup>1</sup>

My Lord

27th June 1776

My Lords Commissioners of the Admty having received a Petition from Mr John Strettell, in behalf of himself & others the Merchants of London trading to Canada, praying that a Convoy may be appointed to protect the homeward bound Ships from Quebec the ensuing Autumn, which usually sail on the 25th October: I am commanded by their Lordships to send you the inclosed Copy of the said Petition, and to recommend it to your Lordship to appoint such Convoy accordingly for the said Ships if it shall appear to you to be necessary. I am &ca.

P. S.

By the *Diamond* at Portsmouth.

1. PRO, Admiralty 2/552, 234.

28 June

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN<sup>1</sup>

My Lord,

Admiralty Office 28th June 1776.

Having received a Letter from Vice Admiral Sir James Douglass of Yesterday's Date, giving an Account of the Departure of His Majesty's Ship the *Amazon* with the Convoy for Canada; and of the Readiness of the Convoys with the Hessians, and other Troops going to General Howe, We send Your Lordship the inclosed Copy of the said Letter for His Majesty's Information and are &ca.

Lisburne H. Palliser

1. PRO, Colonial Office, 5/259, 84.

M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London, 28 June 1776

Yesterday, there was a conference at Lord Weymouth's. I took this opportunity to discuss with this Minister various matters about which I had already conversed with Lord Suffolk: . . .

As to the liberties taken by their cruising vessels, I also read to him the letters from Messrs. d'Ennery and d'Argout, and I observed to him that I did not officially request M. [Robert] Keeler's punishment, but that by referring the conduct of this officer to him it was our intention to leave to the prudence of the British Ministry to judge whether the best way to have their orders carried out was to punish those who did not conform to them. I tried to make him feel how important this [was] to them as it is to us by pointing out to him that the great care we take in this respect is the least equivocal proof of our desire to perpetuate the good intelligence. Lord Wey-



mouth disapproves of the conduct of the English Officers, does not look for any excuses, does not mention the Americans smuggling with our Islands, falls back on the strict orders given to respect our Coasts and our Flag, promises to see to their execution and begs me to believe that they would be in despair if we had a ground to be unhappy. He will request information from the Admiralty concerning M. Keeler's conduct. Furthermore, up to now nothing seems to augur on the part of the English Ministers as offending an idea as that of limiting the direct trade of our Islands. Such pretensions may be ventured but they are nothing more than an act of sovereignty with regard to Holland and Denmark. I cannot imagine they would go that far with regard to France and Spain.

I shall remain on my guard, however, in order to wave aside as soon as I can see it coming a question which could only deeply hurt the King's dignity. The remark which you made so judiciously, My lord, about the behavior of the English during the disorders in Corsica had not escaped Doctor [Benjamin] Franklin who, before his departure for America, had quoted this example to me more than once; and I would have used it modestly without fail with regard to Lord Weymouth if he had led me to the subject of the similar contraband which afflicts them today. We found English guns in Corsica and we did not complain about it. If the English find French guns in America, they should wisely use the same reserve with us. The important point, My lord, is the one which you recommended to me with your usual foresight, I mean the prizes which the Americans might bring into our ports and which would be claimed by the English Government. If we had to shape our attitude according to what the English would do in a similar situation, the problem would soon be solved because we would not return them. At least we would be authorized not to agree to anything until we received letters of concessions by which the English would reciprocate each time we would claim a French ship, but in order to be valid, this security would have to be sanctioned by Parliament. Furthermore, My lord, I have not yet heard anything on this matter and I will not lose time forwarding to you any information I may obtain. Meanwhile, the prizes that would be taken to our Islands would apparently be sold there before any claim could intervene.

As we were about to take leave after yesterday's conference, this Minister told me in a trifling manner as if to make conversation that there had been much talk concerning our important armaments. I had not yet received, My lord, your dispatch of the 21st. I answered that, to my knowledge, we were not arming, but that I was not unaware that England was armed and that, while the Sea was covered with her ships under the command of Officers who did not breathe peace as much as the British Ministry and were most capable to commit acts of boldness that might shorten the continuance of the said peace, I would not be surprised that we took on our side the necessary steps to be ready for any eventuality. Lord Weymouth said that we should know the purpose of their armaments and that we could not doubt their peaceful intentions. I replied that we did not doubt it but that, since they had established a Squadron of observation in time of peace,

they were to expect that this example would be followed. The Minister said that this establishment was already old, and he asked me if I knew when the Duke de Chartres would return. I answered that I believed his cruise should last 3 or 4 months, but that I did not remember exactly at what time his Squadron had sailed.

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

*Public Advertiser*, FRIDAY, JUNE 28, 1776

London [June 28].

A private Letter from Philadelphia has the following Article: ". . . We have now fifty Sail of armed Ships from twenty to forty guns, well manned and well stored; and we have larger ships building, besides what are in other Parts; so that in a short time we shall have a very powerful Navy."

## 29 June

*London Gazette*, TUESDAY, JUNE 25 TO SATURDAY, JUNE 29, 1776

Admiralty-Office [London], June 29, 1776.

Vice-Admiral Shuldhham, in his Letter dated the 20th of May last, gives an Account, that the Cruizers of his Squadron had intercepted and taken Twenty-four Ships and Vessels belonging to or trading with His Majesty's rebellious Subjects in North America, in Addition to those mentioned in his Letter of the 25th of April, among which was The *Lyon* Schooner, bound from Cape Francois to Rhode Island, laden with Arms and Ammunition.<sup>1</sup>

1. See Volume 4.

"EXTRACT OF A LETTER FROM PLYMOUTH, JUNE 29."<sup>1</sup>

His Majesty's ship *Galatea* got under sail on Wednesday last [June 26] for America; but an express arrived to stop her until further orders, and it is now said she is going to Jamaica. The Commissioner paid the officers and seamen belonging to her two months advance before she got under weigh.

Arrived his Majesty's sloop the *Hound*, with money to pay the artificers of his Majesty's dock-yard, from Portsmouth.

1. *London Chronicle*, July 2 to July 4, 1776.

## 30 June (Sunday)

"EXTRACT OF A LETTER FROM PORTSMOUTH, JUNE 30."<sup>1</sup>

Yesterday morning the following men of war sailed from St. Helen's, viz. the *Diamond*, Capt. [Charles] Fielding; *Unicorn*, Capt. [John] Ford;

and *Lark*, Capt. [Richard] Smith, having under their convoy 22 sail of ships, with foreign troops on board for America, having orders not to wait any longer for the horse ships; and this morning his Majesty's ship *Daphne*, Capt. [John] Henry, with several transports, dropped down to St. Helen's, and will sail to-morrow, if their dispatches come down, and the wind will permit, which will make the third division that sailed from this place since February last.

1. *London Chronicle*, June 29 to July 2, 1776.

## 1 July

*Morning Post and Daily Advertiser*, MONDAY, JULY 1, 1776

By a gentleman who left Philadelphia in the end of February, we have received the following intelligence, which may be depended upon.

French vessels, both from the colonies and France, come in there daily; bringing sugar, melasses, salt-petre and other commodities; which they sell freely for cash, and provisions; particularly a vessel from Port L'Orient, brought in sixty tons of salt-petre, which was sold for upwards of 12,000 l. sterling. Two Frenchmen of note have continued there during the winter, one of whom was sent off to the camp at Cambridge, with an escort; the other staying at Philadelphia, greatly caressed by the Congress. It was suppose[d] they were agents from France, sent to observe the situation of things, and conclude a treaty with the new republic. — They are fitting out different squadrons of frigates and letters of marque, for various services, and to cruise against the West India trade. One small squadron has sailed for St. Helena, to intercept the East India trade. [Three blurred and indecipherable lines] Hopkins had sailed with eight vessels under his command; two of them frigates of thirty guns; their service was kept a secret. Some suppose them to be gone to France, to get such warlike stores, as they most want; some, to Rhode Island, to take Capt. Wallace, in the *Rose*; some to Virginia, to seize Lord Dunmore; others, that they are to cruise against the West-India trade. They are victualled for six months,

The people think of nothing but independence, and talk of war with pleasure. A man of war has not been seen or heard of in that river this whole winter. The trade up to the city is intirely free, and has not suffered the least obstruction. Their numerous provisions vessels, in their return from the Dutch and French islands, have got all safe back with powder, warlike stores and other goods. Cloathing they have in plenty at Philadelphia.—Their newspapers are stuffed with essays, in favour of independence. They leave to Wilkes, Burke, and their other part[i]zans in Britain, to dwell upon the hardships, impositions and tyranny of Britain, which they never felt, and speak boldly out, that a dependence on Britain, is a check upon their grandeur. They speak with contempt of the British constitution; and give this shrewd instance of its imperfection, that it has not power sufficient to keep its colonies in subjection. They say such a virtuous people as

they are, ought to disdain any connection with such a vicious, corrupt nation as Britain; lest they share in the punishment, which is ready to overtake her.

A pamphlet greatly celebrated and much read among them, supposed to be written by Adams, and actually corrected by Franklin, and of which their several printing houses are vying, and multiplying copies, under the title of *Common Sense*, says, 'reconcilliation and ruin are near [illegible]' that the King of America lives on high; and delights not in the blood of his subjects like the Royal — of Britain; that by shaking off their dependence on Britain, they will make all Europe the guardians of their liberties, and open to themselves the ports of every nation: As a lure, on the other hand, they say, it can never be their interest, to make war with Europe; but they are silent respecting those sweet morsels, which the French and Spainards possess in America. They say Britain will come shortly crouching to them, begging to be allowed some small share of their trade. They remark on the folly of calling Britian their mother country; as if that title carried an idea of duty and respect; For Europe is their country, and Britain is indebted to them not they to Britain.—

It is confidently given out that a fleet of twenty ships of war, and eighty transports is preparing at Brest, to co-operate with the Americans, either in sweeping our helpless sugar islands, or in attacking Quebec. It is certain, the French governors here have offered all American vessels on their coasts protection; and that one of their men of war actually convoyed off this station, a vessel commanded by one Parker, which took in four hundred barrels of powder, at Martinico. Never was there such a brisk trade at St. Eustatia, as at present, to America, carried on chiefly, I believe, by renegado Englishmen; and though our few cruizers now and then take one of their provision vessels; yet they are so numerous, the loss is not felt. So inveterate are the Congress members against Britain, that though they are in want of every species of goods, they oblige every master of a vessel to bring certificates upon oath, that the commodities they import, are not of British manufacture. One of our merchants, who went down a few days ago to St. Eustatia, saw them actually cutting out the British mark, from a bale of goods shipping for America, to prepare it for the necessary affidavit: This circumstance you may assuredly depend upon as a truth.

One Tudor is superintending the building of three frigates, at New York. We expect our seas to swarm soon with their little privateers; and that our good friends the Dutch will give them all the assistance in their power. If the states general really wish us well, and I think they can only keep their own independency while Britain is powerful enough to protect them, they should allow us to keep consuls in St. Eustatia and Curraso [Curaçao] to prevent any improper trade with America: — Or if good sense had not this effect, suppose we stopped the interest of their money in our funds, to enable us to finish a war, which they formed and support. — The friends of America in St. Eustatia, and our several islands, send them constant intelligence of every thing transacted here, which they insert in their

news-paper; nay, and point out to them, the active friends of government. Three or four more frigates upon this station, would have interrupted their trade greatly; but we seem to be intirely neglected.

(To be continued)<sup>2</sup>

1. Samuel Tuder, one of the superintendents for the Continental frigates *Montgomery* and *Congress* building at Poughkeepsie, New York.
2. See under July 2.

SOLLICOFFRE FRÈRES & WILKIE TO SILAS DEANE<sup>1</sup>

Sir Marseille the 1st July 1776

We had the Honnour to write you the 26th ulto advising the safe arrivall here of the Brigg *Elisabeth* Captn John Palmer from New York last from New London, We returned you at the Same Time your Letter for your Brother Mr Simeon Deane said Gentleman having remained in America. By the Inclosed Letter from Captn J. Palmer to you, you'll see that in the present Circumstances he thinks with reasons, that to execute his intended Voyage would be attended with too much Danger, both at the Streight Mouth as likewise at the Coming Near of the Coast of America, We shall be very much obliged to you to Comunicate us your Opinion and whether it would not be more prudent to Imploy here Captn Palmer Vessells under French Colors, (if possible to be done): for two or three Month, rather than to Expose both her and her Cargoe in such evident a Manner.

We have sold all the flower sd Vessell brought us at 14 pr lb 100. of our wheight equal to lb 88 English, and we have begunn to sell the Wheat at 25 p charge

In Expectation of your Commands we remain very Respectfully Sir [&c.]

Sollicoffre Freres & Wilkie

[Superscribed] Monsieur Silas Deane Chez Mess: Saml & F: Delap negts Bourdeaux

[Endorsed] Solli Coffre & Freres Lettr from Marseilles

1. "The Deane Papers," *Collections of the Connecticut Historical Society*, XXIII, 22-23.

## 2 July

*Morning Post and Daily Advertiser*, TUESDAY, JULY 2, 1776

London, July 2, 1776

By a gentleman who left Philadelphia in the end of February, we have received the following intelligence, which may be depended upon:

(Concluded.)<sup>1</sup>

If the men of war, for I think it will be impossible to assemble an army capable of acting this season, finish not the business this summer, we shall certainly have a French war on our hands, to call off our attention; a thing which the friends of America expect, and rejoice at the thoughts of; and in

this case our sugar islands may fall an immediate prey; for it is certain the French are pushing out an extraordinary number of troops to all their settlements. A push should therefore be made in America, with the ships of war, and every floating stick of timber, every magazine for naval stores should, if possible, be destroyed. Every sailor taken should be carried to Europe, if not wanted in the fleet; and be distributed among the merchant men, particularly the India ships. — If we have a French war on our hands, a strong squadron should be immediately sent out to protect the sugar colonies, and transports should be ready before the middle of October, in America, to bring over at least 12,000 men to the West-Indies, and make at once a sweep of the French islands. In making the attack, their towns and plantations should be more aimed at than their strongholds. Indeed the only strong forts of consequence are at Martinico and the West end of Hispaniola.

When the American trade, and shipping are destroyed, you may leave these heroes to boast of their prowess, and parade their armies as they please; it will be a pity to risk the life of a gallant soldier against them. And in this case two expeditions might at once be carried on against Martinico and Hispaniola. And if we value the sugar trade, these islands should be suffered to be even deserted, rather than ever be returned to France. — I say this, on the supposition, that France is ungenerous enough to meddle in the present dispute.

We find, there is no attention given to the supplying of the sugar colonies with the articles, which they formerly had from America. Many improvident people begin already to be pinched for food; and there is no promise of a supply; 150,000 acres extraordinarily laid down for raising grain would more than supply all the West-Indian demands for inhabitants, poultry, and horses. — Suppose the bounty upon corn were confined at present to West Indian consumption; or that no bounty should take place till certificates were produced of a sufficient quantity shipped to the West Indies. If the British market were opened for rum by lessening the duty; it would be more profitable for us to be supplied with our provisions from Britain than from America. At present the British ships which take away our sugar, come generally out less than half laden. The freight of our provisions from Britain ought therefore to be but little additional expence; and much below what is necessary to support the American trade; and we should pay for them with our produce, instead of paying the Americans besides rum a considerable proportion of money, to supply them with cash, to buy French melasses and sugars, to injure our own consumption.

Franklin is so much revered in Philadelphia, that whenever he walks the streets, he has a crowd constantly at his heels. Sometime before the gentlemen left Philadelphia, he and some others of their chiefs, and Macleod [John Carroll] a priest, set off for Canada, to reconcile the Canadians to their measures, and frame a code of laws for them. We shall see if Parliament, or the free thinking Congress, be more favourable to popery

It is surprising to think of the number of ignorant fellows that you have suffered to carry out transports and storeships. One fellow has carried down his lading to dispose of it at Jamaica: Several, as we are here credibly informed, have given up their ships designedly to the Provincials; and numbers of them were so ignorant of the coast, as to come here to the West-Indies, rather than venture in. Every transport should have carried a navy Lieutenant or skillful midshipman, or master's mate, to keep the master to his duty, and guard against his treachery. It deserves to be a matter of enquiry, whether those masters, who have treacherously delivered up their ships, had any encouragement from the traitors in London; for the worst enemies of government are to be found there.

Notwithstanding all the boast of securing Philadelphia, by staking the river and building galleys with long guns, people begin to remove their effects from thence, expecting it to be laid in ashes. I abhor the burning of towns; and it would be a pity, if it could be avoided, that so fine a one as it is should be destroyed; though if any place has greater demerit than another it is this.

Though the colony would not take up arms to defend itself from the French, even when fire and destruction threatened, it has for a speculative point, run headlong into arms against its protector. It has shaken off the peaceable tenants of its founder; and raised the standard of rebellion in the very face of its charter; which expressly reserved taxation by Parliament: a reservation intended by Penn, to take the colony out of the power of the Crown, and make it dependent upon Parliament, as a situation most favourable to liberty. Little did he then think, that the time would come when America should solicit the crown, to take it out of the hands of parliament, and rebel against King and Parliament, because they were not indulged with their request; and that all who pretend to be patriots in Britain, should join in abetting their insolent demands. Might it not be made a convenient place of arms, till peace was restored.

Should France the good ally of the Americans attempt to entangle us in another destructive continen[t]al war, by attacking Hanover; suppose we were to transport all the Hanoverians to Pennsylvania and the middle colonies, and leave Hanover deserted as a bone of contention to be scrambled for by the Germans and French. The Hanoverians would gain a fertile territory by the exchange; and if we took care to make good regulations for them, we might exchange riotous and unprofitable rivals for faithful and useful subjects. Or suppose we were to give Hanover to Denmark for her sugar islands.

I think it hardly possible that the Americans can supply all their demands with the barter of provisions; so that their present trade must drain them entirely of their cash; flour as a specimen, is now at Philadelphia at 6s (currency, or about 4s. sterling) per 100 wt. Indeed nothing but paper is to be seen in circulation. Those who refuse to take it, are sent to work in slavery, in their iron mines.

1. See *Morning Post and Daily Advertiser*, Monday, July 1, 1776.





I Certify to be true & just the present Accot Currnt Amounting as well to the Debit as the Credit to the Sum of Seventy Seven Thousand & Twenty Livres Four Sold and the Closing & ballancing the Same I have counted to the Said Mr McCreery that of Forty Six Thousand Three Hundred & Ninety Eight Livres Seventeen Sols & Ten Deniers Done Duplicates Errors commissions Excepted at Bordeaux the 3 July 1776

Sign'd Tanays Boulet

1. Revolutionary Papers, Box I, Accounts, 1775 — 1776, Md. Arch.

JULY 1776

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"COMPLEMENT OF MEN ALLOW'D TO GUARDSHIPS OF THE 3D RATE OF 74  
GUNS"<sup>1</sup>

Admty Office	Captain .....	1	Servants ....	14
3d July 1776	Lieutenants .....	4	.....	4
	Master .....	1	.....	1
	Chaplain .....	1	.....	1
	Boatswain .....	1	.....	1
	Gunner .....	1	.....	1
	Carpenter .....	1	.....	1
	Purser .....	1	.....	1
	Cook .....	1	.....	1
	Surgeon .....	1	.....	1
	Masters Mates .....	2		<u>26</u>
	Midshipmen .....	8		
	Captains Clerk .....	[1]		
	Quarter Masters .....	[5]		
	Do Mates .....	3		
	Boatswains Mates .....	3		
	Yeomen of the Sheets .....	2		
	Coxwain .....	1		
	Sailmaker .....	1		
	Do Mate .....	1		
	Gunners Mates .....	2		
	Yeomen of the Powder Room .....	1		
	Quarter Gunners .....	8		
	Armourer .....	1		
	Carpenters Mates .....	2		
	Pursers Steward .....	1		
	Surgeons Mates .....	2		
	Master at Arms .....	1		
	Corporal .....	1		
	Captains Cook .....	1		
	Seamen .....	217		
	Marines .....	47		
	Servants (as above) .....	26		
	Total .....	<u>350</u>		

N.B. The Captain is strictly enjoined not to enter any of his menial Servants, except his Cook in any other Quality than Captains Servant.

1. PRO, Admiralty 2/101, 199.

*Public Advertiser*, WEDNESDAY, JULY 3, 1776

London [July 3].

The *Jane* (formerly the *Minerva*) [James] Fulton, a transport from Clyde to Boston, was taken by the Provincials on the 6th of May, and carried into Salem.<sup>1</sup>

The *Jane*, Fulton, taken by the Provincials, had a cargo on board, worth upwards of 6000 l. which is mostly insured at Glasgow.

A Gentleman who came from Georgia, and arrived in Town last Friday, says, that when they left America they had authentic Information of Commodore Hopkins, together with the Provincial Fleet, being blocked up in the Harbor of New London, by Captain Wallis [James Wallace], of Rhode Island, and several of the King's Ships, and that it was impossible for one of Hopkins's Ships to retreat or get over the Bar; it seems he had put in there for a Supply of Powder and Provision.

1. The *Jane* was captured by Washington's schooner *Hancock*, Captain Samuel Tucker. See Volume 4, 1456-57.

#### 4 July

WILLIAM EDEN TO JOHN POWNALL, DEPUTY SECRETARY OF STATE<sup>1</sup>

[Extract]

Downing Street [London]. July 4th

I was sorry to see that the Vessel lately sent to the Southern Colonies had no instructions to look into Annapolis *en passant*: It surely w'd be both a reasonable & proper Indulgence to my Brother<sup>2</sup> to direct one of the Kings Ships on the Southern Station to call in upon Him; & to give His Family that Opportunity (for they can have no other) of writing to Him.

Believe me with real Esteem & Regard my dear Sir [&c.]

W<sup>m</sup> Eden.

1. Correspondence of the Rev. Jonathan Boucher, MdHS.

2. Robert Eden, Governor of Maryland.

*Public Advertiser*, THURSDAY, JULY 4, 1776

London [July 4].

Letters from Holland say, that the States have issued out an Order for no Ship to take Arms or Ammunition to any Part of his Britannic Majesty's Dominions, on the Forfeiture of the Ship and Cargo, and Imprisonment of the Officers belonging to such Ships; the Order to continue in Force so long as the Americans continue in Arms against their Sovereign.

Advice is received by Tuesday's Irish Mail, that an American Vessel, being in great Distress, for want of Provisions, put into a Creek in the North Part of Ireland, where the People seized her, and after plundering the Vessel of every Thing of Value, and stripping the People, they set fire to the Ship, and consumed it; they then suffered the Crew to depart, who got to Kinsale in a most deplorable Condition.



*Joseph I, King of Portugal.*

*London Chronicle*, TUESDAY, JULY 2 TO THURSDAY, JULY 4, 1776

London [July 4].

Yesterday was launched at Blackwell dock-yard, the *Swiftsure*, a curious bomb man of war, on a new construction, going in his Majesty's servi[c]e to America, with two bomb beds, mounts 40 guns, and carries 240 men.

5 July

M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London, 5 July 1776

You are informed, My lord, of the plans for the Royal Army in Canada. The intention is to penetrate the English Colonies by way of the Lakes Champlain and George. It has been admitted that much time will be needed to build the boats required for this passage. Then, these boats will have to be carried from one lake to the other and the Americans will have to be overcome at Ticonderoga. We might say that first of all the Lakes must be reached.

. . . Such are the plans for this country, as you have known them for a long time, My lord, and as they were explained to me on the map by Lord Barrington, Secretary at War. He intends to encircle New England in such a way as to cut all communications with the Southern Provinces.

. . . Their enemy claims that they [the Americans] lack everything; but we know that in spite of the vigilance of the English Cruisers they have ammunition in fair abundance. It is only feared that they are poorly supplied with locks for their firearms. They have quite recently captured the transport *Hope* which had sailed from Corke for Boston with a cargo of 75 tons of powder, one thousand rifles, a few military waggons, and six gun-carriages.<sup>2</sup> This prize as well as the capture of other transports is one of the lesser consequences of the unexpected evacuation of Boston.

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

2. The powder ship *Hope* taken May 17, 1776 by Captain James Mugford in Washington's schooner *Franklin*. See Volume 5.

#### EDICT OF KING JOSEPH OF PORTUGAL<sup>1</sup>

Joseph, by the grace of God, king of Portugal and of the Algrave, &c. I make known to all who shall see this present edict, that having been lately informed, that the English Colonies in America, had not only separated themselves by an act of the Congress, the 15th of May last, from the subjection to the crown of Great-Britain, but also were making laws of their own, and giving particular power to resist the lawful authority of his Britannic Majesty my good brother, friend and ally: and whereas so pernicious an example ought to interest even the most indifferent princes not to favour or assist, directly or indirectly, subjects thus publicly and formally rebelling

against their lawful sovereign: it is my will and pleasure to order, that in all the ports of these kingdoms and its dominions, no shelter shall be given to any ships loaded or in ballast, coming from any of the ports of the said North American British colonies, but on the contrary, that they are to be repelled from the said ports, and in the same manner they entered, without giving them the least succour of any kind whatsoever. The masters of ships, who have been permitted to enter hitherto, in consideration of not having received any express injunction to the contrary shall be notified to depart with their ships out of the above mentioned ports within the space of eight successive days, without fail; examination being had before their departure, if they have on board any gunpowder, or other warlike stores of the kinds already prohibited by my royal orders, given the 21st of October last, to the arsenal of the army, and to the office of outward consulship; and confiscating, for the benefit of the public works, any of the said ships on board of which shall be found clandestinely concealed any of the above mentioned warlike stores, as goods rightly seized and manifestly known to be the property of rebels. Our Lord the King hath ordered this by his royal decree of the 4th of this current month of July, and directed to his royal council, commanding it to be printed and set up in all public places of Lisbon and ports of this kingdom, and of the Algraves, in order that every one should have notice thereof, and that no person may pretend ignorance.

Lisbon, 5th of July, 1776.

(Signed) Count De Azambuja, pres.

1. *Massachusetts Spy*, January 2, 1777, under a London, September 6, 1776 date line.

## 6 July

PHILIP STEPHENS TO CAPTAIN JAMES COOK, H. M. SLOOP *Resolution*,  
PLYMOUTH<sup>1</sup>

Sir,

[Admiralty Office] 6th July 1776.

I send you herewith the Secret Instructions which my Lords Commissioners of the Admiralty have been pleased to sign for your proceedings with the Sloop you command and the *Discovery* Sloop commanded by Captain [Charles] Clerke; But as Captain Clerke is not yet able to repair on board the *Discovery*, and it is of great consequence that you should yourself proceed to the Cape of Good Hope without delay, I have it in command from their Lordships to signify their direction to you to put to Sea with the first opportunity of wind and weather without the *Discovery* Sloop, leaving directions for her Commander (to be delivered to him on his arrival at Plymouth) to follow you to the Cape of Good Hope without a moment's loss of time; And as their Lordships do not wish that you should wait for him at the Cape any longer than you think it may be done with prudence, and without risking any inconvenience to the further progress of your Voyage, it is their Lordships farther direction that if you judge it proper to sail from the Cape before the *Discovery* arrives, you do, in that case, leave with a trusty

person, to be delivered to her Commander upon his arrival, such Rendezvous, and Accounts of the Course you intend to steer, as you shall think most likely to effect his speedy junction with you.

Their Lordships command me to add that a Copy of your Secret Instructions will be delivered to Capt Clerke before he sails from Plymouth, with directions to him to open them, and execute them as far as he is able, in case he should not, after using his utmost efforts, be able to join you according to the Rendezvous you will leave for him; but to deliver them to you unopened, in case he should join you.

I most heartily wish you a succesful Voyage;<sup>2</sup> and am &ca

Php Stephens.

1. PRO, Admiralty 2/1333, LC Photocopy.

2. This was the beginning of the third and fatal voyage of the famous navigator and explorer. His secret orders were to try and settle the question as to whether there was a northwest passage. He was to approach it from the Pacific side, first rounding the Cape of Good Hope, and visiting a number of the newly-discovered islands in the South Pacific.

## 7 July (Sunday)

### "EXTRACT OF A LETTER FROM CHATHAM, DATED JULY 7."<sup>1</sup>

Tuesday last sailed from this port for America, where she is to serve as a hull, the *Pembroke*, of 60 guns, commanded by Jahleel Brenton, Esq.

1. *London Chronicle*, July 9 to July 11, 1776.

### "EXTRACT OF A LETTER FROM PLYMOUTH, JULY 7."<sup>1</sup>

Came in this day the fleet with the Hessian troops on board, under convoy of his majesty's ships *Ambuscade*, *Diamond*, and *Unicorn*, from Portsmouth, and will sail as soon as the wind permits for America.

1. *London Chronicle*, July 9 to July 11, 1776.

## 8 July

### CLAUDE JULIEN TO VERGENNES<sup>1</sup>

My lord,

[Paris, July 8, 1776]<sup>2</sup>

Although it seems from public notices in the different ports of the Kingdom that American Ships come in freely in order to exchange the Goods which they bring from their Colonies for Merchandise from our Continent, the Supplicant, a Merchant in the City of Bordeaux, uncertain as to whether this new Traffic is carried by virtue of some special permission, and unwilling to innovate without the approbation of the Government dares request very humbly, My lord, permission to give ear to the trade offers which might be made to him by American Shipowners.

The latter may offer the following trade items:

Sperm oil	Tar	Masts and spars of all
do. from other fish	Turpentine	sizes
Rice	Pelts	Wood for cooperage
Tobacco	Indigo	Salt-wort
Sperm candles	Boards of oakwood	Flour
Pitch	do. of pine	

And a number of other essential items.

In exchange, this Nation may take Wines, Spirits, a quantity of manufactured articles of infinite variety.

The favor which the Government may grant the French merchants in this circumstance is of the greatest consequence for the State since it would enable them to obtain at first hand and for a much better price the same merchandise which the English and the Dutch bring us only after a profit to two or three other hands.

This would also present a most essential advantage to the Farm General, especially if the Farmers General are satisfied with ordinary and fairly reasonable duty charges so as not to frighten the Merchants in their New Speculations.

The Supplicant will act only by virtue of the permission he dares expect from the kindness of Count de Vergennes by whom he already has the honor to be protected having the advantage to be his compatriot.

Claude Julien, Banker and general Contractor  
to the French Navy in Paris

[Endorsed] M. Louis Poncel Esquire Merchant Shipowner, Former Alderman, Great Judge of the Chamber of Commerce, Director and Administrator of the hospitals in the city of Bordeaux.

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

2. The petition is undated, but, from its position in the manuscript collection, and the subject matter, it was likely presented at about this time.

## 9 July

### M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London 9 July 1776

I have the honor to send you herewith the Translation of a resolution passed by Congress and published on the 15th of May, to abolish any authority on the part of the Crown, and to recommend to each Colony to chose its own Government. It is even reported that, in consequence, the provinces of South Carolina and Georgia have already elected each a Governor, a Council and an Assembly.

The instructions of the Capital of the Province of Massachusett[s] tend no less but to divest the King of Great Britain of any authority in America, and the language used in them is of the most hostile nature. The King of England has already made the only reply of which they might be



susceptible. He has sent fifty thousand men and a fleet of eighty sails to subdue these Colonies. Considerable forces such as these can only be victorious wherever they attack, and with military victories coming to the support of political operations, we must hope that this year will see the end of a war detrimental to the subsistence of our Islands and which may provoke incidents that might endanger general Peace.

On the 5th of this month, an accident occurred in Portsmouth on board the guardship *Marlborough*. Four barrels of powder which had been set aside by the Gunner caught fire. The explosion caused great damage to the ship and cost the lives of 17 persons besides 43 men who were critically wounded. This ship had been recently brought from the roadstead to the port for repair. Fortunately, most of the powder had been removed from the magazine when the accident took place. It is believed that these four barrels which caught fire had been set aside by some dishonesty of the Gunner who proposed to sell them for profit. The Captain was not on board the ship of which the crew was composed of only 180 men. I have not heard that any officer was wounded.

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

*London Chronicle*, SATURDAY, JULY 6 TO TUESDAY, JULY 9, 1776

London [July 9].

A letter from Jamaica, says, "The snow *King of Bohemia*, commanded by a Lieutenant of the navy, fitted out at Port Royal as an armed cruiser, has taken near Cape François an American vessel under French colours: she was bound to Philadelphia, and had three French persons of eminence on board, who came from the Cape. This affair it is thought will be a good pretence for the French to take advantage of the present disturbances between England and her colonies. The Frenchmen are, however, treated with the utmost respect, notwithstanding several letters which were found on board the vessel, have been opened and perused by Admiral Gayton, leave no shadow of a doubt that the French are absolutely assisting the Americans to the utmost of their abilities.

10 July

LORD SANDWICH TO GEORGE III<sup>1</sup>

[Extract]

Lord Sandwich also desires to inform your Majesty that the Ordnance Board (as he is informed by Mr Wilkinson the Agent for transports) received an anonymous letter to the same purpose as that written to Captain [Archibald] Dickson,<sup>2</sup> before the *Hope* Storeship sailed from Portsmouth; in consequence of which they sent orders that the passenger who had been mentioned as in connection with the rebels, should be sent on shore and not be allowed to proceed in the Storeship to America.

Mr Wilkinson who is employed as a broker for transports by the Navy Board, is also employed by the Ordnance, and let the *Hope* to that department.

July 10th: [1776] 4. P:M:

1. Fortescue, ed., *Correspondence of George III*, III, 388–89.

2. Captain of H. M. S. *Greyhound*, under whose convoy the powder ship *Hope* sailed for America. See Volume 5 for capture of *Hope* by Washington's schooner *Franklin*.

*Public Advertiser*, WEDNESDAY, JULY 10, 1776

London [July 10].

All the Ships at Barbadoes, homeward bound, wait there for the Arrival of Men of War from England to convoy them home, they not daring to stir on account of the Multiplicity of American Privateers.

VERGENNES TO M. DE CLUGNY<sup>1</sup>

[Extract]

Versailles, 10 July 1776

It seems to me, Sir, that our political interest, as well as our commercial interest, requires that we treat favorably the Americans who frequent our ports; indeed, if they succeed in establishing the freedom of their trade, they will have already developed the habit of dealing with our merchants, and if they fail, we will have entertained with them, at least momentarily, a trade exchange which is obviously to our advantage. Therefore I think, Sir, that we are in the position to show the greatest marks of favor to the American vessels and that the circumstances in which they find themselves should exempt them from the rigor of the decree of 1701 as well as from the decision of the Council of 1742. This last point presents less drawbacks since the English Colonists can only import their own produce into our country and since they have almost no merchandise or industrial products to bring us; but whatever their imports may be, I believe not only that we should not forbid them, but on the contrary, that it is advisable to relax the duties that we may be in a position to require from them. I also believe, Sir, that it would be proper to allow the Americans to export by way of other foreign vessels the articles which we could not admit: this is the method followed in England; besides the advantages it presents to the Americans, it may help to establish a store between the English Colonies and the European nations that need their products. . . . I think it would be necessary to take all the precautions that prudence might suggest so that our motives and our views and even our procedures remain hidden from the English; in this respect, I can only rely entirely upon the instructions which you will deem proper to issue.

1. AMAE, *Correspondance Politique*, Angleterre, vol. 517, LC Photocopy. De Clugny was Controller General of Finance.

## 11 July

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN WILLIAM SHACKERLY,  
H. M. SLOOP *Spy*, PLYMOUTH<sup>1</sup>

You are hereby required and directed to proceed with His Majesty's Sloop under your Command to the Harbour of St Johns or to such other Port in the Island of Newfoundland as you shall learn Vice Admiral [John] Montagu may be at; and upon joining him you are to deliver to him the inclosed Pacquet and follow his orders for your further proceedings. Given &c the 11th of July 1776

By &c. P:S:

Sandwich C: Spencer H: Palliser

1. PRO, Admiralty 2/101, 223.

*London Chronicle*, TUESDAY, JULY 9 TO THURSDAY, JULY 11, 1776

London [July 11].

Two bombs, on the same plan as the *Swiftsure*, which was launched a few days ago at Blackwall-dock, are contracted for by Government, to be built in a private dock-yard.

## 12 July

M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London, 12 July 1776

The English Ministers no longer mention our Armaments to me; but I have heard that they are becoming alarmed. Some of their confidants claim even that the differences with Portugal depend upon the war with the Colonies, that is to say they consider this discussion as a pretext that will be used according to the state of affairs; that, if England meets with rapid success in America, the Portuguese affair will settle down, whereas in the opposite case, it would determine general war. This smacks too much of metaphysics and I don't believe it is the opinion of the English Ministers. I would think rather that Portugal is trying to spread this notion. However far from the truth it may be, I would not be surprised if it made proselytes in the system now favored here whereby Spain wants war and we shall not fail on our side to take advantage of the distress which afflicts England.

The second Hessian division was forced by adverse winds to enter the harbor of Plymouth on the 6th inst. . . .

The Treasury is presently commissioning on the Thames 25 Vessels of 120 to 400 tons carrying from 4 to 10 guns, without any fixed number of crew. Our Correspondent in Deptford informs us that they take as many as they can find; and that the number of these Vessels which are to carry supplies from Ireland to America is still to increase. It is probable that, unable to provide convoys to all the Vessels that sail singly to America, the Govern-

ment felt the necessity to enable them to defend themselves. At least, it is the most natural explanation and it is also my opinion. However, if we wished to look at the dark side of things, it would not be difficult to regard all these preparations as some dreadful plan capable to arouse the attention of the neighboring Powers since, if need be, all these Vessels could soon become as many Privateers.

I have just learned at this instant that a City Merchant received intelligence that the Ship on which Doctor Irwin [Charles Irving] had sailed to found a new Establishment on the Mosquito Coast in the Gulf of Honduras was captured by two Spanish Coast-Guard vessels in the mouth of the Black River.<sup>2</sup>

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

2. The vessel was the sloop *Morning Star* captured on April 30, 1776. See Volumes 4 and 5.

#### GIAMBATTISTA PIZZONI TO HIS GOVERNMENT IN VENICE<sup>1</sup>

[Extract]

London, 12 July 1776

. . . What is certain on the side of the Americans is their activity at sea and the ships of the Crown they are capturing. They recently seized three transports, one of which named the *Hope* had a cargo of one thousand carbines, much powder and other munitions; so even if the abovementioned declaration by Congress were not true, these operations make it evident their determination to resist the strength of England.

The other day the 74-gun warship *Marlborough*, one of the eighteen assigned to guard duty in the ports of these kingdoms, burned its main deck and its entire hull warped when fire broke out in three barrels of gunpowder. . . .

1. Papers of the Senate, ASV.

*Public Advertiser*, FRIDAY, JULY 12, 1776

London [July 12].

The following is the purport of the intelligence received by Captain Furse, who left Boston the 1st of June, 1776, and arrived at Bristol after a passage of thirty days: . . . The *Alfred*, *Columbus*, and a brig, part of Commodore Hopkins's Fleet, arrived from New London at Newport the 29th of April. Both those harbours are now fortified. At Philadelphia a vast supply of arms, ammunition, and stores of every kind, have been received lately; not less than 300 tons of powder, and full 10,000 stand of arms, were imported in one month.

13 July

*London Chronicle*, THURSDAY, JULY 11 TO SATURDAY, JULY 13, 1776

London [July 13].

Letters from Lisbon, brought by the *Camberwell*, Capt. Forbes, mention, that on the 29th of June, four ships from America arrived at that port, which had brought valuable cargoes. They were ordered to traffic for muskets, powder, &c.

On the 7th instant arrived at Torbay his Majesty's ship *Daphne*, with 12 sail of transports under convoy for America.

DR. BARBEU DUBOURG TO VERGENNES<sup>1</sup>

[Extract]

My lord,

Paris, this 13th of July 1776

I saw M de Beaumarchais this morning, and following your express authorisation, I gladly conferred with him without reservation. Everyone knows his good sense, his talent, and no one gives more credit than myself for his honesty, his discretion, his zeal for everything that is great and good; I believe he is one of the men best suited to political negotiations, but perhaps at the same time least suited to the business of trade. He likes ostentation, he is said to support young ladies, he passes for a spendthrift finally, and there is not a single merchant or manufacturer in France who does not entertain this notion about him and does not hesitate a great deal to do business with him.

Therefore, I was quite surprised when he informed me that you had instructed him not only to advise you but also to center around him alone the whole and the detail of all trade operations for the export as well as the import either of war ammunition or usual goods, from France to the united Colonies, and from the Colonies to France, the management of all the business, the determination of prices, the settlement of deals, the contracts and the collections to be made, the debts to be paid off &c. I agreed with him that it might ensure somewhat better the secrecy of all these operations, but I objected to him that by taking hold of all this immense traffic and by excluding completely people who had gone to such an expense, endured so much fatigue and run so many risks at the service and by order of Congress, he would give them good reason to shout monopoly and deeply wrong them, whereas they deserved quite a different fate.<sup>2</sup> He told me that this would not cause any prejudice to them and made full use of his eloquence to prove it to me after a fashion. I confess that these particular motives would not weigh heavily enough in the balance against the necessity for secrecy in such a critical conjuncture; but may I doubt whether there are not other means, whether there are not even better means to ensure this important secrecy, because assuredly M.de Beaumarchais, with all the resources of his genius, could not do without employing at the same time many subordinate

agents who would always be less discreet than merchants whose chief aim is to conceal their speculations and to distrust continually every one. But I shall return to my first and most important reflection and I beg you, My lord, to give it all your consideration. There may be a hundred, perhaps a thousand persons in France who, although much less talented than M. de Beaumarchais, could better serve your views while inspiring more confidence to those with whom they would deal in trade, either French or American, in the cities, the ports, the factories &c. . .<sup>3</sup>

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.
2. Dubourg was pleading the cause of Penet & Pliarne, who recently had formed a partnership with M. Gruel, a prominent merchant in Nantes. Penet and Pliarne came to America in 1775, and had made contracts with Nicholas and John Brown in Rhode Island and with the Secret Committee of the Continental Congress. Penet returned to France, but his partner remained as the American representative.
3. Beaumarchais, shown this letter by Vergennes, replied to Dubourg with cutting sarcasm on July 16. Stevens, ed., *Facsimiles*, No. 882.

15 July

*Public Advertiser*, MONDAY, JULY 15, 1776

London [July 15].

The Sloop *St. Peter*, of New-York, under Dutch Colours, from St. Usatia to Amsterdam with Tobacco, Sugar and Rum, is taken by the *Dolphin* Cutter, Capt. Miller, and brought into Cowes.

They write from Boston, that the Privateers yet at Sea are mostly small; but there are a great many on the Stocks, which will be soon launched, to carry from 16 to 24 Guns; and several Frigates are building, and some of them near finished, in different Parts on the Continent, for the public Service, which will mount from 36 to 44 Guns.

There is a very advantageous Trade carried on from New England, which in fact is at the general Risque, as they insure for each other; and although several of their Vessels are taken, they nevertheless find it very beneficial, as nine out of ten escape; and it is said the same good Fortune attends the Adventurers in other Colonies; the Value of the Vessels, and the Cargoes taken from them is trifling, whereas those they take are worth more in Proportion than ten to one. In short, their Success is so pleasing, that in consequence the Spirit for Privateering is so prevelant, that they intend the West-Indies, and other Parts, shall swarm with them next Winter.

Advise is received by the *London*, Hall, which is arrived at Brightelmstone from Tobago, that the American Privateers swarm about every Island in order to intercept our homeward-bound Ships, and that many Vessels which have been loaded for some Time are fearful of sailing till they can procure a Convoy to England.

The following letter was received on Saturday from Mr. Charles Barns, Commander of the *Snow Blake*, in the Service of Government, dated Cadiz Bay, June 20. — "Yesterday Morning I chased an American Ship, of about

250 Tons, into this Bay, but cannot take her, it being a Foreign Port. I never was more surprised in my Life, when I found there were three American Privateers riding here at single Anchor, and a Number of their Merchant Vessels loading and unloading at their Quays. . . ."

## 16 July

*Public Advertiser*, FRIDAY, JULY 19, 1776

York, July 16.

By a letter from Liverpool we are informed, that the Fleet which plundered the Island of New Providence, consisted of seven Sail, Commodore Hopkins, Commander, viz. two Ships of 30 Guns each; two Brigantines of 14 Guns; one Sloop of 12 Guns, and one of six Guns; and one Schooner of Eight Guns. They took Governor Brown and Secretary Babbedge [James Babbedge] Prisoners, and a Mr. Irvin [Thomas Irving] belonging to Charles-Town, all of whom were in the Fleet when they engaged the *Glasgow* Man of War. The Colours of the American Fleet were striped under the Union with 13 Strokes, called the Thirteen United Colonies, and their Standard a Rattle Snake, — Motto, "Don't tread upon me."

## 17 July

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN RICHARD SMITH,  
H. M. S. *Lark*, SPITHEAD<sup>1</sup>

You are hereby required and directed, to proceed with his Majesty's Ship under your command to Corke, and upon your arrival there, you are to make enquiry for, and take under your Convoy such Ships laden with Provisions for the use of the Army under the command of General Howe, as may be ready to accompany you, and putting to Sea with the first opportunity of Wind and Weather make the best of your way with them to Halifax in Nova Scotia, where you are to leave them, unless the Commanding Officer of His Majesty's Land Forces there, shall desire you to Convoy them to the place where Genl Howe with the Army may be, in which case, you are to do so, and then proceed to join Lord Howe wherever he may be, and follow His Lordships Orders for your further proceedings; But, if the Victuallers remain at Halifax, you are in that case to make the best of your way to join Lord Howe & follow his Orders as above directed.<sup>2</sup>

Given &c. the 17th July 1776.

Sandwich Palmerston H. Palliser

By &c. G. J.

1. PRO, Admiralty 2/101, 231-32.

2. *Ibid.*, 232-33, this date the Admiralty informed Admiral Howe that the *Lark* was being placed under his command.

LORDS COMMISSIONERS, ADMIRALTY, TO  
LIEUTENANT BENJAMIN BECHINOE, R.N.<sup>1</sup>

Whereas We think fit that you shall command His Majesty's Storeship the *Elephant*; You are hereby required and directed to take upon you the Charge & Command of her accordingly, her Officers & Company being hereby strictly required to observe & follow your Orders; And, you are carefully to observe & follow the General Printed Instructions, and such Orders & Directions, as you shall from time to time, receive from Us, or any other your Superior Officer for His Majesty's Service.

And, whereas We have ordered the said Storeships to be fitted & stored for a Voyage to North America, mann'd with Forty Men, agreeable to the annexed Scheme, and Victualled for Six Months with all Species of Provisions except Beer, of which she is to have as much as she can conveniently stow, and to be supplied with a proportion of Wine or Spirits, in lieu of the remainder; You are hereby further required & directed to use the utmost dispatch in getting her ready for the Sea accordingly, and in receiving on board such Stores as the Navy Board may have to send to Halifax, and then falling down to Galleons Reach, take in her Guns & Gunners Stores at that place, & proceed to the Nore for further Orders.

Given the 17th July 1776.

To Lieut Bukinoe hereby appointed to  
command His Majts Storeship the *Elephant*  
at Deptford

J Buller  
Palmerston  
C: Spencer

By &c P. S.

*Scheme.*

- |                    |                         |
|--------------------|-------------------------|
| 1. Lieutenant      | 1. Carpenter            |
| 1. Master -        | 1. Surgeon -            |
| 1. Midshipman      | 1. Servant to the Lieut |
| 1. Clerk & Steward | 1. Ditto — Master       |
| 1. Boatswain -     | 30. Able Seamen.        |
| 1. Gunner          | <u>40.</u>              |

1. PRO, Admiralty 2/101, 233-35.

18 July

PHILIP STEPHENS TO COMMODORE WILLIAM HOTHAM, R.N.<sup>1</sup>

Sir

18 July 1776

I have communicated to my Lords Commrs of the Admty your Letter dated 5th June at Sea giving an Account of the progress you had made in your Voyage, with His Majesty's Ships under your Convoy (except the *Malaga* which had Parted Company) and acquainting their Lordships that the Captain of the *Jersey* had been obliged to cut away the Bower Anchors in a small Gale and to throw the Flatt bottom'd boat over board to relieve the Ship in her Complaint. I am &c

P. S -



Commodore Hotham on board the  
*Preston* in North America By the *Lark* at Portsmouth

1. PRO, Admiralty 2/552, 297.

BEAUMARCHAIS TO SILAS DEANE<sup>1</sup>

18th July 1776

I don't know, sir, if you have any body with you, whom you may trust for translating the French letters, which treat on important affairs. On my part I shall not be able to treat with security in English, till after the return of a person whom I expect at this moment from London, and who will be an interpreter between us, meanwhile I have the honor to inform you, that I had for some time past, the desire of helping the brave Americans to shake off the English yoke. I have already tried several means to open secret and sure correspondence between the general Congress and a house which I am about to establish on that occasion; I shall exert my endeavors to provide the continent either by way of our West Indies or straight from here if possible, all such articles which the Americans shall be in need of, and which they can not any more get from England. I have already mentioned my plan to a gentleman in London who pretends to be much attached to America,<sup>2</sup> but our correspondence, since I left England having been carried on with difficulty and in ciphers, I have received no answer to my last, in which I tried to fix some terms for that great and important affair.

But since you are vested with a character which permits me to have confidence in you, I shall be very glad to begin anew, in a manner more certain and more regular, a negotiation which was before but touched on. My means are not very considerable, but they may be much increased if we can establish together, a treaty of which the conditions shall be honorable and advantageous and the execution of the same shall be exact.

I can not grant either to Mr. Dubourg or to anybody else, the confidence of speaking freely of my plan; but when you have compared the nature of the offers which shall be made to you from every quarter, to the disinterested zeal which attaches me to the cause of America, you will perceive what difference there is between treating with common merchants and on the hardest terms, and the good fortune of meeting with a generous friend who shall think himself happy in proving to your nation, and to you, its secret representative, how truly he is devoted to them. I am sir, Your &c. &c.

(signed) Caron de Beaumarchais.

1. State Papers, House Document No. 111, appendix, 15th Congress, 1st session, 24-25, NA.

2. Arthur Lee.

19 July

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS,  
PORTSMOUTH<sup>1</sup>

Sr

19th July 1776

I have communicated to my Lord Commrs of the Admty your Letter of the 17th Inst informing them that having intelligence of two Vessels being at Guernsey belonging to some of His Majts Rebellious Subjects in No America you have given Orders to Lt Mainwaring Commg the *Meredith* (either to call in the way to his Station & Seize any Vessels he may meet with at that Island agreeable to the above information; And I am commanded by their Lordships to acquaint You that they approve of what you have done I am &c

P S

1. PRO, Admiralty 2/552, 301.

*Public Advertiser*, FRIDAY, JULY 19, 1776

London [July 19].

Advice is received from St. Maloes, that the Americans carry on a very extensive trade to that place; that no less than seven vessels arrived there the first week in June, and at the time the account came away, there were four more just arrived.

The certain accounts daily received of the many captures made by the American privateers, have roused the Underwriters from their lethargy; the Ministry have lulled them a long time with a notion, that the Americans had very few privateers out; and those were of such small force, that a merchant ship which carried a few guns might beat them off; but behold they are convinced, to their great cost, that they have been led into an error; for that the Americans are very powerful at sea; that some of the privateers carry guns enough to engage the largest frigate we have; and it is well known that New-England produces as fine and brave sailors as Old England.

The ministerial gentry in the City have taken great pains to stifle the report of four Jamaica ships being taken by the Provincial privateers, and have prevailed on many to give no credit to it. On the other hand, others believed, that it would not have been entered in New Lloyd's book, without they had some foundation for it.

20 July

LORD GEORGE GERMAIN TO COMMODORE MARRIOT ARBUTHNOT,  
HALIFAX<sup>1</sup>

[Extract]

Whitehall 20th July 1776

I understand that some Rebel Traders in the New England Provinces have established a Correspondence and are forming Connexions with cer-

tain ill affected persons in Nova Scotia through whom they expect to receive Supplies of Merchandize from England and that there is now a Vessel loading in the River upon this Account, The Ship is owned and commanded by Malachy Salter and proposed to be cleared out for Halifax, but the greatest part of her Cargo is supposed to be intended to be privately sent from thence to Boston or some neighbouring Port in that Province; Proper Orders are given for a strict examination of her Papers before she sails from hence; but as it is possible they may have taken their measures so as to elude detection here, we must rely upon your vigilance and that of the other Servants of the Crown in their several Departments for preventing any Merchandize being carried to the Rebellious Colonies from Nova Scotia, and for an exact and strict execution of the Act for prohibiting all Trade and Intercourse with them.

1. PRO, Colonial Office, 217/52, DAC Photocopy.

*Public Advertiser*, SATURDAY, JULY 20, 1776

London [July 20].

Letters from Barbadoes, dated the 5th of June, mention that six American Whale Fishing Ships were taken off that Island by a Man of War, who carried off five of them to Antigua, where they are since safe arrived; we have received no Intelligence of the other.

The *St. James*, Captain Wilson, from Jamaica, for Bristol, one of the Ships that was reported to have been taken by the Provincials, was spoke with clear of the Gulph the 17th of May.<sup>1</sup>

1. The *St. James* was taken by the South Carolina brigantine *Comet*. The prize grounded running into Charleston, was boarded by a party from H.M.S. *Sphynx* and destroyed. See Volume 5.

"EXTRACT OF A LETTER FROM PLYMOUTH, JULY 20."<sup>1</sup>

Yesterday in the afternoon, the wind coming round, Capt. [Charles] Fielding in his Majesty's ship the *Diamond*, with two other men of war, and all the transports under their convoy, that have been windbound here for some time, all sailed for America.

1. *London Chronicle*, July 23 to July 25, 1776.

SILAS DEANE TO BEAUMARCHAIS<sup>1</sup>

Sir,

[Paris] July 20th, 1776

In compliance with your request at our interview of yesterday, I send you inclosed copies of my commission, and an extract from my instructions which will fully satisfy you of my being authorized to make the purchases I have applied to you for. To understand this extract, it is necessary to inform you that I was ordered to make my first application to the ministers and to procure the supplies wanted of them by way of purchase or loan; and

in case the credit or influence of Congress should not be such under the present circumstances to obtain them from that quarter, I was instructed then to apply elsewhere. My application to the minister and his answer I have already acquainted you with. With respect to the credit which will be required for the goods and stores which I propose to engage of you, I hope that a long one will not be necessary. Twelve months has been the longest credit my countrymen have ever been accustomed to, and Congress having engaged large quantities of tobacco in Virginia and Maryland, as well as other articles in other parts, which they will ship as fast as vessels can be provided; I have no doubt but very considerable remittances will be made within six months from this time and for the whole within a year; this I shall in my letters urge Congress to do. But the events of war are uncertain, and our commerce is exposed to be affected thereby: I hope, however, that at least such remittances will be made you, that you will be able to wait for whatever sum may remain due after the credit we shall agree on is expired, having the usual interest allowed you.

I send you also an invoice of the clothing and of many articles of the furniture and stores necessary for our army, in which I can not be so particular at present, as it will be necessary to be hereafter in case you undertake it; but as the articles for the uniforms can at this time be ascertained as well as ever, I have made out a detail of them; though my instructions speak of but 100 brass cannon, and of arms and clothing for 25,000 men, yet considering the importance of the articles to America, I shall, (if to be obtained) venture in a larger quantity, the probability of some part being taken, with other circumstances, will, I think, fully justify me therein. But it is improper to add on this subject until you resolve whether you will undertake, and on the terms, which I presume you will do. As soon as you shall have obtained a translation of this and the enclosed, I will do myself the honor of waiting on you; In the mean time, I am, with the utmost respect and attachment, Sir, [&c.]

Silas Deane.

1. State Papers, House Document No. 111, appendix, 15th Congress, 1st session, 25-26, NA.

#### SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE<sup>1</sup>

[Extract]

Paris, [July 20, 1776]<sup>2</sup>

I wrote you every material occurrence to the time of my leaving Bordeaux, and sent duplicates by Captains Palmer, Bunker, and Seaver, one of which you will undoubtedly have received before this comes to hand. I left that city on the last of June and arrived here the Saturday following, having carefully attended to everything in the manufacturing or commercial towns in my way; which, indeed, are neither numerous nor of great consequence. I spent at Angouleme a day in viewing what, as to manufactures alone, deserves attention on the journey — the foundry for cannon, where the greatest part of those used in the kingdom are manufactured. The cannon are cast solid, after which they are put as in a turner's lathe and bored

## Coté de Recouvrement

- 1 Botte de paille pour le foin
- 2 Botte de paille
- 3 Botte de paille de cheval
- 4 Botte de paille de cheval
- 5 Botte de paille de cheval
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- 10 Botte de paille de cheval

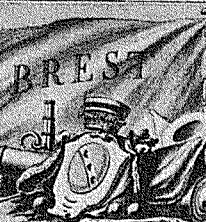
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37 Cote de Condamine de  
 Bournay  
 38 Battelle de Bournay-Louise  
 pour le Service de Port  
 39 Maréchal pour le Bournay  
 40 Chaux de l'Esquignement et  
 de l'Esquignement  
 41 Tour blanche qui suit de  
 Magasin pour les Anapies  
 42 Halle pour l'Armement les  
 Mals de l'Armement  
 43 Cote pour l'Armement les Mals  
 44 Quay de l'Armement  
 45 Bournay

Brest pour continuer la Visitation de A en B, la partie  
projetée CD en recouvr 30 lorsqu'elle sera achevée,  
la principale garde du Port S'etend dans la Visitation -  
Ancient de Le Corps de garde s'appelle Ancien garde, vi-  
ent les Canots et les Chaoupiers sont en G. L'Escadron  
projeté dans le rattachement du Port est l'ordre de la  
en forme d'Arcade, sous le Châtelet est l'Escadron

Marques particulières	Fontaines
Vardant	Sodexo

- *Particulars*
- *Contained*
- *Sources*



## Le Château

[illegible]

## Cote de Rye

1) Basilio de Châlon	10) Basilio de Pampel
2) Basilio de la Roche	11) Basilio de L'Angeven
3) Basilio de Barbaux	12) Basilio de L'Angeven
4) Pierre Laine, St Sébastien	13) Basilio de Puyrécien
5) Basilio St Sébastien	14) Basilio de St Pierre
6) Pierre de L'Angeven	15) Basilio de St Pierre
7) Pierre Laine de la Roche	16) Pierre de Couquet
8) Basilio de L'Angeven	17) Basilio de Couquet
9) Pierre Laine St Paul	18) Basilio de St Mathieu
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## Brelt

22 St. Louis Patrice	11 St. Sauveur Paroisse
23 Hotel de Ville	104 Hospital
24 Chapelle de la Congregation	105 Congregation
25 Le Mont du Saint Christienne	106 L'Archeul Forest de
26 Le Champ de Bataille	107 Montgomerie au Montgomerie
27 Hospital	108 de la Mercurie
28 Les Carmes	109 Les Capucins
29 St. Augustin Sainte	110 St. Marie de Reconnaissance
30 Le Cours	

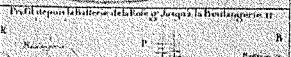
Profil du Port entre la Tour blanche et la Tour noire 49 m 30.



Profil des Nouragues Farcées de l'ontation 22



1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.



1890

[illegible]

out and the outside smoothed and turned at pleasure. They can bore and complete a twelve-pounder in one day in each lathe, which takes four men only to work. The workmen freely showed me every part of their furnace and foundry. On Monday after my arrival I waited on my bankers, and found that Mr. [Edward] Bancroft had arrived the same day with me, Mr. Thomas Morris and M. Venzonals<sup>3</sup> about ten days before. I waited on M. Dubourg and delivered him Dr. Franklin's letter, which gave the good gentleman the most sincere and real pleasure.

M. Penet, on his arrival in Paris, waited on M. Dubourg, showed him a copy of his contract with the committee of Congress, and told him he had letters from Dr. Franklin to him, but had left them on the road or at Rotterdam through fear of a search. He told M. Dubourg, to whom he was a perfect stranger, so many particular circumstances that he could not doubt of his sincerity, and in consequence he embarked in his affairs to a large amount. Five or six weeks have now passed without the arrival of the letters said to be left on the road. Arms, powder, etc. to a large sum were in readiness, when my arrival gave him confidence that I would take the burden off him, as he doubted not that my credentials would be explicit. I saw immediately the arrangement of the whole, and that M. Penet had returned to France (copy of the contract excepted) almost as empty-handed as he came to Philadelphia, yet had found means to collect a very considerable quantity of stores, part of which he had actually shipped. This circumstance gave me hopes; yet I found that it would now be expected I should become responsible for the articles, which embarrassed me much, since to detain them would be quite disagreeable, and to step out of my own line and involve myself with Messrs. Plairne and Penet's contract would be equally so.

M. Penet had somehow got intelligence of my being in France and that I was expected at Paris; he therefore waited for me, and I saw him the next day at my hotel, when he complained of want of remittances, and desired me to pledge my credit for the stores, which I waived in the best manner I could, for I saw the consequences might involve me in many difficulties and frustrate my greater designs. I therefore told him I would certify to the merchants, if necessary, that the Congress would pay for whatever stores they would credit them with; and in the mean time advised him to proceed strictly agreeable to the letter of the contract, and I was positive that the Congress would fulfill their part of it. I finally satisfied both him and M. Dubourg, and he parted for Nantes to ship the goods the next day. I must do him the justice that is his due: he has been indefatigable in the business; his heart seems to be entirely in it and I believe him honest; but his connections, either commercial or political, are not of themselves equal to such an undertaking; but the cause he was employed in had in a great measure, I found, supplied this deficiency, which was to me a favorable appearance.

M. Dubourg told me that the ministers would not see me, as they meant to be quite secret in any countenance they gave the United Colonies, and that my arrival in France was already known in London, in consequence of which Lord Stormont arrived express but a few days before and had ap-

plied to the court on the subject. I showed him my commission and told him I was determined to apply; for every circumstance, in my opinion, was favorable instead of otherwise. On this he wrote a letter to Count de Vergennes, asking liberty to introduce me the Thursday following, on which day I went to Versailles, and, though the letter had not been delivered to his excellency, yet he gave us immediate admission. Fortunately his chief secretary spoke English well, by which means I had an opportunity of conversing freely with him on the subject of my commission for two hours, and was attentively and favorably heard by him and was asked many questions, which shows that the American disputes had been, and still were, a principal object of attention. I pursued nearly the line marked out by my instructions, stating the importance of the American commerce and the advantages Great Britain had received from a monopoly of it. That, all intercourse ceasing between the two countries, the Colonies had considered where they might dispose of that produce which they necessarily had so large a surplus of, and receive for their raw or first materials the various manufactures they wanted. That they first turned their eyes on France as the best country on Europe for them to be connected with in commerce. That I was purchasing a large quantity of manufactures, for which I expected to pay the money, and that I would want a quantity of military stores, for which remittances would be made. That I doubted not the Colonies had before this declared independency, and that I should soon receive instructions, in consequence, more full and explicit; that in the mean time they were very anxious to know how such a declaration would be received by the powers in Europe, particularly by France, and whether in such case an ambassador would be received from them, etc.?

To which he replied that the importance of the American commerce was well known, and that no country could so well supply the Colonies, and in turn receive their produce, as France; it was therefore the interest of both to have the most free and uninterrupted intercourse, for which reason the court had ordered their ports to be kept open and equally free to America as to Britain. That, considering the good understanding between the two courts of Versailles and London, they could not openly encourage the shipping of warlike stores, but no obstruction of any kind would be given; if there should, as the custom houses were not fully in their secrets in this matter, such obstructions should be removed on the first application. That I must consider myself perfectly free to carry on any kind of commerce in the kingdom which any subject of any other state, in the world might, as the court had resolved their ports should be equally free to both parties. That I was under his immediate protection and should I meet with any difficulty, either from their police, with the rules of which he supposed me unacquainted, or from any other quarter, I had but to apply to him and everything should be settled. That as to independency, it was an event in the womb of time, and it would be highly improper for him to say anything on that subject until it had actually taken place; meantime, he informed me that the British ambassador knew of my arrival, and therefore advised me

not to associate with Englishmen more than I was from necessity obliged, as he doubted not I should have many spies on my conduct.

I then told him the precautions I had taken, and should persevere in, in coming from Bermuda, and that I did not mean in public to pass for other than a merchant from the Island on speculation during the present cessation of commerce in America; but, at the same time, I told his excellency that I was well assured it was known in London that I was coming long before I arrived in Paris, and I doubted not they conjectured my errand; but at the same time I should take every precaution in my power, and most sincerely thanked him for his protection and assistance so generously offered, which he might depend I would never abuse. He was pleased with my having come by Bermuda and passing as an inhabitant of that island, and said if questioned he should speak of me in that character. He then asked me many questions with respect to the Colonies, but what he seemed most to want to be assured of was their ability to subsist without their fisheries and under the interruption of their commerce. To this I replied in this manner: That the fisheries were never carried on but by a part of the Colonies, and by them not so much as a means of subsistence as of commerce. That, the fisheries failing, those formerly employed in them turned part to agriculture and part to the army and navy. That our commerce must for some time be in a great measure suspended; but that the greater part of our importations were far from being necessities of life, consequently we should not suffer under the want of them, whilst it was not wealth or luxuries that we were contending for. That, our commerce ceasing, it would be out of the power of our enemies to support themselves on our plunder, and on the other hand our ships, as privateers, might harass their commerce without a possibility of their retaliating. That I hoped to see a considerable marine force in the Colonies, and that, joined to the impossibility of Britain's guarding so extensive a coast, would preserve some of our commerce until it should be thought an object deserving the protection of other powers.

After many questions on this subject he put this, in which I thought he seemed interested — whether, if the Colonies declare an independency, they would not differ among themselves? To this I replied that the greatest harmony had as yet subsisted, and that I had no grounds to doubt it in future; that the common danger which first drove them into measures which must end in such a declaration would subsist, and that alone was sufficient to insure their union.

He then desired me to give his secretary my address, and said, though he should be glad to see me often, yet as matters were circumstanced his house was too public a place, but that I might put the same confidence in his secretary as in himself, to whom I might apply for advice and direction; but that whenever anything of importance occurred I need but inform him and he would see me, but on common occasions I must address the secretary, which would be every way more convenient, as he understood the English language well and was a person in whom the greatest confidence could be placed. Having settled the mode of intercourse, I expressed the sense I had



of his excellency's politeness and the generous protection he had given me, and on parting said if my commission or the mode of introducing the subject were out of the usual course, I must rely on his goodness to make allowances for a new-formed people, in circumstances altogether unprecedented, and for their agent, wholly unacquainted with courts. To which he replied that the people and their cause were very respectable in the eyes of all disinterested persons, and that the interview had been agreeable.

After this I returned to Paris with M. Dubourg, whose zeal for the American cause led him to draw the most favorable consequences from this beginning. The next day, while from home, I was informed that Count Laureguais had inquired out my lodgings, immediately after which he asked leave to go for England, which was refused by the court. The same day I was informed that Sir Hans Stanley and Sir Charles Jenkinson, who I knew were at Bordeaux when I left it, were in France for the sole purpose of inquiring what agents were here from the Colonies and what commerce or other negotiations between them and the Colonies was carrying on. This alarmed my friends and as I had agreed for other lodgings, to which I was next day to remove, M. Dubourg advised me to secrete both my lodgings and name. I told him that the Count Laureguais' conduct appeared mysterious, yet I could never think of keeping myself secret, for though I should not seek these gentlemen nor throw myself purposely in their way, yet I must think it an ill compliment to Count Vergennes to suppose, after what had passed, that I was not on as good and safe footing in France as they or any other gentleman could be. However, his uneasiness made him write to the count what he had advised, who returned for answer that such a step was both unnecessary and impolitic, as it would only strengthen suspicions by giving every thing an air of mystery, while there was not the least occasion for it.

The next day I had a fresh conference with M. Dubourg, who brought me a number of memorials from officers and engineers offering their services in America, some of whom I believe deserve the utmost encouragement; but more of this hereafter. While I was casting in my mind how best to improve the present favorable crisis for supplying the Colonies, Monsieur Beaumarchais made proposals for procuring whatever should be wanted, but in such a manner as was understood by M. Dubourg to amount to a monopoly, which indeed was not his only objection for Monsieur Beaumarchais, though confessedly a man of abilities, had always been a man of pleasure and never of business; but as he was recommended by Count Vergennes, M. Dubourg could not avoid noticing him, but immediately expostulated with the count in a letter, which brought on embarrassments no way favorable, and I saw that M. Dubourg was so far from sounding the views of his superior in this manoeuvre, that he was, with the best intentions in the world, in danger of counteracting his own wishes, the extent of which were to obtain the supplies of merchants and manufacturers on the credit of the Colonies, in which the strictest punctuality and most scrupulous ex-

actness would be necessary, and which, under the present difficulties of remittance I feared would not be lived up to.

As I had learned that in the late reform of the French army they had shifted their arms for those of a lighter kind, the heavy ones, most of which were the same as new, to the amount of seventy or eighty thousand, lay useless in magazines, with other military stores in some such proportion, I apprehended it no way impossible to come at a supply from hence through the agency of some merchant, without the ministry being concerned in the matter. In such case the merchant would be accountable to the ministry and the Colonies to the merchant, by which means a greater time of payment might be given and more allowance in case of our being disappointed. With this in view, I went to Versailles on Wednesday, the 17th. and waited on M. Gerard, first secretary of foreign affairs, and presented to him the inclosed memorial, which led to a very particular conversation on the affairs of America, and which I turned finally on this subject, to which he would not then give me any immediate answer, but promised me one in a day or two. Returning to town, I found Messrs. Dubourg and Beaumarchais had a misunderstanding, the latter giving out that he could effect everything we wished for, and the former, from the known circumstances of M. Beaumarchais and his known carelessness in money matters, suspecting he could procure nothing, and the more so as he promised so largely. They parted much displeased with each other, and Mons. Beaumarchais went directly to Versailles. On M. Dubourg's coming and informing me what had passed I immediately wrote to M. Gerard the inclosed letter, and in return was desired to come with M. Dubourg the next morning to Versailles.

We went as desired, and after explaining many things to M. Gerard, had a conference with his excellency, from whom I had fresh assurances of the utmost freedom and protection in their ports and on their coasts; that, in one word, I might rely on whatever Mons. Beaumarchais should engage in the commercial way of supplies, which, indeed, was all I wished for, as I was on the safe side of the question, viz. on the receiving part. I communicated to his excellency that clause of my instructions for procuring arms, etc. of which he asked a copy. I then informed him that I considered the present as the most critical juncture of American affairs; that the campaign would undoubtedly be carried far into the winter; that supplies now shipped might arrive very seasonably in the fall to enable the Colonies to hold out the present campaign. He replied that no delay should be made by any obstruction of any officer, or others, of the customs or police. He then told me that Count Laureguais was perhaps a well-meaning man, but not sufficiently discreet for such purposes as this; that Mr. Lee (meaning Mr. Arthur Lee of London), had confided, he feared, too much in him, and wished me to caution him on the subject, and that if I would write to him he would inclose it in a letter of his by a courier that evening. I most readily embraced this safe way of corresponding, and sent a letter I had before written, with an addition on this subject, a copy of which is inclosed.

I have thus given you the heads of my negotiations to this time, July 20, and will not take up your time in making remarks on it and the prospect before me, which are obvious, but inform you of the plan I mean to pursue in the execution of my commission, and hint some methods by which I think I may be enabled to complete every part of it to your satisfaction and the relief of my country, which is all my wish and the extent of most ambitious hopes. I go on the supposition of an actual, unconditional independency, without which little can be effected publicly; with it, almost everything we can wish for.

It is by no means probable that Europe will long remain in a state of peace. The disputes between Portugal and Spain are on the point of producing an open rupture; the former relies on England; the latter will look to this kingdom, and has already applied to this court on the subject. Nothing but the division of Poland has taken the king of Prussia's attention off from the injustice done him in Great Britain at the close of the last war. He has now completed his part of that extraordinary work, and, I am well informed, listens with pleasure to the dispute between the United Colonies and Great Britain. He is ambitious of becoming a maritime power, and is already in possession of the capital ports of the Baltic; but without commerce it is impossible to effect the design, and no commerce can put him so directly in the road as the American. The consumption of coffee, sugar, and other West India productions increases fast in the north of Europe, and it must be his interest at least to supply his own dominions. In case of a war in Europe, France, Spain and Prussia might be brought into one interest, and the Emperor of Germany is too closely connected with his majesty of France to take part against them, after which, Great Britain having her whole force employed in America, there could be nothing on the one hand to prevent Spain and France from reducing Portugal to a submission to the former, nor from Prussia and France subduing and incorporating into their own dominions Hanover and the other little mercenary electorates which lie between them, and which for several centuries have been one principal cause of every war that has happened in Europe.

With respect to Russia, it is as closely allied to Prussia as to Great Britain, and may be expected to be master in the contest. Denmark and Sweden are a balance for each other and opposites. Not to enlarge on this plan at present, I have only to suggest that an application to the King of Prussia will do no harm, and may be attended with good and great consequences; the Prussian ambassador at this court and at that of London may be sounded on the subject. But my powers and instructions are so limited that I can by no means take such a step; yet when I see Great Britain exerting her whole force, and that of her allies and courting every power in Europe to aid her, I can but wish she may be counteracted in her own system, and, by having employ found for her in Europe, bring her to leave America in peace, and I think myself bound in duty to hint at what to me seems the most probable means. Dr. Bancroft was full with me in this opinion.<sup>4</sup>

1. Francis Wharton, ed., *The Revolutionary Diplomatic Correspondence of the United States* (Washington, 1889), II, 112-19. Hereafter cited as Wharton, ed., *Revolutionary Diplomatic Correspondence*.
2. This letter, in Wharton, bears the date August 18, 1776, which is the date Deane finished it. There were several interruptions in his writing, and the section included here, by his own comment in the letter, was written July 20, 1776.
3. There is no further reference to M. Venzonals in the diplomatic correspondence of the period, and it is possible Wharton and Jared Sparks before him, misread Van Zandt.
4. As Bancroft left Paris on July 26, 1776, the past tense reference to him would indicate that Deane was now writing after the July 20 date given in his letter.

## 21 July (Sunday)

### PRECIS PREPARED FOR GEORGE III OF EVENTS LEADING TO THE EXPEDITION AGAINST THE SOUTHERN COLONIES<sup>1</sup>

[Extract]

[London, July 21, 1776]<sup>2</sup>

Genl Clinton arrived at Cape Fear on the 12th of March, & on the 21st of July Lord George Germain received a Dispatch from him dated in Cape Fear River the 3d May, on which day the *Bristol* with the rest of The King's Ships arrived there, many of the Transports having got in a few days before.

In this Dispatch General Clinton observes, that had the embarkation taken place at the time appointed, there was great reason to believe that the intentions of Govt would have been answered — That affairs however, had lately much changed for the worse — That the well-affected Inhabitants of the back Settlements had met with a severe check near Moor's Creek, of the particulars of which he had acquainted Mr [John] Pownall by the *Cumberland* Packet, & of the consequences which followed from it. That he now begged leave to add, that by all the accounts he had since been able to collect, their Chiefs had been imprisoned, & all others who had either taken up Arms, or been suspected, had been disarmed & watched with a most jealous eye — That in this situation he apprehended no immediate success could be expected in No Carolina — & therefore for these reasons, & as they were without horses to convey their cannon, or without water carriage that they could call their own, he was of opinion that an attempt would scarcely be advisable. — That the Province of South Carolina differed very little from that of No Carolina. That the well affected there had been defeated & dispersed. That the reduction of Charles Town would be very difficult; & if effected would contribute but little to the reestablishment of order in that Province, the well affected Inhabitants of which lived all in the interior Country. That with respect to Georgia, the climate alone at that season of the year must render every attempt abortive. That under these Circumstances therefore his views would probably be directed to the Provinces bordering upon Chesapeak Bay, unless called away by orders from Genl Howe, before any thing could be effected. To these observations he adds, that he is of opinion, that any attempt to assemble the friends of Government in any of the Provinces, without giving it a fair & full trial, would be

so far from producing any salutary purposes, that it would only serve to inflame men's minds & sacrifice your friends to the rage & fury of the multitude, & therefore upon this principle, he should proceed warily during the short time it might fall to his Lot to Command in the Southern Provinces.

1. PRO, Colonial Office, 5/232.

2. This is the date Germain received Clinton's dispatch.

DR. BARBEU DUBOURG TO VERGENNES<sup>1</sup>

[Extract]

Paris, 21 July 1776

I beg you in the second place, to ask M. de Sartine for his consent, at least tacit, to have cannon cast at the Ruelle forge in Angoumois, on the account of some owners of privateers; this forge, excellent for this purpose, is well situated, and was returned to the King's demesne last October; if it were still in the appanage of the Count d'Artois, I should have had every desirable and suitable facility for these operations, and notably to cast cannon there in the English fashion, under the direction of M. d'Antic, who knows this method better than anyone in Europe, and is in a position to still further improve it.

1. Stevens, ed., *Facsimiles*, No. 884.

22 July

SILAS DEANE TO M. GERARD DE RAYNEVAL, FRENCH FOREIGN OFFICE<sup>1</sup>

Sir

Paris July 22d 1776

Inclosed I send You a Copy of the Article of my Instructions which was the subject of Our last Conference.<sup>2</sup> I have not as yet had the pleasure of seeing Monsr Beaumarchais but am so Confident, from the Character I received of him from You that he will be able to procure for Me the Articles I want, That I shall Apply to him in preference to any other person; And I imagine thro' him the Stores mentioned in my Instructions may be procured with the utmost Secrecy and Certainty — They will Amount to a Considerable Sum, & as the Colonies expect, & are willing to give a Commission, for Negotiating the Business this Concern may turn very well to his Account without his having much Trouble in the Affair I have the honor to be most Respectfully [&c.]

Silas Deane

À Monsieur Gerard

1. Stevens, ed., *Facsimiles*, No. 573.

2. Deane's instructions from the Committee of Secret Correspondence. The article he enclosed begins: "At this audience, if agreed to, it may be well to show him first your letter of credence. . . ." See Volume 4, 148-50.

23 July

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE<sup>1</sup>

My Lord

23d July 1776

The *Diamond*, *Ambuscade* and *Unicorn*, three of the Ships which I have had the honor to inform your Lordship were to convoy the Transports carrying the 2d Division of Hessians, with the other Reinforcements therein mentioned (except the 16th Regiment of Light Dragoons) put to Sea from Spithead on the 28th of last Month; but were not able to get out of the Channel, the Wind coming strong to the Westward, which obliged them to put into Plymouth where they remain with their Convoy.

The *Daphne*, which was charged with Convoy of the Transports having on board the 16th Regiment of Light Dragoons, sailed also from Portsmouth the 4h instant, but from the same reason was obliged to put into Torbay, where she remains likewise.

The *Adventure*, one of the Victuallers which (as I mentioned in my former Letter) was expected to arrive at Spithead in time to sail with the aforesaid Convoy, not succeeding in her Voyage, my Lords Commissioners of the Admiralty have directed her to proceed under convoy of His Majesty's Ship *Perseus*; whose Captain is ordered to join your Lordship, and on his arrival put himself under your Command: The like directions are given to the Master of the *John*, *Chambré* and *Susannah* Transports, as they could not be got to Spithead in time to sail with Captain Fielding.

Besides the Victualler and Transports last mentioned, Captain [George Keith] Elphinston takes under his Convoy the Victuallers named in the Margin, loaded with Provisions for supply of the Fleet under your Lordships Command, being part of the second Proportion of four Months for 13,000 Men; and the *Grand Duke*, *Friendship*, *King of Naples* and *Betsey*, having on board the Provisions to complete the aforementioned Proportion, will sail at the same time, if they can be got round before the *Perseus* sails; but this being uncertain, the Captain is not to wait for them. If there should be any army Victuallers at Spithead, in readiness to sail with Captain Elphinston, he is to take them under Convoy with the Ships abovementioned.

*Maria**Providence**Prince George**Burstwick**Rum adventure**St George**Hayfield**Polly**Generous Friends**George**Nancy**Dinah*

Captain [Richard] Smith of the *Lark* is ordered to repair to Cork, and take under his Convoy from thence such army Victuallers as may be ready to proceed with him to Halifax, where he is to leave them, unless the Commanding Officer of His Majesty's Land Forces there shall desire him to convoy them to the place where General Howe with the army may be, in which case he is to do so, and then proceed to join your Lordship wherever you may be, and follow your orders for his further proceedings. But if the Victuallers remain at Halifax he is in that case to make the best of his way to join your Lordship and follow your orders as aforesaid.

The Commissioners for the Sick and Hurt Seamen, having in consequence of directions they received from my Lords ordered the Medicines, Bedding and other Stores intended for the use of the Naval Hospital in North America to be put on board His Majesty's Hospital Ship, the *Jersey*, I have thought it necessary (the matter having before escaped my recollection) to inform your Lordship thereof, that if you have not already done it, You may give such orders for the disposal of them as you shall think fit; as also for the disposal of the additional Quantities of Stores and Medicines which the aforementioned Commissioners have provided and which my Lords have ordered to be sent out in the *Perseus*. I have the honor to be &c

P: S:

P: S: The *Mermaid*, which is now at Plymouth, will have orders to proceed to Cork with similar directions to those given to the Captain of the *Lark*, to sail from thence in 14 days after the departure of the *Lark* with such of the army Victuallers as may be there ready to accompany her.

Rt Honble Lord Viscount Howe in North America By the *Perseus* at Portsmouth

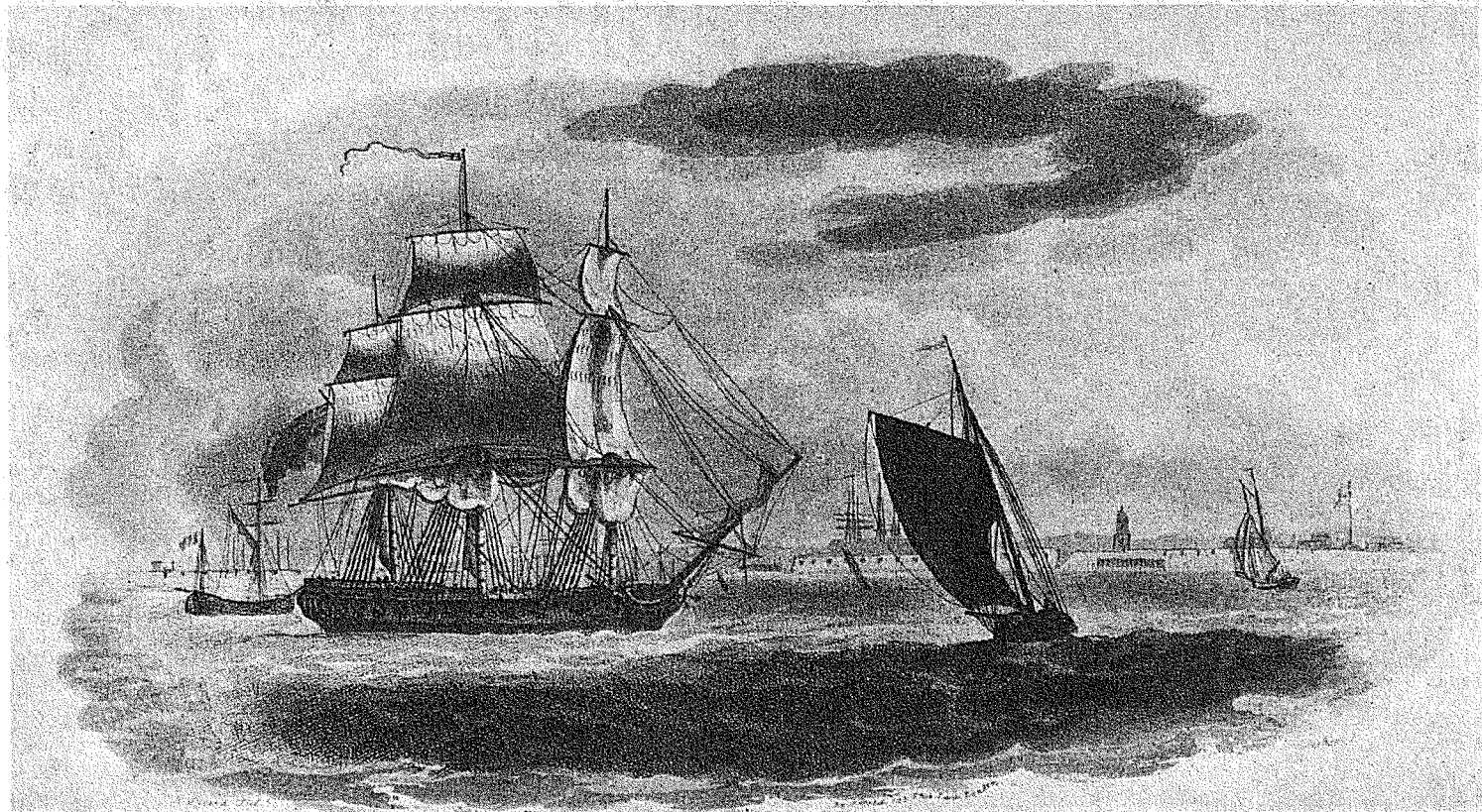
By a Messenger at 10 PM

1. PRO, Admiralty 2/552, 311-14.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN GEORGE KEITH ELPHINSTONE,  
H.M.S. *Perseus*, SPITHEAD<sup>1</sup>

John  
Chambré  
Susannah

Whereas it is intended that the Transport Vessels named in the Margin having on board British Recruits for the Army under General Howe, and the Victualling Transports named in the inclosed List laden with Pro-



*View of Spithead.*



visions for the use of the Fleet (all which Ships are at present at Spithead, or daily expected to arrive there) shall proceed to North America under Convoy of His Majesty's Ship under your Command; You are hereby required and directed to take the said Transports and Victuallers under your Convoy, and, when ready to put to Sea with them the first opportunity of Wind and Weather, and proceed with them to New York, where it is expected you will find Vice Admiral Lord Howe, Commander in Chief of His Majesty's Ships and Vessels in North America; But if, upon your arrival at Sandy Hook, you should be informed his Lordship is not at New York, You are then to proceed to such place as you may learn he is removed to, and, upon joining his Lordship, you are to put yourself under his Command and follow his orders for your further proceedings.

Grand Duke.  
Friendship.  
King of Naples  
Betsey

And it being intended that the Victualling Transports named in the Margin shall also proceed under your Convoy, in case they arrive at Spithead before you are ready to sail, you are accordingly to take the said Victualling Transports under your Convoy in case they arrive in time and proceed as aforementioned, but not to wait for them.

If there are any other Storeships or Victuallers belonging to the Navy, Ordnance or Treasury Departments intended to join the Fleet under the command of Vice-Admiral Lord Howe, or the army under the command of General Howe, or any other Vessels bound to North America that may be ready and willing to accompany you, You are also to take such Vessels under your Convoy, transmitting to us before you sail a List of the names, of the several Ships and Vessels with the names of their Masters, and the nature of the lading they have on board Given &c the 23d of July 1776.

J. Buller Palmerston C: Spencer H: Palliser  
By &c P:S:

Admiralty Office) List of Victualling Transports at Spithead, to proceed  
23d July 1776 { under Convoy of the *Perseus*.

Ships Names

*Adventure*  
*Maria*  
*Providence*  
*Prince George*  
*Burstwick*  
*Rum adventure*

Masters Names

John Mason  
Solomon Jones  
John Sherrard  
Robert appleton  
alexander anderson  
Peter Leadbeater

Ships Names

*St George*  
*Hayfield*  
*Polly*  
*Generous Friends*  
*George*  
*Nancy*  
*Dinah*

Masters Names

Benjn Bigood  
 John Clark  
 John Harrington  
 Hill  
 Gray  
 Williamson  
 Brown

1. PRO, Admiralty 2/101, 236-38.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM<sup>1</sup>

My Lord

23d July 1776

Since the Letters received from your Lordship which I had the honor to answer in mine of the 23d of last Month, I have received several others dated Vizt three of the 20h May, one of the 23d, two of the 8h June; one of the 9h of that Month, and another from Halifax Harbour but without any date to it; In return to all which I am to acquaint you that the same were communicated to my Lords Commissioners of the Admiralty as they came to hand, and that such of their Contents as were necessary for the Kings information, were transmitted to Lord George Germain for that purpose.

My Lords are pleased to approve of your having purchased the Ship *Lady Gage*, in lieu of that which your Lordship was directed to purchase, establish, and put under the command of Lieutenant Mowatt, the said Ship having been destroyed at Boston, when the Place was vacuated

My Lords, in consideration of what you have represented concerning Captain Dudingston's state of health have ordered him to be put on Half Pay, and have signed a Commission appointing Mr. [Roger] Curtis to the *Senegal* in his room, which Commission is sent by this Conveyance to Lord Howe to be delivered to him, and that they have also ordered that he shall be paid for the time he acts pursuant to the Order he received from you for that purpose.

Their Lordships will confirm the Commission you have given to Lieutenant Bourmaster to be a Master and Commander when it shall be laid before them: and their Lordships will grant Commissions to Mr Thomas Forrest and Mr Samuel Thomson, whom you have ordered to act as Lieutenants in the *Cerberus* and *Chatham* when it shall appear they have passed their Examinations to entitle them to that rank; and they will order them to be paid for the time they may act by virtue of your Lordships Orders.

I have only further to acquaint your Lordship that a Warrant is sent to Lord Howe appointing William Hedges Carpenter of the *Savage*, and that my Lords have directed his being paid for the time he acts by your appointment. I am &c

P: S:

Rt Honbe Lord Shuldhham in North America—By the *Perseus*  
By a Messenger at 10. PM

1. PRO, Admiralty 2/552, 311-14.

24 July

*Public Advertiser*, THURSDAY, AUGUST 8, 1776

Corke, July 24.

This Morning arrived at Cove, from Bourdeaux, the Brig *Neptune*, Capt. Hawkins, who says, there were 12 Sail of American Vessels there loading for America, and that they were getting large Quantities of Gunpowder.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN<sup>1</sup>

My Lord,

Admiralty Office, 24th July 1776

Having received a Letter from Commodore Sir Peter Parker dated in Cape Fear River the 15th May, giving an account of his arrival there on the 3d of that Month, with the several Ships Transports &ca therein mentioned, and of his proceedings up to the date of his said Letter; We send your Lordship a Copy thereof together with the Papers therein referred to, for His Majesty's Information.

We send your Lordship also a Copy of a Letter We have received from Vice Admiral Visct. Howe dated off Halifax the 23d of last Month, and desiring you will please to lay the same before the King, for his Information.<sup>2</sup> We are &ca

Sandwich C: Spencer H: Palliser

1. PRO, Colonial Office, 5/259, 85-86.

2. See Volume 5 for the Parker and Howe letters.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JAMES HAWKER,  
H.M.S. *Mermaid*, PLYMOUTH<sup>1</sup>

Whereas we have directed Capt [Richard] Smith of His Majesty's Ship the *Lark* to proceed to Cork to Convoy from thence to North America such Victuallers as may be laden with Provisions for the use of the Army under Genl Howe, And whereas we intend that you shall also Convoy to America such other Victuallers for the said Army as may be ready to sail a Fortnight after the departure of the *Lark*; You are hereby required & directed to proceed with His Majesty's Ship under your command to Cork where you are to remain til the *Lark* shall have been sailed from thence a Fortnight & then take under your Convoy such Ships laden with Provisions for the use of the Army under the command of Genl Howe as may be ready to Sail, and putting to Sea with the first Opportunity of Wind & Weather

make the best of your way with them to Halifax in Nova Scotia where you are to leave them unless the Commanding Officer of His Majestys Land Forces there shall desire you to Convoy them to the place where Genl. Howe with the Army may be, in which case you are to do so & then proceed to join Lord Howe wherever he may be and follow His Lordships Orders for your further proceedings. But, if the Victuallers remain at Halifax, you are in that case to make the best of your way to join Ld Howe & follow his Orders as above directed. Given &c 24th July 1776

Sandwich Palmerston C Spencer

By &c P S

I. PRO, Admiralty 2/101, 241.

SILAS DEANE TO BEAUMARCHAIS<sup>1</sup>

Sir:

Paris, July 24, 1776.

I have considered the letter you honored me with the 22d, and am of the opinion that your proposals for regulating the prices of goods and stores are just and equitable. The generous confidence you place in the virtue and justice of my constituents affords me the greatest pleasure, and gives me the most flattering prospect of success in the undertaking to their, as well as your, satisfaction, and permit me to assure you the United Colonies will take the most effectual measures to make you remittances, and to justify in every respect the sentiments you entertain of them; but at the same time, as the invoice for clothing only, and without the incident charges, amounts to about two and three millions of livres, and as the cannons, arms, and stores will raise the sum much higher, I cannot, considering the uncertainty of the arrival of vessels during the war, venture to assure you that remittances will be made for the whole within the time proposed; but in that case, as I wrote you before, I hope that the interest on the balance will be satisfactory. With respect to cargoes sent from America either to France or the West Indies, designed as remittances for your advances, I think there can be no objection to their being sent to the address of a house in France, or to your agents where they may arrive.

I find that cannons, arms and other military stores are prohibited and can not be exported but in a private manner; this circumstance gives me many apprehensions, for, as I can not have those things shipped publicly, I can not have them purchased openly without giving alarms, perhaps fatal to our operations. In this case various deceptions and impositions must be practiced. You know that the ambassador of England is attentive to everything done by me, and that his spies watch every motion of mine, and will probably watch the motions of those with whom I am known to be connected. In this situation, and being a stranger in a great measure to your language, I foresee many embarrassments which I know not how to obviate, and such as I fear may greatly perplex even yourself, notwithstanding your superior knowledge and address. Two things, you will agree with me, are as essential as even the procuring of the cannon, arms, etc. First, that they are

good and well laid in, and that they be embarked without being stopped and detained. The fate of my country depends, in a great measure, on the arrival of these supplies. I can not, therefore, be too anxious on the subject; nor is there any danger of expense so great but what must be hazarded, if necessary, to effect, so capital and important an object. I pray you to consider this subject, and to give me your thoughts upon it. I called on you this morning, with Dr. Bancroft, to have conversed with you on this subject, but found that you was gone to Versailles. Permit me to urge your early attention to this subject, and to assure you that I have the honor to be with the highest respect Yours, sir, etc.,

Silas Deane

1. Wharton, ed., *Revolutionary Diplomatic Correspondence*, II, 105, 106.

LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

No. 53

Paris July 24th 1776

My Lord On Monday Night I received the Honour of yr Lordships Letters Nos 26 and 27.

As it is natural that this Court, tho' they may not desire the Independency of America, should wish, that the Reduction of it may cost us dear, and must therefore be disposed, to connive at least, at any assistance the Rebels can draw from hence, I keep that object constantly in view, and collect the best secret Information I can, without betraying any suspicion, or Mistrust.

I am assured that there are several french adventurers, who attempt to supply the Rebels with arms and amunition. They clear out for Africa, and sometimes go to North America, sometimes meet American Vessels at Sea.

I have heard it said that Monsieur de Chaumont, a Man of Rank and Fortune in this Country,<sup>2</sup> is secretly engaged in these Enterprizes, which are winked at here. Messrs. Gerner and Viars Merchts at Bourdeaux, have sent lately, two thousand eight hundred Barrels of Gunpowder to Martinico; In January last Gunpowder Sold there, for Six Livres a Pound.

I am told, that Gradiz a Jew Merchant at Bordeaux, sends under French Colours, Powder, Arms, &c. to North America and it is pretended, has got Permits from this Court.

The Result of the best enquiry I have been able to make with regard to the American Gentleman, who called himself Nathan Rumsey is, as follows.—

He staid here but three or four days, had an interview with Monsieur de Mazieres, a Farmer General, to make an offer of supplying la Ferme [Farmers General] with Tobacco from America, but met with no Success, His offer was absolutely rejected. He had frequent interviews with a Banker here, called Grand<sup>3</sup> but what Business he transacted, or attempted to transact there, I do not Know. He is now gone to Nantes, in company with a Monsr Penet, a Considerable German Merchant and his Cousin;

from Nantes he goes to Bordeaux, and Marseilles, in order to establish a Correspondence with Some of the principal Merchants there, and it is Said, means to return to Paris in about a Month.

I have not discovered that Rumsey ever went to Versailles tho' this Penet with whom he is intimately connected has I am told several acquaintances there. Another informer tells me, that Rumsey had an American Companion, but this I doubt, as I know there was no such Person Lodged with him, I am assured that he arrived at Bordeaux on board a small Sloop of twenty five Tun, carrying ten Guns, and neatly painted white and Red, which waits there to carry him back to America.

There is a Physician here, called Barbeux du Bourg who is in regular Correspondence with Doctor Franklin, and who helps to circulate all those Reports to our Disadvantage, which are so greedily received by the Wishings, and Coffee house Politicians, of this Country, who are always loudest, when they talk of what they least understand

I am with great truth and Respect My Lord [&c.]

Stormont

1. PRO, State Papers, 78/299.

2. Jacques Donatien Le Ray de Chaumont.

3. Ferdinand Grand, Swiss banker in Paris.

SOLLICOFFRE FRERES & WILKIE TO SILAS DEANE<sup>1</sup>

Sir

Marseille the 24 July 1776.

Your most esteemed of the 14 Instant from Paris we have duely received. We Observe that you are of the same Opinion with us to Postpone the sending of the *Elisabeth* & her Cargoe, till the first of September next, to which your advise we have resolved to adhere and herewith we remitt you a Copy of the Agreement we have passed with Captn John Palmer which we bagg to peruse and give us your Abrobaton. you'll Observe that Captn Palmer being intitled to receive Five Pounds Sterling each Day of Demeurage we have Consented to allow and Pay him here his and his Vessel maintaining Charges wch we have Valued to Three Pounds Sterling The Other Two Pounds to be Pay'd him in America, by that Mean his return Cargoe will not be so much lessened. on All which we shall expect your Abrobaton and Consent Mean time shall Keep the return Cargoe ready to be shiped, the Chief Articles are to be Blankets and Course Cloth, very litle being to be found here we have been Obligated to Order it in the Fabricks of our Neighbouring Province of Languedoc, and hope to have the whole ready towards the beginning of next Month, about which time hope to be favoured with your Answer.

The *Elisabeth* Cargoe out of N york is all sold and the Neat Produce will be about £ 36000.

as to Imploy the said Vessell under French Collours in those Seas untill the 1st Septber the time being so short it would not be practicable, besides the Heavy Charge which would Accrue from such an Oparation renders it

imposible, if Some french Man of war should be ordered out of the Streight Mouth and a Permission Obtained for Captn Palmer to follow 'em under french Collours, he might by that mean guet Clear of more than half the Danger. we leave the whole under your farther Consideration and bagg to favour us with an Answer as soon as possible. there is two Engs [English] Fregatts Continually Cruising in the Streight Mouth Stopping and Searching all the ships. A Dutch Captn Arrived last weeck reports that he has been Visited by one of them the officers of wch told him that they had taken two America Vessells bound for the Continent out of a french Port in the Mediteranean we are much aprehensive it is Captn Robinson and Captn Waldron, who sailed from this Port last Month. We hope Capn Palmer of the *Elisabeth* will share a better fate, the Days in the Month of September being much shorter and more Windy he has a much better chance of passing free. We are most respectfully Sir [&c.]

Sollicoffre Freres & Wilkie

Mr Silas Deane in Paris

[Superscribed] Monsieur Silas Deane chez Messrs Germany Girardot & Co A Paris

[Endorsed] . . . recd at Paris Augst 7th & answered . . .

1. "The Deane Papers," *Collections of the Connecticut Historical Society*, XXIII, 25-26.

## 25 July

*Public Advertiser*, FRIDAY, AUGUST 9, 1776

Limerick, July 25.

By the *Jackson*, Sharp, which arrived Yesterday in 14 Days from Lisbon, we have Advice that there were at the Time of his Departure, twenty-four American Vessels in the Tagus, which with those at the other Ports had Orders to quit the Kingdom in nine Days, and that an English Man of War was cruizing off Lisbon in order to make Prizes of them.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM<sup>1</sup>

My Lord

[London] 25th July 1776

My Lords Commrs of the Admty having directed Vice Adml Ld Howe, to order You to return to England<sup>2</sup> in His Majts Ship *Chatham* towards the fall of this Year, unless his Lordship shall judge it expedient for His Majestys Service, that you should continue with the said Ship in No America; I am commanded by my Lords to acquaint your Lordship therewith &c

P S

Rt Honble Ld Shuldham No America

By the *Perseus* at Portsmouth

1. PRO, Admiralty 2/552, 322.

2. *Ibid.*, 2/101, 243.

"EXTRACT OF A LETTER FROM GOSPORT, JULY 25."<sup>1</sup>

Sailed from Spithead his Majesty's sloop *Spy*, on a cruise. Sailed from ditto, the *Hornet* man of war, for America.

1. *London Chronicle*, July 27 to July 30, 1776.

26 July

LORD WEYMOUTH TO LORD STORMONT<sup>1</sup>

No 29.

St James's 26 July 1776

My Lord I cannot avoid making mention to Your Excellency of the Armament carrying on at the several Ports of France rather from the great Importance of the subject than from any thing new I can have to say thereupon. Your Excellency's Attention is directed to that Point and you will not fail to transmit to me every thing you can collect that may tend to explain the Intention of the french Court.

I transmit to Your Excellency herewith an Edict of His most Faithful Majesty with respect to any American Vessel that may put into the Harbours of Portugal.<sup>2</sup> It is unnecessary to apprize you that it would be very desirable that something similar should be done at the Court where you reside, but as in the present situation of Affairs it would not be expedient to receive a refusal to any application on that subject, I must wholly leave the matter to your Discretion, not doubting that you will use the most proper means to try the practicability of a Measure that would be important at the present crisis. I am &c.

Weymouth

1. PRO, State Papers, 78/299.

2. See Edict, July 4, 1776.

M. GARNIER TO VERGENNES<sup>1</sup>

My Lord,

London, 26 July 1776

You will see from the List enclosed herewith of the Crews presently on board the Guardships that they come to a total of 4,948 men who are quite unequally divided since there are ships with more than 400 men and others that do not have enough to man their boats. To tell the truth, only those in Chatham are in this situation because the port is the least exposed. Among the others we can see two with crews of 500 men. You will remember, My lord, that these two ships had been cruising off the Azores in order to intercept American vessels following the intelligence brought by the ship from Philadelphia taken by treason to Bristol by her crew.<sup>2</sup> They stopped several Vessels which they met during their cruise but they did not capture any. These two ships will return to the other Guardships the detachments they had drawn from them in order to be able to put to sea.



We receive intelligence from all the Ports that Sailors are so rare that they cannot be found in spite of the extraordinary inducements offered by the Government, and that most of those who are on the Register of Seamen are land people, so that out of the 4,948 hardly a third are true sailors. However if we consider this total as an effective number and compare it to what is required in order to complete the commissioning of these 20 Ships in time of war, we see that 9,000 men are still lacking. Thus, My lord, the greatest advantage to England in having these Guardships on the present footing, is to have always available 20 seaworthy ships which by the detachments they can provide put her in a position occasionally to put a few Ships to Séa on a day's notice, and to have, if need be, a fleet ready to sail in a short time by means of an impressment.

They are busy training the men they receive in order to provide trained crews to the Frigates that put to Sea. Thus, we cannot consider that they are on stable footing today. But we must not conceal from ourselves that this is a useful establishment which deserves to be imitated.

Captain [James] Cook sailed from Plymouth on the 18th of this month for his new journey to Otahitee, new Zealand, and from there to the Coast of California from whence he will look for a passage to the Pole. The ship which is to follow him is still in Plymouth.

We still have not received any news concerning the military operations in America. Lord How arrived in Halifax on the 25th of June with his single ship and he was to sail without delay to rejoin the General his brother who had left on the 10th of the same month.

The Board of Trade received intelligence today that American Privateers captured nine richly loaded ships from the West Indies, namely, 3 from Jamaica and 6 from Nevis, Antigua and the Barbados. This piece of news is so unquestionable that the cost of Insurance went up from 5 to 15 p. 100. A Ship arrived in Bristol from Jamaica and confirmed the capture by two Spanish coast-guard ships of M. Irwin's vessel. I am with respect &c.

## [Enclosure]

## Current List of Crews on Board the Guardships, 26 July 1776

Ports	Ships	Guns	Complement	Wartime complement	Number required to complete war-time complement on board each Ship
Plymouth.	<i>Ocean</i>	90	358	850	492
	<i>Foudroyant</i>	80	280	750	470
	<i>Albion</i>	74	360	700	340
	<i>Torbay</i>	74	350	700	350
	<i>Boyne</i>	70	256	670	414

Ports	Ships	Guns	Complement	Wartime complement	Number required to complete war- time comple- ment on board each Ship
Portsmouth.	<i>Non Such</i>	64	500	650	150
	<i>Sommerset</i>	64	300	650	350
	<i>Raisnable</i>	64	300	650	350
	<i>Barfleur</i>	90	400	800	400
	<i>Royal-oak</i>	74	174	700	526
	<i>Centaure</i>	74	150	700	550
	<i>Hector</i>	74	150	700	550
	<i>Résolution</i>	74	150	700	550
	<i>Lenox</i>	74	180	700	520
	<i>Egmont</i>	74	190	700	510
	<i>Worcester</i>	64	500	650	150
	<i>Exeter</i>	64	230	650	420
Chatham.	<i>Ramilies</i>	74	70	700	630
	<i>Mars</i>	74	25	700	675
	<i>Ardent</i>	64	25	650	625
			4,948	13,970	9,022

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

2. Snow *Dickinson*. See Volume 4.

#### M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London, 26 July 1776

The Second Hessian division finally left Plymouth on the 23rd of this month with the pack-horses. They will be convoyed by the Frigates *Diamond*, *Unicorn* and *Ambuscade*. The Frigate *Lark* sailed from Portsmouth on the 24th with two transports carrying recruits and ammunition. This frigate has one hundred thousand pounds Sterling to pay the troops in America. Well, nothing can distract them from their purpose and it is easy to see that they intend to impose their rule.

You probably know, My lord, about the decree passed in Portugal on the 4th of this month to close all trade in that country to the Americans. It may be presumed that if they had had to supply a number of islands in the vicinity of the American Continent, they would not have come to such a decision which will bring them a dangerous enemy without increasing the number of their friends. . . .

. . . It is one thing or the other, either the Americans are still English, or they no longer are. In the first case it is not for us to make any distinction between them, nor for England to prescribe to us whom we must admit and whom we must exclude. In the second case, the Americans are the enemy of England and we are a neutral power. Shall we say that they are pirates? They do not commit any acts of piracy against us and it is up to us to decide how we should treat them.

This, My lord, is the legal aspect of the situation, unless I am mistaken. If we proceed from there to our political interests, we will probably find that it is essential for us to weaken a Power which claims sovereignty over three parts of the world and, after appropriating the empire of the Sea to itself, applies tyrannical methods to trade.\* It is no less than a matter of breaking the British Power in half. M. de Montesquieu believed that making Ireland independent was the only way to achieve this. He could not have foreseen what is about to happen. Never perhaps has a more important event offered itself to the speculations of France. The essential thing is not to fail without disturbing the peace of the other States, if it is possible. The Ministry that will be able to fulfill this double goal will deserve well of the country and will receive the homage of posterity.

A few days ago, one of the American supporters asked me this question with respect to which you had requested some information from me, My lord. He claims that the Americans are getting ready to put many ships to sea during the next winter and would like to know if they can leave in safety in our ports the prizes which they might capture. I replied that this matter was new and that I could not yet give an answer.

\*N[ote] To give you an idea, My lord, of the manner in which these people think and express themselves, it might be useful to offer you quite a recent example. The other day, Lord North was speaking of the Dutch in front of me and was turning their ambition into ridicule as they place themselves on the same footing with England and say we maritime Powers. It is, Lord North added, like the story of the shoemaker who lived next door to the Lord Mayor and said my neig[h]bor and I. Lord Barrington often told me that we could not become a maritime Power and that the more money we spent to achieve this goal, the more he would be pleased being certain that the money will be wasted. I asked him once upon what he based such a strange opinion while speaking of a Power which has an important trade, a large population and Coasts extending along both Seas from Dunkerque to Antibes. He always persisted in his assertion, refusing to reveal his secret.

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

*Public Advertiser*, FRIDAY, JULY 26, 1776

London [July 26].

Letters from Jamaica, of the 26th of May, mention that Capt. [Alan] Gardner, of the *Maidstone* Man of War, had just brought into that Port an

American Ship under French Colours, having 20 Tons of Gunpowder on board, with 1200 Stands of Arms, and a great Quantity of other warlike Stores.<sup>1</sup>

1. Gayton's prize list shows no vessel with such a cargo taken by the *Maidstone*. But see Journal of H.M.S. *Maidstone*, Volume 4, 1474. The log of H.M.S. *Antelope*, May 14, 1776, noted that the *Maidstone* entered Jamaica and also "came in a French Arm'd Schooner." PRO, Admiralty 51/39.

"EXTRACT OF A LETTER FROM PLYMOUTH, JULY 26."<sup>1</sup>

Last Night arrived the *Mercury*, of Nantucket, for London, taken the 25th of July [*sic* June] by the *Cerberus*, Captain Symonds [John Symons], off Block Island, from her Return on a Whale Voyage; she has also on board a Cargo of a Schooner which had been also a Whaling, which the *Cerberus* burnt: The Master of the Prize is Henry Spencer, who says the *Cerberus* has taken sixteen Prizes;

1. *Public Advertiser*, London, July 30, 1776.

27 July

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN<sup>1</sup>

My Lord,

Admiralty Office 27th July 1776.

Vice Admiral [John] Montagu, Commander in Chief of His Majesty's Ships at Newfoundland, having acquainted us that having purchased at St Johns, a Bermudian Vessel & Commissioned her by the Name of the *Penguin*; and it being impossible to get any Guns for her in that Island, he intended to send for 10 or 12 Guns, three Pounds left in the Charge of Mr Andw Pinson, a Merchant at York Fort, on the Coast of Labrador, when the Fort was dismantled last Year by Rear Admiral [Robert] Duff, as the said Guns would do for the *Penguin*; and that part of Labrador being within Genl Carleton's Govt, We acquaint Your Lordship therewith, in order that he may be informed thereof. We are &c

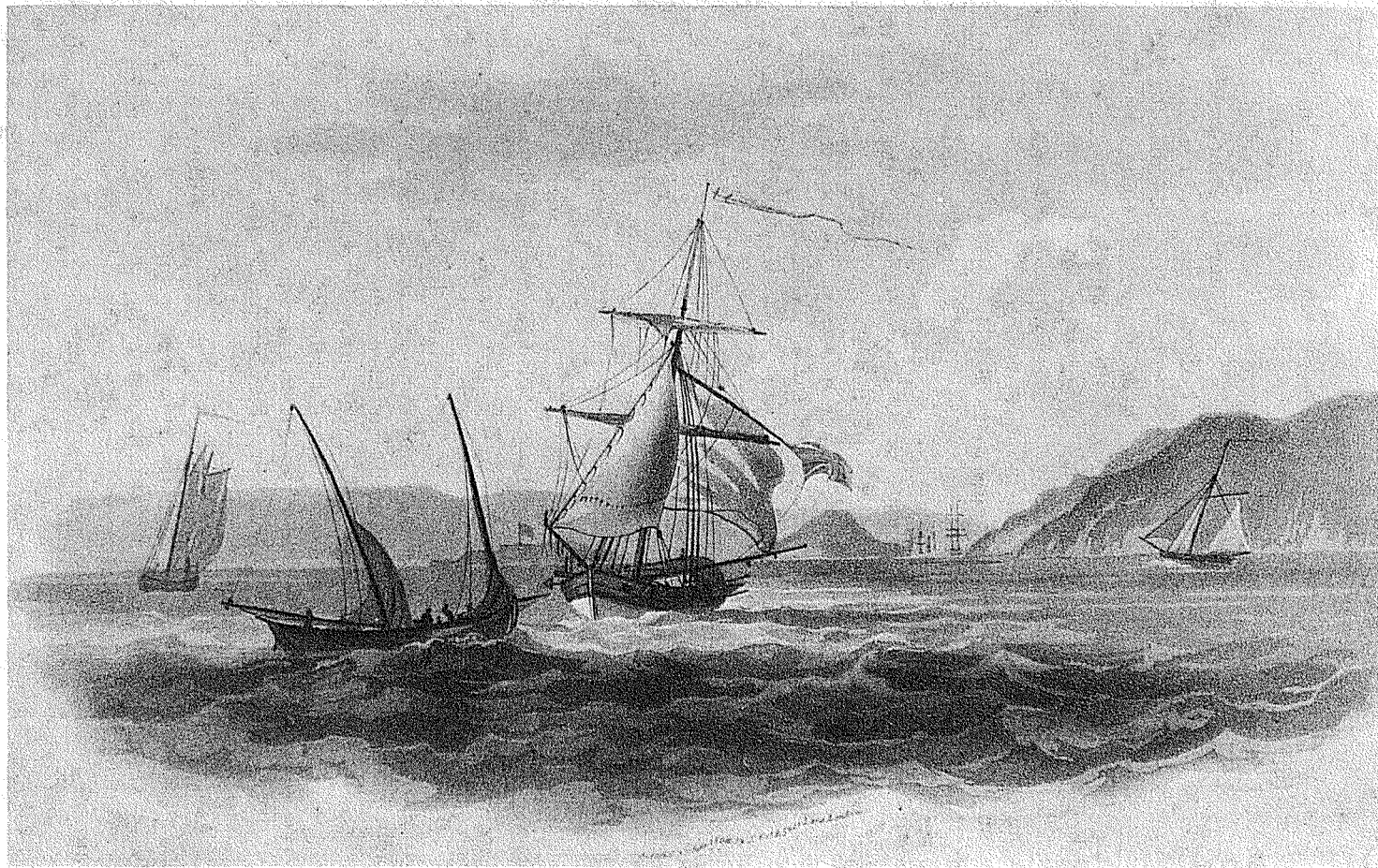
Sandwich C. Spencer H. Palliser

1. PRO, Colonial Office, 5/259, 89.

*London Chronicle*, THURSDAY, JULY 25 TO SATURDAY, JULY 27, 1776

London [July 27].

Yesterday an account was received that the following ships are absolutely taken by two Provincial privateers, called the *Revenge* and *Montgomery*, viz. the brig *Henry*, Blyth, from Barbadoes to Halifax, taken the 28th of May, laden with rum; the *Rover*, Hun[t]er, from Antigua to Dublin, taken the 13th of June, laden with ditto; The *Isabella*, Kirk, from ditto, for ditto, taken the 13th of June, loaded with rum; the *Harlequin*, Goodwin, from Nevis to ditto, taken the 2d of July, loaded with sugar and rum; the *Devonshire*, Fisher, from Antigua to ditto, taken the 1st of July, laden with



*St. John's Harbor, Antigua.*

rum; the *Polly*, Lear, from ditto to London, taken the 2d of July, loaded with sugar and rum, in lat. 34.55. lon. 53.36.<sup>1</sup>

Capt. [Christopher] Stephenson arrived in town yesterday, and gives us the following account of the capture of his ship the *Lady Juliana*, from Jamaica to London, in company with the *Reynolds*, Capt. [Keylock] Rusden, from ditto for ditto, and the *Juno*, Capt. [Samuel] Marsden, from ditto, for Bristol. "On the 9th and 12th of May last they were attacked by two American privateers off the Matanzas, bearing S.S.E. and that the *Reynolds*, Rusden, was taken by the American privateer [*Congress*], Capt. Henry [*sic* George McAroy], mounting six three pounders, and ten swivels, on the 9th of May; and *Lady Juliana*, Stevenson, and *Juno*, Marsden, were taken by the *Chance*, Capt. [John] Adams, who mounted four six pounders, and ten swivels, the 12th; that the Provincials put the captains and passengers on board a Spanish vessel that was leaky, who carried them into [New] Providence, where the captains purchased a vessel, called the *Baltimore*, which is since arrived at Plymouth."<sup>2</sup>

The amount of the cargoes of the prizes lately taken by the American privateers, we are informed, is equal to the sum of 140,000 l.

Capt. Williamson, of the *Frances*, who was taken with the Jamaica ships by the Provincial privateers, was told while on board her, that several privateers were cruizing in the Gulph and windward passage for the homeward bound Jamaica ships.<sup>3</sup>

1. The American privateers, taking these six vessels, were the *Revenge*, a Massachusetts sloop, Captain Joseph White, and *Montgomery*, a Rhode Island sloop, Captain Daniel Bucklin.
2. The captors of the *Lady Juliana*, *Reynolds* and *Juno*, were Pennsylvania privateer sloops.
3. The *Frances* had been taken by the *Revenge* and *Montgomery*, but was released, "being a Guineaman, in Ballast, and since arrived at Dover," *Public Advertiser*, London, July 27, 1776.

#### SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE<sup>1</sup>

[Extract]

[Paris, July 27, 1776]<sup>2</sup>

Mons. Chaumont, a very wealthy person, and intendant for providing clothes, etc. for the French army, has offered me a credit on account of the Colonies to the amount of one million of livres, which, I have accepted. I have in treaty another credit, which joined to this, will purchase the articles directed in my instructions; the credit will be until May next, before which I hope remittances will be made. I have purchased of said M. Chaumont a quantity of saltpeter at ten sous, or five and one-fourth per cent., in order that Captain Morgan might not return empty.

As soon as I have given the orders for dispatching him and settled some other matters here I design for Dunkirk, to ship the Indian goods, which I hope may arrive in season for the winter supply, though I leave you to consider my situation, with only about six or seven thousand pounds to complete a contract of forty, and the bills for my private expenses being protested, obliged to support myself out of that capital, which I labor to do with all the economy in my power. Dr. Bancroft is returned to London, and

by him I wrote to Monsieur Garnier, and agreed on a mode of correspondence. I think your remittances in armed vessels will be much the best method, and I have ordered Captain Morgan's sloop to be armed; and should she arrive safe, recommend him as one I am confident will serve the Colonies with great zeal and fidelity; and I have had some experience of the goodness of his temper and his abilities. Mr. Seymour, his mate, is also deserving of encouragement as a good seaman and of undaunted resolution. I am not without hopes of obtaining liberty for the armed vessels of the United Colonies to dispose of their prizes in the ports of this kingdom, and also for arming and fitting out vessels of war directly from hence; but I will not venture on this until I see what effect my last memoir may have, the substance of which is to show the danger to France and Spain if they permit Great Britain to keep so enormous a force in America and to recover the dominion of the Colonies; also how fully it is in their power to prevent it, and by that means deprive Great Britain of the principal source of her wealth and force, even without hazarding a war of any consequence in point of danger.

This memoir, which takes several sheets, I am unable to send you a copy of, as I have no one to assist me, and must make out several copies for the persons to whom they are to be delivered. I was directed to apply for arms and clothes for twenty-five thousand men, and for one hundred field pieces, with ammunition and stores in proportion. This I wished to get of the ministry direct, but they evaded it, and I am now in treaty for procuring them, through the agency of Monsieur Chaumont and Monsieur Beaumarchais, on a credit of eight months from the time of their delivery. If I effect this, as I undoubtedly shall, I must rely on the remittances being made this fall and winter without fail, or the credit of the Colonies must suffer. If I can get the arms out of the magazines and the field pieces here I hope for a much longer credit; but if we send to Sweden for the brass cannon, the credit will not be lengthened beyond that. Some new improvements have lately been made in this branch, consequently the cannon now manufactured will be preferable to those of former construction. Some engineers here assert that iron is preferable to brass—that is, wrought iron—out of which the pieces may be made lighter and to a better purpose. Considering the want of these pieces and the plenty of iron in America, the experiment might, I think, be made without delay. I am still in hopes of procuring an admission of the article of tobacco directly from America, but the Farmers General will not offer equivalent to the risk.

Without intelligence from April to this time leaves me quite uncertain and extremely anxious about the line of conduct now pursuing by Congress, and consequently, I cannot, without further intelligence and instructions, proceed in my negotiations either with safety or honor. The resolution of Congress of the 15th of May is not considered by the ministry as a declaration of independence, but only a previous step, and until this decisive step is taken I can do little more to any purpose. This taken, I dare pledge myself the United Colonies may obtain all the countenance and assistance they

wish for in the most open and public manner and the most unlimited credit with the merchants of this kingdom. I must, therefore, urge this measure, if not already taken, and that the declaration be in the most full and explicit terms.

Merchants here would speculate deeply in the American trade could they be insured at any premium within bounds. I wish to know if offices are already open, and I would suggest that if the Congress would take the insurance under their own direction, it would give it such a proportionably greater credit, that supplies would most certainly be obtained in plenty. I shall be able to secure a private interview with the Spanish ambassador and shall present him my memorial, and am in a train which I think will carry it quite to the fountain head.

Thus I have in a minute, possibly a tedious, detail mentioned every thing material on my mind which has occurred since my arrival, and submit the whole to the wisdom and candor of the honorable Congress, observing that I have gone to the extent of my instructions, and though I have been successful beyond my expectations, yet I have but been laboring principally to set certain great wheels in motion, which still want something more decisive on my part, and I am confident of all that is wanting to set them so effectually moving as to roll the burden and calamities of war from our doors back with aggravated ruin on its authors, which, if I can be the means of effecting, the world may bestow the rest of its honors on whom it pleases; I shall be contented, the extent of my most ambitious hopes thus accomplished.

. . . M. Dubourg has continued to render me every assistance in his power; to be particular would swell this letter beyond all bounds. His abilities and connections are of the first style in this kingdom, and his zeal for the cause of the United Colonies is to be described only by saying that at times it is in danger of urging him beyond both; in short, I am every way deeply indebted to him personally for bringing me acquainted with agreeable persons of rank and character, and on account of my honored constituents for assisting me to make such a favorable beginning and progress in my business. I know not how affluent he may be, but as he has really for some time devoted himself to assist in this negotiation, I am confident something honorable will be thought of for him. I have complimented him by asking of him his portrait to be sent to his and my friends in America in my private capacity, mentioning our mutual friend Dr. Franklin. This I found so agreeable, that I am confident some such distinction would be more acceptable than more lucrative rewards. Dr. B[ancroft]. took pains to collect all the political publications of the last year for me and brought them with him; he was at considerable expense in his journey; I sent him from Bordeaux a bill of thirty pounds and paid his expenses in my lodgings here. At parting I desired him to keep an account, and when the money was expended to inform me. This gentleman is certainly capable of giving as good, if not the best, intelligence of any man in Great Britain, as he is closely connected with the most respectable of the minority in both houses, not partic-



ularly obnoxious to the majority, and for his abilities, they are too well known to Dr. Franklin to need any attempt to do them justice in a letter. . . .

Silas Deane

1. Wharton, ed., *Revolutionary Diplomatic Correspondence*, II, 119-22.

2. The date of this section of Deane's long letter, begun July 20, is approximated.

## 28 July (Sunday)

ARTHUR LEE TO SILAS DEANE<sup>1</sup>

[Extract]

[London] July 28th

. . . It seems necessary to me that we should have an interview to settle a plan with more safety than can be done by Letter, even in Cypher. For this purpose I would come to you immediately, but that it being now in the middle of our Law Circuit, my quitting it abruptly would be remarkd. That will be over the 10th of next month; when I will set out to meet you, unless you should think it improper. I have inclosed you a Cypher for greater safety, & beg you will answer me as soon as possible inclosing it to Mr Alderman [William] Lee No 33 great tower Hill, London. If you have no objection to my coming, be so good as to hire for me a convenient private Lodging near you, to be entered the 15th of the month & continued in weekly. Let me know the House, street & Quarter, that I may drive to it immediately because enquiries are always made about those who come to the Hotels. I would have it taken in the name of Mr Jackson. I beg too that you will mention precisely where you lodge, that I may find you without inquiries which are dangerous.

Permit me to warn you against any communication whatsoever with english, Scots or Americans, here or with you, until you are very well assured of their characters, & with the middle of the three never. . . .

If you should have an opportunity of writing to — before I see you, caution them against Sir James Jay, Dennis DeBardt, Mr [John] Langdon formerly Delegate from N. Hampshire, Paul Wentworth, & William Molleson a Maryland Mercht with whom Mr [Matthew] Tilghman, a Delegate for Maryland corresponds without knowing that his intelligence goes directly to Administration. Col. Mercer too, who is always with ministerial people should not be trusted. I have good reason to fear that Joseph Reed in Philadelphia is a dangerous man. In these times it is necessary to abstain from trusting those of whom there is the least suspicion. The Scale is coming so near to a ballance, that a little treachery may turn it to our destruction, & the ruin of public Liberty.

Adieu.

1. Stevens, ed., *Facsimiles*, No. 467.

“EXTRACT OF A LETTER FROM PORTSMOUTH, DATED JULY 28.”<sup>1</sup>

This morning sailed from Spithead, the *Perseus* frigate, Capt. [George Keith] Elphinston, with all the transports and victuallers under her convoy for America.

1. *London Chronicle*, July 27 to July 30, 1776.

LETTER FROM PLYMOUTH<sup>1</sup>

[Extract]

July 28

I send this purposely to inform you, that this Morning arrived here a Coaster, the Master of which declares, that Yesterday he met with a Topsham Pilot-boat, who told him, that between the Start and Torbay he met with an American Privateer, mounting twelve Carriage Guns, spread a great deal of Canvas, full of Men, and is painted Black. He asked the Pilot many Questions; and among the rest, what East or West Indiamen were expected. When I first heard it, I did not believe it, but sent a Person to the Captain of the Coaster, who confirmed the above Account, so that I believe it true, and would have you make it public at Lloyd's, &c.

1. *Public Advertiser*, London, August 5, 1776.

29 July

*Public Advertiser*, MONDAY, JULY 29, 1776

London, July 29.

The nine English Ships, mentioned in Saturday's Paper, were all taken by two Provincial Privateers, with the greatest Ease, after they had been convoyed 150 Leagues from the Ports they respectively sailed from, and left by the Men of War under a Supposition that they were totally out of Danger. The privateers which took them were but thinly manned, and weakly armed. One carried ten and the other twelve Guns. Several of the Ships had a greater Number, but (which is very extraordinary) no Powder on board, the Governors of the Places they sailed from not allowing any to be shipped for fear enough should not remain with them to defend their Situations in Case of an Attack, which was something more than probable.<sup>1</sup>

A petition is preparing by the West India Merchants, to be laid before the Admiralty, praying there Lordships to appoint Cruizers and Convoys for the better Protection of their Trade.

The certain advice received on Friday of nine sail of ships being taken by the American privateers, have raised the insurance on all Jamaica ships, and ships from the West-India islands 20 per cent. more than it was before; and many of the underwriters even refuse to enter their names on a policy; for they look upon it a very hazardous venture, as there are a vast number of privateers out to intercept our homeward bound West-India ships.

1. There were ten vessels named, and this refers to the seven taken by the privateers *Revenge*, 12, and *Montgomery*, 10 guns.

30 July

*London Gazette*, SATURDAY, JULY 27 TO TUESDAY, JULY 30, 1776

Admiralty-Office [London], July 30.

By Letters received from Captain Douglas, of His Majesty's Ship *Isis*, dated at Quebec the 26th and 27th of last Month, it appears, That immediately after raising the Siege of Quebec, of which he gave an Account in his Letters of the 8th and 15th of May, every proper Measure was taken to facilitate the farther Operations against the Rebels, by sending down the River all the Pilots which could be procured to bring up the Transports that were daily expected with General Burgoyne from England and Ireland; and, that no Time might be lost on their Arrival, he had provided Pilots for the upper River, and placed Frigates and Armed Vessels in proper Stations to assist and escort them; and also, lest the Transports should be prevented by contrary Winds from sailing up the River, he had stationed Vessels with Provisions at proper Places, for the Use of the Troops, if they should be obliged to disembark and march by Land. By these Dispositions, all the Transports with Troops which had Pilots on Board, proceeded up the River without stopping at Quebec, and arrived at Three Rivers Time enough to defeat the Rebels, and afterwards drive them from St. John's and all their Posts below Lake Champlain. Captain Douglas in the same Letter says, that the prudent and spirited Behaviour of Captain [Henry] Harvey, of the *Martin* Sloop, cannot be too much commended; and that the Zeal, Vigour, and Unanimity, of His Majesty's Servants on both Elements were scarcely equalled on any other Occasion within his Remembrance. He also writes that he was, in Concert with General Carleton, considering upon a proper Establishment for Armed Vessels to be employed on the Lakes Champlain and Ontario, and in contriving the most expeditious Means of getting them, with other Craft on the said Lakes, in order to the better accelerating the Passage of the Army; and that Captain Harvey, of the *Martin*, was returning to Sorel, in order to examine into the Means of floating between Camels (as is practised in Russia and Holland) through the Rapids of Chamble into Lake Champlain, the Six Armed Vessels, one of which was already arrived from England, and the others hourly expected.

By a Letter received from Vice-Admiral Young, dated at Antigua the 31st of May last, it appears, that Captain [Henry] Bryne, of His Majesty's Ship the *Hind*, which had been sent on Service to St. Augustine in the Province of Georgia, having Intelligence that the Rebels were fitting Armed Vessels in the adjacent Rivers, and being at Anchor off Sunbury River, he ordered Lieutenant [Alexander] Ellis, of the *Hinchinbrooke* Armed Schooner, with the ship's Tender and Boats, mann'd and arm'd, to proceed over the Bar, where they set on Fire a Brig that was loading, and a Ship on the Stocks, intended by the Rebels for a Privateer to carry 20 Guns. It further appears from the Admiral's aforementioned Letter, that since the Account transmitted in his Letter of the 3d of March, and published in the *Ga-*

zette of the 8th of last Month, the Cruizers under his Command had seized Seventeen more Ships and Vessels, either belonging to or employed in carrying on a Trade with His Majesty's Rebellious Subjects in North America.

*Public Advertiser*, TUESDAY, JULY 30, 1776

London, July 30.

When the Advice arrived on Friday last, relative to the Captures made on our Shipping by the Americans, all the West-India Merchants immediately locked up their Warehouses, as not knowing what Value to set on Rum and Sugar, and the other Commodities produced in the American Islands.

PENET & PLIARNE TO SILAS DEANE<sup>1</sup>

Nantes, 30 July 1776.

Sir, I could not sooner send you the enclosed samples of the same cloth which I have sent to the Continent. I can deliver one hundred thousand ells of this material in different colors at 5#.<sup>2</sup> 6#. 7# per ell in French money. You will not be able to judge the quality and beauty of this cloth from the samples alone, but they will show you the colors.

We have also twenty thousand wool blankets available from 4# to 6# each.

I can supply you with all the items and I assure you that you cannot expect such good quality, low prices and immediate service from anyone else in Europe but our firm.

I have just made arrangements for guns. I can send you 30 thousand for 12# or 13# apiece, similar to those which I have sent to the Congress and which are quite reliable. Again, I renew my offers to be of service and I hope, Sir, that you will have enough confidence in our Nantes firm to give it the preference of your trade, since we are already trusted by the Continent and we have six vessels directed to our firm sailing for the account of private persons from the Northern provinces and which we are going to load with such articles.

I have received orders to have uniforms made for the regiments of some provinces, which I shall do immediately.

If you wish to deal with our Nantes firm for your supplies, I beg you to let me know by the first mail so that I may make other arrangements if it is not convenient for you. Two ships are to get under way any time and if you wish to have a few things sent there, I beg you to let me know.

In Bordeaux, our office is in the hands of Recules de Basmarin & Raimbaux. My associate M Gruel wrote to them. They will have the honour to offer you their services. You can trust them fully. It is a wealthy firm in that city.

Allow me, Sir, to warn you about the Irish and Scottish firms in Bordeaux, or any other places in the kingdom. I have good ground for complaining about them. They are our worst enemies.

I am also advising you that I refused the guns which you saw in Paris. They tried to deceive me and make me pay twice as much for them as they are worth. It is scandalous: they wanted them to be loaded without allowing me to see them. But I did not do it and refused them. It would have been disloyal and deceitful to the Congress if I had shipped such weapons. I have a factory which supplies me with as many as I want and which charges me half as much for much better weapons. I have the honor to be with the most sincere consideration, Sir, [&c.]

Pliarne Penet & Co.

1. Silas Deane Papers, ConnHS.

2. Francs.

### 31 July

*Public Advertiser*, WEDNESDAY, JULY 31, 1776

London, July 31.

A private Letter from Philadelphia, which came by the Way of Ireland, says, that the General Congress have sent Agents to Genoa, and other Ports, to purchase Ships of War from 40 to 80 Guns;<sup>1</sup> and have ordered, in every Port they have, large Ships to be built as fast as possible, as they intend next Spring to have a very powerful Fleet.

1. Appearance of this fanciful item undoubtedly prompted the following spurious paragraph, which appeared in the *Public Advertiser*, London, on August 2:

The following is taken from a Letter received by a Merchant in the City, which came by the Way of France from Philadelphia, dated June 1. 'The 28th ult. arrived in this Port three Ships Genoese built, which mounted 64, 56, and 48 Guns each. They are named the *Defence*, *Cumberland*, and *Supreme*. Each Vessel is provided with close Quarters, and boarding Nets, &c.'

*Public Advertiser*, SATURDAY, AUGUST 3, 1776

Canterbury, July 31.

On Monday [July 29] about Twelve o'Clock, a Sloop arrived in the Downs, having on board Capt. Ridden [Keylock Rusden], and a Part of his Crew, his Ship and Cargo being taken by a small Provincial Privateer the latter End of May, at the Mouth of the Gulph of Florida;<sup>1</sup> the Captain being put on Shore, had, by the Assistance of some Friends, purchased the above Sloop, in which he returned to England.

1. Rusden was master of the ship *Reynolds* taken by the Pennsylvania privateers *Congress* and *Chance*.

GEORGE ROSS AND JAMES HODGES TO PHILIP STEPHENS<sup>1</sup>

(Copy)

Sir,

Sloop *Yankey* Off Dover July 31st 1776.

We beg you will acquaint the Rt Hble the Lords Commissrs of the Admiralty, that the Ship *Zachary Bailly* from Jamaica bound to London, and *Creighton* from Antigua for America (with Rum for the Use of His Majesty's Forces) whereof we were Masters, was taken by the Privateer *Yankey* [*Yankee*] of Boston, Henry Johnson Commander, of Nine four Pounders, Sixteen Swivels and forty three Men; the former was taken the [blank] June in Lat: 29°. 54. No Longe. 70°. 30 W. the latter the 26th of the same Month in Lat: 31°. 00 Longe in 68°. 30 W. —

We were taken on board the *Yankey* with eight of Our Crews, with Mr Rd Rouse Master's Mate & three Seamen belonging to His Majts Ship *Experiment*, who had been Passengers in the *Creighton* & a few days after parted Company with the Prizes, each to make the best of their way to some Port in the Massachusets Bay. But on the 3d of July then in Lat: 36°. 40 N. & Long 65.00 W. We embraced a favorable opportunity to seize Capt Johnson & the Centinels upon the Quarter Deck, and with the assistance of Our People got Command of the Deck without Bloodshed; Immediately after taking the Vessel discovered two Sloops in chace of us, which we suppose were American Privateers, being greatly inferior in number to the Prisoners on board & unable to fight all our Guns, declined an Engagement & bore away for England.

We cannot help expressing our apprehension, about the safety of the Jamaica Ships, having seen several American Cruizers in their track.

Upon our arrival in London shall Personally wait upon you to be Honored with their Lordships Commands relative to the Privateer & her Crew, they act under the Commission of the President of their Congress; The Flag a Pine tree in a White Field, with the Inscription Appeal to Heaven. We have the Honour to be with great Respect Sir, [&c.]

Geo: Ross James Hodges

Inclosed is a List of the Prisoners on board the Sloop *Yankey* when taken<sup>2</sup>

[Enclosure]

A List of the Crew of the Privateer *Yankey*, Henry Johnson Commander, when taken.

No	Men's Names.	Quality.	What Country - Native
1	Henry Johnson	Commander -	of America.
2	Elip[hale]t Downour <sup>3</sup>	Surgeon -	
3	Abijah Keys -	Mariners.	
4	Nathl Stone		
5	Wm Whitmarsh		
6	Josh Rockwell		
7	Benjn Tippell		
8	Danl Kelly		
9	Jno Kelly		
10	Benjn Bucksine		
11	Thos Battson	Gunner Boatswain.	
12	James Long		
13	Jno Pearson		
14	David Hall		
15	Jno Cockran		
16	Wm Sowerby		
17	Archd Hunter		
18	Wm Broadway		of Great Britain & Ireland.
19	Chas Grant		
20	Danl Sparrahawke	Mariners.	
21	Timo Chein		
22	Walter Hogg		
23	Jno Anderson		
24	2 Negro Slaves		

1. PRO, State Papers, 42/49, 78b, 78c.

2. On this date Stephens sent a copy of the letter and enclosure to Lord George Germain. *Ibid.*, 78a.

3. Dr. Eliphalet Downer.

"EXTRACT OF A LETTER FROM DOVER, JULY 31."<sup>1</sup>

The *Zachary Bayley*, from Jamaica for London; and the *Creighton*, from Antigua, with rum for the army, were taken by the *Yankee* privateer, Captain Johnson, carrying nine four pounders, 16 swivels, and 43 men. The prizes were sent to New England, and the masters together with a midshipman of the *Experiment* man of war, who was a passenger, and eleven seamen, were taken on board the privateer. On the third of July they seized the privateer, without bloodshed, and have brought her to Dover. They were chased by two sloops, whom they imagined to be American privateers, but durst not engage them because of the number of prisoners they had on board.

Captain Johnson (the American commander of the privateer) complained of the illiberal treatment he received, by being insulted frequently

while at sea, calling him by the most opprobrious names, and threatening him with the cruellest and most savage punishments, and also for suffering many people to come on board after the privateer arrived in the river, to insult him in the grossest terms, though he was then a prisoner; and when his brother came to see him, after a three years absence, they were not permitted to talk together one minute in private.

The prisoners on board the *Yankee* privateer, having petitioned not to be close confined, but that they might be put to some employment, upon which it was agreed that they should be placed on board the guardships. The vessel was afterwards ordered to be sold, and the money to be given to the captors.

1. Almon, ed., *Remembrancer*, III, 237.

#### LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

Most Secret  
No 57

Paris July 31. 1776

My Lord As great Latitude is left me, in the Execution of the orders transmitted me, in Yr Lordships Letter No 29,<sup>2</sup> and as the Business is of considerable Nicety, as well as Importance, I will venture to state to Your Lordship, what has occurred to me upon it, after turning it much in Thoughts, and weighing it with all the Attention I can. — The objections to an unfavourable answer, are too obvious to be dwelt upon, and that in the present moment, we should receive such an answer as we wish, is more than I can bring myself to expect; Besides the desire, this Court naturally have, to protract the American War, till it waste our strength and Treasure, which desire, must make them averse to anything, that tends to damp the Hopes of the Rebels, They think My Lord, that France is a Gainer, by the Trade, she is beginning to carry on with America, and in a great commercial, and Natural View, would as much wish to wound the Act of Navigation, as we must always wish, to keep that valuable act entire. To strengthen this general reasoning, I must add, that I have been, more than once, informed, that the leading Opinion in the french Cabinet is, that they should give us friendly Professions, but should avoid any Step, that can tend to discourage the Rebels; that they should in a Word, lie by, wait the event, and take Council from it. I have been informed too, that the giving a declaration in writing, that they would not suffer the Rebels, to be supplied with Ammunition, was by some of the french King's Ministers, considered as an oversight. — Your Lord Ship remembers, that, that Declaration was given me; upon my first shewing M de Vergennes, an Office Ld Grantham<sup>3</sup> had past to M Grimaldi,<sup>4</sup> and that Ministers answer to his Lordship; and then, passing an office of a Simular Nature, and conceived almost in the same Words. Perhaps My Lord, the same Method Might Succeed again. If Spain, whose Trade with the American Rebels, is much less Considerable, than that of France, could be brought to give such a Prohibition, as Portugal has given; this Court might perhaps in that case, be induced to



follow the Example of their Ally; tho they would, I doubt, not follow that, of a Court so closely connected with us as Portugal, who must consider our Prosperity, as inseparable from her own.

I can assure Your Lordship, that the Naval Preparations, carrying on in the Different Ports of France, are as they ought to be, the object of my Constant attention. I am not at present, able to add any thing very Material, to the Accounts I have already sent you. The Intelligence, which I gave your Lordship by the last Messenger, and gave it as very doubtful, I am now convinced is Not true. No orders have been given, to slacken these Preparations, The more probable opinion is, that they have been quickened — Upon the first arrival of the News from Spain, Monsr D'Aranda,<sup>5</sup> as I am positively assured, went both to Monsieur de Maurepas, and M. de Sartines, and insisted Strongly, upon the Necessity of carrying on all these naval Preparations with double Vigour, and pressed much for orders to be sent to the different Ports.

It seems to me very doubtful, whether his Request was complied with. I have been again informed, from pretty good authority, that he held the Language I mentioned in my Letter No 55, He has since changed his Tune, and now says, that M de Maurepas, and he, reasoned differently at first, but that at last, that Minister came over to his Opinion; But this Language may be artificial. — I am inclined to think My Lord, that if any orders were sent in consequence of his application, it was only *par Maniere d'acquit*, and that this Portugal Business, has made no alteration in the Plan of this Court which is, to go on with these Preparations, as fast as the funds, allotted for that service, will permit. There must, as I have already observed to Yr Lordship, soon be a Diminution, of the Activity with which they are carried on, unless the four additional Millions, M de Sartines demands, can be found. This will be the more difficult, as their Treasury is certainly at a low Ebb at present, and no body imagines, that M Clugny's Management will increase the Revenue.

There are Letters from the Neighbourhood of Toulon which say, that the Preparations there, are carrying on with uncommon Activity; upon the strength of these Letters, and of the Reports that are so prevalent here, (where War has been much talked of, since the first News from Spain) a foreign Minister, with whom I am very intimate, spoke to M de Vergennes Yesterday, and pressed him home — He said, "That in Consequence, of what His Excellency had been pleased to tell him some time ago, He had assured his Court, that the present sentiments of France, were perfectly pacific; and that the Naval Preparations she was making had no hostile View, But that now, that he heard so much, from various Quarters, of the Activity, and Vigour, with which these Preparations were carrying on, He took the Liberty to ask him again, whether they were going to make any Armament. He added, that he had no Right to expect to be let into Secrets, but that armaments could not long be concealed, and he was persuaded His Excellency had too much friendship for him, to expose him to the disgrace, of giving his Court false Information, upon so essential a Point.["] M de

Vergennes answered him, with every appearance of openness, and Sincerity, begged him, not to credit the Reports of Paris, which would certainly mislead him, said, that what they were doing in their Ports, should not be called "*des Preparatifs*", *c'etoit seulement des Mesures de Sureté, et de Prevoiance.*[""] He added, that he was very sensible, that any armament, in the present Moment, would give an Alarm, but assured him most positively, that no armament was making, no armament was intended.

What adds Credit to these assurances, for the Truth of which, both M. Maurepas and M. de Vergennes, have repeatedly pledged themselves, is, the moderation with which they have certainly acted, in this Portugal Business. Such Conduct is, I think, a strong Earnest of their pacific Intentions, had they meant or wished a War, they would have inflamed, instead of Mollifying the Resentment of Spain. Tho' I think it my Duty, to state things exactly as I see them, and upon that principle, represent the present French Ministry, as friends to Peace, Yet I am very far from meaning to say any thing, that could tend, to lull us into security, having ever been persuaded, that our only real Safety, against such a Rival who will always wish, if she does not Meditate Revenge, is, that which we derive from our own Vigilance, and superior Naval Strength. I am with great truth and regard My Lord  
[&c.]

Stormont

1. PRO, State Papers, 78/299.
2. See under July 26.
3. British Ambassador to Spain.
4. Spanish Minister of State.
5. Spanish Ambassador to France who brought news of the disputes along the Spanish-Portuguese border.

1 Aug.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JAMES ORROK,  
H.M. SLOOP *Hazard*, LEITH<sup>1</sup>

Whereas we have received information that several Vessels belonging to His Majesty's Rebellious Subjects in North America, have arrived in the Ports of Holland & other Northern States; And whereas there is reason to believe that some of them will attempt to return to North America, North about with Cargoes of Gun Powder & Ammunition, for the use of the Rebels; You are hereby required & directed, forthwith to proceed with the Sloop you command, together with the *Alarm* Cutter (whose Commander is directed to follow your Orders) and Cruize off Fair Island, between the Isles of Orkney & Shetland, stretching occasionally to the Northward of the latter, and diligently to look out for, and use your best endeavours to intercept, and seize, all such Vessels as you may fall in with belonging to His Majesty's said Rebellious Colonies, bringing them into Port to be proceeded against as the Law directs.

If the *Alarm* Cutter is not at Leith, you will send the inclosed Order<sup>2</sup> for her Commander to Dundee (where he is to call for Orders) with such directions as you may judge proper to give him respecting his joining you.

You are to continue upon this Service for one Month, and at the expiration thereof, proceed to the Isles of Shetland yourself, in the Sloop, and send Lieut Wardlaw, in the Cutter, to the Isles of Orkney, in order to raise as many Voluntier Seamen & Seafaring Men for His Majesty's Fleet as you shall respectively be able, in the course of a Week or ten Days, and then repair to Leith, and put them on board any Tender that may be there to be brought to the Nore, giving us an Account of your Arrival & proceedings.

You are then to proceed to your Cruizing Station between St Abbs-head & Cromarty, and Cruize agreeable to former Orders, directing the Lieutenant of the Cutter to do the like. Given &c, 1st. Aug 1776.

Sandwich J Buller H Palliser

By &c G. J.

1. PRO, Admiralty 2/101, 255-57.
2. *Ibid.*

LORDS COMMISSIONERS, ADMIRALTY, TO LIEUTENANT JAMES GORDON,  
H.M.S. *Boulogne*, SPITHEAD<sup>1</sup>

Whereas Lord George Germain, One of His Majts Principal Secretaries of State, hath desired that an Officer and sixty Recruits which are at present assembled at Portsmouth, in readiness to embark for North America, may be carried thither in the Ship you command, You are hereby required and directed to receive the said Officer and Recruits on board, and with the first opportunity of Wind and Weather proceed to Sea, and make the best of your way to Halifax in Nova Scotia, where on your arrival you are to land them - Having so done and delivered the Ship and the Stores with which she is laden, into the charge of the proper Officers, and disposed of the Supernumeraries in such manner as the Commander in Chief of His Majts Ships there, for the time being shall direct, You are to return to England by the first opportunity, sending Us an account of your arrival and proceedings

You are to victual the Officer and Recruits abovemention'd in like manner as Land Forces are usually victualled, during their continuance on board Given under our Hands the 1st Aug 1776

Sandwich C. Spencer H. Palliser

By command of their Lordships PS

By Express at 4. P.M.

1. PRO, Admiralty 2/101, 250-51.

*Public Advertiser*, THURSDAY, AUGUST 1, 1776

London, August 1.

Yesterday Morning arrived in the River the *Baltimore*, Capt. Bennett, from New Providence, which ship brought home Capt. Stevens [Christo-

pher Stephenson] of the *Lady Juliana*, and Capt. Rusdan, [Keylock Rusden] of the *Reynolds*, Jamaica Ships, which were taken by the Provincial Privateers.

GEORGE ROSS TO PHILIP STEPHENS<sup>1</sup>

Sir

Sloop *Yankee* August 1st 1776 —

I beg the favor you will acquaint the Right Honble The Lords Commissioners of the Admty that I arrived at our Moorings below Ratcliff Cross with the Privateer Sloop *Yankee* Inclosed you will receive the Captains Commission and Instructions and shoud be glad to be Honored with their Lordships directions relative to the Disposal of the Prisoners and Vessel I have the Honor to be Sir [&c.]

George Ross<sup>2</sup>

1. PRO, State Papers, 42/49, 79b.

2. Stephens forwarded a copy of this letter and enclosures to Lord Germain. *Ibid.*, 79a.

2 Aug.

M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London, 2 August 1776

You know, My lord, that Lord Weymouth mentioned our armaments only once and without pressing the matter. The more lightly he treated this matter, the more concerned he was, as I realized. Since then, he did not mention it to me any more. The other Ministers never spoke to me about it. Silence in such delicate matters is always suspicious; consequently I am more attentive than ever to all the movements of the English Navy. I had the honor to inform you previously that four Line of Battle Ships had been newly commissioned to serve as Guardships; orders have been given for six more to be commissioned for the same purpose, to wit, the *Sandwich*, 90, and *St. Alban*, 64, for Portsmouth; the *Queen*, 90, and the *Bienfaisant*, 64, for Plymouth; the *Prince George*, 90, and the *Augusta*, 64, for Chatham. A large quantity of cables, masts and rigging are being sent to Halifax. Three new Frigates are building. Finally, we have intelligence from Plymouth that the *Belleisle* of 64 is destined for the East Indies; that the Sloop *Spy* which was brought to this port by Sailors belonging to the Yachts in Deptford, formed her crew with detachments from Guardships with the addition of 20 Marines, and that she sailed on the 25th of last month for Newfoundland. You will also recall, My lord, the information I had the honor to send you with respect to 50 Vessels being furnished with arms to transport supplies to America. The Government also purchased a large Vessel called *Union* from the India Company. She received the name of *Elephant* and is being equipped with 16 guns to sail for America.

I can only see one reason behind all these maritime preparations. They are preparing here a large armament in case it should be needed. Among

the Ships being brought to seaworthy condition, two are in want of repair and will necessarily require time. Furthermore, men are needed for their crews, and at the moment they are in America. Thus, this fleet should not be ready to put to sea before the end of this year, and this only with the help of an impressment. But if it should take place on any pretext, the most sudden and vigorous course on our part, My lord, if I may express my opinion, is that which will ensure our safety.

. . . But of all these preparations, I must confess that I [am] most concerned with the least noticeable one. I am speaking of the expedition of the Sloop *Spy* to Newfoundland. The Squadron which is cruising in that Sea left a long time ago and I cannot imagine why this Ship should be sent at this time. But our weak condition in this part of the world, the importance for England to get hold of our best sailors early at the beginning of a war, the ease with which it can be done and our unfortunate experience in the past will always give me great cause to worry. It may be also that our Correspondent in Plymouth is ill-informed because the Office of the Navy indicated her destination as America. I am doing my best to find out the truth about the destination of this Sloop and the real purpose of her mission.<sup>2</sup>

The Frigates *Perseus* and *Richmond* left Portsmouth on the 30th of last month with 15 transports loaded with recruits, war ammunition and victuals for America.

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

2. The Sloop *Spy*, Captain William Shackerly, was ordered with dispatches to Newfoundland on July 11, PRO, Admiralty 2/101, 233.

#### SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE<sup>1</sup>

[Extract]

[Paris] August 2<sup>d</sup>

I should have sent this off earlier, but delayed on account of hearing something more directly, if I might depend on certain articles for which I was in treaty; I am now assured I may, and the whole will be ready to ship in all the month of October. My next labor will be to obtain a convoy, which I do not despair of, though it is a delicate question, and I have only sounded at a distance, yet I have no doubt of obtaining one, at least off the coast of Europe, and the articles will be shipped as for the West India Islands. I propose arming and well manning the vessels in which these articles shall be embarked, and I advise again the sending all remittances to Europe in armed vessels. The probability of meeting with English merchants is well worth the risk. I hope that it will be considered that one hundred field pieces, and arms, clothing, and accoutrements, with military stores for twenty-five thousand men, is a large affair; and that, although I am promised any credit, yet as they must be paid for, the sooner the better, if to be done without too great a risk.

A considerable part of these articles are now on hand, and orders are issued for the others by the contractors this day. I prefer Bordeaux to any

other port for shipping them from, but the remittances must be made to several, on which I will give you my opinion in my next.

1. Wharton, ed., *Revolutionary Diplomatic Correspondence*, II, 122-23.

2. Continuation of letter begun July 20, 1776.

3 Aug.

*Public Advertiser*, SATURDAY, AUGUST 3, 1776

London, August 3.

Yesterday Morning Insurance on Ships from Jamaica for London was done at 20 l. and from the Leeward Islands at 15 per Cent.

PENET & PLIARNE TO NICHOLAS AND JOHN BROWN, PROVIDENCE<sup>1</sup>

Gentn

Nantes 3d. August 1776

We have Recd the honor of your first letter of the 23d April By Capt [Gideon] Crawford, who arrived at Nantes In the Ship *happy Return*,<sup>2</sup> we have made the Best Returns we Could of his Cargo. However we have not Sold to such advantage as we could have wish'd, but we hope nevertheless you will find your account in it, & that you will be Entirely Satisfied with the Merchadize we Send you in Return, which Consist of such Articles as the Capt Demanded of us. you may be Assured they are of the first Quality & the Lowest prices having Obtained them from the first hands.

The Invoice Annexed will Inform you the Sales of your Fish Oil Whale Oil & Staves, you will Also find a State of the Cargo Remitted him, the price Charges & Commission. Another of your Vessells to our address Capt saml Avery In the Ship *Sally*<sup>3</sup> Laden with Refind Fish Oil, Common Oil & whale Oil & Staves, we hope to dispose of his Cargo Immediately & Dispatch him with the goods he may Demand we Shall be pleasd to hear of his Safe arrival with you.

We pray the Lord to Bless him & Preserve him from Our Cruel Ennemys, As We understand by your Letter you Intend to Send us Vessells this Winter, herewith you have account of Necessary Cargo, Tobacco, Rice, Indigo, Bees Wax undressd Deer Skins, Fox Skins, Beaver Skins with all Kinds of Furs that you may have - hemp, Salt Beef, Iron In Barrs - Fish Oil, Sperm Oil, a quantity of Staves for Sugar Hhds the Largest you may have

We have agreed or Contracted with the fermiers General of France for Twenty thousand Tons Tobacco. Consequently have power to Enter it Freely in our port of Nantes. if you Can furnish us the whole quantity, it is the Best Cargo you Can Send us, if not, Bees Wax, Rice & Furs. On Each of these Articles I mention you may Speculate with Safety & be Sure they will Come to good market In France. In few days we shall dispatch 2 Vessells to our address from Virginia, also a Vessell we have Load[e]d for the Congress. I do not purpose to Come to your Colonies before the End of your

War, my presence in France is much needed for the Operation of Business for the Continent my Place of Residence is at Nantes, it is the most Advantageous port of any in France for your Ships a River that Extends 150 Leagues into the Kingdom which Facilitates the Circulation of any Merchandize whatsoever, In Consequence Large purchases are made of Every kind of Merchandize. these are the Reasons I would Engage you to give this port the preference for your Ships, & that of Mr James Gruel, Island Feydeaux at Nantes.<sup>4</sup> It is one of the Best houses of this port, & with whom you may safely Confide your Interests, it is Likewise the Only house that has power to Expedite yr Vessells Thus Gentn you may address them all your Vessels & those of your friends whenever they Come Recommended from you, you may be Assured that all those that Come to our Address, will be dispatch'd Imdtly, & we will Serve them as no other Vessell will be — We have the Facility to procure you all kind of Goods that you may need Dry Goods or Warlike Stores

I Can give you no Account of the Sentiments of France, Concerning your War, I will acquaint you Only, be assured that you do not want Friends here, & that they will not let you want for any thing. We Will put you in a Condition to Support yourselves against your Ennemys, we are In daily Expectation, & In hopes to Forward good Tidings to the Honorable Congress.

How does Our good Capt Wm Rhodes of Providece give my Compts to him & our dear Professor who speaks French, I pray you Remit this Letter to Mr [Nicholas] Cooke. We have the honor to be most Perfectly [&c.]

Pliarne Penet & Co

P.S We Expect Warlike Stores. & Quāntity Cloths, Linens, & Blankets &c In order to Dispatch Vessells as quick as possible that they may Return to you before winter is Over I would recommend you Mr Pliarnes Son, if he Should need any thing, he will draw on me — I pray you forward all my Letters to their Several addresses —

1. Nicholas Brown Papers, JCBL.

2. See Volume 4, 1215–16 and 1481.

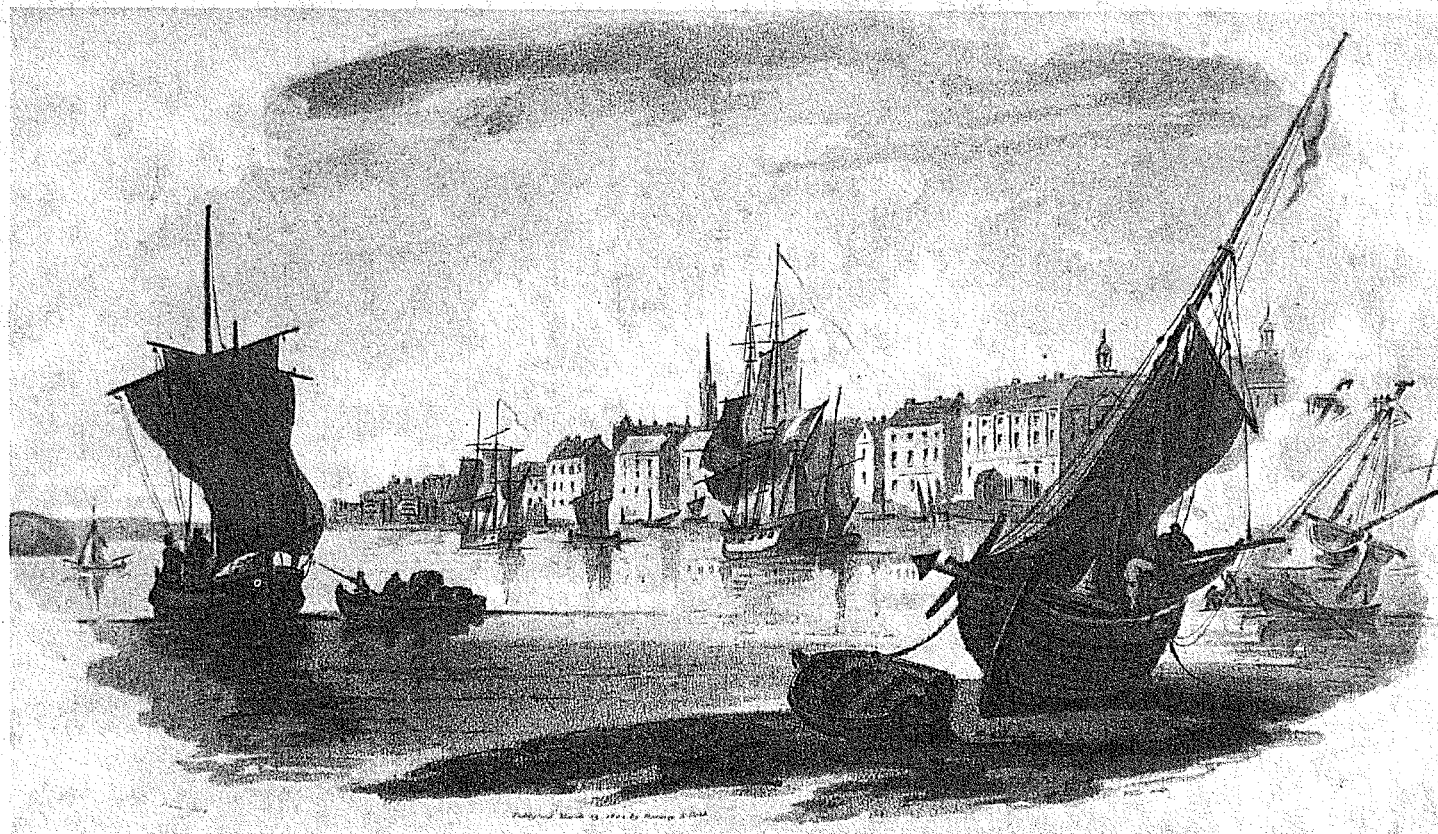
3. See Volume 4, 1482.

4. Gruel wrote a lengthy letter to the Browns this date enclosing an invoice of goods shipped on board the *Happy Return* for her return passage, and explaining why whale oil would not sell in France. He noted that bees-wax, timber, staves, rice and flour "are the articles which will yield the most profit." Nicholas Brown Papers, JCBL.

PENET & PLIARNE TO BENJAMIN FRANKLIN<sup>1</sup>

Sir, At Nantes the 3 August 1776 —

We have the Honour to write you by Capn Crawford of Rhode Island that Mr [Nicholas] Brown of Providence consign'd to us at Nants, whom we have dispatched with a Cargo of Powder Muskets salt peter &ca, who promis'd to deliver you this.



*View of the Port of Bordeaux.*



I had the honour to inform you in May last at my arrival in Europe of the success of my operations, and of the advantageous dispositions I met with, now I will inform you have embarked in your ship the *Hancock* a Cargo of Muskets Saltpeter Powder Tin Lead &c<sup>a</sup> amounting to 60 or 70 thousand Livers, which sum only M. Schweighauzer could pay us. We are forced Sir to acquaint you that all the Houses you have in Spain and Portugal use you very ill and make no remittances to Nantes, we have now in our stores Goods ready to send you to the amount of Forty thousand Guineas, but two of your Ships have arrived here from Cadiz in Ballast one is the *Hancock* and the other the *Adams*, the last brought no money, We askd Mr Schweighauzer if he would answer for the Cargo which we were desirous to deliver to the Capn on his paying us when he should have money of yours in his hands, he told us he could not take that on himself. notwithstanding Sir as we have the greatest Confidence in you and the Honourable Congress, we shall immediatly dispatch this Vessell with a Cargo of Ammunition, provided however we can obtain from Manufacterers, the credit we require, and we beg you will send us remittances by the first oppertunity, we request it less on our own Account than by the desire we have of serving so respectable a Nation as yours, you may depend on our willingness to do every thing in our Power for your assistance.

I have seen Mr Dean formerly a Member of your secret Committy as well as Mr Morriss' brother<sup>2</sup> we have offer'd them our services at Paris, we carry on our buisness seperately without communicating our Operations to one another, if our house can be useful to them they may dispose of it.

Several Vessells have been consign'd to us from Rhode Island and Virginia they have been dispatched in few Days with good Cargos and we can flatter Ourselves that all Vessells consign'd to us will meet with equal dispatch as we have taken our measures in consequence.

We have obtain'd a written Permission for twenty thousand hogds of tobacco, by on receipt of this Congress may remit us what quantity they please and we will warrant their admition in our Ports.

If you have any yellow Wax, Rice and Furs they are articles on which you might obtain great Profits.

We hope Sir, that Congress will have sufficient Great Confidence in us to consign directly to us their Vessells loaded with your Produce, we can safely warrant and assure you that we can dispose annually of those four Articles to the Amount of Fifteen Millions this Currency, and send you in return immediatly on the arrival of the ships any quantity and kind of Merchandize you may require.

We have now at our disposal and in our Manufactorys, Cloth for your soldiers and Blankets of a good quality and Cheap, you may inquire of Mr Brown of Providence to whom we have remitted some.

If Mr Dean applies to us for his operations he shall be served immediatly if not he will find the difference, the name and Direction of our House at Nantes is Mr Jques Gruel Isle feydeau at Nantes, one of the best in the Place and in which you may place an entire confidence. I recom-

mend it to you as the fittest house for your Operations, and will serve you with all possible exactitude. I take the Liberty to recommend M Pliarne to you and beg you will let him have what money he may want and Congress may take his Draughts on me for the amount.

Will you be pleased to assure the Members of the Honourable the Congress — Secret Committy and all those I have the honour to be acquainted with of my Zeal, and of the desire I have of procuring them all possible assistance I dare flatter myself that I shall more and more merit their Confidence, & have no other Interest than to oblige your Nation, support Liberty and sacrifice myself for your Country as which I regard as my own, such are my Sentiments and those of my Freinds who are concern'd with me.

My Presence in France is too necessary, being obliged to transact the secret affairs myself, to permit me to return to the Continent before the End of the Warr, unless you think proper I should go sooner, my residence is at Nants at the House of M. Jques Gruel Mercht it is the most advantageous Port in France for your ships, its River runs 150 Leagues into the heart of the Kingdom and facilitates the transport of all kind of Goods. consequently there are large purchases made in this City of all kinds, which induced me to fix on it as the fittest for your affairs, here you may send all your ships, I will be answerable for the disposal of their Cargos, if you send to Bordeaux Direct to Messrs Reculé de Basmarin & Raimbaux, at Cadiz to Messrs Delaville Brothers, with orders to advise Mr Jques Gruel at the arrival of each ship Consign'd to them, so that they may dispose of the Cargos and their produce to satisfie your demands.

Mistrust the Irish and scotch houses in Europe. I have reasons to give you this Caution — send no more ships to Lisbon.

Pliarne, Penet & Co

I have the Honour to write to General Washington, I ask him a favour would you be pleased to solicit it for me, I shall think my self happy to merit it, that is that he would grant me the title and Commission without salary, of his first Aid de Camp, that I may have the Honour to wear the uniform and the Ribbon they have when I shall have the pleasure to appear before, I shall be greatly obliged to you if you can send me this Commission, Pardon my importunity, but I am too much attached to your Nation not to be [illegible] I shall deserve, and may be given to me with all Confidence.

Make yourself easy Sir I can not say more by this, we are all your Freinds and will give you prooffs of it, Four Persons which I send will soon be with you, two of which are of Distinction and of great Merit, who will deliver you my Letters themselves, I could not intrust them to any one else as they are of great advantage and importance to you I have the Honour to be with Respect Sir [&c.]

P. Penet & Co

P S. I have the honour to observe, fear nothing as to Warlike Amunition I will furnish all you may want, in as large quantitys as you can require as well as Cannon, I labour with your Freind Mr Dubourg to whom I have

not yet deliverd your Letter having left it with my Effects in holland where I landed, I shall send it to him soon.

I beg Mr Franklin would inform Congress that we shall have besides the above mentioned Amunition a quantity of Cloths, Linnen – Blanketts &ca so as to dispatch the ships as soon as they arrive, that you may have them with you before the Winter.

Penet & Co

1. Henry Laurens Papers, SCHS.
2. Thomas Morris, a half brother of Robert Morris.

#### LETTER FROM CADIZ<sup>1</sup>

[Extract]

August 3.

There have arrived here within this week past seven of our merchant-men from the Havanna: One of these vessels brought two English Sailors, being part of twenty-two British Sailors belonging to three vessels of their nation, who were taken off the island of Cuba on their homeward-bound passage from Jamaica by two American privateers, who gave the above twenty-two men leave either to go to America, or be put on shore; the latter of which they chose; and having a boat given them, arrived safe in it on the island of Cuba.<sup>2</sup> The twenty others are expected here in the next ships that arrive from thence.

1. *London Chronicle*, September 5 to September 7, 1776.
2. Seamen from the ships *Lady Juliana*, *Reynolds* and *Juno*, taken by the Pennsylvania privateer sloops *Congress* and *Chance*. See Volume 5.

4 Aug. (Sunday)

#### LETTER FROM BORDEAUX<sup>1</sup>

August 4

Three vessels from New York, and one from Philadelphia, have come into the Garrone within these last twenty days; the order of the Court of Lisbon<sup>2</sup> has done us the favour of their visits, and they are no unwelcome guests, as they either bring cash or very saleable commodities.

1. *London Chronicle*, August 29 to August 31, 1776.
2. Denying the use of Portuguese ports to American ships.

5 Aug.

#### "HUMANITAS" [WILLIAM LEE] TO THE LORD MAYOR OF LONDON<sup>1</sup>

My Lord:

London, August 5, 1776.

I was last week on board the American privateer called the *Yankee*, commanded by Captain [Henry] Johnson, and lately brought into this port

by Captain [George] Ross, who commanded one of the West-India sugar ships, taken by the privateer in July last; and, as an Englishman, I wish your Lordship, who is so happily placed at the head of this great city (justly famed for its great humanity even to its enemies,) would be pleased to go likewise, or send proper persons, to see the truly shocking, and, I may say, barbarous and miserable condition of the unfortunate American prisoners, who, however criminal they may be thought to have been, are deserving of pity, and entitled to common humanity.

They are twenty-five in number, and all inhumanly shut close down, like wild beasts, in a small stinking apartment in the hold of a sloop, about seventy tons burden, without a breath of air, in this sultry season, but what they receive through a small grating over head, the openings in which are not more than two inches square in any part, and through which the sun beats intensely hot all day; only two or three being permitted to come on deck at a time; and then they are exposed in the open sun, which is reflected from the decks and water like a burning glass.

I do not at all exaggerate, my Lord: I speak the truth; and the resemblance that this barbarity bears to the memorable black-hole, at Calcutta, as a gentleman present on Saturday observed, strikes every one at the sight. All England ought to know that the same game is now acting upon the Thames on board this privateer, that all the world cried out against at the mention of in India, some years ago, as practised on Captain Hallowell and others of the King's good subjects.

The putrid streams issuing from the hole are so hot and offensive, that one cannot, without the utmost danger, breathe over it; and I should not be at all surprised if it should cause a plague to spread. The miserable wretches below look like persons in a hot bath, panting, sweating and fainting for want of air; and the Surgeon declares that they must all soon perish in that situation, especially as they are almost all in a sickly state with bilious disorders.

The Captain and Surgeon, it is true, have the liberty of the cabin, (if it deserves the name of a cabin,) and make no complaints on their own account; they are both sensible, well-behaved young men, and can give a very good account of themselves, having no signs of fear, and being supported by a consciousness of the justice of their cause. They are men of character, of good families in New-England, and highly respected in their different occupations; but being stripped of their all by the burning of towns and other destructive measures of the present unnatural war, were forced to take the disagreeable method of making reprisals, to maintain themselves and their children, rather than starve.

Numbers of gentlemen, and friends of Government, who were on board at the same time, will confirm the truth of this my representation, being very sensibly touched themselves at the horrid sight.

English prisoners taken by the Americans have been treated with the most remarkable tenderness and generosity, as numbers who are safely returned to England most freely confess, to the honour of our brethern in the

Colonies. And it is a fact, which can be well attested in London, that this very Surgeon on board the privateer, after the battle of Lexington, April 10, 1775, for many days voluntarily and generously, without fee or reward, employed himself in dressing the King's wounded soldiers, (who but an hour before would have shot him, if they could have come at him,) and in making a collection for their refreshment, of wine, linen, money, &c., in the town where he lived. This is a real fact, of which the most ample testimony may be had.<sup>2</sup>

The capture of the privateer was solely owing to the ill-judged lenity and brotherly kindness of Captain Johnson, who, not considering his English prisoners in the same light that he would Frenchmen or Spaniards, put them under no sort of confinement, but permitted them to walk the decks as freely as his own people, at all times. Taking advantage of this indulgence, the prisoners one day, watching their opportunity when most of the privateer's people were below and asleep, shut down the hatches, and making all fast, had immediate possession of the vessel without using any force.

I shall conclude with saying, that though this letter is addressed to your Lordship, I hope that all who may read it, and have any influence, will do all in their power to gain the necessary relief; and it is humbly apprehended that the well disposed, who are blessed with affluence, could not better bestow their bounty than upon these poor objects. Vegetables and ripe fruits of all kinds, with porter, &c., must be very useful, as well as the means to procure other necessaries. The privateer lies opposite to Ratcliffe-Cross, a mile and a half below the Tower, and by asking for Captain Johnson admittance may be obtained.

Humanitas.

We have been informed, since the receipt of the above letter, that the crew of the American privateer the *Yankee*, were yesterday morning, at half-past three o'clock, conveyed on board a vessel, and carried down the river, to be secured in Dover Castle.

We hear that a petition will be presented to the Secretary of State for the American Department, by the merchants, to cause the Captain of the *Yankee* privateer to be kept in custody to answer to them for the property he has illegally taken, he being the sole owner of the privateer, and the prizes of course will be sold in America for his account and emolument.

1. Peter Force, comp., *American Archives*, Fifth Series (Washington, 1837-1843), I, 754-55. Hereafter cited as Force, comp., *American Archives*.

2. Dr. Eliphalet Downer served as a voluntary surgeon at Lexington and Concord, and from May to December, 1775 as surgeon in William Heath's Massachusetts Regiment. Francis B. Heitman, *Historical Register of Officers of the Continental Army During the War of the Revolution, April 1775 to December 1783* (Washington, 1914), 203.

*Public Advertiser*, MONDAY, AUGUST 5, 1776

London, August 5.

It is said Capt. Stephenson, Commander of the Ship *Lady Juliana*, which was taken by the Provincials, was coming Home with his Lady,

whom he had married Abroad, and had received a considerable Fortune with her, the Whole of which was seized by the Provincials.

By a private Letter received in Town from Philadelphia, dated June 28, we find that two Ships had arrived from Holland, and four more were hourly expected, all laden with Dutch Effects; and that four Vessels under foreign Colours, cleared at the Isle of Wight, and laden with valuable Cargoes, were also expected.

"EXTRACT OF A LETTER FROM PORTSMOUTH, AUG. 5."<sup>1</sup>

This day sailed down to St. Helen's the *Pembroke* man of war, and the *Bologne* frigate, there to wait for a fair wind for America. — Went out of harbour to Spithead the *Centaur* man of war, having been docked.

1. *London Chronicle*, August 3 to August 6, 1776.

6 Aug.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG, ANTIGUA<sup>1</sup>

Sir

6h. August 1776

I have received and communicated to my Lords Commissioners of the Admiralty your three Letters of the 13h and 31st. May and 1st June,<sup>2</sup> with their respective Inclosures giving an account of your proceedings with the Squadron under your Command and of your having caused the Brigantine you have purchased to be commissioned and called the *Endeavour*, and appointed Lieutenant Francis Tinsley from the *Seaford* to command her, and Mr George Anson Byron to be Lieutenant of the *Seaford* in his room and in return I am to acquaint you that their Lordships will confirm the said Commissions when presented to them for that purpose; and that the Report of the condition and valuation of the Brigantine you have purchased is sent to the Navy Board to remain as a Voucher in their Office. I am &c

P: S:

Duplicate by the Packet 4th Sept.

1. PRO, Admiralty 2/552, 370-71.

2. See Volume 5.

*Public Advertiser*, TUESDAY, AUGUST 6, 1776

London [August 6].

Admiral Gayton's Order for the Merchantmen to rendezvous at Blue Fields, and to be convoyed from thence an hundred and fifty Leagues on their Passage to England, was certainly communicated to the Provincials, as the Ships which were taken were met with by the Privateers, not twenty four Hours after they were quitted by the Men of War.

There being so many of our Ships of War on the American Coast, some are in Hopes that on their receiving Advice of the Capture of the nine West

Indiamen by the Provincial Privateers, and of their being carried into some of their Ports, a bold Stroke would be struck in order to retake them: Their Cargoes are so valuable, and so much of it falls as Prize Money to the Captors, our Tars it is thought will run any Lengths to accomplish it. It is true they have not as yet attempted any Thing of this Kind, but they never had an Object equal to a West India Ship loaded, worth 10,000 l. Sterling.

On Sunday the Officers and Seamen, brought Prisoners on board the *Yankee* Privateer (lying in Limehouse Hole) were shipped on board the *Justitia* Transport Ship, in order to their working on the Thames. A Correspondent wishes to know, "if these People are not sentenced without a Trial?" It is true that they have been declared Rebels; but it has not been customary to condemn Rebels, but by the Verdict of a Jury; at least it was not so in the Reign of George the Second: But our whole System of Politics seems to be reversed, and what was Law thirty Years ago, is not so now; or, perhaps, adds our Correspondent, the Distinction is made between Scotch and American Rebels; and if so, we shall cease to wonder when we consider the Operation of the over-ruling Influence.

"It is an ill wind that blows no one Good." When the above Seamen were removed, it was permitted for any Person to come on board, and many Hundreds gratified their Curiosity, to the great Emolument of a number of Waterman, who kept embarking and debarking their Customers for Hours. The Place was a perfect Fair. The above *Yankie* Privateer is a tight-built Vessel, admirably adapted for swift Sailing, and carries twelve Guns on one Deck. She lies very low in Water.

DR. BARBEU DUBOURG TO VERGENNES<sup>1</sup>

[Extract]

Paris, 6 August 1776

I beg you to send suitable orders to the General Director of the Docks in Nantes so that he will not stand in the way or cause difficulties with regard to the embarkation of War ammunition by M. Penet in Nantes. This Director, by the name of M. de Guerton, is a very honest men, but he needs to be warned because the embarkation is urgent.<sup>2</sup>

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

2. In response to this request M. de Clugny, Controller General of Finance, assured Vergennes that orders were being issued to place no obstacle "in the way of the armament which you are having prepared at Nantes for America." Stevens, ed., *Facsimiles*, No. 1344.

7 Aug.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG, ANTIGUA<sup>1</sup>

Sir

7 August 1776

I have received your Letter of the 20th of May,<sup>2</sup> enclosing the Commission you had signed for Lieut Wm Young to be Commander of the *Pomona* upon the Vacancies occasion'd by the dismissal of Capt'n Gordon from the

*Argo*, and desiring for the reasons therein given, that it may be confirm'd, And having laid the same before my Lords Commrs of the Admty I have it in command from their Lordships to acquaint you that they do not think fit to depart from the Resolution which Mr Jackson in his Letter of the 20th Feby informed you they had come to upon that matter and I am farther to acquaint you that as by the appointment of Lieut Windsor to be 1st Lieut of the *Portland* Lieut Young ought to have succeeded him as 2d Lieut of that Ship, the Commissions you have given to Lieut Swinney to be 2nd & Lieut Drummond to be 3rd Lieuts of her & to Mr Luck to be 2nd Lieut of the *Argo* in the room of Lieut Drummond, being irregular, cannot be confirmed, and that if Lieut Young does not think proper to take a Commission as 2nd Lieut of the *Portland* which as I have observed before he ought to have had, their Lordships will fill up the vacancy's that may be occasioned thereby, and send out Commission's – for that purpose, when they hear farther from you. I have the honor to be &c

P S

Duplicate by the Packet 4th Sepr

1. PRO, Admiralty 2/552, 373.
2. See Volume 5, 177-78.

*Public Advertiser*, WEDNESDAY, AUGUST 7, 1776

London [August 7].

By another Letter from Glasgow we are informed, that the *Oxford* Transport from Clyde, with Part of the 42d Regiment, has been taken by the Provincials. As she was standing in for Boston a Vessel with 16 Guns bore down upon her, took out all the Officers and Arms, and put some of their own Sailors on board to navigate her. The Highlanders were no sooner out of Sight of the Privateer than they compelled their new Masters to alter their Course, and swore they would put every one of them to Death, unless they either carried them to Lord Dunmore, or to some other Place where they might meet with some Ship or Ships of War belonging to his Majesty; but unfortunately for these brave Fellows; a small Sloop with a few Swivels took them a second Time, and they now languish in Captivity at Williamsburgh. — The same Letters add, that it was confidently reported that two other Transports, with Part of Fraser's Highlanders, were taken also.<sup>1</sup>

We hear from Bourdeaux, that a very considerable American trade is carried on there, and has continued since the beginning of the present disputes with our Colonies. About 15 days ago, a fine Bermudian sloop sailed for Philadelphia, having 20 tone of gunpowder on board.

1. This was the first news received in England of the capture of the *Oxford* by the Continental brig *Andrew Doria*, and the recapture by Captain James Barron in an armed pilot boat out of Hampton, Virginia. See Volume 5.



8 Aug.

LORDS COMMISSIONERS, ADMIRALTY, TO LIEUTENANT WILLIAM BACON R. N.,  
PLYMOUTH<sup>1</sup>

Whereas we think fit that you shall be employed to raise Volunter Seamen & Landmen at Waterford for the Service of His Majesty's Fleet in the room of Lieut Cunningham, You are hereby required & directed to repair forthwith to that place, & in the execution thereof to observe the following Instructions Vizt

1st

You are to hire a proper Room for a Rendezvous & to apply yourself with the utmost diligence to the aforesaid Service causing Bills to be printed & stuck up inviting such Voluntiers to repair thereto & taking care not to receive any but who are of strong Bodies & in Health the Seamen not under Eighteen or above Fifty & the Landmen not under Eighteen or above Twenty five Years of Age.

2d

You are to procure a good unemployed Petty Officer to assist you & to pay him Wages as a Midshipman of a 4th Rate for the time you shall employ him & to allow him One Shilling & Sixpence a Day for his subsistence.

3d

You are to subsist such Voluntiers as you may procure at the Rate of Six Pence a Day each & when you shall have a sufficient number You are to send them round from time to time together with their Chests & Bedding to Portsmouth in the *Adventure* Tender & *Swallow* Tender which ever happens to be in the way, the former under the command of Lt Haynes & the latter under the command of Lt Hodgson: taking care to transmit to the Commander of His Majts Ships & Vessels at Portsmouth a List of their Names with the Days of their respective Entries that they may be borne for Wages accordingly on the Books of the Ships wherein they may be appointed to serve

4th

You are to draw upon the Navy Board for such Money as you shall have occasion for, to carry on this Service, And when it shall be over to deliver to that Board an account of your disbursements making Affidavit at the foot thereof in the following form Vizt

This Deponent

maketh Oath that

The Sum charged against each particular Article in the foregoing Account was expended for the purpose mentioned in such Article & no other.

5th

You are not to fail to transmit to our Secretary every Week so as to arrive at our Office on a Monday an Account under your own Hand of the

Number of Voluntiers you may have raised distinguishing therein how many you may have procured in the whole & how many since the Account immediately preceeding. And also how many you may have sent round & when, And Lastly

For your care & pains in the execution of this Service you will be allow'd Five Shillings a Day during the time you shall be employed thereon, besides two Shillings & Six Pence a Day for your own subsistence & nine Pence a Mile Travelling Charges for your repairing to, and returning from the place you are hereby appointed to proceed to, both which last mentioned Allowances you are to charge in your Account of Disbursements. Given &c 8 Augt 1776

J Buller H. Penton H. Palliser

By &c P S

1. PRO, Admiralty 2/101, 263-65.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG, ANTIGUA<sup>1</sup>

Sir,

8th Augt 1776.

My Lords Commrs of the Admty having received a Letter of this date from Mr Knox, Secretary to Lord Geo. Germain, informing them that his Lordship has received Intelligence that a large Schooner, called the *Gunticanute*, one Gregg Master, is now taking in at Amsterdam a Cargo of large Cordage, proper for rigging Ships of War, & proposed to be cleared out for the Island of St Eustatia, but that the said Cargo is for the Account of the Congress, and intended to be conveyed to North America, from the said Island in smaller Vessels, the better to elude the Vigilance of His Majesty's Ships; I am commanded by their Lordships to send you herewith a Copy of the said Letter for your Inforamtion; And am &c

P. S.

By the Packet.

Duplicate by the Packet 4th Sept

1. PRO, Admiralty 2/552, 379-80.

*Public Advertiser*, THURSDAY, AUGUST 8, 1776

London [August 8].

The *Yankee* Privateer, taken from the Americans, we are informed, is going to be fitted as a Tender to carry the Seamen, that enter at the Houses of Rendezvous, to the Ships of War at the different Sea Ports.

Sunday Morning at Three o'Clock twenty of the Prisoners taken in the *Yankie* Privateer were conveyed by Water to be lodged in Dover Castle. Among these twenty there are only three Native Americans, and those are all New England Men. It was mentioned in a former Paragraph, that the *Yankie* Privateer mounted twelve Guns; but the Fact is, that she is pierced for twelve, and mounts only eight, which are called Six Pounders, but are

only Four. She has six Swivels, and two Cohorns, and being no bigger than a large sailing Boat, she appears to be one combined Picture of the Instruments of Death. The American Colours on board her are sent to his Majesty, in Consequence of Orders received from the Admiralty.

9 Aug.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON, JAMAICA<sup>1</sup>

Sir,

[Admiralty Office] 9th August 1776.

My Lords Commissioners of the Admiralty having thought it may be proper for the Ship, which you shall appoint for the Octor & Decr Convoys, to proceed with the said Convoy to England instead of the limits mentioned in their Lordships directions of the 17th of February last; I am commanded by their Lordships to signify their direction to you to order the Ship you shall appoint for the said Convoy to proceed with them to England accordingly; directing her Captain to repair to Spithead and wait there for further Orders, their Lordships intending to send out another Ship to replace her. I am &ca

Ph<sup>p</sup> Stephens.<sup>2</sup>

[Endorsed] Sent the same day by Express to Falmouth to go by the Packet. Vide Letter to the Agent for Packets at Falmouth in Com. L[ette]r Bo[ok].

Duplicates of the above Letters to the Downes. Vide Letter to Mr Benjamin at Deal to forward them by the first Ships going to those Places.

1. PRO, Admiralty 2/1333, LC Photocopy.

2. *Ibid.*, similar order was sent this date to Vice Admiral Young at Antigua.

T. BRETT TO WILLIAM KNOX<sup>1</sup>

Sir,

Navy Office 9th Augt 1776.

The Owners of the following Store Ships that are to proceed with the Cloathing to No America, have undertaken to provide them with the Guns & Swivels expressed against their Names, with ten rounds of Powder to each Vizt —

*Mellish* for Quebec — Six — 3 pounders — 6 Swivels

*Catherine* } for Genl Howe's Army — 6 . . 3 pounders — 6 Do  
*Richmond* }

*New Castle* } Halifax — Four . . 3 Pounders . . 4 Swivels  
*Jane* }

Which are as many as the Ships can well mount & make use of to advantage. They will be loaded & ready to proceed from Deptford by the 12th Inst

1. PRO, Colonial Office, 5/259, 92-93. Brett was Commissioner of the Navy Board.

*Public Advertiser*, FRIDAY, AUGUST 9, 1776

London [August 9].

A vessel that is arrived at Weymouth from St. Cas[t], brings advice, that two armed American vessels were lying there, to take in some powder, balls and arms; and, it is supposed, that one of them is the vessel which was seen by the master of a fishing boat at the mouth of the Channel a few days ago.

"EXTRACT OF A LETTER FROM PARIS, AUGUST 9."<sup>1</sup>

Orders are sent to all the sea-ports in this kingdom, that such frigates of war, from 32 to 36 guns, as shall henceforth be built in any ports of France, be lengthened ten feet by the keel, and breadth in proportion, by which they will be enabled to carry on one deck, a weight of metal equal to the lower tier of an English fifty gun ship.

1. *London Chronicle*, August 20 to August 22, 1776.

12 Aug.

*London Chronicle*, SATURDAY, AUGUST 10 TO TUESDAY, AUGUST 13, 1776

Admiralty Office, August 12

By a letter received this day from Vice Admiral Lord Shulldham, dated Staten Island, near New York, the 8th of July last, it appears that his Lordship arrived there on the 3d of that month with his Majesty's ships under his Command, and the whole fleet of transports, victuallers and storeships under his convoy, without any loss or separation; that his Majesty's troops under the command of General Howe were landed on that day and the next, upon Staten Island, without any opposition or interruption, the inhabitants having immediately on the troops landing surrendered, and put themselves under the protection of his Majesty's arms; . . .

The Arrival of Lord Howe, and the reinforcement under Commodore Hotham, were daily expected at Staten Island. Lord Shulldham having stationed his cruizers in the properest manner to fall in with and direct them thither.

*Public Advertiser*, MONDAY, AUGUST 12, 1776

London [August 12].

The West India Ships, lately taken by the Americans, will, it is said, occasion a pathetic Remonstrance, shortly to be presented at St. James's.

The Method by which the *Yankey* Privateer was taken was as follows:

Capt. Johnson (of the *Yankey*) [James] Hodges, and [George] Ross<sup>1</sup> were sitting together in the Cabbin, when Johnson having inadvertently laid down his Cutlass, Ross and Hodges took the Advantage of it, one com-

ing behind Capt. Johnson, seized and threw him down, while the other got Possession of the Cutlass. The Guard stationed on the Quarter-deck at the same Time laid down his Cutlass to go forward, one of Ross's or Hodges's People (who had been let into the Conspiracy) immediately seized it and gave the Alarm; on which either Ross or Hodges ran up on the Quarter-deck, and got Possession of the Arm-Chest before the Privateer's Men and those of the Merchantmen (who were at large and unconfined, though then down in the Hold) could get upon the main Deck. One of the Americans took up a Scrubbing-brush, and advancing to the Quarter-deck, he was told by the Man possessed of the Cutlass, that if he came a Step farther, his Head should be cut off. The Privateer's Men thus finding the Quarter-deck and their Arms all in Possession of their Adversaries, and their Captain a Prisoner in the Cabbin, submitted without farther Resistance, being promised good Treatment, and to be landed as soon as possible in some Part of America, and then to be at Liberty to go where they pleased. So far from this Promise being complied with, the Men were put in Irons, and closely confined in the Hold of the Privateer, and all of them brought into the River Thames; since which they were, in the Night of Saturday last, hurried into a Man of War's Tender, and smuggled to some Place of Confinement, but where is not yet certainly known.

Capt. Johnson complained of the illiberal Behaviour and cruel Usage he suffered, by being insulted frequently while at Sea, calling him by the most opprobrious Names, and threatening him with the cruellest and most Savage Punishments, and also for suffering many People to come on board after they arrived in the River, to insult him in the basest and grossest Terms, though he was then a Prisoner; and when his Brother came to see him after a three Years Absence, they would not permit them to talk together one Minute in private

1. Masters respectively of the ships *Zachariah Bayley* and *Creighton*.

14. Aug.

*Public Advertiser*, TUESDAY, AUGUST 20, 1776

Edinburgh, Aug. 14. We are desired from good Authority to contradict a Paragraph in last Night's *Edinburgh Advertiser*; mentioning Sir William Erskine's being taken by an American Privateer with the Money of the 71st Regiment. This is without any Foundation, as he sailed on board the *Ocean*, a Ship of 18 Carriage Guns, and proceeds entirely upon the Supposition of his having been on board the *Venus*, Capt. Wilson, which, with the *Crawford* Capt. M'Lean, was taken and carried into Boston: On board the first was Capt. Fraser's Company, and Captain M'Leod with his Company on board the other. Upon their Arrival off Cape Ann, they were attacked by four Privateers, whom they fought a considerable Time, and obliged them to sheer off. They then went into Nantasket Road, in Expectation of finding the Men of War; but, in place thereof, were surrounded by a

great Number of armed Schooners, who, with the Assistance of the Privateers formerly beat off, carried them into Boston.<sup>1</sup>

A Sailor who came home with the *Howe* transport, which arrived on Sunday at Greenock, in 25 Days from Halifax, gives the above Account. He went out with the *Mayflower*, of Whitehaven, Capt. Crosbie, having on board Capt. Aeneas M'Intosh's Company of the 71st. . . . On their Way to Halifax from Boston, they were attacked by a Privateer of 10 Carriage and six Swivel Guns, whom they fought for seven Glasses, and were on the Point of being taken, when a Man of War came in Sight, and relieved them.<sup>2</sup>

The *Mermaid*, Capt. Yoward, which sailed from Clyde with 120 of Fraser's Highlanders, fell in on the 10th of June, off Cape Ann, with an American Privateer, mounting 10 Six-pounders, and 14 Swivels. An Engagement ensued, which continued four Hours and a Half, when the Privateer sheered off. It is not known how many on board the Privateer were killed, but it was imagined the Musquetry of the Soldiers (who behaved exceedingly well) did great Execution, as the Ships were within Pistol Shot for two Hours of the Engagement. Capt. Yoward, one Seaman, and three Soldiers, were wounded on board the *Mermaid*; they afterwards proceeded for Boston, but found that the Provincials had erected a Battery upon an Island, and had driven all the Men of War and Ships from Boston Bay. The *Mermaid* arrived safe at Halifax the 23d of June.<sup>3</sup>

1. This is a woefully garbled account. The *Venus* was not captured; the *Crawford* was taken along with the *Oxford*, on May 29, 1776, by the Continental brig *Andrew Doria*; and the engagement in Boston harbor was fought by the transports *George* and *Annabella*.
2. The man-of-war was H. M. Sloop *Hope*.
3. This attack was made by one of Washington's schooners out of Salem.

WOOLDRIDGE & KELLY TO THE LORDS COMMISSIONERS, BRITISH TREASURY<sup>1</sup>

Crescent [London] Augt 14. 1776.

To The Right Honorable The Lords Commissioners of  
His Majestys Treasury.

The Memorial of Messieurs Wooldridge & Kelly of the  
City of London Merchants.

Humbly Sheweth

That your Lordships Memorialists are the Owners of a Ship called the *Molly*, Daniel Lawrence Mastr who sailed from Baltimore in the Province of Maryland in the month of February last, with a very valuable Cargo of Wheat, Flour, & Staves for Falmouth & a market, but the Ship meeting with several delays in the river Patapsico was there Seized & detained by an Armed Vessell in the service of Government, that soon after that Seizure she was retaken by an Armed Ship in the Service of the Americans, & being by them liberated; She proceeded on her Voyage in the begining of the Month of March last but in getting out of the River she was again Seized by

a Tender belonging to the *Liverpool* Man of War, who carried her to Lord Dunmore in Virginia when His Lordship appointed Commissioners to try her, which Commissioners acquitted her. And that after her acquittal His Lordship thought proper to detain her for the Service of Government. Your Lordships Memorialists further beg leave to represent that the said Ship & her Cargo has cost them more than Eight Thousand pounds Sterling which sum they wuld have received some months ago had the Ship been permitted to have proceeded on her Voyage which was strictly within the Intention of the Act Passed in the last Sessions of Parliament for "Restraining the Trade &c"

They therefore most humbly Pray that your Lordships will be pleased to order immediate payment to be made to them for the said Ship & her Cargoe without [which] your Memorialists will inevitably be ruined as they and their Predecessors Messrs Kelly Lott & Co have what is to them, an Immense Sum due to them from the Colonies, besides a very considerable property in the Provinces of New York, New Jersey & Pensylvania.

Your Lordships Memorialists beg leave to annex the original Invoice, bill of Lading, Commissioners Acquittal of the Ship & her Cargo, with the protest &c in order to illucidate the facts to your Lordships. And your Lordships will therefore be pleased to direct such relief to your Memorialists as to your Lordships may seem meet, and your Memorialists as in Duty bound will ever Pray, &c.

[Endorsed] Recd 14th Augt 1776 — Read same day. prepare W[ar]rant & Minute Done Read 20 Decr 1776 — write to the Petrs & Minute Done

1. Fisher Transcripts, Treasury Board, vol. 3, MdHS.

#### BRITISH ADMIRALTY BOARD REPORT TO LORD GEORGE GERMAIN<sup>1</sup>

Admty Office [London] 14th Augt 1776

Stations of Three line of Battle Ships & one hundred Fifty two Frigates now in Commission

	No of Ships
East Indies & going thither	7.
Jamaica	7.*
Leeward Islands	7.
Mediterranean	5.
North America	54.
Going thither or there }	30.
Newfoundland	14.
Africa & other foreign Cruizers	9.
Home Cruizers	14.
In Port fitting & unappropriated	8.
	<hr/> 155.

\*To which may be added }  
 Armed Vessels purchased }  
 by Vice Adml. Gayton }

4.

Total 159.

1. PRO, Colonial Office, 5/125, 25.

### BRITISH NAVAL REINFORCEMENTS FOR AMERICA<sup>1</sup>

Admty Office [London] 14 Augt 1776.

List of His Majesty's Ships on their way, or that have already joined Lord Howe, exclusive of those contained in the last Accounts received from North America.

Rate	Guns	Ships	When Sailed.	Observations.
1775.				
6	28	<i>Actaeon</i>	29 Decr 17 Feb. 76 from Cork.	Sailed with, or follow'd Sir Peter Parker.
Bb	—	<i>Thunder</i>	29 Decr 23 Feb. 76 from Cork.	
6	28	<i>Solebay</i>	31 Decr 12 Feb. 76 from Cork.	
•	28	<i>Active</i>	9 Jan. 1776 12 Feb. from Cork.	For Quebec.
•	28	<i>Triton</i>	16 Mar.	
•	28	<i>Carysfort</i>	20 Mar. 8 April from Cork.	
5.	32	<i>Pearl</i>	21 Mar. 8 Apl from Cork.	With the Regiments from Ire- land to Quebec.
•	32	<i>Flora</i>	2 April 29 Do from Greenock.	
•	32	<i>Blonde</i>	7 April	With the 1st Division of Bruns- wick Troops for Quebec.
•	32	<i>Juno</i>	Do	
4	50	<i>Preston</i>	6 May	With Commo [William] Hoth- am.
5	32	<i>Emerald</i>	Do	
1776				
5	32	<i>Brune</i>	6 May	Sailed with Como Hotham
•	44	<i>Rainbow</i>	Do	
Bb.	8	<i>Carcass</i>	Do	
HS	20	<i>Jersey</i>	Do	
FS	—	<i>Strombolo</i>	Do	



6	28	<i>Tartar</i>	8. Do	With the <i>Speke</i> Hospital Ship, Victuallers & Storeships to Quebec.
3	64	<i>Eagle</i>	11. Do	Lord Howe.
5	32	<i>Repulse</i>	26 Do	With the remainder of the 1st Division of Hessians to Genl Howe
•	32	<i>Amazon</i>	26 June	} With the 2d Division of the Brunswickers for Quebec
6	24	<i>Garland</i>	Do	
•	20	<i>Daphne</i>	4 July	With Burgoyne's Light Dragoons to Genl Howe.
•	20	<i>Galatea</i>	5 Do	To join Lord Howe
5	32	<i>Diamond</i>	20 Do	} With 2d Division of the Hessians to Genl Howe
•	32	<i>Ambuscade</i>	Do	
6	20	<i>Unicorn</i>	Do	} With Army Victuallers [to] Halifax.
5	32	<i>Lark</i>	24 Do	
6	20	<i>Perseus</i>	30 Do	With Recruits to Genl. Howe
•	20	<i>Camilla</i>	Sailed 8th Augt but put back again to Plymouth.	} To join Lord Howe

## Abstract.

Rate.	Ships.
3	1
4	1
5	12
6	12
Bombs	2
Hosl. Ships	1
Fireships	1
	<u>30</u>

1. PRO, Colonial Office, 5/125, 26.

*Public Advertiser*, WEDNESDAY, AUGUST 14, 1776

London [August 14].

Captain Groves, of the *Tyne Packet*, who is arrived at Falmouth from Jamaica, was obliged to work up as far as Cape Nichola Mole, to get what Information he could of the American Privateers; when he was informed that a great many American Vessels were cruizing about the Windward Passage; in particular that two large armed Vessels were cruizing near Crooked Island, viz. a Brig mounting 16 Guns and 80 Men, and a Sloop with 14 Guns and 70 Men. Captain Groves met with a Sloop off Bermuda, which

he took to be an American, but out-sailed her, and afterwards met with a French Merchant Ship from Porto Prince, who had been boarded by an American Privateer of 16 Guns and 160 Men, who plundered him, and wantonly fired six Shots before he came up to him. They enquired of the Frenchman what West Indiamen he had met with, but the Captain refused to tell him.

15 Aug.

#### INTELLIGENCE FROM IRELAND<sup>1</sup>

Corke, Aug. 15.

A Gentleman who left Alicant the Beginning of last Month, informs us, that there were then two large Philadelphia Ships in that Harbour, loading with Salt and some other Articles that the Americans have now great Occasion for.

1. *Public Advertiser*, London, August 31, 1776.

#### LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN<sup>1</sup>

My Lord,

Admiralty Office 15th August 1776.

Your Lordship having in your letter of the 9th inst. signified to Us His Majesty's Pleasure that the Ships which have been ordered to be provided to carry the Regimental Cloathing to North America, should be sufficiently manned and armed to defend themselves against any of the Rebel Cruizers in case of Separating from their Convoy, we gave the necessary Directions thereupon to the Navy Board; & They having in return, by their Letter of the 12th instant, sent us a List of the Ships taken up for the Service above-mentioned, with their force, and acquainted Us that, if those Ships are not judged to be of sufficient Strength to defend themselves against the Rebel Cruizers, they have reason to believe that Others capable of mounting Guns sufficient to make a better defence, cannot be procured in time, We send Your Lordship herewith a Copy of the said Letter for His Majesty's Information, and beg leave to observe that if it be His Majesty's Pleasure that other Ships of greater force be taken up for this Service, the Season will be so far spent that it will be impracticable for the Ship destined to Quebec,<sup>2</sup> and very precarious for those bound to New York and Halifax to make their Passage this Year, But that if it be His Majesty's Pleasure that the Ships which have been already provided, and have nearly (tho' it is to be lamented so late) taken in their Loading, should proceed on their Voyages, care will be taken to appoint sufficient Convoys for them, and to put trusty Sea Officers on board each of them, the better to guard against their separating from their Convoy, & to direct their Proceedings, and defend them if attacked in case of Separation. We are &c

Sandwich. H. Penton. H: Palliser.

1. PRO, Colonial Office, 5/259, 95-96.

2. The ship *Mellish*.



The Right Hon<sup>ble</sup> The **EARL** of **SANDWICH**

PHILIP STEPHENS TO COMMODORE THOMAS MACKENZIE, CHATHAM<sup>1</sup>

Sir

15 Augst 1776

My Lords Commissioners of the Admty having on the 3d of this Month directed that the Crew of an American Armed Vessel called the *Yankee* which had been seized & brought into the River, should be receiv'd on board the *Ardent*, then at Blackstakes & kept & Victualled there til farther orders. I am now commanded by their Lordships to signify their direction to you to order the Ten Men named in the Margin<sup>2</sup> Part of Crew of the said Vessel, to be put on board the *Vulture* Sloop & then to direct her Captain to proceed with them to Spithead & dispose of them as the Commanding Officer there shall direct<sup>3</sup> victualling them while on board the Sloop in like manner as her complement, & taking particular care they do not make their escape; & having so done to remain at Spithead til farther Order.

It is also their Lordships farther directions that you cause the remainder of the Crew of the said Armed Vessel to be sent on board the *Mars* at Blackstakes, where they are to be kept & Victualled in like manner as on board the *Ardent* until the *Beaver* Sloop arrives at the Nore, when you are to cause them to be put on board her & carried to Spithead (when she proceeds thither) in like manner as those Ordered to be sent by the *Vulture*, except Henry Johnson the Commander & Eliza Downour [Eliphalet Downer] the Surgeon of the said Vessel, who are to be continued ordered on board the *Mars* 'til farther Orders.

You will receive their Lordships Order in form for what is above directed, when they next meet this being sent to save time I am &c.

P. S

1. PRO, Admiralty 2/552, 404-06.

2. The men listed in the margin were: "Abijah Keys, Nathl Stone, Willm Witmarsh, Josh Bockwell, Benja Tippels, Danl Kelly, David Hall, Willm Sowerby, Archd Hunter, Wm Broadway."

3. Senior Officer at Portsmouth, Captain Mark Milbanke, R. N., was ordered to transfer the prisoners on board H. M. S. *Barfleur* upon arrival. PRO, Admiralty 2/552, 408.

*Public Advertiser*, THURSDAY, AUGUST 15, 1776

London [August 15].

The *Yankee* Privateer, with her Guns and all her Stores, is ordered to be sold immediately, that the Purchase Money may be divided amongst those Persons who took her, as most of them want to go to Sea, but wait to receive their Dividends.

16 Aug.

LORD SUFFOLK TO THE LORDS COMMISSIONERS, ADMIRALTY<sup>1</sup>

My Lords,

St James's August 16th 1776.

I am directed to signify to Your Lordships The King's Commands that Henry Johnson, El. Downour, David Hall, and John Cochran, who acted as

Officers aboard the Rebel Privateer call'd the *Yankee* of Boston, be properly secured for the present aboard such Vessel belonging to His Majesty as your Lordships may find most convenient. But with regard to the Crew, consisting of 17. Men & 2 Negro Slaves, His Majesty in his Clemency has no Objection to their being received aboard some Ship of War. It would however be most expedient to dispose of them in some Vessel employed in the East Indies, or, if not, in the Mediterranean Station, as they will be under constant Temptation to desert in the Hopes of obtaining in North America a Share of the valuable Plunder which their Vessel had collected [and] sent to New England. I am &c.

Suffolk.

1. PRO, State Papers, 42/49, 80.

PHILIP STEPHENS TO COMMODORE THOMAS MACKENZIE, CHATHAM<sup>1</sup>

Sir,

16 Augt 1776.

Have communicated to my Lords Commrs of the Admty your letter of the 14 Inst informing them that the American Prisoners who are on board the *Ardent* & order'd to be sent on board the *Mars*, are in a very dirty Condition, owing to their not having any Beds or Cloaths to shift themselves, which may bring on a contagious Disorder, and endanger the Health of the Ships Company; And I am commanded by their Lordships to signify their direction to you, to order a Bed, a Jacket & two Shirts to be delivered to each of the said Prisoners, who are in need of those Articles, and any other that may be absolutely necessary for keeping them Clean & wholesome, transmitting an Account of the particulars issued to them, that Orders may be given for the same being allowed on the Ships Books. I am &c

P. S.

1. PRO, Admiralty 2/552, 411.

M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London, 16 August 1776

It is only natural as you have observed, My lord, that the work in our Ports determined the Court of London to increase the number of Guardships. But it would not be if they resorted to the impressment, and if this measure should take place the time for negotiations would be passed and we should begin to act.

I have the honor to send you herewith, My lord, the translation of the Act of 4 July whereby the Colonies declared their independence under the title of United States of America. Others besides myself will better appreciate the motives upon which this declaration rests. The fact itself is what seems to interest us most. It is caught between two Armies and in sight of a formidable fleet that the Colonies declared war against Great Britain; be-

cause it is the Act that was meant by the declaration of war. We must admit, My lord, that this is quite far from the idea of immediate submission which the Government always entertained and which it considered as the unavoidable result of the display of its forces.

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

*Public Advertiser*, FRIDAY, AUGUST 16, 1776

London [August 16].

Yesterday George Ross, Master of a Vessel in the Merchants Service, was brought before the Lord Mayor, in the Council Chamber, Guildhall, being charged with a Breach of the Peace against Mr. Alderman [William] Lee, upon the Royal Exchange, and threatening "to do for him in another Place."<sup>1</sup> His Conduct appearing to have been exceedingly outrageous, he was bound over in a Recognizance of One Thousand Pounds, and two Sureties in Five Hundred Pounds each, to appear next Sessions at the Old Bailey. It appeared on the Evidence that his Assault on Mr. Lee was entirely unprovoked on the Part of the Alderman, who had never seen him before; and there appeared sufficient Reason to suspect that a very dark Design was intended against Mr. Lee. It was proved that the Treatment of the Prisoner[s] brought into the River in the *Yankee* Privateer was literally as stated in a Letter addressed to the Lord Mayor, signed "Humanitas," and published in the *Ledger* on Monday the 5th of this Month. That Capt. [James] Hodges's Humanity and Kindness to the Prisoners was uniform and laudable. Capt. Winn, who was present the whole Time that Mr. Alderman Lee was with the American Prisoners, and heard all their Conversation, declared, before the Lord Mayor, that the Conversation stated to have passed by a Writer, under the Signature of "Plain Truth," in the *Gazeteer* of Wednesday last, was totally false.

1. Ross had assaulted Lee "by running his fist in his face." *London Chronicle*, August 13 to August 15, 1776.

LORD GEORGE GERMAIN TO THE LORDS COMMISSIONERS, ADMIRALTY<sup>1</sup>

My Lords,

Whitehall [London] 16th August 1776.

Having had the honor to lay before The King the Copy of Vice Admiral Lord Shuldhams Letter to your Lordships of the 16th of April, transmitted to me in your Letter of the 7th of June, in which he acquaints your Lordships that upon quitting the Harbour of Boston with the Fleet, he had stationed a Squadron of His Majesty's Ships in Nantasket Road, under the command of Captain [Francis] Banks of the *Renown*, for the purpose as he expresses it, "of intercepting and sending to Halifax the Ships with the Supplies ordered to Boston, and which would consequently be Ignorant of the removal of the Fleet and Army;" And having also laid before His Majesty the Disposition of the Ships under Lord Shuldhams command, dated 6th July last, transmitted in Your Lordships Letter of the 14th Instant,

from which it appears that His Majesty's Ships *Renown* and *Milford*, the *Hope* Sloop and *Halifax* Brigantine were then stationed in Boston Bay.

His Majesty remarked, with much Surprise, that in the account given by General Howe in his Letter to me of the 7th of July, of the Capture of two Transports with part of the Highland Regiments onboard, those Transports are said to have been carried into Boston, without having been intercepted by any of His Majesty's Ships; That other accounts from different quarters represent that Harbour as an Asylum for the Rebel Cruizers and their Prizes, And that the late Advices from Halifax mention the arrival there of the *Renown* and *Milford*, two of the Ships stated by Lord Shuldham to be cruising in the Bay of Boston.

His Majesty was therefore pleased to command me to signify to your Lordships His Majesty's Pleasure, that you do direct Lord Howe to inquire into the Truth of these Facts, and into the conduct of the Officers commanding such of His Majesty's Ships as have been stationed in Nantasket Road, or appointed to Cruise in the Bay of Boston since the Evacuation of that Town by the Army, and to report the same to your Lordships for His Majesty's Information.

I am further commanded to signify to your Lordships His Majesty's Pleasure that Lord Howe be also directed to inquire into, and report to your Lordships, for His Majesty's Information, the Causes which so long operated to prevent the Station of a small Squadron of His Majesty's Ships in the Delaware Bay, agreeable to what was signified to Your Lordships by the Earl of Dartmouth, by His Majesty's command, in his Lordship's Letter of the 7th July 1775; And what were the Motives which induced the removal of His Majesty's Ships *Roebuck* and *Liverpool* from that River, when at length it had been thought fit to station them there, by which an Opportunity was afforded to a large number of the Rebel Ships to sail from thence without Interruption, and for bringing in Supplies of all Sorts of Ammunition and other Necessaries of which the Rebels stood so much in need. — I am &c

Geo: Germain.<sup>2</sup>

1. PRO, Colonial Office, 5/125, 29.

2. On August 31, the Admiralty sent a copy of Germain's letter to Howe directing the Admiral to report on the question raised by the King. PRO, Admiralty 2/552, 474-75.

#### M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London, 16th August 1776.

I omitted, in my despatch of today, to inform you that Lord Suffolk yesterday told the Prince de Messerano that the quantity of supplies that the Americans draw from abroad is prodigious, and that he believed that it all came from the Dutch. He has not mentioned us since his little attempt with me. But if he is careful with us, he makes up for it with those poor Dutchmen, to whom they speak in a high tone here, and at the Hague, so I am told. Indeed, it must be admitted, that these Dutch browse in all pas-

tures. Count Welderen has just left for Holland, on leave, which will protect him from the storm for a time.

1. Stevens, ed., *Facsimiles*, No. 891.

# BEAUMARCHAIS TO VERGENNES<sup>1</sup>

[Extract]

[Paris] Friday 16th August 1776.

. . . I have seen the Controller General, the Farmers General, Mr Deane; everything is arranged. Mr Deane is persuaded that the vessels in question are coming only in order to furnish him with funds by the sale of their cargoes of salted fish. Another deputy and friend from Maryland has just arrived from Holland.<sup>2</sup> He very quickly brought him to me. These gentlemen are sending from Paris a courier<sup>3</sup> by way of Bordeaux for Congress, in a sloop, an excellent sailer. . . .

1. Stevens, ed., *Facsimiles*, No. 1347.

2. William Carmichael of Maryland was not "another deputy."

3. William McCreery.

17 Aug.

# PHILIP STEPHENS TO COMMODORE THOMAS MACKENZIE, CHATHAM<sup>1</sup>

Sir

17 Augst 1776

Instead of David Hall one of the Crew of the *Yankee* armed Vessel, when you were directed, by my Letter of the 15th instant, to cause to be put on board the *Vulture* Sloop to be carried round to Spithead, I am commanded by my Lords Commissrs of the Admty to signify their direction to you to cause Charles Grant, one other of the Crew of the said arm'd Vessel, to be put on board the *Vulture* Sloop for the purpose abovementioned & that the said David Hall be put on board the *Mars* & kept & victualled there until farther Order, taking care that he be not permitted to go on shore, or suffer'd to make his escape. I am &c —

P S

1. PRO, Admiralty 2/552, 412.

*Public Advertiser*, SATURDAY, AUGUST 17, 1776

London [August 17].

The Lords of the Admiralty have sent Notice to the West India Merchants, that they have received Advice from Admiral Gayton, at Jamaica, of a Convoy being appointed to come to England with the July Fleet; that the Admiral had purchased Armed Vessels; that Admiral Young, at the Leeward Islands, was likewise purchasing Armed Vessels; and that their Lordships have ordered Armed Vessels to be purchased here, all which are intended to be sent as a further Reinforcement to the West India Squad-



rons; that Expresses are sent to the West Indies with Orders that the late Convoys of this Year come the whole Voyage; and that Ships of War are sent from England to Cruize in the Track of the homeward bound West India Ships.

The *Lady Juliana*, Stevenson [Christopher Stephenson], is carried into Salem; the *Reynolds*, [Keylock] Rusden, into Dartmouth; the *True Blue*, —, into Newport; the *Juno* [Samuel] Marsden, into Philadelphia; a large Ship with 200 Hogsheads of Sugar, &c. and three or four other West Indiamen, Names unknown, into Marthas Vineyard; and a large West Indiaman into Long Island.

18 Aug. (Sunday)

BEAUMARCHAIS TO THE COMMITTEE OF SECRET CORRESPONDENCE  
OF THE CONTINENTAL CONGRESS<sup>1</sup>

Gentlemen:

Paris, August 18, 1776

The respectful esteem that I bear towards that brave people who so well defend their liberty under your conduct has induced me to form a plan concurring in this great work, by establishing an extensive commercial house, solely for the purpose of serving you in Europe, there to supply you with necessaries of every sort, to furnish you expeditiously and certainly with all articles — clothes, linens, powder, ammunition, muskets, cannon, or even gold for the payment of your troops, and in general every thing that can be useful for the honorable war in which you are engaged. Your deputies, gentlemen, will find in me a sure friend, an asylum in my house, money in my coffers, and every means of facilitating their operations, whether of a public or secret nature. I will, if possible, remove all obstacles that may oppose your wishes from the politics of Europe.

At this very time, and without waiting for any answer from you, I have procured for you about two hundred pieces of brass cannon, four pounders, which will be sent to you by the nearest way, two hundred thousand pounds of cannon powder, twenty thousand excellent fusils, some brass mortars, bombs, cannon balls, bayonets, platines, clothes, linens, etc., for the clothing of your troops, and lead for musket balls. An officer of the greatest merit for artillery and genius, accompanied by lieutenants, officers, artillerists, cannoniers, &c., whom we think necessary for the service, will go for Philadelphia, even before you have received my first dispatches. This gentleman is one of the greatest presents that my attachment can offer you. Your deputy, Mr. Deane, agrees with me in the treatment which he thinks suitable to his office; and I have found the power of this deputy sufficient that I should prevail with this officer to depart under the sole engagement of the deputy respecting him, the terms of which I have not the least doubt but Congress will comply with.<sup>2</sup> The secrecy necessary in some part of the operation which I have undertaken for your service requires also, on your part, a formal resolution that all the vessels and their demands should be con-

stantly directed to our house alone, in order that there may be no idle chattering or time lost — two things that are the ruin of affairs. You will advise me what the vessels contain which you shall send into our ports. I shall choose so much of their loading, in return for what I have sent, as shall be suitable to me when I have not been able beforehand to inform you of the cargoes which I wish. I shall facilitate to you the loading, sale and disposal of the rest. For instance, five American vessels have just arrived in the port of Bordeaux, laden with salt fish. Though this merchandise, coming from strangers, is prohibited in our ports, yet as soon as your deputy had told me that these vessels were sent to him by you to raise money from the sale for aiding him in his purchases in Europe, I took so much care that I secretly obtained from the Farmers General an order for landing it without any notice being taken of it. I could even, if the case had so happened, have taken on my own account these cargoes of salted fish, though it is no way useful to me, and charged myself with its sale and disposal, to simplify the operation and lessen the embarrassments of the merchants and of your deputy.

I shall have a correspondent in each of our seaport towns, who, on the arrival of your vessels, shall wait on the captains, and offer every service in my power. He will receive their letters, bills of lading, and transmit the whole to me. Even things which you may wish to arrive safely in any country in Europe, after having conferred about them with your deputy, I shall cause to be kept in some secure place. Even the answers shall go with great punctuality through me, and this way will save much anxiety and many delays. I request of you, gentlemen, to send me next spring, if it is possible for you, ten or twelve thousand hogsheads, or more, if you can, of tobacco from Virginia of the best quality.

You very well understand that my commerce with you is carried on in Europe; that it is in the ports of Europe I make and take returns. However well-bottomed my house may be and however I may have appropriated many millions to your trade alone, yet it would be impossible for me to support it if all the dangers of the sea, of exports and imports, were not entirely at your risk. Whenever you choose to receive my goods in any of our windward or leeward islands you have only to inform me of it, and my correspondents shall be there according to your orders, and then you shall have no augmentation of price but of freight and insurance. But the risk of being taken by your enemies still remains with you, according to the declaration rendered incontestible by the measures I shall take by your deputy himself. This deputy should receive, as soon as possible, full power and authority to accept what I shall deliver to him, to receive my accounts, examine them, make payments thereupon, or enter into engagements which you shall be bound to ratify as the head of that brave people to whom I am devoted; in short, always to treat about your interests immediately with me.

Notwithstanding the open opposition which the King of France, his ministers, and the agents of administration show, and ought to show, to everything that carries the least appearance of violating foreign treaties and the internal ordinances of the kingdom, I dare promise to you, gentlemen,

that my indefatigable zeal shall never be wanting to clear up difficulties, soften prohibitions, and, in short, facilitate all operations of a commerce which my advantage, much less than yours, has made me undertake with you. What I have just informed you of is only a general sketch, subject to all the augmentations and restrictions which events may point out to us.

One thing can never vary or diminish: it is the avowed and ardent desire I have of serving you to the utmost of my power. You will recollect my signature, that one of your friends in London, some time ago, informed you of my favorable disposition towards you and my attachment to your interests. Look upon my house, then, gentlemen, from henceforward as the chief of all useful operations to you in Europe, and my person as one of the most zealous partisans of your cause, the soul of your success, and a man most deeply impressed with respectful esteem, with which I have the honor to be,  
Roderique Hortalez & Co.

P.S. — I add here, to conclude, that every American vessel, though not immediately armed or loaded by you, will be entitled to my good offices in this country; but yours, particularly addressed to my house, will receive a particular preference from me. I ought also to intimate to you, gentlemen, that from the nature of my connection it is to be wished you would use discretion even in the accounts that you give to the general Congress. Everything that passes in your great assemblies is known, I cannot tell how, at the court of Great Britain. Some indiscreet or perfidious citizen sends an exact account of your proceedings to the palace of St. James. In times of great exigency Rome had a dictator; and in a state of danger, the more the executive power is brought to a point, the more certain will be its effect, and there will be less to fear from indiscretion. It is to your wisdom, gentlemen, that I make this remark; if it seems to you just and well planned, look upon it as a new mark of my ardor for your rising Republic.

R. H. & Co.

1. Wharton, ed., *Revolutionary Diplomatic Correspondence*, II, 129–31.

2. The ordnance expert, M. Philip Charles Baptiste Trouson du Coudray, had requested Major General rank in the Continental Army.

#### SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE<sup>1</sup>

[Extract]

[Paris, August 18, 1776]

. . . If a few of our cruisers should venture on this coast they might do very well, as they would find protection in the harbors of this kingdom. Coming ostensibly for the purpose only of commerce or otherwise no questions would be asked, and they might wait until an opportunity offered (of which they might be minutely informed), and then strike something to the purpose. I give this hint to individuals rather than to the honorable Congress as a body. The bearer, Mr. [William] McCreary, has obliged me by copying my memoir, which I sent herewith. It has had a great run among the ministers of this and some other courts in a private way. M. Beaumarchais writes by this opportunity; he has shown me his letter, and I have

agreed in general to the contents, not understanding any exclusive privilege for his house. Everything he says, writes, or does is in reality the action of the ministry; for that a man should but a few months since confine himself from his creditors, and now, on this occasion, be able to advance half a million, is so extraordinary, that it ceases to be a mystery. . . .

1. Wharton, ed., *Revolutionary Diplomatic Correspondence*, II, 126-27.

19 Aug.

"EXTRACT OF A LETTER FROM THE CHIEF MATE OF A WEST INDIAMAN,  
TO HIS FATHER IN NEWCASTLE, DATED LONDON, AUGUST 19."<sup>1</sup>

I had the misfortune to be taken by the *Yankee* privateer, when bound to the head quarters, loaded with rum for the fleet and the army, from Antigua to New York. In lat. 36.40. long. 74.50. west, the said privateer, in the grey of the morning, gave chase, and got along side us about nine o'clock.

We had but 2 four pounders and 12 shot, and gave 11 of them; the other gun lost the fore-truck, or wheel, and we could not get it to bear; and he being close along side, his guns loaded with round crop bar and canester shot, that we were obliged to strike and hoist the boat out, and go on board with the Captain and papers; the people were all detained, as also the Captain; and their people sent on board our ship, and some more of ours were sent in the second boat, I being one of the number.

They had taken one three-decker before they took us, she was from Jamaica, with sugar and rum, for London; and three days after parted with the two ships, they having orders to make the best of their way for Boston, Marble-head, or Cape Ann. We soon ran them out of sight with the privateer. We having been eight days on board as prisoners, concerted measures to rise, and take her from them, which we accomplished, without lives lost on either side. We went in search of our own ships, but fell in with two American privateers, which made us bear up, and make all the sail we could to get from them; for if they had taken us, we should have expected nothing but death, but we were determined to fight to the last man, and would have sunk her rather than been taken.

We had a fair wind all the way to London, and fetched all the prisoners here with us, which were 25; and of us 14, officers included. After we were masters for 20 days and nights we durst not go off the deck for fear of a revolt from them. We did not put any in irons, but one, and that was for his impertinence. She is a fine sloop, mounts 9 four-pounders, 16 swivels, and two cohorns.<sup>2</sup>

1. *London Chronicle*, August 31 to September 3, 1776.

2. The narrator was the mate of the ship *Creighton*.

SILAS DEANE TO BEAUMARCHAIS<sup>1</sup>

Sir,

Paris, August 19th, 1776.

Since the stores and goods have been engaged and getting ready, I have made inquiry of several merchants respecting the charter of vessels for America generally, without mentioning what their cargoes should consist of, and have written in the same way to some of my correspondents, and in the whole, I find I shall not be able to provide them as early as is necessary at any rate, and I fear not without making their destination and object too public. You will recollect that I mentioned my apprehensions of this subject some days since, and now propose (if consistent with your other engagements,) that you would take the procuring of the vessels necessary on you, at least, as far as to be security for the payment of their charter. It gives me pain to put this additional trouble and expence on you, but I know that you think nothing within your power is too great to be undertaken for the service of the United Colonies of America, whose grateful acknowledgments must equal, though they can never exceed your generous exertions in their favor at this critical and important period of their affairs. These vessels will return with cargoes on your account, which, with what will probably arrive from other remittances, will enable you to proceed to the greatest extent in executing the great and liberal plan you have proposed. I shall do myself the honor of waiting on you to-morrow morning on this and other affairs; mean time I am, with the utmost respect and attachment, Sir [&c.]

Silas Deane.

1. State Papers, House Document No. 111, appendix, 15th Congress, 1st session 26, NA.

MARQUIS DE GRIMALDI TO PRINCE MASSERANO<sup>1</sup>

Your Excellency: After warning me that he did so of his own accord and without orders from his Court, the English Ambassador spoke to me about the frequency with which ships of his Colonies come to our Ports and carry on their usual trade. He indicated how convenient it would be to issue orders forbidding this assistance, as the Portuguese Ministry has now done with respect to that Kingdom. I replied to him saying that I believed that very few came; that they were regarded here as subjects of Great Britain, because it was not possible to tell which were of one party and which of another; that they came in pursuit of a legal, long-established trade; that it did not seem usual to hinder it, above all when they did not carry or seek in exchange goods that England objected to. I recalled to him that the British Cabinet had rejected a proposal Your Excellency made to them last year to turn away from Port Egmond again certain American vessels which, it was supposed, had come there without the sovereign's knowledge. The rejection was based on the position that it would insult the English flag, a thing that would serve the Nation very badly. Lastly, not being able to persuade me that the ships might present themselves under an unknown flag, nor having

any evidence of it, he said he would make the appropriate reports. I advise Your Excellency for your information and God grant Your Excellency [&c.]

San Ildefonso, 19 August 1776.<sup>2</sup>

Marquis de Grimaldi

1. AHN, Estado, Legajo 4281, 11-12, LC Photocopy. Masserano was Spanish ambassador to Great Britain, Grimaldi was Minister of State.
2. This date the British ambassador, Lord Grantham, wrote Lord Weymouth, Secretary of State for the Southern Department, to advise of his conversation with Grimaldi. Sparks Transcripts, Lord Grantham, I, 10-12, HU.

20 Aug.

*Public Advertiser*, TUESDAY, AUGUST 20, 1776

London [August 20].

The Americans are believed at last to have made a lucky Hit. A Vessel from Cadiz, laden with Dollars on Merchants Account, to the Value of 150,000 l. is missing, supposed to have been taken by two Provincial Privateers, which had been obliged to quit the Tagus, on the late Edict of his Portuguese Majesty. Thirty per Cent was Yesterday offered upon the said Vessel, to the Insurers, and refused.

*London Chronicle*, SATURDAY, AUGUST 17 TO TUESDAY, AUGUST 20, 1776

London [August 20].

A sailor who came home with the *Howe* transport, which arrived on Sunday se'nnight at Greenock, in 25 days from Halifax, gives the above account. He went out with the *Mayflower*, of Whitehaven, Capt. Crosbie, having on board Capt. Aenaes M'Intosh's company of the 71st. An old man and his two sons came out in a fishing-boat, and informed them of the evacuation of Boston, and the capture of the said two vessels.<sup>1</sup> On their way to Halifax from Boston they were attacked by a privateer of ten carriage and six swivel guns, whom they fought for seven glasses, and were on the point of being taken, when a man of war came in sight, and relieved them.

1. See Volume 5.

PIERRE PENET TO DR. BARBEU DUBOURG<sup>1</sup>

Intercepted.

Nantes 20 August 1776.

In answer to the favour of your last letter and to the information which you desire to have about the trade which could be engaged in with the Colonies of the North; the point is that the houses which are desirous to interest themselves in this business shall be capable of making advances, or shall have sufficient credit to supply the goods to me at terms of 6 and 8 months. I should then find means to make some shipments which might amount to a million and more per annum.

According to the plan which I have formed, we should have no risk to run. The goods will be insured and, from the manner in which I shall give the orders for their sale, I am sure that it will give us, all expenses paid, a considerable profit.

An experiment may be made in the first place with a sum of 200 or 300 thousand livres. It is a good business and one which should be followed up if it be desired to carry it through, and which no one else will be able to undertake.

If that suits you, and if I am assured of the arrangements and conditions, I shall let you know the articles which it will be necessary to supply to me either at Nantes or at Bordeaux. I feel flattered that you have anticipated my ideas: for I ought to arrange this speculation with some Dutch houses. I shall however await your reply.

As regards the private provisions which I have to make on the Continent you know that that is a matter between ourselves. I have houses all over Europe where I have credit sufficient to meet the demands which I make and for this purpose I have no need, although it is a matter of many millions, of any funds or advances. I have the honour &c.

[P.S.] According to the news which I have just received from London, I am notified that the King of England has lately proposed peace to the Americans.

I learn at the same time by a captain arriving from Cadiz who has spoken with a captain from New England that Lord Dunmore has been taken prisoner by General [Charles] Lee with 3,000 of his troops.<sup>2</sup>

From another quarter I learn that the General Congress has issued a declaration in all the Provinces of the Thirteen United Colonies of Liberty and Independence. God grant that this news be true!

I shall have the honour to send you some furs. I am informed that there are some arrived at Bordeaux, where there are nine or ten insurgent ships.

1. Stevens, ed., *Facsimiles*, No. 578.

2. Not so.

21 Aug.

#### MINUTES OF THE BRITISH NAVY BOARD<sup>1</sup>

[London] Wednesday 21st: Augst. 1776

Write to Mr [John] Wilkinson to provide another Master & Mate for the *Mellish* Transport, the present ones having declared that in case of her being attacked on her passage to America, they would not defend her, & to cause her to be properly provided with Match.

1. PRO, Admiralty 106/2594.

LORD GEORGE TOWNSHEND TO LORD GEORGE GERMAIN<sup>1</sup>

My Lord Lord [Jeffrey] Amherst having already given you his opinion whilst I was in the Country, upon the subject of your Lordship's letter of the 7th of this month, respecting Convoy & Arming the Ordnance Vessels, I have nothing to add but my perfect concurrence; that according to the experience I have had in the service, that the best method of transporting the most essential & interesting Stores to the Army & Navy upon the American Station, is by conveying them in 40 Gun-Ships. — The upper tier of which I apprehend to be superior to any Rebel Privateer, & at the same time great Stowage & room for many Recruits, for the Swivels & small Arms might be afforded. — Probably 2 or 4 forty Gun Ships might convey all the Stores of the most interesting nature to their Destination with the utmost security. The annual Recruits of Artillery & the Officers destined for this service might be so timed, as to strengthen the Crews & lessen the number of Sailors.

Our Spades, Pickaxes, Felling-axes, Gun Carriages and many Stores known by the name of petty Emptions might be hazarded in Ships of inferior Force. But my Lord I speak this with great deference to another Department, which is the best Judge how far such Ships can, in the circumstances of Affairs be applied to this service; certainly very important in its nature, and which unless the Ordnance is positively directed to act upon a more enlarged Plan than they seem hitherto to have understood themselves as charged with, they will find great difficulty to execute.

On the other hand my Lord, if it shall not be judged expedient that these Ordnance Stores should be conveyed by Men of War, I hope His Majesty's Orders will be signified to me by your Lordship "that the Ordnance Ships carrying Ordnance and Stores be sufficiently armed & manned against the Rebel Cruizers" will be extended so as to enable the Ordnance to hire or build Ships of greater force, than seems at present to be understood to be within this Department.

As the Ordnance cannot know what is the American's Naval Force; whether skulking Privateers or Vessels cruising in company, the only security seems to be in stout Vessels, fitted for close Quarters, and with a proper number of Guns & Men, for which I hope your Lordship's instructions.

It will be necessary in this case, to take our Guns from the Naval Stores, to be replaced for the Navy as soon as possible.

I beg leave to trouble your Lordship with an Extract of His Majesty's Instructions for the Ordnance, by which you will judge of the distinction between the Land & Sea Service in that Department — and I also trouble your Lordship with the Orders I have given in consequence of the Directions I received this day — untill His Majesty's pleasure be further Known. I am My Lord [&c.]

Townshend

Portman Square 21st August 1776

1. PRO, Colonial Office, 5/162, 585-87. Townshend was Master General of Ordnance.



*London Chronicle*, TUESDAY, AUGUST 20 TO THURSDAY, AUGUST 22, 1776

London [August 21].

Yesterday the *Mercury*, Spencer, an American prize, arrived in the river; the people are ordered to be taken out, and put on board a man of war.

CAPTAIN ROGER WILLS, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

Spithead 21st August 1776

Please to acquaint my Lords Commissioners of the Admiralty that this day I arrived with his Majesties Sloop the *Ranger* under my Command at Spithead, in pursuance of Commodor Sir Peter Parker's Order, from South Carolina, in a leaky condition; having on board Captain [Charles] Hope charged with dispatches from the Commodore, and General Clintons Secretary charged with his dispatches. — I sail'd from the Bar of Charles Town the 15th of July, and in my track on the 20th in the Lattd of 35° 18' N. Longd from the Bar 8° 46' Et I fell in with a Trading Sloop belonging to the Rebels, from Ocrecock in North Carolina, bound to Cape Nicholas Mole, laden with Tobacco, and Lumber, to purchase in returne arms, Powder, or Saltpetre. I seiz'd her, exchanged the Prisoners and Order'd the prize to proceed to the first port in England. The Master informs me that it was reported in North Carolina, that Arm'd Vessels were Intended to be sent to cruze, to intercept the Homeward bound Trade, off the Western Islands. — On the 27th it blowing very fresh with thick rainy weather and a great Sea; at 6 o'Clock in the Morning in the Lattd of 39° 20' N Longd. from Carolina 19° Et saw a Sail to the westward standing after us, Coming up very fast, on which I immediately Clear'd for Action, at ½ past 7 she Came near us, on which I hoisted the Colours and fir'd a shot at her, she hoisted a Rebel flag at her topmast head (being a Sloop of 12 Carriage guns) and return'd a shot, we exchanged several shot; as the Sea run very heigh our Carriage guns was mostly under water, and rendered almost useless. I keepd to the leeward of her that I might be able if possible to make use of the weather guns, which I did between whiles. She made frequent attempts to get to leeward of us, which I as often prevented at ½ past 8 she hauld the wind and made sail from us. I chaced her, but she being very clean, out saild us considerably. I therefore thought it most prudent to proceed on my proper course, having the above dispatches on board. I am Sir [&c.]

R<sup>r</sup> Wills

Agreeable to My Lords Commisrs of the Admiralty's directions to me, I delivered their Commission to Mr Charles Loggie appointing him Lieutenant of his Majesties Sloop the *Ranger*, on the 29 of March and was Sworn by Sir Peter Parker the 3d of June

Inclosed is the state and Condition of his Majesties Sloop under my Command.

Endorsed 21 Aug 1776 Spithead Captn Wills of the *Ranger* Rx same day by Captn Hope [Note on back] 22 Aug Own rect & approve of his proceedings

1. PRO, Admiralty 1/2672, 9, 4.

"EXTRACT OF A LETTER FROM PORTSMOUTH, AUG. 21."<sup>1</sup>

This Morning arrived at Spithead his Majesty's Sloop *Ranger*, Captain Willis, from Charles-Town, with Dispatches from Sir Peter Parker, which were intrusted to the Care of the Hon. Captain [Charles] Hope, who immediately set out Express for the Secretary's Office. 'Tis reported here that the *Bristol* Man of War, with some other of our Fleet, met with great Damage in passing a Fort in Charles-Town River, and that red-hot Shot were fired into the Ships. The *Bristol* was on fire twice in one Day: that Captain [John] Morris, who commanded her, was killed, and that about 200 Men were killed and wounded. His Majesty's Ship *Acteon* is entirely lost on a Shoal; three of our Ships ran on Shore, which occasioned great Slaughter on board them. They were about to sail from Charles-Town when this Account came away.

1. *Public Advertiser*, London, August 23, 1776.

LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

[Extract]

Very Secret

Paris August 21. 1776.

The very material Intelligence communicated to me by the Kings Command in Your Lordship's most confidential Letter of the 18th Inst agrees, as You will have observed, in several Respects with the imperfect accounts I have from time to time transmitted, particularly in my Letter No 53. in which I mentioned by Name Messrs chaumont & DuBourg. I am persuaded that the Person whom I there called Pennet is the Monsieur Pinette your Lordship mentions, He was called to me by the Name I gave him in my Letter and represented as a German Merchant, but my Information came from People of a lower Class with whom such Inacuracies are very frequent. I am likewise persuaded that Mr Deane is the Person that was mentioned to me by the name of Dana and think it very likely that He came in Company with Nathan Rumsey. . . . and may intend to return to America together in that Vessel now waiting at Bordeaux of which I gave Your Lordship a Description, and which perhaps may deserve to be watched: as it would I think be of some Importance to seize Mr Deane.

There is one Part of the Intelligence Your Lordship has received which I own, I am at a Loss to comprehend. That Beaumarchais should be recommended as an active hustling Man, and ready for this or any similar Business I can easily conceive, but I do not understand how He who has neither Money nor Credit could offer to credit the Americans, to the amount of three Millions of Livres unless this Court have secretly engaged some Merchants or adventurers here to risk that Sum.

1. Stevens, ed., *Facsimiles*, No. 1350.

22 Aug.

PRÉCIS PREPARED FOR GEORGE III OF EVENTS LEADING TO THE  
EXPEDITION AGAINST THE SOUTHERN COLONIES<sup>1</sup>

[London, August 21 to August 22]

On the 21st of August 1776, Lord George Germain received another Dispatch from Genl Clinton, dated July 8th in which he says that it appeared by Letters, which he had recd from Genl. Howe that he was not expected or called upon for any immediate assistance on the opening of the Campaign. That he [had] not named either the time or place of joining him, but rather seemed, on the contrary, to intimate his wishes that some operations might take place to the Southward, & had pointed out Charlestown as an object of importance. That upon these grounds, & upon receiving Intelligence, that the Works erected by the Rebels on Sullivan's Island, were in an imperfect & unfinished state, he was induced to acquiesce in a proposal made by the Commodore to attempt the Reduction of that Fortress by a Coup de Main — That he thought it possible, at the same time that it might be followed by consequences of immediate advantage to His Majesty's Service, not intending at that season of the year, to have proceeded further than Sullivan's Island — That with this view they sailed from Cape Fear on the 31st May, and were joined on their passage by the *Ranger* Sloop of War, by which he recd Lord Geo. Germain's Dispatch of the 3d March which has been already stated; and thinking upon a consideration of that Dispatch, that the object in view came within the description of those pointed out therein, he resolved to proceed — That the passage from Cape Fear was attended with great difficulty, & delays That upon a consideration of the whole & Lord Cornwallis agreeing with him in opinion, he resolved as the best means of co-operating with the Fleet, to take possession of Long Island, which was represented to communicate with Sullivan's Island, by a Ford passable at low-water, & with the Main by Creeks navigable for boats of draught. That this object was effected, and the whole Force assembled on Long Island on the 18th June, except a few Recruits, who were left on board the Transports for deception — That his first business after landing was to examine the Ford, which, to his unspeakable mortification, he found to be 7 feet at low water, instead of 18 inches as had been reported, so that his Operations upon Long Island, were limited & confined — for altho' his situation was an object of jealousy both to Sullivan's Island & to the Main, yet as he had not boats for more than 6 or 700 Men, he was reduced to one attack without being able to favour that by any diversion on the other — That he acquainted the Commodore with this discovery, & with his apprehension that he should not be able with his Troops to take that share in the attack upon the Fort, he was once in hopes to have done; assuring him however that whenever he should think to begin his attack, he would make every possible diversion in his favor, or send him 2 Battalions to act on his side, in case he & the Genl Officers appointed to command

them, should be of opinion they could be protected in their landing & employed to advantage — That in answer to this, it seemed to be understood that he should give the best support he could, & they only waited for a Wind to begin the attack — That at that time the Rebels had an Intrenchment & Battery on the point of Sullivan's Island, where he intended to have landed, from which he thought they might be dislodged by the light Ordnance he had on shore; but unfavourable Winds having prevented the Fleet from making the attack for 4 days, the Rebels removed from their station & took up some very strong ground 500 yds back, with a more extended Front — That this Post having very great advantage in point of situation & being defended by 4 or 5000 Men, he thought it could not be attempted without a manifest sacrifice of his Troops and accordingly had it in contemplation to make an attempt on Hederal's Point upon the Main, by making a landing within 3 miles of it — That he made a request to the Commodore, that some Frigates might be directed to co-operate with him in that attempt, to which he assented; but as his movements depended in great measure upon those of the Fleet, it was impossible to decide positively upon any plan — That about 7 o'clock on the 28th June the Fleet was discovered going upon the attack of the Fort on Sullivan's Island; but as when they brought up they did not appear to be within such a distance as to avail themselves of their fire from their tops, grapeshot, or musketry, he was apprehensive no impression would be made upon the Battery, & he likewise saw, that the 3 Frigates supposed to have been destined to cut off the Rebel communication with Hederal's Point & favour his attack upon it, were aground, immediately after the 4 leading Ships had taken their stations. That during the Attack he made every diversion by cannonade while the sands were uncovered — That small armed Vessels were ordered to proceed towards the Point of Sullivan's Island, but that they all got aground — That the Troops were disposed of in such a manner as to be a portée to attempt the landing, either on Sullivan's Island or the Main as circumstances, during the attack, should make necessary. That the Cannonade of the Fleet continued without any favourable appearances 'till night — That upon an expectation that it would be renewed in the morning he made the best dispositions he could, of the small Ordnance he could collect, to enable him if necessary whilst the tide suited to have made one effort on Sullivan's Island, an Attempt however contrary to every Military Principle, & justifiable only in a case of the success of the Fleet or of its distress, to support the one or relieve the other — That at day break finding, to his great concern, that the Fleet had retired & that there was no intention of renewing the Attack, he proposed to the Commodore to proceed as soon as possible, to the Northward and that they should sail in a few days for New York.

On the 22d of August the Lords of the Admiralty communicated to Lord Geo: Germain, a copy of a Dispatch from Sir Peter Parker to Mr. Stephens dated *Bristol* — in 5 fathom hole within Charles Town Bar, the 9th July 1776, in which he says, that the *Sphynx* & *Pensacola Packet*, having on the 26th May returned from reconnoitering Charles Town, the Engi-

neers Report of the state of the Fortifications and the Works carrying on, added to an Account Genl Clinton had recd that the Troops would not be wanted so soon as he expected, having made an attempt on that place advisable, the Fleet on the 30th May, got over the Bar at Cape Fear, & on the 1st of June anchored off Bull's Bay — That on the 2d of June the *Ranger* & *Delegate* went to sound the North end of Sullivan's Island & Long Island, as far as the Rattle Snake, & next day from the northward of the Rattlesnake to the northward of Long Island — That on the 4th of June the whole Fleet except the *Ranger*, anchored off Charles Town Bar — That on the 5th the *Delegate*, covered by the *Friendship*, sounded the Bar, & laid down buoys preparatory to the intended entrance of the harbour on the next day by the Frigates — That on the 6th Capt Willis was directed to place the *Ranger*, *St Lawrence* and *Friendship*, where Genl Clinton thought proper — That on the 7th the *Bristol's* assistance being judged necessary, & it being the opinion of the Captains, Masters & Pilots, that if she were brought to 17 Feet 6 Inches, she might be got over the Bar, orders were immediately given for her guns to be taken out, and the ship lightened for that purpose; & the same day all the Frigates, & most of the Transports got over into 5 fathom hole — That on the 10th the *Bristol* got over the Bar with some difficulty — That on the 15th the Captains were given the Arrangements for the Attack of the Batteries on Sullivan's Island, & the General was informed the next day by letter, that the Ships were ready — That on the 21st signal was made to unmoor, to cause a diversion, tho' the Wind was contrary, it being imagined that the Troops were engaging the Rebels at the northend of Sullivan's Island — That this Day the General fixed on Sunday the 23d for the joint attack — That on the 23d June, a private signal was made to the General, that the Ships would go on the attack at one o'clock, but the Wind coming contrary the signal was hauled down at 11 o'Clock. That on the 25th the *Experiment* arrived & came over the Bar the next day, when a new arrangement was made for the attack. That on the 27th the Wind being flattering the private signal was made to the General & the Ships got under weigh but were obliged to Anchor, the Wind flying suddenly round to the northward. That on the 28th of June at half past 9. Genl Clinton was informed by signal, that the ships would go on the attack. At half an hour after 10 the signal was made for weighing, and about a quarter after Eleven they brought up against the Fort. That Coll James in the *Thunder Bomb*, covered by the *Friendship* threw several shells a little before and during the Engagement in a very good direction — That the *Sphynx*, *Actaeon* & *Syren*, which were to have gone to the Westward, to prevent the Fireships, or other Vessels from annoying the ships engaged, & to cut off the Retreat of the Rebels when driven from their Works ran aground thro' the ignorance of the Pilots, from whence the *Sphynx* & *Syren* got off in a few hours, but the *Act[a]eon* remained fast 'till the next morning when she was set on fire by her own crew to prevent her falling into the Enemies hands — That during the time of their being abreast of the Fort, which was 10 hours, a brisk fire was kept up by the Ships, with intervals, & they had

the satisfaction, after being engaged 2 hours, to oblige the Rebels to slacken their fire very much, & to drive large parties of them several times out of the Fort, which were replaced by others from the Main. That the Forts were totally silenced & evacuated near an hour & half but the Rebels finding that our Army could not take possession, about 6 o'clock a considerable Body of theirs re-entered the Fort, and renewed the firing from 2 or 3 guns, the rest being as supposed dismounted — That about 9 o'clock, it being very dark, great part of their Ammunition expended, the people fatigued, the tide of Ebb almost done no prospect from the Eastward, and no possibility of their being of any further service, the ships were ordered to withdraw to their former moorings — That their Lordships will see plainly by this Account that if the Troops could have co-operated on this Attack, His Majesty would have been in possession of Sullivan's Island — But he begs leave here to be clearly understood lest it should be imagined that he means to throw even the most distant reflexion on the Army — for that he should not discharge his conscience were he not to acknowledge, that such was his opinion of The King's Troops, from the General to the private Soldier that after he had been engaged some hours & perceived that The King's Troops had not got a footing on the North end of Sullivan's Island, he was perfectly satisfied, that the landing was impracticable, & that the attempt would have been the destruction of many brave men, without the least probability of success — And that this he is certain will appear to be the case when Genl Clinton represents his situation — He then, after giving an Acct of the State of The Ships, of the number of Men killed & wounded, & of the behaviour of the Officers & Men upon the occasion, concludes with acquainting, that all the Regiments will be reembarked in a few days — That the first Brigade will sail in a day or two under convoy for New York & that the *Bristol & Experiment*, will, he hopes, soon follow with the remainder.

1. PRO, Colonial Office, 5/232.

WILLIAM KNOX, UNDER SECRETARY OF STATE, TO LORD DARTMOUTH<sup>1</sup>

My dear Lord

[London] 22 Augt 1776

I hoped to have been able to send your Lordship a more pleasing account of our Southern Expedition than is contained in the inclosed precis It is well however the Troops have not suffered by the climate which I dreaded more than the fire of the Rebels, tho' that has done no small execution on board the Ships. Not a Man on the Quarter Deck of Sir Parker's Ship at the beginning of the attack, that was not either killed or wounded before the end of it. The worst consequence of this failure will be the shewing the Rebels where their strength lies and how they may foil us again in the winter tho' our strength be greater. They were seen to hang up a man upon a Tree behind the Fort, before they could prevail on a Party to return to the Guns. We have no Account or even guess at their loss. All our hopes are now fixed on General Howe, a cheque at New York would undoe us all, God Grant he

may wait for his reinforcement before he attempts any thing, and then I think they will not wait for him. I am ever Your Lordships [&c.]

Will: Knox

1. PRO, Dartmouth Manuscripts, NCDAH Transcript.

PHILIP STEPHENS TO WILLIAM KNOX<sup>1</sup>

Sir,

Admiralty Office, 22d Augt 1776.

Having laid before my Lords Commissioners of the Admiralty your Billet, with the Papers which accompanied it, from Mr [Hans] Stanley, Secretary to the Commrs of the Customs, in relation to the Snow *Peter*,<sup>2</sup> bound from Santa Cruz in the West Indies to Amsterdam, which is detained at Cowes, on Suspicion of belonging to His Majesty's rebellious Subjects in North America, Their Lordships directed Mr Seddon, Solicitor for the Affairs of the Admiralty, to take the Opinions of three eminent Council respecting the Same, which he having accordingly done, I am Commanded by their Lordships to send herewith Copies of the said Opinions, and to acquaint you, for the Information of Lord George Germain, that they have given Directions to Mr Seddon to proceed against the said Snow as a Droit of Admiralty. I am &c

Ph<sup>p</sup> Stephens

1. PRO, Colonial Office, 5/259, 98-99.
2. *Ibid.*, 87, "Whitehall 2d August 1776. Mr Knox presents his Compliments to Mr Stephens, and, in addition to the Papers formerly transmitted respecting the Sloop *Peter*, sends him the inclosed Letter from Mr Stanley & Protest of the Master."

CAPTAIN CHARLES HOPE, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

Inclosed I have the honour to send you an Order Sr Peter Parker was pleased to give me on the third of last June appointing me to the Command of the *Friendship* Armed Ship, which I am to beg you will be pleased to move their Lordships for confirmation.

I likewise send you inclosed Sr Peter Parkers order for my proceeding to England in His Majesty's Sloop *Ranger* with his dispatches with which I arrived at Spithead Yesterday Morning the 21 of August and I have the honour to be Sr [&c.]

C<sup>s</sup> Hope

[London] August 22d 1776

[Endorsed] 22 Augt to be confirmed

1. PRO, Admiralty 1/1902, 23, 1.

ROBERT EARL TO THE LORDS COMMISSIONERS, BRITISH CUSTOMS <sup>1</sup>

Honble Sirs

Yesterday arrived at Spithead His Majestys Sloop *Ranger* Captn Wills from South Carolina with an Express; and in the Afternoon on the proper officers examining the Baggage of a Gentleman who came Passenger they found Eighty Letters, which in Obedience to your Order of the 24th February, we forwarded (in a Box) by the Coach last Night under the Seals of office Addressed to your Honors

This Ship left South Carolina the 15th Ulto and brings an Account that His Majestys Ships, *Bristol*, *Experiment*, *Actaeon*, *Siren*, *Solebay*, *Active* and *Sphinx* under the Command of Sir Peter Parker, attempted on the 28th June last, to get over the Bar of Charles Town River with intent to land the Troops on Sullivans Island In this Attempt, some of the Ships particularly the *Bristol* and *Actaeon* grounded on the Bar by which they became exposed for a considerable time to the continual fire of a Fort erected by the Rebels to annoy any Shipping making such Attempt; whereby the *Bristol* was much shattered, and the *Actaeon* so Circumstanced, that Sir Peter ordered her to be set on Fire which was done, and She soon afterwards blew up –

Captain [John] Morris of the *Bristol* lost his Arm & died soon Afterward – Captain [Alexander] Scott of the *Experiment* likewise lost an Arm, but is in a fair way to recover Lieutenant Pike of the *Active* was killed – The *Bristol* had two Masts Shot away. The following is the best Account we can collect of the Numbers Killed and Wounded Vizt

	killed	Wounded
<i>Bristol</i>	41	71
<i>Experiment</i>	23	54
<i>Solebay</i>	1	8
<i>Active</i>	1	3
	<hr/> 66	<hr/> 136

We are with great Respect Honble Sirs [&c.]

Rob<sup>t</sup> Earl in the absence of

Coll[ecto]r W: Stiles

Custom H. [Portsmouth] 22 Augt 1776 –

1. PRO, Colonial Office, 5/148. Earl was deputy collector of customs at Portsmouth.

#### MEMOIR OF SILAS DEANE TO THE FRENCH MINISTRY<sup>1</sup>

##### Memoire

In the Instructions given Mr Deane by the honorable Committee of Secrecy for the Congress of the United Colonies in North America he is among other Things charged to solicit for a Credit for "Cloathing & Arms for Twenty five Thousand Men, with a suitable Quantity of Ammunition, and One hundred Field pieces" which Article closes, with saying ["]that the



whole if granted or obtained, would make a Cargo that it might be well to secure by a Convoy of Two or Three Shippes of Warr."

These Articles are now engaged but, Great Brittain depending more on preventing supplies to the Colonies of the means of Defence, than on their formidable Armaments, have taken, and will pursue every measure, both of Negotiation, & Warr to deprive the United Colonies of necessary supplies of Cloathing, & Stores for Warr.

The safe Arrival of these stores, is of the last importance, & in some sense the Fate of the United Colonies depends upon it.

The Time for their Arrival, will be in November, or December, when the Campaign on the part of the Army of Great Brittain, unaccustomed to the Severities of that Climate, must be closed; And it is easy to foresee that it must be in one of the following Situations. if Victorious, and successful in every Attempt, they will be in possession of New York, Albany, and thence of the Water courses into Canada, of Long Island and some part of the Jerseys, the late opening of the Campaign will not admit of more considering the Nature of the Country, should they meet with no defeats, & the season will call their Attention to such Winter Quarters, where they may be most secure from the Forces of the United Colonies, & best receive reinforcements from Europe.

On the other hand if the Army of the United Colonies are victorious that of Great Brittain must remain shut up in Staten Island under worse Circumstances than they were last Year in Boston, or return to Hallifax, or what in such Case is much the most probable winter in the West Indies.

In either case the Arrival of this Supply at this Time will be of the utmost importance to the Army of the United Colonies.

If unfortunate their Spirits will be newfired, and defying the inclemency of the Season to which they are habituated, they will rally and their Enemy having no Advantage of fortified Towns to shelter them they will with ease regain all they lost in the Summer, & pursuing the Blow wholly drive the British Forces from the Continent.

If fortunate, & the British Forces situated in one of the above places one of which on such an Event must be their Situation this supply will enable them to drive them off finally & prevent their Return. several other Considerations need not be particularized, they are seen at once by a supposition of those Stores being intercepted to prevent which the most prudent & effectual Measur[es] must be taken.

The Stores if Shipped in French Bottoms will be safe on the open Sea, at least they ought to be so, & the Vessels have a right of entering the Ports of North America to refit or repair, under cover of which they might be landed, many other ways may be taken to effect the same purpose without Violation of the Laws of Commerce, But, *inter Arma silent Leges*, & We have no hopes in this Case to be an exception to this general Rule, But after every other precaution, must be prepared to oppose Force to Force; in the doing which, the United Colonies would by no means pursue, or wish to have such Measures pursued, as might involve France in a Warr, solely on their Account.

But as the United Colonies, have declared themselves Free, and independant States, and have declared open Warr with Great Brittain, if this Commerce with the United Colonies, considered in Connection, with other important Objects, should be deem'd deserving Support, & protection, France has the same Right to support & protect it, as a Commerce with the United Colonies of holland, if at Warr with Great Brittain, and for Great Brittain to forbid such a Commerce at the risque of a Warr, is in one Word to Assume the right of prescribing Laws to France, which watever he[r] inclination prompts on this head her present Resources, & desperate Situation will never imbolden her to Attempt.

In considering this Subject, several Methods have been thought of, some of which may possibly meet with Approbation, & prove effectual, or some one different may be formed from these hints

- 1st It is humbly submitted, whether, at this Critical period it will not be judged the true policy of France, to have a Fleet of Observation, in the American seas, and should such a Fleet be sent out, whither these Stores might not be sent under its Convoy untill they arrived in those seas, & on that Coast.
- 2d Should this measure not be adopted, or should such Fleet Sail too late for this purpose whither permission might not be obtained for purchasing or hiring Three, or Four Frigates as a Convoy, to Sail as for the West Indies under French Colors, but if on entering any harbor in America they should be under the Necessity of Contending, it may be done under the Colors of the United Colonies.
- 3d Should this be thought unadviseable, Whither it would be permitted to hire Frigates of individuals for this purpose, observing strictly such Regulations as shall be prescribed for avoiding every Thing that might justify a rupture between the Two Nations.

The Loss of these Stores by Capture would be every way of bad Consequence though it would add but little, comparatively to the Strength of the Enemy, yet the Loss to the United Colonies must be doubly great heightened by so discouraging an Accident, at so critical a period of their Affairs.

These Thoughts are humbly Submitted only by adding, that many American Seamen may now be engaged in the Ports of Great Brittain, & Ireland, who are detained there from going direct for America, but would be permitted to ship themselves for Holland, or France, and who must otherwise from Necessity, be soon reduced to enter the British Service.

Paris August 22d 1776 —

1. Stevens, ed., *Facsimiles*, No. 580. Appended to the Memoir is a note in French summarizing its contents, which in translation reads:

1776 August 22. Note of contents of the memoire. In the instructions given by the American Congress to Mr Deane, he is, amongst other things, charged to solicit, upon credit, accoutrements and arms for 25,000 men with suitable amount of ammunition and 100 field guns. And when France shall have granted the whole, a cargo would be formed which might come under convoy of two or three men of war. The carrying out of this instruction is contingent upon the several events which may happen during the war which Congress will have to maintain against England.

23 Aug.

M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London, 23 August 1776

. . . The Warship *Pembroke* and the Frigate *Bologna*, both old vessels destined to serve as hookers in Halifax, are ready to sail from the road of Portsmouth. They are loaded with masts and all kinds of rigging for the Fleet in America and they are also to convoy a few Transports for the service of the Army. They are presently loading two large merchantmen in Deptford which are also supposed to carry rigging to Halifax.

I had the honor to inform you previously that General Clinton was to have received at Cape Fear orders to rejoin General Howe without attempting anything against the Southern Provinces, and you will have read, My lord, that General Howe's last letters indicated he was awaiting as a matter of fact the arrival of the Army Corps under the command of General Clinton. The original orders to this last General authorized him to attempt an expedition either in Virginia or in the Carolina if he could see any interesting advantage to it, otherwise to join with the main part of the army. As soon as it was learned here that Sir Parker's Squadron with the troops destined to operate under Mr. Clinton's command had been scattered, it was thought that the moment to make an attack against the South had slipped by, and positive orders to join with General Howe were sent to him. Unfortunately those orders did not reach him, and this small Army Corps composed of about four thousand men made an attempt against Charles Town, the Capital of South Carolina. Sir Parker's Squadron, after passing the bar which is at the opening of the river, attacked batteries located on the Island of Sullivan. It was necessary to destroy them in order to make possible the disembarkement of the troops; but, unable to approach the batteries close enough to reduce them to silence because of the lack of depth of the water, he was subjected to such a running fire that after an obstinate engagement which lasted a few hours, he was forced to give up. This did not take place without losses on his side. His flagship the *Bristol* of 50 guns was badly damaged. The Captain on board was killed. There were besides 40 men killed and 71 wounded. The *Experiment*, also of 50 guns, suffered a great deal. There were 24 men killed and 72 wounded, among these the Captain who lost his arm and, from what is said, cannot get over it. The Frigates *Active* and *Solebay* had two men killed and three wounded. The Frigates *Syrene* and *Sphynx* ran aground and were set afloat again with the greatest difficulties. It was not the same for the *Acteon* a new Frigate of 28 guns and built with especially hardened wood through a preparation which I once procured for M. de Boynes. They had to blow her up for fear that she fell into the hands of the enemy, and you can, My lord, scratch her out of the table.<sup>2</sup> The Captain of this Frigate came as a passenger on the Corvette *Ranger* which arrived with this news in Portsmouth on the 21st. The peculiar thing about all this is that the batteries that worked so well were com-

posed of 40 guns from the *Foudroyant*, the beautiful ship which we lost so unfortunately during the last war. Since they use only iron guns on their Ships, they had sent these guns which were made of cast-iron to South Carolina. I have this information from Colonel Keene, one of the Lords at the Colonial Office. The whole affair must have taken place on the 26th or the 27th of June. Its lack of success determined Sir [Peter] Parker to join with Lord Howe. But the poor condition of his Ships does not promise much speed in his navigation. The Vessel that brought this news had sailed on the 6th of July. I shall not fail to send you, My lord, whatever particulars the Government will deem proper to publish about it. Lord Sandwich tried to justify Sir [Peter] Parker, but the other Ministers blame the conduct of this Admiral claiming on the one hand that even the success of the expedition was unnecessary, and on the other hand, that at least he should have been better acquainted with the depth of the river before proceeding.<sup>3</sup>

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

2. The list dated June 21, 1776, enclosed in Garnier to Vergennes, June 24.

3. In a letter of August 27 to Vergennes, Garnier added: "How can it be that the English knew this coast so poorly?"

*Public Advertiser*, FRIDAY, AUGUST 23, 1776

London, August 23.

The Americans have such a Number of Privateers at Sea, that scarce a Ship has arrived from the West India Islands but has been chased by them.

The *Fame*, Moore, from Barbadoes, is safe arrived at Dublin, after being chased on his Voyage by two American Privateers, both which she out-sailed.

The *Neptune*, from Antigua, for Corke, with the *St. Peter*, from St. Vincent's for Liverpool, and the *Friendship*, from Grenada to London, were all taken by an American Privateer in Lat. 31.<sup>1</sup>

The *Albion*, Hogg, from Dominica, who is arrived at Cork, was three days after she sailed chased by an American privateer five hours, but one of his Majesty's frigates appearing in sight, obliged the privateer to give over the chase and sheer off. The frigate afterwards gave chase to the privateer, but whether she came up with her or not is unknown, as the *Albion* proceeded on her voyage.

There are now missing of the fleet which came under convoy of the *Antelope* man of war, four ships from Jamaica, and one from Barbadoes; and it is generally supposed they are taken by some American privateers.

1. These three vessels were taken between July 11 and July 15, by the Continental ship *Reprisal*, Captain Lambert Wickes. See Volume 5 and William Bell Clark, *Lambert Wickes Sea Raider and Diplomat* (New Haven, 1932).

24 Aug.

PHILIP STEPHENS TO THE BRITISH NAVY BOARD<sup>1</sup>

Gentn

24 Augst 1776.

I have received & read to my Lords Commrs of the Admty your three Letters, Vizt two of the 6th & one of the 7th Inst representing that Lord Dunmore has appointed Robt Simonton, Niel Jameson, & Thos. Wilson to measure and certify to you the Tonnage of all Transports taken up on Government Service at Virginia, and also to Certify the value of such as have, or may be taken by the Enemy; And that Messrs Dunlop & Wilson have applied to you to be paid the Value & Freight of the Sloop *Edward* hired by his Lordship, but since taken by the Rebels; also for the freight of the Sloop *Fincastle* which was likewise hired by his Lordship, and desiring in your said Letters to receive their Lordships directions thereupon, And my Lords having taken the same into their Consideration; I am commanded by them to acquaint you that as they have not received any Command, from His Majesty respecting the hire of these Vessels they do not think themselves authorized to give any directions for the Payment thereof. I am &c

P. S.

1. PRO, Admiralty 2/552, 439.

*Public Advertiser*, SATURDAY, AUGUST 24, 1776

London [August 24].

Bunker's Hill and Carolina Bar are cant Terms of British Disgrace; they are to England what Cannae was to Rome.

The following is a List of the Killed and Wounded on Board the Fleet at South Carolina.

	Guns		Killed		Wounded
<i>Bristol</i> , of	50	—	40	—	71
<i>Experiment</i> ,	50	—	24	—	54
<i>Solebay</i> ,	28	—	1	—	0
<i>Active</i> ,	28	—	1	—	3
			<u>66</u>		<u>128</u>

The *Acteon*, of 28 Guns, running on Shore, the Crew set Fire to her and left her.

The *Sphynx* and *Syren* were on Shore, but got off.

Sir Peter Parker, with such of his Fleet as were able to sail, together with General Clinton and the Troops under his Command, left Carolina the 16th of July, and proceed[ed] for Staten Island to join the Howes.

Amongst the Slain on board the *Bristol*, Man of War, are said to be one Lieutenant, three Midshipmen, and a Quarter Gunner.

VERGENNES TO M. GARNIER<sup>1</sup>

[Extract]

Versailles, 24 August 1776

Its quite possible, Sir, that contraband leaves our ports for the Colonies. On our shore, it is only merchandise; at sea, we do not meddle with it unless it is under the protection of our flag and in destination to our possessions. However, I believe that the Dutch take better advantage of this opportunity than we do; they are more skillful than our merchants.

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

"EXTRACT OF A LETTER FROM BORDEAUX, 24 AUGUST 1776."<sup>1</sup>

The French ship *Marianne* arrived yesterday in this port from St. Marc. She had disembarked there 4 captains and seven English sailors whom a Bostonian Privateer, armed with 12 guns and a crew of 90, had asked her to take on board after meeting her at sea. They relate that this Privateer had already captured 11 prizes, that most of the sailors had joined their party and that they, the captains, and all those who wished to remain loyal to the King of England were left without difficulty on each neutral vessel they met at sea.

They do not know where this privateer sent her prizes. They praise the Captain who allowed them to take their personal effects and who returned 4000# to one of them because he did not find them entered on the consignment of the ships and thought therefore they belonged to him. If we are to believe these officers, the Americans have 64 vessels mounting from 10 to 36 guns, most of which are cruising off the Eastern part of the Newfoundland bank. They form their crews there. They stop all fishermen and sink the vessels. They find men easily because they treat them well and they may rely upon them because it is not in their interest to be caught by the English, besides their fondness for looting. &ca.

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

27 Aug.

*London Chronicle*, SATURDAY, AUGUST 24 TO TUESDAY, AUGUST 27, 1776

London [August 27].

The *Pomona* sloop of war, Capt. —, has taken a brig from Statia, said to be bound to Holland, and carried her into St. Kitts, the Captain and Mate are Americans, the Sailors Dutchmen: On board her some powder was found stowed among sugars, and sundry other articles for the Americans. One of the sailors being in liquor confessed they were bound to America and not to Holland.

28 Aug.

LORDS COMMISSIONERS, ADMIRALTY, TO NAVAL OFFICERS IN HOME WATERS <sup>1</sup>

The King having been pleased by His Order in Council of the 21. of August 1776, to order, require prohibit and command, That no Person or Persons whomsoever (except the Master General, Lieut General or Principal Officers of the Ordnance for His Majesty's Service) do at any time during the space of three Months, to commence from the 23d day of the Month abovemention'd, presume to transport into any parts of this Kingdom, or carry Coastwise any Gunpowder, Saltpetre or any sort of Arms or Ammunition, or ship or lade any Gunpowder, Saltpetre or any sort of Arms or Ammunition, on board any Ship or Vessel, in order to transporting the same beyond the Seas, or carrying the same Coastwise, except in the cases comprized within His Majesty's Orders in Council of the 13th and 27th of October, & the 6th and 22d of November 1775. and of the 5th & 19th of February last, without leave or permission in that behalf first obtained from His Majesty or His Privy Council, upon pain of incurring and suffering the respective Forfeitures and Penalties inflicted by an Act pass'd in the 29th Year of His late Majesty's Reign intituled "An Act to empower His Majesty to prohibit the exportation of Saltpetre, and to enforce the Law for empowering His Majesty to prohibit the exportation of Gunpowder, or any sort of Arms and Ammunition; and also to empower His Majesty to restrain the carrying Coastwise of Saltpetre, Gunpowder, or any sort of Arms or Ammunition" We send you herewith a printed Copy of His Majesty's said Order in Council of the 21st August 1776, and do hereby most strictly require and direct you to use your best endeavours to intercept, seize, and bring into Port during the time therein specified, all Ships & Vessels whatsoever having on board Gunpowder, Saltpetre or any sort of Arms or Ammunition, in order to transporting the same beyond the Seas or carrying the same Coastwise, without leave or permission in that behalf first obtained from His Majesty or His Privy Council, except in the cases comprized within His Majesty's abovemention'd Orders in Council of the 13th and 27th of October and 6th and 22d of November 1775. and of the 5th and 19th of February last printed Copies of which are also sent you herewith; and also excepting such Ships and Vessels as shall be laden with Gunpowder, Saltpetre, Arms or Ammunition for His Majts Service, by the Master General, Lieut. General or Principal Officers of the Ordnance. Given &c. the 28th August 1776

To The respective Flag Officers  
Captains & Commanders of His  
Majts. Ships and Vessels.

Sandwich H. Penton H. Palliser

By &amp;c. G. J.

See the List on the other side<sup>2</sup>

1. PRO, Admiralty 2/101, 288-91.

2. The order was addressed to Vice Admirals Sir James Douglas and John Amherst, at Portsmouth and Plymouth, respectively, and to sixty captains and commanders based on the naval ports in England and Ireland.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN<sup>1</sup>

My Lord,

Admiralty Office 28th Augt 1776

Your Lordship having in your Letter of the 24th Instant acquainted us that you have signified to the Master General of the Ordnance His Majesty's Commands that no Ordnance or Stores should be sent to America on-board any Vessel that did not sail with Convoy, and was not sufficiently manned & armed to defend herself against any of the Rebel Cruizers in case of Separation from the Convoy;<sup>2</sup> and Your Lordship having at the same time inclosed to us, by His Majesty's Command, a Copy of the Letter you have received from Lord [Jeffrey] Amherst, in consequence thereof, and signified to us His Majesty's Pleasure, that we should take the same into our Consideration, and acquaint Your Lordship, for His Majesty's Information, whether what is therein proposed can be complied with consistent with the other important Services under our Direction: We have in obedience to His Majesty's Commands maturely considered the Propositions contained in the Copy & Extract of the Letters abovementioned, Vizt

1st, That Ordnance Stores of the most interesting nature be conveyed to the Place of their Destination in America in Forty Gun Ships, for which Purpose two or four might probably be sufficient; or

2dly, That the Master General of the Ordnance be empowered to hire or build Ships of greater force than seems at present to be understood to be within his Département, to be fitted with close Quarters and with a proper Number of Guns & Men, in which case it is represented to be necessary to take Guns from the Naval Stores to be replaced as soon as possible.

With respect to the first Proposition We are to acquaint Your Lordship, for His Majesty's Information, that all His Majesty's Ships of forty Guns are now employed in America, except the *Launceston* which is condemned & can never go to Sea.

That if His Majesty had more Forty Gun Ships, or other Frigates, than what are now employed, they would all be wanted for the Protection of the various Branches of Trade, and for carrying on the American War; which, by what now appears to us, requires as many Frigates as the late War with France & Spain.

That if Men of War were fit to carry out Stores of any kind, they would of course be employed in our own Department for that Purpose, for Provisions & Stores; but as this Method is not practiced by us, from our Knowledge that it would be perverting them from their proper use as Ships of War; we must, in the strongest manner, represent to His Majesty against their being employed in any other Department.

With respect to the second Proposition, we are not competent Judges of the Expediency of building Ships by the Ordnance, unless it was intended that they should be built in His Majesty's Yards; which we must object to, as there is as much Business in hand in the several Yards as can possibly be



executed by all the Artificers that can be procured; but we humbly conceive that the Ordnance may procure armed Ships, more suitable for the purpose of carrying Stores than Men of War; as has been done by that Branch of His Majesty's Government which has taken care of the Victualling of the Army in America.

And as to the employing the Guns, appropriated to the Service of the Navy, to other purposes, we humbly apprehend, that the Ordnance is to furnish Artillery, not only for all the Ships actually on the List of His Majesty's Navy, but for such as may hereafter be added thereto upon any Emergency, and that as we have ordered many new Ships to be built, it will be attended with very fatal Consequences if their Guns are not in readiness for them. We are &ca.

Sandwich H Penton H Palliser

1. PRO, Colonial Office, 5/259, 99-102.

2. This agitation for greater protection of ordnance vessels probably resulted from capture of the powder ship *Hope* by James Mugford, in Washington's schooner *Franklin*. See Volume 5.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN LEWIS GIDGIN,  
H.M.S. *Richmond*, SPITHEAD<sup>1</sup>

*Mellish*  
*King George*

Whereas it is of great consequence to His Majestys Service that the Transports named in the Margin, the former being laden with Cloathing, the latter having on board Recruits for His Majts Regiments of Foot in Canada should be safely convoyed to Quebec, You are hereby required & directed to take the said Transports under your Convoy & proceed to Sea with the first opportunity of Wind & Weather & make the best of your way with them to Quebec accordingly taking all possible care yourself & giving the most positive Orders to their Masters respectively that they do not loose Company with you. And whereas we have directed the Navy Board to appoint Mr Horsenail a Midshipman of the Navy to go on board the *Mellish* with Instructions to superintend the navigating her to explain to her Master the Convoy Instructions & Signals, and in case of separation to Direct the Ships proceedings agreeable to the Rendezvous & Orders you may give him & in conjunction with the Officer commanding the Troops put on board her, to assist in defending her against the Cruizers of the Rebels in case she should be attacked, You are farther required & directed to give Mr Horsenail such additional Instructions as you shall judge proper for the purposes aforementioned & to lend to the *Mellish* from the Ship you command a careful diligent Petty Officer to assist Mr Horsenail in executing the duty with which he is charged, which Petty Officer will be paid by the Navy Board an Allowance to make up his pres-

ent Pay equal to four Shillings a Day from the time he shall be so employed.<sup>2</sup>

Having seen the said Transport Ships safe to Quebec you are to make the best of your way to join Vice Adml Lord Howe at Sandy Hook, or wherever you may learn his Lordship is, and upon joining him deliver the inclosed Packet to him & follow his orders for your further proceedings.

Given &c 28th Augt 1776<sup>3</sup>

By &c PS

J. Buller H. Penton H. Palliser

1. PRO, Admiralty 2/101, 281-82.
2. It is interesting to note that the *Mellish* was the first ship to whom the Lords of the Admiralty sent a midshipman and a petty officer for additional protection against rebel cruisers, and became the first ship, so reinforced, to be taken by one of the said "rebel cruisers," the Continental ship *Alfred*, Captain John Paul Jones. Before sailing the master of the *Mellish* had made an affidavit "to defend her in case of being attacked." *Ibid.*, 106/2594.
3. Similar orders were sent this date to Captain James Feattus, H. M. Sloop *Vulture* at Spithead, to convoy storeships and victualers to Halifax and then report to Admiral Howe at New York. Convoy was also to include H. M. Sloop *Hunter*. *Ibid.*, 2/101, 284-85.

"EXTRACT OF A LETTER FROM BOURDEAUX, AUG. 28."<sup>1</sup>

The *Count de Marbeuf*, Capt. Lochee, from Martinique, who is arrived in the Garonne, spoke on her passage with an American privateer, which had a prize in company. Three gentlemen and a lady from on board her, by leave from their captors, took a passage to Europe with Capt. Lochee, and are safe arrived here. Four English sailors also, with the master of the prize, were suffered to come home in the *Count de Marbeuf*, the privateer having more prisoners than she could well manage, and being on that account glad of the opportunity to getting rid of them. The gentlemen and lady are sent out for Paris, as is the master of the ship, which I think they say came from Antigua, and the sailors mean to take a passage home in a sloop lading here for London.

1. *London Chronicle*, September 10 to September 12, 1776.

29 Aug.

"EXTRACT OF A LETTER FROM LORD GEO: GERMAIN TO LORD VISCOUNT TOWNSHEND DATED 29TH AUGUST 1776."<sup>1</sup>

I am Commanded by the King to signify to your Lordship His Majesty's Pleasure that you do direct the Board of Ordnance to provide such Armed Ships, for the Conveyance of Ordnance and Ordnance Stores to America, as their Lordships suggest to be the most suitable for the purpose in like manner as has been done by that Branch of His Majesty's Government, which has the Charge of Victualling the Army in America, taking especial Care that no Ship be employed in this Service that is not provided with at least 12 Carriage Guns 9 and 6 Pounders, and a Complement of Men

equal in Number to Three to each Gun; That Accommodation be made for the Reception of a Party of Recruits; That She sail with Convoy, and that it be stipulated in the Charter Party, that two Naval Officers be received on board, who are to direct her Course, and regulate her Proceedings.<sup>2</sup>

1. PRO, Admiralty 1/4012.

2. Accompanying this letter is an undated memorandum entitled: "Extract of Contracts for Armed Ordnance Transports." It reads:

The *Lord Townshend* to be fitted to carry not less than Twenty 9 Pounders and 6 Six Pounder Carriage guns to have 3 Men to a Gun —

The *Lord Amherst* to be fitted in the same manner.

The *Unity* to be fitted to carry 2 — 9 Pounders. 12 — 6 Pounders — 3 Men to a Gun

The *Richmond* to be fitted to carry 2 — 9 Pounders & 10 — 6 Pounders — 3 Men to a Gun

Sixty Rounds of Powder & Shot allowed for each Gun.

Two Naval Officers to be received and accommodated on board each Ship who are to direct the Course of the Ships and Regulate the proceedings during the continuance of the said Ships in His Majesty's Service.

That in case the said Ships shall during their Continuance in His Majesty's Service be Attacked by any of the Rebel Cruizers or Pirates that the Masters, & Men shall to the utmost of their Power Aid and Assist in Working and Defending the Ships against such Rebell Cruizers or Pirates.

The Damage Sustained in Action to be paid for, and the Ships if Burnt, Taken or Destroyed, if shall appear to a Court Martial or upon any other Legal Examination that the Master & Men made the utmost Defence They were able, but not otherwise. —

30 Aug.

*Public Advertiser*, FRIDAY, AUGUST 30, 1776

London [August 30].

A Letter from Capt. Morgan of the *Unity* Transport, arrived at Halifax, says, " . . . Off the Isle of Sable, early in the Morning, we saw a Schooner, which seemed inclined to speak with us; about Noon she was only Half a Mile from us, when she fired a Shot to bring us too; she had hoisted no Colours notwithstanding she fired a Shot; we were surprized at this, and could therefore hardly think she was one of our armed Schooners, as the Officer would certainly know his Duty better; we accordingly brought too, but took Care also to get all the Soldiers up, and in Arms, and had them all ready under the Quarter-deck, and out of Sight; she ran under our Stern, and bade us strike to the Congress; on which having four Guns abaft, (all we had on board) we complimented her with a Couple; she then kept on our Bow, and seemed inclined to board us, our Soldiers immediately went forward, and gave them such a Discharge of small Arms, that she found she had caught a Tartar. I believe we killed them five Men at this Fire. She then shot a-head of us, in order, I believe, to consider what to do; the Determination was to leave us, which they did by steering away South, whilst we kept on for Halifax Harbour, not having suffered the least Hurt. The Schooner had ten Guns, and I believe upwards of fifty Hands.[""]

A Gentleman is just arrived from Bermuda, and has brought with him a *Virginia Gazette*, which mentions, that the Goods of the West-India Ships, lately taken being sold, the Owners of the Privateers shared 5000 l. each, and each Sailor had for his Share 500 l. It also adds, that this great Success has infused into most a Spirit for Privateering; and they are fitting out a great Number, in Hopes of picking up many of the next West-India Fleet.

“EXTRACT OF A LETTER FROM THE HAGUE, AUG. 30.”<sup>1</sup>

It is said that the States General having received information, that the English have again taken a Dutch vessel from St. Eustatia, under pretence of her being laden with ammunition, &c. for America; they immediately sent orders to the Charge d’Affaires from [*sic at*] the Court of London, to make the necessary complaints to the British government on that subject, that the above-mentioned prize be given up; and it is reported that their High Mightinesses have requested Sir Joseph Yorke to use his endeavours, that the said vessel be returned, and the owners indemnified for the loss they have sustained by its detention.

1. *London Chronicle*, September 3 to September 5, 1776.

31 Aug.

“EXTRACT OF A LETTER FROM LANCASTER, AUG. 31.”<sup>1</sup>

Arrived the *Portland*, Dickinson, from Grenada and St. Kitt’s. She sailed the 7th of July in Company with 25 Sail under Convoy of the *Hinde Man of War*, who left them the 16th in Lat. 27.36, and on the 24th was taken by the *Diamond* of Rhode Island, mounting 6 Carriage and 2 wooden Guns,<sup>2</sup> and 32 Men: They took the Captain and first Mate from the *Portland*, and put on board her the Lieutenant of the Privateer and 12 Men belonging to the *Jane*, of Bristol, whom they had taken two Days before; the Privateer then went in Chace of two others. In the Night Mr. Dickinson and the second Mate took Command of the *Portland*, and brought her in here.

1. *Public Advertiser*, London, September 5, 1776.
2. Rhode Island privateer sloop *Diamond*, Captain William Chace.

“EXTRACT OF A LETTER FROM BRISTOL, AUG. 31.”<sup>1</sup>

Accounts were received Yesterday, that the *St. James*, of this Port, from Jamaica, that has been missing and was supposed to be foundered, was taken by a Provincial Privateer. The Privateer convoying her to an American Port, was closely pursued by the *Sphynx* Man of War, and to prevent the *St. James* being retaken, she ran her on shore. The Man of War secured the People and some Part of her Cargo, and then set fire to the Vessel, to hinder her falling again into the Hands of the Provincials.

1. *Public Advertiser*, London, September 3, 1776.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JAMES HAWKER,  
H.M.S. *Mermaid*, SPITHEAD<sup>1</sup>

Cloathing Ships

*Catherine*  
*Richmond.*

Navy Victuallers

*Aurora*  
*Neptune*  
*Martha & Mary*  
*Prince William*  
*Newmarket*  
*Two Friends*  
*Thetis*  
*Betsey*  
*Venus*  
*Union*  
*Thomas & Betsy*  
*Neptune (2d)*  
*Samuel*  
*Nancy*  
*Lord Howe (late*  
*the King of Naples)*

Whereas it is of the greatest consequence to His Majesty's Service that the two Ships named in the Margin, which are laden with Cloathing for the use of the Army under General Howe, & the fifteen Victuallers also named in the Margin, laden with Provisions for the use of the Fleet under the command of Vice Admiral Lord Howe, should be safely convoy'd to New York; You are hereby required and directed, as soon as the said Ships are assembled at Spithead to take them under your convoy and proceed to Sea with the first opportunity of Wind and Weather, and make the best of your way with them to New York accordingly, taking all possible care yourself, and giving the most positive Orders to their Masters respectively, that they do not lose Company with you.

And whereas we have directed the Navy Board to appoint Lieut Henry Colins and Mr William Essington a Midshipman of the Navy to go on board the *Catherine* Cloathing Ship, Lieut Robert McEvoy & Mr Richard Rouse Mate of the *Experiment* to go on board the *Richmond* Cloathing Ship, with Instructions to superintend the navigating them, to explain to their Masters the Convoy Instructions and Signals, and in case of separation to direct the Ships proceedings agreeable to the Rendezvous and Orders you may give them, and in conjunction with the Officers commanding the Troops put on board them, to assist in defending them against the Cruizers of the Rebels in case they should be attack'd; You are hereby further required and directed to give Lieuts Colins & McEvoy such additional Instructions as you shall judge proper for the purposes aforementioned.

Having seen the said Ships in safety and joined Vice Adml Lord Howe at New York, you are to deliver the inclosed Packet to his Lordship & put yourself under his command, and follow his Orders for your further proceedings

The *Elephant* Storeship commanded by Lieut Benjn Bechinoe which is lading Naval Stores in the River for the use of the Fleet under the command of Vice Adml Lord Howe, being intended to proceed in Company with the *Mermaid* to New York, in case she can be got round to Spithead before you are ready

[to] sail from thence, you are to take the said Store-ship under your command (Lieut Bechinoe being directed to obey your Orders) in case she arrives at Spithead in time, but you are not to wait for her after you are ready to sail.<sup>2</sup>

And in case there should be at Spithead any other Ships or Vessels than those beforemention'd bound to North America whose Masters are ready & willing to accompany you, you are to take them also under your Convoy and see them in safety as far as your way and their's may lay together. Given &c. the 31st Augt. 1776.

Sandwich H. Penton H. Palliser

By &c.

1. PRO, Admiralty 2/101, 292-93.

2. Lieutenant Benjamin Bechinoe, H. M. Storeship *Elephant*, was directed to await further orders at Spithead if upon arrival he found that the *Mermaid* and convoy had sailed. *Ibid.*, 297.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE<sup>1</sup>

My Lord

31st August 1776

My Lords Commissioners of the Admiralty having received three Letters from Captain Douglas of the *Isis* dated at Quebec the 24h and 25h of May, and 27th of June last, giving an account of the appointment of officers which he had made to His Majesty's Ships in the River St Lawrence since those mentioned in his Letters of the 8h and 15h of May<sup>2</sup> ( a Copy of my answer to which has already been sent to your Lordship) I am commanded by their Lordships to send you herewith Extracts of so much of the three first mentioned Letters as relate to the appointments aforementioned, and to acquaint you that my Lords are pleased to leave it to your Lordship to confirm those appointments (except that which has been made upon the absence of Lieutenant McEvoy who is to return to the *Isis*) or to appoint such other Persons in their room as your Lordship shall judge proper. I have the honor to be &c

P: S:

P: S:

I had almost forgot to acquaint your Lordship that my Lords have promoted Lieut Fooke (mentioned in Captain Douglas's Letter of the 24th of May) to be Commander of the *Favorite* Sloop. P: S:

1. PRO, Admiralty 2/552, 478-79.

2. For Douglas' letters see Volumes 4 and 5.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL CLARK GAYTON<sup>1</sup>

Whereas you have represented to Us by your Letter of the 2d July last, that the *Racehorse* Sloop which you had then purchased, and a Brig

which you had then order'd to be purchas'd, in consequence of our Order of the 14th Feby last, are very fine Vessels and capable of being employ'd as Sloops bearing a Master & Commander; You are therefore hereby required and directed, to employ them as Sloops instead of Cutters (We having directed them to be register'd as such, on the List of the Royal Navy, the former by the Name of the *Racehorse*, and the latter by that of the *Badger*, with a complement of eighty Men each) and you are to appoint a Commander, a Lieutenant, and Warrant Officers, and to order a Complement of eighty Men, including the said Officers, to be borne on each of them accordingly. Given &c. the 31st Augt 1776.

Sandwich H. Penton H. Palliser

To Clark Gayton Esq.  
Vice Admiral of the White & Commr  
in Chief of His Majts Ships & Vessels  
at Jamaica By &c. P.S.

By Express 4th Sept

Duplicate, Sent to Mr Benjamin at Deal, to go by the  
first Ship from the Downes 8th Sept sign'd }

Sandwich  
C. Spencer  
H. Palliser

1. PRO, Admiralty 2/101, 295.

*London Chronicle*, THURSDAY, AUGUST 29 TO SATURDAY, AUGUST 31, 1776

London [August 31].

The *Mary*, Capt. Morville, from Tortola for Liverpool, with sugar and rum, was taken about the 26th of July last, in Lat. 31, by an American privateer, mounting 12 guns, and 120 men, who put some of her people on board, and sent them with the above ship to Rhode Island.

LIEUTENANT ST. ALBAN ROY, R.N, TO COMMODORE GEORGE MACKENZIE <sup>1</sup>

Copy

Mars Sheerness 31st Augt 1776

Sir I am to acquaint you that upon mustering the American Prisoners this Morning Henry Johnson the Master of the Privateer [*Yankee*] was found missing; and whether he has swam on shore or been drowned in the Night, I can not pretend to account for, as no Boat belonging to the Ship was out, or any Boat been near the Ship since mustering them last Night at 9. oClock. I am &c.

St Alb<sup>n</sup> Roy  
2d Lieut Mars

1. PRO, State Papers, 42/49, 81c.

SHIPS ENGAGED BY THE BRITISH ORDNANCE DEPARTMENT FOR AMERICA<sup>1</sup>

## Ships Engaged

31 August 1776 for America and the West Indies —

For What Places	Ships names	Tons Burthen	No of Sailors at 7 to 100 Tons	Extra Sailors to Make 5 P Gun	Number of Recruits	Number & Nature of Guns —
Jamaica & } Pensacola }	<i>Unity</i>	450	32	16	70	No 2 — 9 Pounders 14 — 6 Pounders
Antigua	<i>The Priscilla</i>	380	28	8	60	2 — 9 Pounders 10 — 6 Pounders
Ceded Islands	<i>Aston Hall</i>	370	26	10	60	2 — 9 Pounders 10 — 6 Pounders
Halifax	<i>Nottingham</i>	272	18	18	40	2 — 9 Pounders 10 — 6 Pounders
Ditto	<i>Richmond</i>	350	25	11	50	2 — 9 Pounders 10 — 6 Pounders

Office of Ordnance

[On reverse]

Since these is Engaged

The *Townshend* formerly the *Salisbury* an East India man — Mounts 20 .. 9 Pounders .. & 6 .. 6 Pounders, can take from one to two hundred .. this was the only ship of such force to be had on any terms Recruits besides

1. PRO, Colonial Office, 5/162, 329.



GABRIEL DE SARTINE TO M. D'ARGOUT<sup>1</sup>Versailles [31] August 1776<sup>2</sup>

I have received, Sir, your letters Nos. 119 and 122 dated 31 July<sup>3</sup> and 7 August in which you reported the engagement in sight of St. Pierre Road between H.B.M. frigate *Shark*, Captain Chapman, and the American corvette *le Reprise* [*Reprisal*] Captain Lambert Wickes, as well as the request made to you by M. Chapman to the effect that the King's frigate be allowed to seize the Bostonian frigate in St. Pierre Road. His Majesty to whom I reported this matter approved your refusal and the reply you made to Vice admiral Young. The King is convinced that in all cases you will uphold with the same dignity the honor of his arms and that you will never tolerate any violence or insults towards a vessel which would have requested the protection of the forts of the Colony whose command was entrusted to you, or which would be anchored under the protection of the guns of the said Colony or sailing within their range.

But His Majesty, while wishing to protect the right of sanctuary in his ports and roads, does not intend to favor openly the Insurgents in such a pointed way that it would provoke objections on the part of Great Britain: consequently, His Majesty disapproves the assurance you gave to M. Bingham, deputy of the Secret Committee of Congress, that you would support as much as it was within your power the interest of the Insurgents. You believed that you were justified to do so because of the instructions which M. [Thomas] Dorves, Captain of *l'aigrette*, had been ordered to communicate to you. But there is nothing in these orders that could warrant stretching their meaning as you did, Sir; you did not grasp the spirit of the Instructions. I directed therein the Commanders of His Majesty's frigates to grant the protection of the Flag to the Insurgent Vessels that would come and request it: it is the law of Nations and the right of Sovereigns; but the said Commanders are enjoined by the same Instructions not to move in any way towards the Insurgent Vessels, but to wait until circumstances brought them close enough so that they could ask for the King's protection and not to facilitate through their own manoeuvres those which the said Vessels might make in order to approach His Majesty's ships. You can see, Sir, that these Instructions do not show that His Majesty wishes to support the Insurgents openly; the King is only determined not to tolerate any attempt against the respect to which his Flag is entitled. These Instructions therefore do not authorize you to promise the envoy of the Secret Committee of Congress that you will support with all your power the interest of the Insurgents; by following these Instructions to the letter, you were merely to dissimulate the trade negotiations that this person might have opened, and by grasping the spirit behind these Instructions you were to facilitate secretly as much as it was within your power, but without making any formal declarations to the envoy, the various items which the congress had requested. You must adjust your line of conduct towards the Insurgents, Sir, according to this principle and avoid provoking the objections that Great Britain would have a right to

make if His Majesty granted open protection to the Insurgents and supplied them with assistance in order to strengthen their resistance.

Since you have not sent me, Sir, the copy of the reply you made to the envoy of Congress, I suppose<sup>4</sup> that it was made by word of mouth only and that it will be easy to have him look upon the drawing which he will be able to make at Martinique of the items requested by Congress as a trade operation from Nation to Nation and not as an open assistance which France is granting to the Insurgents.

His Majesty has chosen, Sir, to impute to an excess of zeal the positive assurances which you gave to the envoy thinking it was in your power to do so. The King recommends that you use great circumspection and counts no less on our caution and firmness. I have the honor to be with sincere attachment &c.

1. AN, Marine, B<sup>4</sup>, 134, 110-11, LC Photocopy.

2. The date is approximated. A letter dated August 7, from Martinique, could scarcely have reached Versailles any sooner than the end of August.

3. See Volume 5, 1317-19.

4. In the margin Sartine added, "I hope."

## 1 Sept. (Sunday)

### STATEMENT OF BENJAMIN ALMY, FIRST LIEUTENANT OF THE RHODE ISLAND PRIVATEER SLOOP *Diamond*<sup>1</sup>

Benjamin Almy Aged 51 & upwards born at Newport Rhode Island first Lieutenant on board the *Diamond* Sloop Privateer belonging to Providence William Chase Captain Mounted 8. 6 four Pounders & 2. 3 Pounders 10 Swivells & 44 Men, went to Newport to fit out sailed from thence the 12th July, the 22d took the Ship *Jane* of Bristol loaded with Sugars from Dominica in Lat. 33.21. Met with the *Portland* the 24th in Lat:33.20 came up with the *Portland* the Morning of the 24th about Eight, Haled her when she struck. The Privateer had then about 32 or 33 Hands on board — Almy was put on board with about 13 or 14 Bristol Men with directions to give Chase to Leeward after the Privateer which was in Chase of 5 Sail to the Leeward Believe they might see the Privateer next Morning but not certain when the Crew thought they were out of the way of the Privateer they determined to sail for England and he submitted to it.

Benj<sup>a</sup> Almy<sup>2</sup>

[Lancaster] 1st Sept 1776

1. PRO, State Papers, 42/49, 82c.

2. Philip Stephens was advised this date that prize master Almy "is now in safe Custody in his Majts Goal the Castle at Lancaster." *Ibid.*, 82b.



M<sup>re</sup> ANTOINE

RAYMOND. JEAN

VIGUALBERT GA-

BRIEL de SARTINE

*Ministre et Secrétaire d'Etat, ayant le  
Département de la Marine.*

## 2 Sept.

MARYLAND GOVERNOR ROBERT EDEN'S REPORT<sup>1</sup>

London, September 2. Governor Eden arrived in London from Maryland, but last from Virginia, which he left on the 6th of August. He came in a transport.

Baltimore is fortified with 60 pieces of cannon, 9 pounders. Almost every town is fortified.

The Virginia convention desired the Maryland convention to seize the person of Governor Eden. The Continental Congress requested they would send him to them. Instead of complying with either, they desired the Governor would go on board one of the King's ships; and the president of the convention, and others, attended him to the water side. He went on board the *Fowey*. While the ship was lying off the coast, some persons of the province went on board her also. The Convention desired the Captain to send those persons ashore. He said they had taken refuge on board his ship, and therefore he could not: upon which the convention declared the truce was broken, and detained a part of Governor Eden's baggage, which had not been put on board with him. Their delegates in the Continental Congress, who had been instructed to vote against independency, and having so voted, had withdrawn from the Congress, were desired to return to the Congress, and act as they thought best for the interest of their country. They accordingly returned to Philadelphia, and acceded, in form, to the vote of independency.

1. Almon, ed., *Remembrancer*, III, 261.

*Public Advertiser*, MONDAY, SEPTEMBER 2, 1776

London [September 2].

The *Reward*, Bailie, from Tortola to London, was taken by an American Privateer near Bermudas: The Captain and Passengers were landed at Bourdeaux.<sup>1</sup>

1. Taken by the Pennsylvania privateer *Hancock*. See John Langdon to Bayard, Craig & Co., August 7, 1776.

## 4 Sept.

*London Chronicle*, TUESDAY, SEPTEMBER 3 TO THURSDAY,  
SEPTEMBER 5, 1776

London [September 4].

By advices from Naples we learn, that the court has given orders to the maritime places throughout that kingdom for all American ships, which shall attempt to anchor in their ports, to depart in forty-eight hours, and forbidding all Neapolitan vessels from trading under any pretence whatsoever to any part of America; at the same time to furnish all ships belonging to his Britannic Majesty that should come near their ports with what provisions or any other things they may be in want of.

LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

[Extract]

Secret

Paris September 4th 1776.

. . . The Naval Preparations certainly continue, and as I am informed, a Resolution is taken, to send a Fleet into the french West Indies early in the Spring M. Dennery, who was upon the point of leaving St Domingo, when he received orders to remain there another Year, has consented to stay. Your Lordship knows, that he is a Man of Ability, and of an active, enterprizing Spirit, and much connected, with that Party, whose Intentions are so hostile to us.

I learnt the other Day, that there is an officer now at la Rochelle, called Chambel, or some such name, who during M de Choiseuils Ministry, was sent several times by him to North America. He is a Protestant and has L'ordre du Merite, as he has no Business at Rochelle, it is very possible, that he meditates a nother Journey to America. By the account I have of him, he is a dangerous Man, and was employed as such, by the Duke of Choiseuil, who not only foretold all the Troubles in America, which he prides himself up[on], but contributed all he could, to the accomplishment of his Prediction. . . .

[Endorsed] Paris 4 Sepr 1776 Lord Stormont (No 70) Secret R by Express from Dover one Inclosure

1. PRO, State Papers, 78/299.

5 Sept.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON, JAMAICA<sup>1</sup>

Sir

5h September 1776

Lord George Germain, one of His Majesty's Principal Secretaries of State having acquainted my Lords Commissioners of the Admiralty that the *St Andrew*, Captain McMe[is], and, the *Mangam* Captain McKenzie two Merchant Ships belonging to Messrs. Clark and Milligen laden with ammunition and Goods suitable for the India Trade, are ready to sail from hence for Pensacola, but in their way thither are to touch at Jamaica; and it being apprehended that the latter part of the Voyage will be attended with their greatest danger from the Rebel Cruizers his Lordship hath desired you may be apprized of the great value and Importance of these Ships, and that you might be instructed to afford them such Convoy from Jamaica to Pensacola as the Service committed to your direction will allow of; I have it in command from their Lordships to acquaint you with the Substance of Lord George Germain's said Letter, and to signify their direction to you to appoint a sufficient Convoy to see the said two Ships in safety from Jamaica to Pensacola accordingly I am &c

P: S:

By the Packet

1. PRO, Admiralty 2/552, 488-89.

PHILIP STEPHENS TO CAPTAIN CHARLES DOUGLAS, R.N.<sup>1</sup>

Sir

5h September 1776

I have this Day received and communicated to my Lords Commissrs of the Admiralty your Letter of the 21st of July last, giving an account of your proceedings from the 27h of June to that time, and in return I have the satisfaction to acquaint you their Lordships approve thereof.

As the *Beaver* Sloop could not be got ready in time to proceed to Quebec this Season, their Lordships have judged it expedient to appoint another Captain to her in the room of Captain Nunn, but as they observe by your Letter of the 27h of June that you have ordered him to command upon the Lake Ontario, they are pleased to direct me to send you the Commission which they had signed for him to be Commander of the *Beaver*, which you will please to deliver to him, as it establishes him in the rank of Commander and will enable him to carry on the Service abovementioned with greater authority; a Service on which their Lordship's approve of his being employed so long as it may be necessary, or, until Lord Howe may think proper to order him to return to England. I am &c

P: S:

Capt Douglas, *Isis*, Senior Officer, Quebec.(By the *Richmond*)

1. PRO, Admiralty 2/552, 492.

SIR JOHN HART TO THOMAS FARR<sup>1</sup>

Sir,

Lisbon, Sept. 5.

I think it proper to acquaint you, that a North American privateer sloop is now cruising on the coasts of this kingdom; she has already taken on the 1st instant, at a few leagues N.W. of cape St. Vincents, the brigantine *Mary and James*, of London, last from Falmouth, with a rich cargo, and sent away the captain with six of his men, who landed at Setuval and bring this account. They learned farther from the privateer's people, that four other American privateers were now at sea between the Western Islands and Portugal; that she had already made on these coasts five other prizes; and proposed, with a rashness that will not I trust go unpunished, to try a cruize on the Mediterranean coasts of Spain.

I send you this advice, to the end you may take the best precautions in your power for the security of the British trade within your jurisdiction; and am, Sir, [&c.]

John Hart.

P. S. It appears by express just received from Algarve, that of the masters of the vessels taken, three of them put on shore at Algarve prove to be as follows: Gregory Potbury, of the brig *Sarah Anna*, from Exeter for Gibraltar and Malaga; William Carter, of the snow *Lively*, from Chester for Genoa; Wm. Davis, of the brig *Good Intent*, from Newcastle for Gibraltar.

The Guinea vessel blown up was the *Africa*, of Bristol, Capt. [John] Baker.

1. *London Chronicle*, September 26 to September 28, 1776. Hart was Consul General at Lisbon, Farr was Mayor of Bristol.

6 Sept.

DIARY OF JOHN BRAGG OF WHITEHAVEN, ENGLAND<sup>1</sup>

9mo: 6: [17]76 Henry Fleming arrived from Virginia with a Vessel & crew, passengers, &c — all being banished out of that Country that durst pretend to be friends to Government — his only Child died on the passage had 31 days passage

1. WPL.

LORD SANDWICH TO GEORGE III<sup>1</sup>

Admiralty Sept 6. 1776.

Lord Sandwich has the honour to inform your Majesty that finding no trace of the *Glasgow* transport in this office, (except one of that name that could not possibly be with Sir Peter Parker) he desired Sir Hugh Palliser to write to Captain Hope for what information he could give relative to the vessel that was taken by the Rebels in Carolina.

Lord Sandwich takes the liberty to trouble your Majesty with Sir Hugh Palliser's note covering Capt: Hope's answer, by which it seems plainly to appear that the Company of Highlanders taken in the *Glasgow* did not belong to any Regiment in your Majesty's service.

Since writing the above Lord Sandwich has found a list of transports (which he sends herewith) in which the *Glasgow* Packett is named, and appears to be hired in America, & to have gone to the Southward with General Clinton; and Captain Hope is this moment come to Ld Sandwich & tells him, that the company was, he is pretty sure, raised by General Clinton, commanded by a Mr Campbell, & composed chiefly of some Americans that were taken at Sea by the *Syren* man of war, and some deserters, & that he is positive they belonged to no Regiment.<sup>2</sup>

1. Fortescue, ed., *Correspondence of George III*, III, 390.

2. According to the *Public Advertiser*, March 12, 1776, when General Clinton sailed from New York in February he was accompanied by two transports, "the *Kitty*, Thompson, of Liverpoole, and *Glasgow* Packet, Potterfeild; the former with Regulars, and the latter with Recruits." Captain Charles Hope, R. N., who arrived in London, August 21, with dispatches from Sir Peter Parker, was the officer who cleared up the mystery for Lord Sandwich, *ibid.*, August 26, 1776.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM<sup>1</sup>

My Lord

[Admiralty Office, London] 6th Sept 1776

I am to acknowledge the receipt of your Lordships Letters of the 6 & 8 July, the former enclosing the Disposition of the Squadron under your Com-

mand & the State & Condition of those Ships from which You had been able to collect them — the latter giving an account of your arrival at Staten Island on the 3d of that Month with the Ships, Transports, Victuallers & Storeships under their Convoy & of your having disembarked the Troops under the Command of General Howe without Opposition or Interruption both which Letters I received & have communicated to my Lords Commrs of the Admty.

I am also to acquaint your Lordship I received your letter without date<sup>2</sup> from Staten Island enclosing a Copy of a Letter you had received from Captn Bellew of the *Liverpool* & informing their Lordships of your having appointed Mr Rd Hinchley 2 Lieut of that Ship in the room of Lieut Boger taken Prisoner by the rebels. I am &c

P S

By the *Mermaid*

1. PRO, Admiralty 2/552, 502.

2. *Ibid.*, 1/484, a copy of the letter dated July 6, 1776. For Shuldham's letter see Volume 5.

#### PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE<sup>1</sup>

My Lord

6 Sept 1776

My Lords Commrs of the Admty having been informed that there are three American Vessels at Bourdeaux loading with Arms, Salt Petre & Cloathing for a Considerable Number of Men, two of which will be ready to sail in October & the other in Novembr for America & that one American Vessel sailed from Bourdeaux about three Weeks agoe with the like Cargoe, & was to touch at Bermuda for intelligence, and it is supposed will send her Cargoe from thence to the Continent in small Vessels; And their Lordships being also informed that the Continental Congress will have at Sea 22 Frigates from 44 to 20 Guns in the course of the ensuing Winter which are to cruize in Squadrons, and range about the West India Islands;<sup>2</sup> I am commanded by their Lordships to acquaint you therewith, And, as the intercepting the four ships abovementioned wou'd greatly distress the Army of the Rebels & hurt their Credit, to recommend it to your Lordships to station some of the Ships of your Squadron in such manner as you may Judge most likely to answer that end, & also to find out, if possible whether the Intelligence respecting the Rebel Cruizers is well founded, And if it is, to use your best Endeavours to take or destroy them. I am &c

P S

By the *Mermaid*

1. PRO, Admiralty 2/552, 499-500.

2. *Ibid.*, 495, similar alerts about Continental frigates were sent to Admirals Gayton at Jamaica and Young at Antigua.



PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG<sup>1</sup>

Sir

6 Sept. 1776

I have communicated to my Lords Commrs of the Admty your Letter of the 1st July last,<sup>2</sup> informing them of the Death of Robt Christian Esqr late Judge of the Vice Admty of Antigua; & recommending Edward Byam Esqr of that Island to succeed him in that Employment; And I am commanded to acquaint you that their Lordships have been pleased to appoint Mr Byam accordingly. I am &c—

P S

Vice Adl Young at Antigua — Sent to Mr Benjamin at Deal to forward by the first ship.

Duplicate by the Packet 3d Octr 1776

1. PRO, Admiralty 2/552, 496-97.

2. See Volume 5, 868.

M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

London 6 Sept 1776

. . . in the ports, work is proceeding with the utmost haste on the construction, repair and outfitting of the vessels whose commissioning has been ordered. The number of these last has just been increased by three ships of 74 guns, to wit, the *Invi[n]cible*, the *Elizabeth*, and the *Prince of Wales*. The Admiralty's order specifies that they are to stand guard duty in the ports. Since ships of this firepower can be directed only against us, the only question remaining to be answered is whether these preparations are offensive or defensive: that is, whether England is merely keeping pace with her neighboring powers. You, Monseigneur, are inclined to the latter hypothesis; and I confess that I too shall be so inclined, so long as I do not see impressment put into effect. If this measure is used, I shall be convinced that these people are no longer bluffing and that we have really become their prime target. Thereupon I shall consider war inevitable and shall turn all my thoughts in that direction, rejecting all speculation to the contrary as useless and likely only to lead me into error.

I am keenly aware, Monseigneur, how important it would be for the King's Service to be informed in advance of the British Council's decision on this matter. I very much doubt that any firm one has as yet been taken; and the trouble is that in such cases, cause is swiftly followed by effect. Since the slightest rumor of impressment causes all seamen to take flight, the Government is always extremely careful not to reveal its intention. Very little time is required to have orders signed by the principal magistrate of each locality and to prepare some lighters or other small vessels suitable for carrying them out; proclamation and execution are performed at one and the same time. At sea, even this formality is unnecessary. Under Admiralty orders, the King's ships simply stop merchant vessels and seize most of their crews. . . . But neither should we think that im-

pressment will take effect quickly enough to provide any great attack forces here. Although the secrecy of the operation may procure a large number of men at the outset, progress soon slows down when the alarm is spread. Furthermore, the fleets are never more poorly manned than by impressment, which always catches many more landsmen than mariners. The greatest source of manpower would be that of seamen from coaling vessels, who number about twelve thousand. But since the subsistence of London depends on them, they would not be taken except in dire extremity. . . .

There is in [Portsmouth] at present a fleet of 25 transport vessels, some for Halifax and some for Quebec. This fleet will sail with the first favorable wind, escorted by the frigates *Richmond* and *Mermaid* and the sloops *Vulture* and *Hunter*. In six weeks from now there will scarcely be a frigate fit for commissioning left in the ports. The same is true of corvettes. As soon as one is built, she is put into commission. The sloop *Dispatch* at Deptford, and one called the *Swift* at Portsmouth are cases in point. They are barely launched, and their commissioning has already been ordered. Despite the considerable number of these frigates and corvettes, which may be regarded as the Navy's light troops and which are all being employed in America, American privateers continue to capture prizes rather frequently. . . . I have no doubt that these privateers will appear in the Channel this winter and will make themselves very troublesome to English shipping.

1. AMAE, Correspondance Politique, Angleterre, vol. 518, LC Photocopy.

*Public Advertiser*, FRIDAY, SEPTEMBER 6, 1776

London [September 6].

Notice from the Admiralty is stuck up in Lloyd's Coffee-house, that the Leeward Island Fleet was to sail the 1st of August, and is to be convoyed to England by the *Argo* Frigate.

No Convoy is appointed for the outward-bound Ships to the West Indies, all of them having taken on board an additional Number of Hands and Guns, in order to defend themselves, should they meet with any of the Provincial Privateers.

7 Sept.

LETTER FROM DUBLIN<sup>1</sup>

[Extract]

Sept. 7

A Vessel belonging to this City arrived last Thursday from Antigua; the Master and Owner of which I am well acquainted with; the Master informed me, that, after he had left Antigua about four Days, he was chased by an American Privateer of 16 Carriage Guns, which Vessel soon came up with him; she proved to be the *Surprizal* of Philadelphia, Captain Weeks, Commander,<sup>2</sup> who obliged Captain Cathrow (the Name of my Friend) to

come on board his Ship, and bring his Bills of Lading, Register, and several other Papers, by which it appearing the Vessel and Cargo were entirely Irish Property, the Master of the Privateer immediately discharged him without the smallest Injury.<sup>3</sup> I hope they may continue these Favours; it being by some thought incredible; the Master Yesterday made Oath before our Chief Magistrate of the Facts, which Affidavit I have just read.

1. *Public Advertiser*, London, September 17, 1776.
2. The Continental ship *Reprisal*, Captain Lambert Wickes.
3. Almon, ed., *Remembrancer*, III, 268, provides another account of this incident:

The *Dutchess of Leinster*, belonging to Dublin, arrived there from Antigua, Sept. 3, with rum, in six weeks and four days. The Captain says that in latitude 20, and longitude 60, he was chased and boarded by the *Surprizal* privateer, belonging to Philadelphia, Capt. Weeks, of 16 guns; that being carried on board the privateer, on examining his papers, the vessel and cargo being found Irish property, the Captain of the privateer said, that he would not distress him, because he was sure the Irish would not distress them. After keeping him on board for about half an hour, he gave Him up the vessel and cargo, and wished him a safe passage. There were on board the privateer, Captain Robinson, of the *Neptune* of Irvine, from Antigua, with rum; a Captain belonging to London from Grenada; and a Captain belonging to Bristol, from St. Kitts, all prisoners, and their vessels sent to North America, because they were British property.

PHILIP STEPHENS TO THE BRITISH NAVY BOARD <sup>1</sup>

Gentn

7th September 1776

My Lords Commissrs. of the Admiralty having received a Letter from Sir Stanier Porten, Secretary to Lord Weymouth, respecting an application from the Sieur Havré of Havre, to Lord Stormont His Majesty's Ambassador at Paris, to be reimbursed the Expences incurred by the reception of 13 English Seamen on board his Ship the *Robust* Benoist Master, lately arrived at Havre, the said Men having been in a forcible manner put on board that Ship in her Voyage from Martinico by a Rebel Privateer called the *Rover* Captain Rosseter of Boston;<sup>2</sup> I am commanded by their Lordships to send you the said Letter with its Inclosures, and to signify their direction to you to take the same into your consideration, and to report what allowance you conceive it may be proper to make for the Subsistence of these Men, and in what manner it should be paid; and with your Report you will please to return the said Letter and its inclosures to &c

P: S:

1. PRO, Admiralty 2/552, 510-11.
2. The Massachusetts privateer sloop *Rover*, Captain Simon Forrester.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE, NEW YORK <sup>1</sup>

My Lord

7h September 1776

In my Letter to your Lordship of the 23d of July by the *Perseus* I informed your Lordship of every occurrence necessary for your knowledge up to that time.

I have now the honor to acquaint your Lordship that my Lords thinking it might afford protection to the Homeward bound Trade from the West Indies if a Ship was stationed off the Island of Bermuda, have ordered Captain [Samuel] Clayton (who commands the *Camilla* in the absence of Captain [Charles] Phipps) to cruize off that Island for one Month for that purpose, and to look out for and to use his best endeavours to take or destroy any of the Rebel Cruizers that may infest those parts and at the expiration of that time to proceed to join your Lordship at New York, and she sailed from Plymouth under these Orders on the 20h of last Month.

The *Pembroke* and *Boulogne* which, as I have already informed your Lordship, have been fitted, the former as a Hulk, and the latter for Harbour Service at Halifax, sailed for that place from St Helens the 22d ultimo.

*Mellish*  
*Newcastle Jane*  
*Catharine*  
*Richmond*

The four Ships named in the Margin have been taken up to carry out the Clothing for the Armies serving in North America; and it being of the utmost consequence to the King's Service that the said Ships should arrive in safety at the places of their respective destinations, My Lords have ordered them to be manned and armed that they may defend themselves in case they should by accident lose their Convoy and be attacked by any of the Rebel Cruizers And for their greater security an Officer and 20 Soldiers are embarked on board each of them. Their Lordships have also directed the Navy Board to appoint the undermentioned Lieutenants and Midshipmen to go on board these Ships as against their Names expressed, Vizt

*Mellish*

Mr Horsenail Midshipman and another Midshipman to be lent from the *Richmond*

*Newcastle Jane*

Mr William Ingram Meek Mids. and another Midshipman to be lent from the *Vulture*.

*Catharine*

Lieut Henry Colins

Clothing Ship

Mr William Essington Mids.

*Richmond*

Lieut Robert McEvoy

Clothing Ship

Mr Rouse Mate of the *Experiment* with Instructions to superintend the Navigating them, to explain to their Masters the Convoy Instructions and Signals and in case of separation to direct the Ships proceeding agreeable to the Rendezvous and Orders that may be

given them by the Captains of the Convoys, and in conjunction with the Officers commanding the Troops put on board them, to assist in defending them in case of being attacked.

Their Lordships have ordered the Captain of the *Richmond* to take the *Mellish* one of the said Clothing Ships under his Convoy, together with the *King George* Transport having on board Recruits for the Army in Canada, and proceed with them to Quebec and having seen them in safety thither to proceed to join your Lordship at New York.

The Captain of the *Vulture* hath also orders to take the *Hunter* under his Command and in conjunction with her Convoy the *Newcastle Jane* another of the said Clothing Ships to Halifax, He is likewise to take under his Convoy the *Success Increase* laden with Naval Stores and the three Victuallers named in the Margin for the use of the Fleet under your Lordships Command, and having seen them in safety to Halifax, to proceed together with the *Hunter*, to join your Lordship at New York.

The Captain of the *Mermaid* by whom your Lordship will receive this hath orders to convoy the *Catharine* and *Richmond*, the two remaining Ships with Clothing on board, to New York, The *Mermaid* will also take under her Convoy the Fifteen Victuallers named in the Margin laden with Provisions for the use of the Fleet in America which Victuallers with the three beforementioned take the whole proportion of Provisions mentioned in my former Letters; and if the *Elephant* Storeship, which is now lading Naval Stores in the Thames can be got round to Spithead in time she will also accompany the *Mermaid*

I am further to acquaint your Lordship that for the greater security of the *Success Increase* Naval Storeship Their Lordships have ordered the Navy Board to appoint Mr Fortunatus Wright a Midshipman to go on board her with similar Instructions to those given the Officers commanding the 4 Clothing Ships: They have also ordered a Subaltern Officer and 20 Marines to be put on board of her, who are upon her arrival at Halifax to be landed to serve in the Battalion a shore.

It being intended that Lieutenant McEvoy of the *Isis* and Mr Rouse Masters Mate of the *Experiment*, should repair on board the Ships to which they respectively belong, and that Lieutenant Colins and the other Petty Officers abovementioned should return to England

General Howe  
Artemesa  
Euphrates

Aurora  
Neptune  
Martha & Mary  
Prince William  
Newmarket  
Two Friends  
Thetis  
Betsey  
Venus  
Unicorn  
Thomas & Betsey  
Neptune (2d)  
Samuel  
Nancy  
Lord Howe  
(late the King  
of Naples)

after they have performed the Service aforementioned, I have it in command from my Lords to desire your Lordship will give the necessary orders for that purpose.

*Camilla* – 15  
*Richmond* – 25  
*Mermaid* – 20

Their Lordships have ordered 60 Landmen to be sent to your Lordship by the Ships named in the Margin in the proportion against each Ship expressed to be distributed on board the Squadron towards compleating their Complements in such proportions as your Lordship shall judge proper.

I have only to add that their Lordships have ordered the Commissioners of the Victualling to provide 130 Tons of Sour Krout for the use of the Squadron under your Lordships command, and that it will be sent out to you as soon as possible. I have the honor to be &c.

P: S:

(By the *Mermaid*)

Duplicates sent 24 Octr 1776 by Major Cuyler

1. PRO, Admiralty 2/552, 512-17.

PHILIP STEPHENS TO COMMODORE SIR PETER PARKER, NEW YORK<sup>1</sup>

Sir

7h September 1776

I received by the way of Halifax on the 22d July your Letter of the 19h May, giving an account of your proceedings and arrival at Cape Fear, and on the 21st of last Month, by Captain Hope your Letter of the 9h July, giving a further account of your proceedings and attack of the Fort which the Rebels have erected on Sullivans Island within the Bar of Charles Town In return to which their Lordships command me to acquaint you, that they cannot too much commend the gallant behaviour of His Majesty's Ships employed against that Fort but that they must at the same time lament the loss of so many brave Officers and Men, and that the Courage shewn upon that occasion was not attended with the Success it deserved. I am &c

P: S:

P. S: Their Lordships have confirmed the appointment of Captain [Charles] Hope to the Rank of a Commander in His Majesty's Navy.

By the *Mermaid*

1. PRO, Admiralty 2/552, 508-09.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG, LEEWARD ISLANDS<sup>1</sup>

Sir,

[Admiralty Office] 7th Septemr 1776.

The West India Merchants have applied to my Lords Commissioners of the Admiralty for a Convoy to the outward bound Trade, which will proba-

bly be ready to sail from Spithead about the middle of next Month; I am commanded by their Lordships to acquaint you that a Convoy will be appointed to see the Trade in safety to the Leeward Islands at that time accordingly. I am &ca.

Ph<sup>p</sup> Stephens

[Endorsed] Vice Adml Gayton, Jamaica — Jamaica

[Second endorsement] Sent in a Pub. Letter of this date to Mr Bell at Falmouth to be forwarded by the Pacquet.

1. PRO, Admiralty 2/1333, LC Photocopy.

*Public Advertiser*, SATURDAY, SEPTEMBER 7, 1776

London [September 7].

The *Yankey* Privateer was condemned last Wednesday at Doctor's-Commons, as a legal Prize to the Captors.

The Information is melancholy for Trade; but we are assured by one of the first West-India Merchants in this Metropolis, that more than thirty of our Ships, employed in that Branch of Commerce, are taken by the Americans.

COUNT DE ARANDA TO MARQUIS DE GRIMALDI<sup>1</sup>

[Extract]

Most Excellent Sir: From the two million livres tournois appropriated by both Courts to help the English Colonies in America, the following materials are now being shipped to them

216 bronze cannons	51,134 round shot
209 gun carriages	300 thousand weight of gunpowder
27 mortars	30,000 rifles with bayonets
28 mortar beds	4,000 tents
12,826 bombs	30,000 suits of clothing
	Paris, 7 September 1776

1. AHN, Estado, Legajo 4072, Section 1, LC Photocopy.

10 Sept.

M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

[London] 10 September 1776

. . . I beg you to recall, Monseigneur, Lord Sandwich's remark of a few months ago to the Naval Commissioner of Portsmouth concerning a commissioning during the summer: that it was to show the neighboring Powers that despite all the forces being employed in America, England still had enough left to defend herself at home.

I had the honor of informing you earlier about a large ship called the *Elephant* which the government has purchased for commissioning as a warship. She is now receiving her guns and will come down the Thames within a few days. The Admiralty has just purchased another ship of 300 tons called the *Brilliant* which it is also going to commission. All this is for lack of frigates, of which there are scarcely any left here, so many of them being used up by the war in America. However large the number of such ships employed as escorts may be, it is far from sufficient, as you can judge, Monseigneur, from the daily losses being suffered by the West Indies trade. Insurance on the safe return of ships in this trade, which never went above six percent during the last war, stands at eighteen today. The British Isles are short of foodstuffs, timber, &c., and colonists are losing about thirty percent because of rising costs of operation.

. . . So there we have it: preparations for continuing the war in America, and a large fleet in Europe to restrain us. Seen in this light everything becomes clear. From any viewpoint whatsoever, the only possible conclusion seems to be that the situation calls for the greatest precautions on our part. . . .

We have no news from Staten Island except that on the 17th of July last, Lord Howe had not yet arrived there.<sup>2</sup> You will recall, Monseigneur, that he sailed from Halifax on June 23d.

With the Court's consent, I have established over the past few years the practice of reclaiming French seamen from aboard English warships; and just now I have requested and obtained from Lord Sandwich the freedom of one Tabey, a Breton sailor who was on board the *Royal Oak* at Portsmouth. As soon as he arrives here, I shall provide him with what he needs to return to France.

1. AMAE, Correspondance Politique, Angleterre, vol. 518, LC Photocopy.

2. Garnier's information was incorrect. Lord Howe had arrived off Staten Island on July 12, 1776, Tatum, ed., *Serle's Journal*, 28.

## 11 Sept.

*Public Advertiser*, WEDNESDAY, SEPTEMBER 11, 1776

London [September 11].

A Letter from Jamaica says, that the Seamen taken in the Provincial Merchantmen, are suffered to enter into the Navy, but those taken in their Privateers, are confined till Orders are received from England for the Disposal of them.

The *Anne* transport, Capt. Dennistoun, from Clyde, with 120 of the light infantry from Frazer's Highlanders, was on the 8th of June taken by three American privateers, and carried into Marblehead, without firing a gun, notwithstanding she had six carriage guns on board. The commanding officer of the Highlanders was Hamilton Maxwell.<sup>1</sup> — *Glasgow Journal*.

1. See Volume 5.



*London Chronicle*, TUESDAY, SEPTEMBER 10 TO THURSDAY,  
SEPTEMBER 12, 1776

London [September 11].

A Letter from a Merchant in Hamburgh to his father in Edinburgh, dated Aug. 27, says, "There are now two American vessels here, which are the first that have come this year. They are loading with Osnaburghs and other necessaries for the Americans. I have had a good deal of conversation with the owner of one of them, who says, it is clearly his opinion that an accommodation would take place if Lord Howe had powers to treat with the congress. He adds, that the Americans have been all along well supplied with every necessary, but does not mention through what channel.

12 Sept.

*London Chronicle*, TUESDAY, SEPTEMBER 10 TO THURSDAY,  
SEPTEMBER 12, 1776

London [September 12].

The *Heart of Oak*, Capt. Collins, one of the West India fleet, was attacked by a small American privateer, with whom (having six three pounders on board) he kept a running fight till night came on, and then escaped by changing his course, and is here safe arrived.

14 Sept.

VERGENNES TO M. GARNIER<sup>1</sup>

[Extract]

Versailles 14 Sept 1776

We have reports to the effect that Admiral Howe has at last joined his brother at Staten Island; but the same reports assure us that the General and the Admiral have made no move as yet against New York. . . .

You will find enclosed, Sir, a copy of the statement made to the Admiralty of Bordeaux by Capt. du Brocq, arriving from Santo Domingo. From this document you will see what acts of violence English ships cruising in American waters are continuing to commit against our vessels. It is most important that we have this stopped, for it is sowing fear and dismay among our traders. The Court of London should scarcely refuse to heed our complaints, since it has been assuring us at every turn of its fairness, its love of peace and its desire to avoid anything which might in any way endanger peace. It is the King's wish, Sir, not only that you urge the English ministers to give the sternest and most explicit orders to the officers commanding Great Britain's ships, but also that you officially request the punishment of M. Judd, commanding the frigate *Antelope*, and of M. Young, captain of the *Fremony* [*Pomona*].<sup>2</sup> The conduct of these two officers is too

clearly contrary to the intentions of their Sovereign for the latter not [to] express his displeasure or for him to let them go unpunished.

1. AMAE, Correspondance Politique, Angleterre, vol. 518, LC Photocopy.
2. Captain William Judd, commanding the *Antelope*, was on the Jamaica station, and Lieutenant William Young, temporary commander of the *Pomona*, was in the Leeward Islands squadron.

16 Sept.

*Public Advertiser*, MONDAY, SEPTEMBER 16, 1776

London [September 16].

Authentic Account of the Fate of the Scotch Expedition from Clyde. Sailed and embarked from Clyde in April last, with the 42d and 71st regiments.

Arrived.

*Brilliant*, Capt. M'Pherson, Col. Stirling on board.

*Thomas*, Robertson, Major Murray ditto.

*Thames*, Moodie, Major Grant ditto.

*Minerva*, Dunlop, Major M'Pherson ditto.

*Peggy* No. 1, Eason, Capt. Grahame ditto.

*Bowman*, Taylor, Capt. Erskine ditto.

*Neptune*, M'Gurdie, Capt. M'Intosh ditto.

*Clementina*, Crawford, Major M'Donald ditto.

*Bristol*, Orr, General's company ditto.

*Experiment*, Orr, Capt. Angus M'Intosh ditto.

*Jeany*, Muir, Capt. Dun, Chisholm ditto.

*Peggy* No. 2, Foster, Capt. Laurie's company ditto.

*Mayflower*, Crosbie, Capt. Eneas M'Intosh ditto.

Missing.

*Flora* frigate.

*Houstoun*, M'Liesh, Capt. Mackenzie ditto.

*Henry and Joseph*, Tickell, Adjutant and Quarter Master ditto.

*Globe*, Harrison, the hospital ditto.

*Columbus*, Bell, Sir William Erskine ditto.

*William*, Lyon, Captain M'Pherson ditto.

*Mermaid*, Ewart, Capt. Peter Campbell ditto.

*Annabella*, Leitch, Capt. Colin M'Kenzie ditto.

*Ocean*, Ewing, Capt. J. Campbell's company ditto.

*Royal Exchange*, Ritchie, Major Lamond ditto.

*Metham*, Johnston, Capt. Chas. Cameron ditto.

*Glencairn*, Hunter, Capt. Munro ditto.

*Caledonia*, M'Liesh, Capt. Porterfields comp. ditto.

*Lord Howe*, Park, Capt. Laur. Campbell ditto.

*Friends*, Fisher, a store ship, with part of the first battalion ditto.

*Glasgow*, Smith, the hospital ditto.

## Taken.

*Oxford*, Stewart, Capt. Smith ditto.

*Venus*, Wilson, Capt. Simon Fraser ditto.

*Anne*, Denniston, Capt. Hamilton Maxwell ditto.

*Crawford*, Maclean, Capt. Norman M'Leod ditto.

*George*, Bog, Col. Archibald Campbell ditto.

Total. — Arrived 13, — Missing 15, besides the frigate — Taken 5.

From their having sailed so early as April, it is inferred that the missing ships (though the account has not been received) are all taken.<sup>1</sup>

1. The supposition that the fifteen missing ships were all taken was incorrect. Two only were taken; the *Annabella* and the *Lord Howe*. Also, the *Venus*, listed as taken, arrived safely in Halifax.

## 17 Sept.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN<sup>1</sup>

My Lord,

Admiralty Office 17th Sept 1776

Having received from Vice Admiral Young Commander in chief of His Majesty's Ships & Vessels at the leeward Islands in his letter of the 31st July last,<sup>2</sup> the particulars of an Action between the *Shark* Sloop and an American armed Ship<sup>3</sup> together with the Copies of the Correspondence which passed between the Captain of the *Shark* and the Governor of Martinico respecting the same, We send your Lordship herewith Copies of the Admiral's letter, and of those therein referred to, for His Majesty's Information, & are &c

Sandwich. Lisburne. H. Palliser.

1. PRO, Colonial Office, 5/259, 110.

2. See Volume 5, 1317.

3. The Continental ship *Reprisal*, Captain Lambert Wickes.

"A LETTER FROM THE HAGUE, SEPT. 17."<sup>1</sup>

Sir Joseph Yorke has made application to the States of Holland to forbid the Americans entering any of their ports in the West-Indies, and also the carrying on any trade whatsoever with them. The answer given to Sir Joseph is said to be this, that Holland only considered itself as a commercial country, and that any check to its trade must be severely felt by its inhabitants; that the West-Indies received great part of their support from the Continent of America, which it would be very ill policy in them to put a stop to, and indeed would be almost impossible, as hardly any commands would tie a people down when they were in want of provisions; and that Sir Joseph might assure his court, that they had hitherto, and would still continue to prevent any military stores being furnished to the Americans from any part of the dominions belonging to the states. — Their present trade with the Americans is exceedingly beneficial to them.

1. Almon, ed., *Remembrancer*, III, 278. Yorke was British representative at The Hague.

SILAS DEANE TO ROBERT MORRIS<sup>1</sup>

Dear Sir:

Bordeaux, September 17, 1776.

I shall send you in October clothing for twenty thousand men, thirty thousand fusils, one hundred tons of powder, two hundred brass cannon, twenty four brass mortars, with shells, shot, lead, etc. in proportion. I am to advise you that if in future you will give commissions to seize Portuguese ships you may depend on the friendship and alliance of Spain.<sup>2</sup> Let me urge this measure. Much may be got, nothing can be lost by it. Increase, at all events, your navy. I will procure, if commissioned, any quantity of sail cloth and cordage. A general war is undoubtedly at hand in Europe, and consequently America will be safe if you baffle the arts and arms of the two Howes through the summer. Every one here is in your favor. Adieu. I will write you again next week.

Silas Deane.

1. Wharton, ed., *Revolutionary Diplomatic Correspondence*, II, 148.

2. War against Portugal was Beaumarchais' idea. He urged this "unexpected and bold measure" in a letter to the Committee of Secret Correspondence on September 15. *Ibid.*, 146-47.

18 Sept.

CUSTOM HOUSE DECLARATION OF CARGO ON BOARD THE BRITISH  
BRIGANTINE *Countess of Eglington*<sup>1</sup>

Know Ye that James Wilson & Son James Miller John Wallace James Brown William Sterling & Sons and Alexander Taylor have this day entered outwards with us to be shipped on Board the *Countess of Eglington* of Irvine Robert Reid Master for Antigua Fifty Seven Bales, one hundred and ten Boxes, Thirty four Casks, two Chests and five Trunks containing one thousand four hundred and fifty pounds Haberdashery, three Hundred & sixty eight Square Yards of printed Linnen Excise Duty paid P Cert-[ificate]: one thousand two hundred & twenty three Pounds wrought tanned leather Shoes Nine Dozen & Six pairs Womens Callimanco Shoes containing thirty eight Pounds wrought tanned leather, four thousand five hundred & thirteen Pounds Green Glass bottles Excise Duty paid Pr two Certificates, Thirty nine Barrells and two firkins Strong Ale Excise Duty paid Pr Cert: six thousand seven hundred & ninety seven Pounds Tallow Candles Excise Duty paid Pr Cert. Twenty four hundred Weight refined Sugar British Manufacture, One thousand one hundred peices containing Sixty seven thousand and twenty eight Yards British Bounty Linnen Two hundred and thirty two peices Containing seven thousand four hundred and twenty one Yards Irish Bounty Linnen, three hundred & thirty nine Peices containing Four thousand four hundred & eighty eight yards British Striptd & Check'd linnen Two hundred & seven firkins Containing one hundred & three Hundred Weight Irish salted Butter Imported here Duty free pr Affidavite one hundred & twenty six Gallons Portugal Wine Duties Inwards paid at

Aberdeen as unfitted for Sale by William Brebner & Co the 7th 16th & 21st August 1775 out of the *Thetis* of Aberdeen William Spark Mastr from Oporto Pr Certificate from Aberdeen Dated 24th Ultimo Loose Two Hundred & ten Bundles Iron Hoops containing one thousand Pounds Wrought Iron British —<sup>2</sup>

Given at the Custom House under our hands & Seals of Office this eighteenth September 1776 and in the sixteenth Year of his Majestys Reign

Ed Penman      D Coan

Pollock Campbell D Comptr

1. Records of the Court of Appeals in Cases of Capture, No. 9, the *Countess of Eglington*, Jones, Claimant v. Babcock, NA.
2. Since this ship was captured by American privateers in November, 1776, the cargo is of particular interest.

#### LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

[Extract]

Secret No 78

Paris Sepr 18th 1776

I have already observed to Your Lordship, that there now prevails here a pretty general opinion, that the public Tranquillity will not continue long, and that this unhappy Business will bring on a War in which Great Britain and France will soon find themselves involved<sup>2</sup>

It begins to be whispered, that a large body of Troops has rece'd orders to march to the Coast of Britany, others Say that the orders are only for the Troops to hold themselves in Readiness to March. As far as I have Yet been able to Trace this Report, it seems to me My Lord to take its Rise, from the orders given to the Six Battalions which are designed for the French West India Islands. The sending this Reinforcement seems to be a fixt Measure, and the Reason given for it is, That at a time when our Colonies are in a flame, and when there is so much reason to apprehend a War in South America, Every Principle of Prudence, and self Preservation, calls upon France to put Her Colonies in a proper posture of Defence. This may be the real Truth, but as Your Lordship sees better than I do, it may likewise be a Colour for the most Insidious, and Dangerous Designs. At the same time that I throw out this general, and verry obvious Reflexion, I must add, that it rests wholly upon vague suspicion, and on that Caution and mistrust that naturally lead me to think of the worst that can happen, where so much is at Stake.

1. PRO, State Papers, 78/299.
2. The Spanish-Portuguese border dispute.

19 Sept.

"ARMED SHIPS TAKEN INTO HIS MAJESTY'S SERVICE BY THE BOARD  
OF ORDNANCE TO TRANSPORT STORES AND MEN TO AMERICA &  
THE WEST INDIES."<sup>1</sup>

	Guns	Sailors	Recruits
The <i>Lord Townshend</i> is ready & therefore proposed for Halifax	20-9 Pdrs 6-6 Pdrs 12 Swivels	78	60.
The <i>Lord Amherst</i> for Jamaica & PensaCola	20-9 Pounds 6-6 Pounds 12 Swivels	78	60.
The <i>Unity</i> for Antigua	2-9 Pounds 14-6 Pounds 10 Swivels	48	60.
The <i>Richmond</i> for the Ceded Islands	2-9 Pounds 10-6 Pounds 8 Swivels	36	40.

NB — The Two first Ships can take many more Recruits if Necessary:  
The above Numbers are what Lord Amherst thinks may be ready.

John Boddington

Office of Ordnance 19 Sepr 1776.

1. PRO, Colonial Office, 5/162, 649.

LORD GRANTHAM TO LORD WEYMOUTH<sup>1</sup>

No. 45

[Madrid] 19th September 1776

I am well informed that orders have been sent to the several Ports for an account of the American vessels which have put into them, and the returns will probably be soon made; in the mean time I enclose to Your Lordship the advices which I have received from Cadiz and Malaga on that subject. This intelligence will undoubtedly affect the Spanish, as well as our commerce, and ought to point out to this Court the propriety, even the necessity of cooperating with His Majesty in crushing as much as possible, the success of the American vessels.

1. Sparks Transcripts, Lord Grantham, I, 12-13, HU.

20 Sept.

LORDS COMMISSIONERS, ADMIRALTY, TO LIEUTENANT BENJAMIN BECHINOE,  
H.M. STORESHIP *Elephant*, PORTSMOUTH<sup>1</sup>

You are hereby required and directed, to receive on board the Storeship you command such Medicines & Stores for the use of the Naval Hospi-

tals in North America, likewise such Bedding for the Marines serving there, as the Commissioners for taking care of Sick and Hurt Seamen may have to send thither, provided they arrive at Portsmouth in time, and deliver them upon your arrival in North America, agreeable to their consignments. Given &c. the 20th Sept 1776.

Sandwich Palmerston Lisburne.

By &c G. J.

1. PRO, Admiralty 2/101, 310.

DR. EDWARD BANCROFT TO SILAS DEANE<sup>1</sup>

[Extract]

. . . You will see by the Papers that a Total end is put to Lord Dunmore's Piratical Depredations; many hundreds of the Whites & Negroes which he had assembled being cut off[f] by sickness; above twenty of his Vessels taken or burnt, and the rest all dispersed & removed from that part of the Continent. So may the Enemies of America always prosper. The distresses of Barbadoes have extorted a very Lamentable Petition from the people of that Island, and a Gentleman is arrived here from Bermudas with a Memorial stating the incapacity of that Island to subsist without Provisions from the United Colonies, and intimating that if the Bermudians are not permitted to Bring Provisions from thence without interruption from British Cruizers, it will be necessary for them to ask both Subsistence & Protection from the Congress. . . .

From Quebec I hear that all attempts to Transport the Vessels sent out from hence, over the Falls of Chamblee in to Lake Champlain (by the help of Machines called Cammels) have proved fruitless, and that early in August it was found necessary to build Vessels on the Lake to Convoy Burgoyne's Army to Crownpoint, and that for this purpose all the Ship Carpenters in Canada were called together; and as this business will doubtless employ them until winter, we may, I think, make ourselves easy respecting the Operations in that Province. . . .

London, Fryday Evening [Sept. 20, 1776].

Endorsed, London, Sept. 1776. E. B. Esqr. Letter recd. at Paris, Sept. 25, 1776.

1. "The Deane Papers," *Collections of the New-York Historical Society*, I, 249-52.

*Public Advertiser*, FRIDAY, SEPTEMBER 20, 1776

London [September 20].

There were no Accounts received Yesterday at Two o'Clock of any of the Ships which came Part of the Way under Convoy of the *Argo* Man of War, but parted the Beginning of August. The Insurance runs very high upon them.<sup>1</sup>

1. The *Argo* had arrived at Portsmouth on September 15. The *Public Advertiser*, September 21, added: "The *Prince of Wales*, Captain Beales, from St. Kitt's (one of the *Argo*'s Convoy) is arrived at Plymouth. She is the second of the Fleet arrived. There are twelve still wanting."

*Engraved for the Westminster Magazine.*



*The Parricide?  
A Sketch of Modern Patriotism.*



"COPY OF A LETTER FROM CAPT. BRAITHWAITE, OF THE *Hampden*  
PACKET BOAT, DATED FALMOUTH, SEPT. 20."<sup>1</sup>

Sept. 5, I received the Mail, and sailed from Lisbon, with the wind to the northward. I received as passengers, Mr. Scot, Mr. Fisher, and Mr. Smith, and, as distressed subjects, Capt. Thomas Moor, his Mate, and five of his people, being the Master and part of the crew of the *Mary and James*, of Falmouth, bound from London to Salerno, Naples, and Messina, but last from Falmouth, having sailed from thence the 20th of August, with a cargo worth between 20,000 l. and 30,000 l. and was taken the 1st inst. on the coast of Portugal, 14 leagues N.W. from Cape St. Vincent, (in sight of Mount Chigo) by an American privateer of eight carriage guns, and a number of swivels, commanded by Simon Forester, an Irishman, well known at Lisbon and Falmouth. The privateer was sloop rigged, and called the *Rover*; it being little wind, and rowing with twelve oars, she soon came up with Capt. Moor. She had taken before six sail on the coast, whose people she landed at Faro. The 22d of August a Guineaman, from Bristol, John Baker, Master, engaged her, but blew up in the action, and only three men saved out of 28. They stripped Capt. Moor and his people of every thing, and even threatened their lives, and sent the prize directly for America; the next day, being about eight leagues from Cape Spichell, they gave Capt. Moor his boat, in which he reached Setuval that night. The Captain of the privateer would not tell what place he belonged to,<sup>2</sup> but said there were 150 sail of them fitted out of different ports of America. The people told Capt. Moor they belonged to Salem, and that several more had sailed from thence for the coast of Spain and Portugal.

(Signed) . . . T. P. Braithwaite.

1. *London Chronicle*, September 21 to September 24. Under the latter date line, the printer added: "From the above information, the Merchants and Under-writers propose an immediate application to the Lords of the Admiralty for regular convoys."
2. The *Rover* was a Massachusetts privateer sloop. See Volume 5.

JOSÉ DE GÁLVEZ TO THE GOVERNOR OF HAVANA<sup>1</sup>

[Extract]

. . . This background<sup>2</sup> has led the King to consider the matter; and reflecting that closing his Ports to the Americans will be followed by their declaration of enmity toward Spain, and by the seizure of our ships on all the Seas indiscriminately, leaving us without the least expedient for a reparation or even to punish this attack: His Majesty has decided that these same Americans be admitted cordially into Spanish Ports, although they may be flying their own Flag instead of the British one, and that if the English Court protest against it, let it see that the King cannot abandon the Commerce of his Subjects to such risks when it is certain that [neither] His British Majesty nor his Ministry would feel compelled to indemnify the damage which the rebellious Colonials would cause us.

For myself I have already notified Our Governors in utmost confidence on how to welcome and treat the vessels of the English Colonies in Spanish Ports, advising them that if an American privateer enter with a captured ship of any Nation, it must not be prevented from doing so, supposing that the prize vessel is flying the same Flag as the capturing ship, and that on equal terms an English privateer entering with an American prize must not be molested.

. . . although they [orders to West Indies ports] generally prohibit access to friendly or enemy Foreigners, it should be understood that the Americans with their own Flag or with any prize must be welcomed and treated in cases of urgency and known need with the same hospitality which would be extended to the English or the French.

All of which I advise Your Lordship by Order of the King so that you dispose at once what is suitable for complying in the Ports of your Jurisdiction in specific cases and with the idea that it is the Royal wish of His Majesty to give haven to Colonial vessels out of hospitality, but not permit them to sell goods or any Trade, and only to make repairs and buy necessities, paying the amount in coin, banknotes, or Negro Slaves. . . .

San Ildefonso 20 September 1776

1. AGI, Papeles de Cuba, Legajo 1227, LC Photocopy.

2. Suggestion by British ambassador: ". . . how welcome it would be to his Sovereign to hear that American vessels have been denied entry to the ports of Spain, as had just been ordered in Portugal, considering them rebel Subjects of a friendly Power." *Ibid.*

## 22 Sept. (Sunday)

### "EXTRACT OF A LETTER FROM BRISTOL, SEPT. 22."<sup>1</sup>

Captain Graves, of the *Elinor*, is arrived here from Barbadoes, which Place he left the 19th of August, and says, that before he sailed a Vessel arrived from Bermudas; the Master of which told him that the Captain of a Privateer that had put in there to heave down his Ship said, that he had taken among other Vessels a Captain Craig, from Liverpoole. The *Black River*, Currie, sailed the 20th of July from Dominica for Bristol: On the 2d of August, in Lat. 31. Long 63. was taken by the *Enterprize* Privateer, Captain [James] Campbell, of Baltimore, in Maryland, who had taken the *Lancashire*, Jones, from Jamaica to Liverpool; a Brig from ditto to England, and a Brig from St. Croix to Guernsey; a Sloop of Dartmouth from Barbadoes to Newfoundland, and had taken the *James*, Higgins, from Antigua to Lancaster, on board of whom the Privateer put the Mate of the *Black River*, and several Men; the Mate and Part of the People rose upon the Provincials, retook her, and brought her into Bristol. They afterwards fell in with the Tender belonging to the *Nautilus* Sloop of War which was at Bermudas, and put on board a Prize Master, and four of the Privateers Men.<sup>2</sup> The Privateer intended going on the Coast of Portugal in the Winter. The Privateer had taken a Sloop belonging to Tortola for Newfoundland, which they gave up to the Captain, and put on board her twenty-four Seamen, and

a Mr. Wilcock, a Passenger of the *James*. The Privateer was a Schooner of eight Guns, and had sixty Men when she came out, and rowed with Oars.

1. *Public Advertiser*, London, October 1, 1776.

2. See Journal of H. M. Sloop *Nautilus*, August 22, 1776.

# VERGENNES TO M. DE CLUGNY<sup>1</sup>

[Extract]

Versailles, 22nd September 1776

. . . The importations from America will place in our ports the provisions and goods which England used to carry to the other nations of Europe. Re-exportation will offer to merchants a vast and fresh field for lucrative speculation, the success of which appears assured; and will go to diminish that kind of trade which formed one of the most important branches of the advantages which England reaped from America.

. . . I do not think that it is necessary to free the American goods from all duties. The favor which they deserve to experience in the present juncture is doubtless great, and you know that I think we should grant them great facilities, but we must distinguish between those which may be advantageous and those which might serve as a precedent in the future. It is important, from the beginning of this trade, to establish a basis fit to be preserved when events shall have consolidated the independence of the Colonies, and when their trade with us shall have taken a free and regular course. If we grant them total exemption now, this kindness would become bitterness when the necessity arrived to subject them to prestations and curtail the total exemption to which she would be accustomed, and as we should then have more competitors than now, the effect of this return to our principles might be dangerous.

I do not indulge, Sir, in all the details which this discussion might require; your knowledge will supply them; what I have just said will suffice to make you feel the motive which induced me to think that it is important to impose a duty of some sort on the importations from America: but I am at the same time of opinion that such duty should be as moderate as possible, that the Americans should be ranked with the most favoured nation, or be subjected to a single and fixed duty of 3%, for example. . . .

. . . Everyone must shut his eyes to the exportation of munitions and implements of war, and the registers must not contain any item nor any indication of this connivance, entire liberty being left to the Americans to load and export as they please the articles in question.

1. Stevens, ed., *Facsimiles*, No. 1365.

## "EXTRACT OF A LETTER FROM SEVILLE, SEPT. 22, 1776."<sup>1</sup>

For these several Days past we have had Advice here of two Provincial Privateers, mounting 10 and 14 Guns each, cruizing about this Port; and we are very well informed, that they have taken two or three Vessels on this Coast. We expect to hear of the Privaters being taken by some of the Eng-

lish Men of War, as two are on the look-out for them, and will certainly take them, if they can but once get sight of them.

1. *Public Advertiser*, London, October 17, 1776.

23 Sept.

LETTER FROM CORK<sup>1</sup>

[Extract]

Corke, Sept. 23.

The *Diana*, Captain Maybury, with Rum from St. Vincent's for this Port, and two other Vessels, were lately taken by an American Sloop of 10 Carriage Guns. The Prizes were sent for Boston, and 15 of their Crews put on board a French Ship, who landed them at Havre. The Captain of the Sloop is an Irishman, who had lost his Property, and his Vessel made a Prize of by an English Man of War, when trading in full Security; and on his Return to America, he procured the Command of this Sloop in order to cruize against the Nation that had stripped him of his All, and he had no Resource left but Retaliation.

1. *Public Advertiser*, London, October 8, 1776.

*Public Advertiser*, MONDAY, SEPTEMBER 23, 1776

London [September 23].

Two Transports (Victuallers) which had been sent to the Madeiras for Wine, for the Use of the Fleet and Army in America, are supposed to be taken by the Provincials, no Account having been received of them.

The following is an Extract of a Letter from Captain Hamilton Maxwell, who was taken with his Company of Highlanders, on board the *Anne* Transport. "The Ship *Anne* was chased by three Privateers a whole Day, near the Coast of America, but outsailed them. Next Morning the Ship was becalmed, and the Privateers, by Favour of their Oars, rowed up, two under her Stern, and one upon her Bow, by which the *Anne's* Guns could not bear; but indeed she had only two Carriage Guns, and two Swivels put on Carriages for Show. A Council of War was held, and it was resolved to surrender. I desire you will represent these Facts."<sup>1</sup>

1. See *Public Advertiser*, September 11, 1776.

*London Chronicle*, SATURDAY, SEPTEMBER 21 TO TUESDAY,  
SEPTEMBER 24, 1776

London [September 23].

The *Hero*, Strivens, which was said to be taken by a Provincial privateer some time ago, is safe arrived off Beachy-Head. She saw the *Royal Exchange*, Bowden, fired at and brought to, supposed by a Provincial privateer.<sup>1</sup>

1. The *Royal Exchange* was taken by the Continental ship *Columbus*, Captain Abraham Whipple, and carried into Portsmouth, New Hampshire.

24 Sept.

*Public Advertiser*, TUESDAY, SEPTEMBER 24, 1776

London [September 24].

The Prizes taken from the Americans by his Majesty's Cruizers since the late Act are computed to amount to the Value of 30,000 l. But those of English Property taken by the Provincial Privateers are already known to amount to six Times that Sum, besides many Ships which are missing, and 'tis feared have shared the same Fate.

Capt. [Francis] Banks who hoists a Broad Pendant, was left to guard Boston Harbour; but the Provincials finding a convenient Opportunity to open a Battery upon his Ships, compelled him to retreat; for which it is said a Court Martial has been held on that Officer.<sup>1</sup>

1. No court martial was held, but the Admiralty demanded an explanation through Lord Howe.

*London Chronicle*, SATURDAY, SEPTEMBER 21 TO TUESDAY,  
SEPTEMBER 24, 1776

London [September 24].

The *Hester*, Crombie, from St. Kitt's to London, is taken by the *Columbus*, an American privateer of 30 guns.<sup>1</sup>

The *Bee*, —, from the Leeward Islands to Lancaster, (one of the *Argo's* convoy) being the second, is taken by the *Columbus*, an American privateer.

1. *Columbus* was a 24 gun ship.

ANDREW FRAZER TO SIR STANIER PORTEN<sup>1</sup>

[Extract]

Dunkirk 24 Sept 1776.

Captain Johnston [Henry Johnson] of the *Yankee* Privateer, who made his Escape from some Ship in the River, was lately at this Place, and after staying a few Days, went, I was told, further up the Country.

1. PRO, Colonial Office, 5/140, 5.

25 Sept.

PHILIP STEPHENS TO LIEUTENANT GENERAL AND  
PRINCIPAL OFFICERS OF THE ORDNANCE<sup>1</sup>

Gentn

25h September 1776

My Lords Commrs of the Admiralty having been informed that a Rebel Privatier has lately cruized off the Coast of Portugal, and made several Captures; I am commanded by their Lordships to acquaint you therewith and to enquire whether you have any Storeships destined to Gibraltar or Portma-

hon, and in case you have, the time when they will be ready to sail from Spithead, that a Convoy may be provided for them. I am &c

P: S:

1. PRO, Admiralty 2/553, 19.

*Public Advertiser*, WEDNESDAY, SEPTEMBER 25, 1776

London [September 25].

'Tis hardly possible to express the Consternation at New Lloyd's Coffee-House, on Monday, at the Arrival of the News of the taking the seven Straits-men by the *Rover* Privateer; many a long Face was seen, and very few inclinable to do Business, unless upon very good Policies.

Monday after the Publication of the News of the taking the Straights-men by the *Rover* Privateer, many Policies were offered on homeward-bound Ships from Leghorn, Genoa, &c. but nothing was done on account of the very great Premium demanded.

Captain Dunlop, of the *Margaret*, who is arrived at Milford from St. Croix, was taken on his Passage by an American Privateer near the Bermudas, which, after keeping him for several Days, released him, and is supposed to be gone after some of the Leeward Island Fleet, which he had some Intelligence of.

The Complaints raised against the Captain of the *Argo* Frigate are entirely groundless, as it appears from some Passengers arrived in Part of the Fleet, that the Separation of the Fleet from the Convoy was intirely the Will of the Masters of the Ships, who thinking themselves out of all Danger, would no longer be under any Restraint, but each would make the best of his Way.

LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

[Extract]

Most Confidential

Paris Sept<sup>r</sup> 25 1776

Mr Cyrus [Silas] Deane who in some Companies calls himself a Native of Bermudas but who is well known here to be a North American and a Secret agent for the Congress is certainly in constant intercourse with Beaumarchais who was lately not worth a shilling but has now Millions at his Command. He keeps a Table and entertains Deane and other Americans and friends to their cause. He is likewise, as I am well assured, in regular Correspondence with Mr. [John] Wilkes. Their Letters are not trusted to the Post but sent by Private Hands. When I learnt this I immediately suspected that Wilkes is not the only Person in England with whom Beaumarchais Corresponds. My Suspicion is right, there are several other Persons, I do not yet know their Names, but hope to get them soon. . . .

Mr. Deane received Letters of Importance from the Congress by the Ship that arrived at Nantes from Philadelphia the beginning of this Month. He gave out a few days ago that He was going to Geneva, but He is still at

Paris, and constantly endeavouring to engage some of the Many French officers M. de St. Germain reformed to join the Rebel army. He bribes high and has engaged several. Some have refused. This Court cannot be a stranger to these Manoeuvres of Deane, and no doubt is glad to wink at them . . .

1. Stevens, ed., *Facsimiles*, No. 1366.

26 Sept.

*London Chronicle*, TUESDAY, SEPTEMBER 24 TO THURSDAY,  
SEPTEMBER 26, 1776

London [September 26].

Extract of a Letter from Capt. Moore, late Commander of the *Mary and James*, dated from on Board the *Hampden* Packet Boat, arrived at Falmouth.

"You will be surprised at hearing from me in this part of the world, the reason you will see by the protest handed to you. I was taken by a privateer called the *Rover*, a sloop of eight carriage guns and 14 swivels; when she left America she had on board 80 men, but when they took me they had only 38. The Captain's name is Simon Thomson [*sic* Simon Forrester]; where she belonged to; I could not learn from them. They appeared more like pirates than any thing else. They had taken six vessels before mine, but I do not remember any of their names; she had also an engagement with a snow belonging to Bristol, Capt. Bates, which blew up after fighting six hours; only three of the crew were saved out of 26,<sup>1</sup> two of whom were landed on the coast of Algarve, with three masters of vessels and their crews, and the others entered on board the privateer. There were men of different nations on board her; but the captain and major part of the crew were Irish."

1. *London Chronicle*, October 24 to October 26, 1776, the snow *Africa*. The men saved were Richard Smith, James Lindsey, and James Taylor.

27 Sept.

PRINCE MASSERANO TO MARQUIS DE GRIMALD<sup>1</sup>

London, 27 September 1776

In reply to Your Excellency's letter of the Ninth of this month in which you informed me of what transpired between the Spanish brigantine *La Vierge du Carmel* on her return to Cadiz from Havana, and a British frigate commanded by Captain Maximillian Jacobs,<sup>2</sup> I shall inform Your Excellency that I conveyed my protests to Mylord Suffolk at the conference. He replied that he had given the clearest and most positive orders in order to avoid any similar difficulties. I replied that the officers ought to be punished most severely for the simple reason that they could not pretend to be

ignorant of them. Mylord was surprised that the frigate had fired a round-shot. I said to him that doubtless our brigantine had resisted the search, as she had every right to, and I reminded him of the steps I had taken here as a precaution before the ships of war left their ports with orders to stop the Americans. I added that if the brigantine had been stronger, she would have answered the British frigate with a cannon shot, and that the two vessels might have engaged in an action which perhaps might have produced unfortunate consequences. They will result one day from the arrogance of the British officers, if they are not restrained, for in time of peace one does not search the vessels of a friendly Power, nor open their mail packets. He told me that the Americans were resorting to so many subterfuges in order to arrive at their ends that the officers of their Navy were at a loss as to what to do. I answered that in a packet of paper there could hardly be any powder or shot, and that several days earlier His Majesty had ordered me to tell the British Minister that he had given the most rigorous orders prohibiting the supply of munitions of war to the rebels. He replied they were very satisfied with the good faith of our King, and that they had many proofs of it, and that the assurances given to Mylord Grantham were consistent with my manner of explanation here.

I said to him that I served only to carry out the orders of the King whom I knew was very desirous of maintaining good harmony with England. He replied to me in this manner:

With you who are my friend, I can explain myself differently than with anyone else. Your Excellency sees our situation and that we do not desire war with anyone. But if our success in America were such as we would hope, with the experience that we have at present, we would find ourselves in a position to make a firmer and more solid general peace than exists today, for the good of all monarchies.

I answered that this hope for a more solid peace between Spain and England would bring pleasure to the King who thinks likewise and who wishes only to keep that which he possesses without seeing it usurped by anyone.

Reflecting on this type of overture to which I only accord as much trust as it deserves, I do not know who caused it, whether the fear of seeing ourselves armed and the desire to remove from ourselves the fear of seeing them invade our possessions in America with the troops that they have in the Colonies, or the desire to give me to understand that they are not in a position to be able to support Portugal and that they will not support her, even if they were to succeed in America. I perceive these two motives there, but I do not know the one upon which to lay stress. But I still believe that we must remain armed and await events.

I shall finish this dispatch by telling Your Excellency that Mylord Suffolk promised me to deliver my note to Mylord Weymouth, the one which



I gave him containing the names of the Captains of the brigantine and the frigate in order that he might make a report to His Britannic Majesty.

1. AMAE, Correspondance Politique, Angleterre, vol. 518, LC Photocopy.

2. Captain Maximilian Jacobs, commanding H. M. Frigate *Amazon*. This copy of the letter, in French, was sent to Vergennes.

GIAMBATTISTA PIZZONI TO HIS GOVERNMENT IN VENICE <sup>1</sup>

[Extract]

London, 27 Sep 1776

. . . I shall have the honor of reporting for the knowledge of Your Excellencies that the daring of the Americans has gone so far as to affront Great Britain even in its own channels and to capture its ships trading with Portugal, Africa, and Italy. . . . insurance [rates] which were one and a half percent jumped to ten and ten and a half percent, and are staying there. . . .

1. Papers of the Senate, ASV.

*Public Advertiser*, FRIDAY, SEPTEMBER 27, 1776

London [September 27].

Insurance to and from the Straits has got up to Five Guineas Premium; Eight Guineas were offered on one Vessel homeward-bound, and refused. The Prices of Rice, Indigo, Sugar, Leather, and several other Articles usually imported from America, are raised within these two Years Twenty per Cent.

*London Chronicle*, THURSDAY, SEPTEMBER 26 TO SATURDAY,  
SEPTEMBER 28, 1776

London [September 27].

Yesterday in consequence of an application made by the West India merchants the day before to the Lords of the Admiralty, notice was sent from the Admiralty to Lloyd's coffee-house, acquainting the merchants that a convoy would sail from Spithead the first fair wind after the 20th of October, only waiting 48 hours for the ships from the Downs, for all the West India islands The convoy will consist of four ships of war.

Notice was also sent that a convoy would sail from Corke in December.

"EXTRACT OF A LETTER FROM PLYMOUTH DOCK,  
DATED SEPT. 27, 1776."<sup>1</sup>

Arrived here last Monday the Brig, *Samuel*, from Nantz, in thirty-two Days [sic], bound to Petersburg, belonging to Stockton, the Master's name Watson; he says that when he left Nantz, there were no less than twelve or fourteen Ships, Brigs, Schooners, &c. in that Port, belonging to different Ports in America, loading with Military Stores, &c. They bring

Wheat and Flour in exchange. The Day he sailed, a large Ship, Burthen 400 Tons, left the same Port, bound to America, called the *Hancock and Adams*, commanded by one Smith, who was cautious in mentioning what Part of America he was bound to, or what his Cargo consisted of. Capt. Watson was several Times in Company with him, but could learn no Intelligence that was material. The Day before he sailed, he was examined by Order of the Commandant of the Port, when a Quantity of contraband Stores was found on board of him, which he was obliged to re-land; but the same Night they were re-shipped again, with a great deal more. The Mate of the above Brig was on board of the American, when he took on board 2000 Stands of Arms, 321 Barrels of Gunpowder, and 70 Barrels of Saltpetre, besides many other Implements of War, this Vessel had but a few Swivels on board, and might have been taken by the smallest Cruizer in our Service. Not one of the Yankees seemed calculated to make any Resistance, but depended entirely on Dame Fortune.

The above Account was confirmed by the Mate of the *Samuel*, (who was the Master's Son) the Carpenter of her, and two of her Hands; they were all examined by the Principal Officers of this Port, and every one of them agreed exactly with the Master's Report. The Master told me, that his Mate and People knew much more of the Affair than he did, they being often among the small Vessels, and very conversant with the American Crews, the Masters of which Vessels were quite open, and no way reserved in transacting their Business, speaking publicly of what they were to load with, and where they were bound to. A Schooner and Sloop had almost compleated their Cargoes, and would sail in a few Days after the English Vessel's Departure. The French seemed to take little or no Notice of their Proceedings, only now and then inspecting a Vessel to keep up Appearances. In fact, the Captain, Mate, and Crew of the *Samuel*, declare, that the Business of the Americans was transacted with a Degree of Barefacedness, that none, but People well pleased with their Company, could overlook. They affirm likewise, that a ten Gun Sloop could take twenty such Vessels for the Resistance they could make. Undoubtedly a few Cruizers off Cape Finisterre, would pick up Numbers of those Adventurers, with very little Trouble. The *Hancock and Adam's* Cargo was reported to be worth 35000 Pounds Sterling.

1. *Public Advertiser*, London, October 3, 1776.

"EXTRACT OF A LETTER FROM BOURDEAUX DATED  
27TH SEPTEMBER 1776"<sup>1</sup>

There have been several Vessels here from America some of whom We have reason to believe found means, though contrary to the Orders of Government, to procure Military stores and we believe some of them picked up Sailors of different Nations who were allured by the prospect of making their Fortunes in the American Service. There are at present only two American Vessels in this Port, both Sloops of New York built in the Bermuda Fashion, one of them of about 110 Tons with two Decks called the *Lu-*

*cretia* John Saly Master. The other single decked pierced for carrying ten Guns called the *Samuel* John Hutchins Master. These Vessels have yet got no Loading and it is impossible to say when they may part it is said they are waiting for dry Goods. All the American Vessels that have come here have brought Flour, Lumber, Potatoes and a few furs; We are strongly of opinion that the Ships said to be taken off the Coast of Portugal by an American Privateer were taken by some of the American ships that went from hence as one or two of them had a Number of Guns in the Hold and picked up stragglers Sailors, which with what the other Ships could spare them these were sufficient to take any Merchantman unprovided.

1. PRO, Colonial Office, 5/254, 101, 102.

28 Sept.

LORD GEORGE GERMAIN TO LORD GEORGE TOWNSHEND<sup>1</sup>

My Lord,

Whitehall, 28th September 1776

The late advices from Virginia representing the Earl of Dunmore's Situation to be so much changed from what it was at the time his Lordship transmitted the Demand of Military Stores inclosed in my letter to your Lordship of the 18th of April, that his Lordship has it not in his power to carry on any Military Operations against the Rebels in that Province, and there is good ground to suppose he has been obliged to quit his Government, and retire to the Army under General Howe, his Lordship, consequently, can have no occasion for the supply of Military Stores contained in that Demand; I have, therefore, received his Majesty's Command to recall the orders contained in my said letter to your Lordship of the 18th April, directing the sending out the said Military Stores to Virginia and your Lordship will be pleased to give the necessary directions for preventing the Embarkation of any part thereof, or for the relanding of the same in case any part has been embarked. I am &c

Geo: Germain. /.

1. PRO, Colonial Office, 5/162, 665.

PENET & PLIARNE TO NICHOLAS AND JOHN BROWN<sup>1</sup>

Gentln

[Names] Sepr 28. 1776 —

The Above is Copy of our last,<sup>2</sup> since which have not had the Pleasure of hearing from you, this now Serves to Inform you that we this day dispatched your Schooner *Sally* Capt [Samuel] Avery, and by whom You will receive the Invoice & Sales of her Cargo, we are extreemly mortified that the duty on Oils are So grait, and which we where Oblig'd to pay on those recd by your two Vessels we Came this day from making Some Arrangements for the demunition of the Duty, which we Expect to reduce to One third of what we paid before, as we shall make your Oils pass under the

name of a kind of Oil that pays the lowest duty here; we hope to Obtain that favr from the Farmer Generals of France; but will beg you to keep that a Secret, not being Willing to let any One here but Us enjoy that Priviledge (which we shall Obtain with much pain) and only those that Come from your part There arrived here the 19th Inst Mr Nichols from Nantucket loaded with Oil, who we are in hopes Will put the Cargo in our hands and who we expect shall enjoy that Benefiet. We think Gentlemen that you Will be Content with our Transactions, as we every day are able to do better — hope you Will continue to Send Vessels to Us here, and Also recomend your friends — You Will be kind enough to Send me About Six Boxes of SpermaCeti Candles, by the first Vessels you Send here —

We have nothing new to Write you I am Every day ocupied afour-nishing the Congress & Others of your provinces with Amunitions. —

Mr Dean from the Province of Connecticutt, lately member of the Secret Committe at Phia is at Parris, Also the Brother of Mr Robert Morris and Several Others. one Says, they are your Ministers in France. We Shall See at the end of your War which of Us all has render'd the most servis to the Contnnt. I flatter mySelf that one will be content with my Transactions, also with the Prices of the Merchandize I sent them, where the Difference will soon be Scene I am under no Other Doubt but of having All Merchandize upon the best Terms possable, and that you May Injoy the Benefeit thereon for we are Content with the Commisn of 2 pCt the friendship & the of Obliging your Nation is more agreeable to Us than all the Benefe[i]ts in the world. —

In case you Shall think of sending any thing to Bordeaux I take the Liberty of recomending to you the House of Messrs Reculide Bamarein & Raimbeaux who we think will do your Buisness better than Any Other House there can do. In the interum we Remain with much Respect — Gentlemen [&c.]

Pliarne Penet & Co

1. Nicholas Brown Papers, JCBL.

2. Letter of August 19, 1776, Letters to the Governor, 1776, R.I. Arch.

29 Sept. (Sunday)

#### INTELLIGENCE FROM THE ADMIRALTY FOR GEORGE III<sup>1</sup>

Mr Roberts, who was charged with these Dispatches,<sup>2</sup> says, that a day or two before he left Sandy Hook, vizt the 20th of August, the Ships which were in the North River returned to the Fleet, having been almost constantly attacked with Gun-Boats &c, & having expended almost all their ammunition — The Rebels had nearly effected the stopping the Passage of the River to prevent the Return of the Ships<sup>3</sup> — They did not return 'til after he had received these Dispatches — He adds that most of the Hessian Troops were re-embarked

Admty Office 29 *Sepr* 1776 — ½ past 6 o'clock A.M.

1. Fortescue, ed., *Correspondence of George III*, III, 394-95.
2. The dispatch of Admiral Howe, dated August 14, 1776, sent by the *Sandwich* Packet, PRO, Admiralty 1/487.
3. H. M. S. *Phoenix* and H. M. S. *Rose*.

30 Sept.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS,  
PORTSMOUTH<sup>1</sup>

Sir

30th Sepr 1776

The Earl of Suffolk one of His Majts Principal Secretaries of State having signified to my Lords Commrs of the Admty that His Majesty in His Clemency has no objection to the Crew, consisting of seventeen Men and two Negro Slaves late belonging to the Rebel Privatier call'd the *Yankee* of Boston being received on board some Ship of War & recommended their being disposed of on board One employed in the East Indies; I am commanded by their Lordships to signify their direction to you to order the above Crew on board the *Rippon* to serve as part of her Complement, causing an equal Number of Men to be discharged from her into other Ships that want Men to make room for them if you find it to be necessary. I am &c  
P S

1. PRO, Admiralty 2/553, 31.

ACTIVITIES OF THE MASSACHUSETTS PRIVATEER *Rover*<sup>1</sup>

[September 30]<sup>2</sup>

Names of the three English Vessels taken by the American Privateer Sloop, *Rover*, Captain Simon Forrester, belonging to Salem. —

1 The Brigantine, *Sarah Ann*, Captain Gregory Potbury, from Exeter to Gibraltar & Malaga with Provisions and bale Goods, taken the 24th August about 12 Leagues from the Rock of Lisbon. N.B. This Vessel had the Garrison Oatmeal on board.

2 The Snow, *Lively*, Captain William Carter, from Chester to Genoa with Lead and Coals, taken the 28th August about 8 Leagues from Lagos.

3 The Brigantine, *Good Intent*, Captain Wm Davis, from New Castle, with Coals to Gibraltar, taken on the same Day 28th August near the other. NB. This Vessel had the Garrison Coals on board sent by the Contractors.

NB. At the time that these two last Vessels, were passing, the said Privateer was in Lagoss Bay near Cape St Vincent, watering, and on seeing them went up to them, leaving her Casks on Shore, which on the next day she went to fetch.

Besides the above named Vessels, there was a Ship of 220 Tons, coming from Bristol, bound to the Coast of Guinea, named the *African*, Captain Thomas Baker, which after being engaged upwards of 5 hours on the 22d August about 30 Leagues off the Rock of Lisbon, was unfortunately blown up, and out of 28 Men on board, only three were saved.

For the Honble Board of Ordnance

1. PRO, Admiralty 1/4012.

2. The date is approximated. A brief account of the capture of the three vessels appeared in the *Public Advertiser*, London, September 30, and the blowing up of Captain Baker's ship in the same newspaper on September 24.

CAPTAIN DAVID PRYCE, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

I beg you would please to Inform Their Lordships that I Arrived at Dover Last Saturday at 10 at Night In the *Princess Royall* Jamaica Ship Late Captn Duthie She was taken by the Rebbells and Retakeing Again by his Majesties Ship *Milford* and Carried into Hallifax from which place I have been five weeks last Friday —

The Ship *Nevis* Coffin and a Brig from Nevis was Retaken by His Majesties Ship *Liverpoll* and Carried into Hallifax they were to have Sailed with us Under Co[n]voy of the *Hope* Captn [George] Dawson but were in want of Seamen I am Sir [&c.]

Dav<sup>d</sup> Pryce

[Dover] 30 Septbr 1776 —

1. PRO, Admiralty 1/2303, 4, 2.

"EXTRACT OF A LETTER FROM DOVER, SEPT. 30."<sup>1</sup>

Saturday passed by here two ships from Philadelphia, and one armed transport from America, with an American privateer which she had taken; the wind blowing very hard, they did not stay for a pilot. Yesterday a Dutch ship put 16 sailors on shore here, being part of the crews of the following ships, viz. the *Anne* brig of Liverpool, Capt. Wise, from St. Vincent's, taken the 1st of September in lat. 36, long. 35, by an American privateer of ten guns and 14 swivels; a brig belonging to Corke, from Grenada, commanded by Captain Casey (the name of the privateer that took the above was the *Revenge*, belonging to Rhode Island) and the—, from Tobago, bound to London, taken by a schooner of 10 guns. All the crews of the above ships (except the 16 landed here) it is said entered into the service of the Congress.

1. *London Chronicle*, October 3 to October 5, 1776.

GABRIEL DE SARTINE TO M. D'ARGOUT, GOVERNOR OF MARTINIQUE<sup>1</sup>

[Extract]

Versailles, 30 September 1776

You informed me in your letter No 120 of the arrival of Capt. [Thomas] Dorves<sup>2</sup> who did likewise on his own. I approve your attitude in insisting that he cruise to windward as prescribed by his instructions. His protest was only made on the grounds that he could not have remained at sea as constantly as he would have desired; I am convinced that he has not neglected anything in executing his instructions as exactly as circumstances permitted. The Corvette *La Favorite* commanded by Lieutenant de Kersen who will give you my packets will cruise to leeward of Martinique. I have the honor to be with sincere attachment, Sir &c.

1. AN, Marine, B<sup>4</sup>, 134, 122, LC Photocopy.2. Commanding the French frigate *L'Aigrette*.

GABRIEL DE SARTINE TO THE COMMANDERS OF THREE SLOOPS OF WAR  
ORDERED TO THE WEST INDIES<sup>1</sup>

to Captain de Rosnevet commanding the Corvette *La Curieuse* in Brest,  
bound for Santo Domingo.

Lieutenant de Kersen commanding the Corvette *La Favorite* in Brest,  
bound for Martinique.

Lieutenant Dussault commanding the Corvette *Le Rossignol* in Brest,  
bound for Guadeloupe.

Versailles, 30 September 1776

You will find enclosed herewith, Sir, a packet containing the particular instructions which will determine your line of conduct in the mission which H.M. [His Majesty] has entrusted to you. As soon as you receive my let-

ter you will get under way and set sail for 

{	St. Domingo	}	if the wind is
	Martinique		
	Guadeloupe		

favorable; but you will open this packet only after you have passed the Tropic and you will keep secret the instructions it contains. Each time that you will want to communicate to me Intelligence relative to the object of these instructions, you will use two envelopes, the first one marked For You Only. You will show your instructions to the Commandant of the Colony where you will be stationed and you will prepare with him all the operations with respect to your mission. I have the honor &c.

1. AN, Marine, B<sup>4</sup>, 134, 119, LC Photocopy.GABRIEL DE SARTINE TO CAPTAIN THOMAS DORVES, FRIGATE *L'Aigrette*<sup>1</sup>

Versailles, 30 September 1776

I have received, Sir, your letter dated 9 August in which you announce your arrival at Fort Royal, Martinique, and your departure from this port

in order to establish your cruise to windward of the Island. I am convinced that you will fulfill this mission with all the care of which you are capable. The corvette *La Favorite*, commanded by Lieutenant de Kersen, which is taking my packets to Martinique, will cruise to leeward of this Island.

1. AN, Marine, B<sup>4</sup>, 134, 116, LC Photocopy.

MARQUIS DE GRIMALDI TO PRINCE MASSERANO<sup>1</sup>

[Extract]

. . . In said Letter [Masserano's of September 6] and in the one numbered 343 dated 10 September, Y. E. communicates the maritime armaments increasing in those [British] Ports, 36 ships of the line having been ordered thus far for readying. Y. E. has reason to mistrust such extraordinary and expensive measures, which that Power would not take without serious motives in circumstances of great pressure exerted on it, as they are not suitable steps for its visible object of persistently subjecting its Colonies. The King knows indeed that it is needless to recommend to Y. E. the activity and watchfulness required by the goal of learning the intentions of that Ministry [British] . . .

San Ildefonso 30 September 1776

1. AHN, Estado, Legajo 4281, Section 1, LC Photocopy.

1 Oct.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH<sup>1</sup>

Sir:

1st Octr 1776

Vice Adml Amherst having informed my Lords Commissioners of the Admiralty that a Schooner Prize called the *Molly* taken by the *Galatea* is arrived at Plymouth and their Lordships having directed him to send the Masters Mate and People belonging to that Ship, who came in the Prize to Spithead by the *Beaver* Sloop; I am commanded by their Lordships to acquaint you therewith, and to signify their direction to you to order the said Persons to be born on board the *Barfleur* til an opportunity Offers of sending them to their proper Ship. I am &c

P: S.

1. PRO, Admiralty 2/553, 36.

SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE  
OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Extract]

Paris, October 1, 1776

. . . For Heaven's sake, if you mean to have any connection with this kingdom [France], be more assiduous in getting your letters here. I know not where the blame lies, but it must be heavy somewhere, when vessels are



suffered to sail from Philadelphia and other ports quite down to the middle of August without a single line. This circumstance was urged against my assertions, and was near proving a mortal stab to my whole proceedings. . . .

. . . The stores are collecting, and I hope will be embarked by the middle of this month; if later, I shall incline to send them to Martinique, on account of the season. It is consistent with a political letter to urge the remittance of the fourteen thousand hogsheads of tobacco wrote for formerly in part payment of those stores; if you make it twenty, the public will be the gainers as the article is rising fast; in Holland, seven stivers 10 lb. and must be in proportion here. You are desired by no means to forget Bermuda; if you should, Great Britain will seize it this winter, or France on the first rupture . . . As your navy is increasing, will you commission me to send you duck for twenty or thirty sail? I can procure it for you to the northward on very good terms, and you have on hand the produce wanted to pay for it with. Have you granted commissions against the Portuguese? All the friends to America in Europe call loudly for such a measure.

Would you have universal commerce, commission some person to visit every kingdom on the continent that can hold any commerce with America. Among them by no means forget Prussia. Grain will be in demand in this kingdom and in the south of Europe. Permit me again to urge an increase of the navy. Great Britain is calling in her Mediterranean passes, to expose us to the Algerines. I propose applying to this court on that subject. . . .

P.S. — An agent from Barbadoes is arrived in London to represent their distress; another from Bermuda, with a declaration to the ministry of the necessity of their being supplied with provisions from the Colonies, and saying that, if not permitted, they must ask the protection of the Congress.

I have to urge your sending to me either a general power for the purpose, or a number of blank commissions for vessels of war. It is an object of the last importance, for in this time of peace between the nations of Europe I can be acquainted with the time of every vessel's sailing either from England or Portugal, and by dispatching little vessels armed from hence, and to appearance property of the subjects of the United States of America, to seize them while unsuspecting on this coast, and to stand directly for America with them, great reprisals may be made; and persons of the first property have already solicited me on the occasion; indeed, they have such an opinion of my power that they have offered to engage in such an adventure if I would authorize them with my name; but this might as yet be rather dangerous. It is certainly, however, a very practicable and safe plan to arm a ship here as if for the coast of Africa or the West Indies, wait until some ship of value is sailing from England or Portugal, slip out at once and carry them on to America. When arrived, the armed vessel increases your navy and the prize supplies the country.

It is of importance, as I have mentioned in my former letters, to have some one deputed and empowered to treat with the King of Prussia. I am acquainted with his agent here, and have already through him received some queries and proposals respecting American commerce, to which I am

preparing a reply. I have also an acquaintance with the agent of the Grand Duke of Tuscany, who proposes fixing a commerce between the United States and Leghorn, but has not as yet given me his particular thoughts. France and Spain are naturally our allies; the Italian States want our flour and some other articles; Prussia, ever pursuing her own interests, needs but be informed of some facts relative to America's increasing commerce to favor us; Holland will pursue its system, now fixed, of never quarreling with any one on any occasion whatever. In this view is seen at once the power we ought to apply to and gain a good acquaintance with. Let me again urge you on the subject of tobacco. Receive also from me one hint further. It is this: Should you apportion a certain tract of the western land, to be divided at the close of this war among the officers and soldiers serving in it and make a generous allotment, it would, I think, have a good effect in America, as the poorest soldiers would then be fighting literally for a freehold; and in Europe it would operate beyond any pecuniary offers. I have no time to enlarge on the thought, but may take it up hereafter; if I do not, it is an obvious one, and, if capable of execution, you can manage it to the best advantage.

1. Wharton, ed., *Revolutionary Diplomatic Correspondence*, II, 153-57.

## 2 Oct.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN THOMAS FITZHERBERT,  
H. M. S. *Raisonable*, PLYMOUTH<sup>1</sup>

*Talbot*  
*Stafford*  
*Hampshire*  
*Grenville.*

*Colnbrooke*  
*Devonshire*  
*Resolution*  
*Alfred.*

Whereas the Secret Committee of the East India Company have applied to Us for Convoy to the four homeward bound East India Ships named in the Margin, which are now on their Passage from the East Indies, and in order to shew the Tract usually pursued by their Ships at this Season of the Year, have transmitted to Us, the Journals of four of their Ships, also named in the Margin, together with an Extract from the Journals of their Ships arrived this Year, shewing the Longitude they make in crossing the Line, and in the Latitude of 15d and 39d North; And whereas we think fit that you shall proceed to Sea in His Majesty's Ship under your command to look out for, and convoy the said four homeward bound Ships to England; You are hereby required and directed to put to Sea accordingly with the first opportunity of Wind and Weather, and make the best of your way to the Island of Fayal, where you are to use the utmost dispatch in taking on board three Months Wine for the Use of the Ships Company; And having so done, You are to proceed from thence to the Westward as far as the Meridian of the Island of Coroo, and then to the Southward, until you arrive in the Latitude of 15d No unless you shall sooner fall in with the

said East India Ships which you are diligently to look out for, keeping for that purpose as nearly as may be in the Tract you shall judge, from a careful perusal of the abovemention'd Journals & Extracts (which will herewith be delivered to you) they will most probably pursue. When you arrive in the Lattitude of 15d No You are to cruize in that Lattitude for 14. days, unless you fall in with the India Ships sooner, and then return, as near as you can, in the same tract, till you come into the Lattitude of the Island of Coroo; And if you shall not then have met with any of the said Ships, you are to make Cape Finisterre, and thence proceed to Plymouth, and wait for further Orders.

If you fall in with any of the Company's Ships above-mention'd, you are to take them under your Convoy, and make the best of your way with them to Plymouth; unless from the Information you may receive from their Captains there should be a probability of your falling in with more of the said Ships, in which case, you are to cruize for such a time, and on such a Station, as in your discretion & judgement you may think most likely for meeting with them.

If you should fall in with two of the abovemention'd Ships, or with the *Talbot* alone, which is supposed to be the most valuable Ship of the four, You are then to return with them, or her to England, without waiting for any others, unless there is a great probability of meeting with them in a few days.

But as from private Letters lately received, there is ground to believe that the *Grenville* may have been loaden from Madrass, in which case, she will be equally rich in her Cargo as the *Talbot*, You are therefore upon falling in with only one of those Ships, to wait a few days longer for the other, notwithstanding what is directed by the foregoing Clause, unless you shall be furnish'd with Intelligence that the *Grenville* has not been loaden from Madrass.

While you are employed in this Service you are carefully to look out for any Ships or Vessels belonging to His Majesty's Rebellious Colonies in North America, and to use your best endeavours to take or destroy such of them as you may fall in with.

Upon your return to Plymouth, you are to acquaint Our Secretary for Our Information with your arrival & proceedings, and at the same time return the beforemention'd Journals of the East India Ships. Given &c. the 2d Octr 1776. —

Sandwich Palmerston H. Palliser

By &c. P.S. By a Messenger 3. oClock P M.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN GEORGE YOUNG,  
H. M. SLOOP *Cormorant*, PORTSMOUTH<sup>1</sup>

[Extract]

Whereas we intend that His Majts Sloop under your command shall proceed to the East Indies but that before she goes thither she should cruize for some time off the Coasts of Spain & Portugal for the protection of the Trade of His Majts Subjects and to look out for any Privateers belonging to His Majts rebellious Colonies infesting those parts, You are hereby required & directed to proceed to Sea with the first opportunity of Wind & Weather and Cruize for Ten Days from Five to Fifteen Leagues West from Cape Finisterre, diligently looking out for any Rebel Privateers that may be Cruizing thereabouts or any other Vessels belonging to the rebellious Colonies and use your best endeavours to take or destroy such of them as you may fall in with.

At the expiration of that time You are to proceed off Cape Roxant & Cruise Ten Days from Five to Fifteen Leagues West from that Cape: And then proceed off Cape St Vincents & Cruize Ten Days, also from Five to Fifteen Leagues West from that Cape, for the purposes abovementioned at the expiration of which time you are to make the best of your way to the Island of Madeira to complete Your Water & take on board such a quantity of Wine as may be necessary for the use of the Sloops Company. . . .

Given &c 2d Octr 1776

1. PRO, Admiralty 2/101, 322-23.

*Public Advertiser*, WEDNESDAY, OCTOBER 2, 1776

London, October 2.

The *Devonshire*, Fisher, from Antigua to Ireland, who was taken by an American, is retaken by the *Liverpool* Man of War, and carried into Halifax.<sup>1</sup>

The *Peccary*, Cleveland, from Tobago to London, is taken by an American Privateer<sup>2</sup>

*George*, Boog; *Anna Bolla* [*sic* *Annabella*], Walker; *Crawford*, M'Lean; *Oxford*, Stewart; *Ann*, Donnison; and *Lord Howe*, Park, from Clyde, with Troops for New York, are all taken by the Americans.<sup>3</sup>

The *Freedom*, [Robert] Wallace, from Granada, is arrived in the River, after being taken by the *Independent* Privateer. The said Privateer has taken the *Ann*, Duncan, from Dominica, and the *Maria*, Hall, from St. Vincent's, both for London, and the *Dove*, Cunningham, from St. Eustatia to Amsterdam.

The *Malaga*, Chione, a Transport, from New York, after being separated from the Fleet, took an American Vessel loaded with Flour, Tobacco and Staves, bound from Philadelphia to Martinico, and carried her into Halifax.

1. Retaken August 3, 1776, off Cape Ann.

2. The ship *Pecary*, Brehold Cleveland, master, was taken by the Massachusetts privateer schooner *Warren*, Captain William Coas.
3. These were the six transports, carrying Scottish troops, which were taken in late May and June. See Volume 5.

"EXTRACT OF AN AUTHENTIC LETTER FROM CAPTAIN UNDERWOOD,  
DATED LISBON, OCT. 2."<sup>1</sup>

On the 6th of September last we sailed from Plymouth for this port with bale goods, and met with little interruption till we arrived off the Rock of Lisbon (though we saw two vessels in the Bay of Biscay, which we judged to be American privateers, and though they gave chase we soon lost sight of them) when we made a sail which bore directly down upon us, and proved, as we expected, an American sloop privateer, mounting eight guns; having a stern of her a brig which we judged to be a prize; we crowded all our sail, but she gained upon us, and was within gun shot, when a large ship appeared on our larboard quarter, upon which the privateer hauled her wind, and bore away with crowded sails. The ship that thus timely appeared in our favour was a Portuguese frigate of 40 guns, sent out to cruise against three privateers that infest the coast, one of which she had taken. We arrived after this safe in the Tagus, where there were many English ships waiting for convoy.

1. *London Chronicle*, October 26 to October 29, 1776.

JOHN EMERSON TO SILAS DEANE<sup>1</sup>

Bilboa Octr 2d 1776

— Capt John Lee of a Letter of Marque Schooner of eight Carriage & 14 swivel Gunns, belonging to my Friends Jackson, Tracy & Tracy of Newbury Port<sup>2</sup> (New England) arrived here the Evening before last — On his passage he made Prize of 5 British Vessels and sent them back to America, one of them was a Transport ship mounted with 16 Carriage Gunns besides swivels & 18 Hands — Some of his Prizes are valuable: He brought in here the Masters of two of them, who have entered their Protests — A Person here who from motives of Intrest is inimical to America, has made use of those Masters Names to Petition the Commissary of the Marine Department here to stop the Vessel which he has accordingly done. In this Petition they represented Capt Lee to be a Pirate, although he is not treated as such here, but he is obliged to wait here for the determination of the Court of Madrid — I am not Knowing of any person being appointed Agent there since the Coloines have declared themselves Independant States — If there should be one there I must beg your influence with him in Capt. Lee's favour. — The matter will go forward, from hence properly represented by our good Friends Messrs Jos. Gardoqui & Sons as well as by the Commissary who Transmits in his proceedings a Copy of Capt Lee's commission & instructions. — I am Sir [&c.]

Extract

Jn<sup>o</sup> Emerson

1. Stevens, ed., *Facsimiles*, No. 587.

2. According to the Massachusetts bond, John Lee commanded the privateer schooner *Hawke*, commissioned August 10, 1776, and mounting only six guns with a crew of thirty, Mass. Arch., vol. 6, 77, 80.

3 Oct.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG<sup>1</sup>

Sir

3d October 1776

I have communicated to my Lords Commrs of the Admiralty your Letter of the 12 august last with its Inclosures, informing them that the *Hind* having struck the Ground coming into English Harbour which occasioned her to leak much, you had ordered her to be hove down to be examined as to the Damages she had received; and that having met with another Brigantine which, in a careful Survey, was reported to be fit to be made an armed Vessel you had ordered her to be purchased and the Naval Officer at Antigua Yard to draw Bills on the Navy Board for £ 750 Sterling the appraised Valuation of her, and had caused her to be commissioned and called the *Pelican* and appointed Lieutenant John Plummer Ardesoif from the *Hind* to command her and also Mr Billy Douglas to be Lieutenant of the *Hind* in his room; and in return I am commanded by their Lordships to acquaint you, that an Extract of so much of your said Letter relative to the said Vessel is sent to the Navy Board for their information, together with the Report of her Condition and, valuation to remain as a Voucher in their Office. I am &c

P: S:

By the Packet same day

1. PRO, Admiralty 2/553, 46-47.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG<sup>1</sup>

Sir

3d October 1776

I received on the 16h past by the *Argo* your Letter of the 24h of July last and immediately laid the same with its Inclosures before my Lords Commrs of the Admiralty

Their Lordships were greatly pleased to see, in your former Letter of the 1st of July that it was your intention to send the *Argo* to England with the Trade which were to sail in August and immediately communicated it to the Merchants concerned in that Trade that they might, regulate their Insurances accordingly, You will therefore readily conceive how much their Lordships were surprized and concerned to find by the Copy of the *Argo's* Orders in the Inclosures abovementioned that instead of sending her to England with the Trade, you had left her Captain at liberty to part from them in the Latitude of 38° No and leave them to shift for themselves, which he accordingly did, and came to Spithead without one of them; a procedure which has given great disgust to the Merchants and very justly, as it

endangered their property and affected many of them in the Re-insurances they were obliged to make upon the occasion

Their Lordships cannot conceive what could induce you to depart from your original intention, so well founded respecting the Convoy abovementioned But to guard against any thing of that kind hereafter, they command me to signify their direction to you not to fail for the future in sending the Convoys home with the Trade to England

I have only to add that I received by the Conveyance abovementioned your Letter of the 31st of July relative to the Action which the *Shark* Sloop had with an american Armed Vessel near the Island of Martinico, and having laid the same with its Inclosures before their Lordships, Copies thereof were immediately transmitted to the Secretary of State for His Majesty's Information. I am &c

P: S:

By the Packet

1. PRO, Admiralty 2/553, 47-49.

"EXTRACT OF A LETTER FROM THE HAGUE, OCT. 3."<sup>1</sup>

As the Placart which was published by the States General last year, prohibiting their subjects to carry arms or ammunition to the rebels in America expired a few days ago, his Excellency Sir Joseph Yorke presented a memorial this morning to their High Mightinesses, to desire a renewal of that Placart for another year, which it is not doubted will be complied with.

1. *London Chronicle*, October 5 to October 8, 1776.

LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

[Extract]

Most Confidential

Paris Octr. 3 1776

. . . Not long ago Doctor [Benjamin] Franklin in a Letter to a french Gentleman with whom he corresponds from time to time upon Philosophical subjects, took occasion to say with that insidious subtlety of which he has given so many proofs, that as soon as the Independency of america was secured Her first object would be to open a great Trade with France and such as would be highly advantageous to both Nations.

1. PRO State Papers, 78/300.

4 Oct.

PHILIP STEPHENS TO SIR STANIER PORTEN<sup>1</sup>

Sir

4th Octr 1776

Having laid before my Lords Commissrs of the Admty your Letter of the 6th instant with the Papers accompanying it relative to an Application from the Sieur Havre of Havre, to Lord Stormant His Majesty's Ambassa-

dor at Paris to be reimbursed the Expences incurred by the reception of thirteen English Seamen on board his Ship *Robust*, Benoist Master, lately arrived at Havre, the said Men having been in a forcible manner put on board that Ship in her Voyage from Martinico by a Rebel Privatier called the *Rover* Captn Rosseter of Boston: Their Lordships transmitted the said Letter and Papers to the Navy Board and directed them to take the same into their Consideration and to report what allowance they conceived it may be proper to make for the Subsistence of these Men, and in what manner it should be paid, Which that Board having done, I am commanded by their Lordships to send you herewith a Copy of their Report thereupon and at the same time to let you know, for Lord Weymouth's Information, that the Navy Board are directed to make an allowance of Six Pence a day for the Subsistence of Each of the said Men while on board the *Robust*. As also for the time it shall appear they have been, or may be subsisted on shore to such Person as shall be appointed to receive the same upon proper Certificates being produced for that purpose.

The same Allowance will likewise be made for their passage to England whether it be in an English or Foreign Ship: And therefore if they are still at Havre, my Lords hope that Lord Stormont will be desired to take measures for sending them to England as soon as conveniently may. I am &c

P. S.

1. PRO, Admiralty 2/553, 50-51.

#### M. GARNIER TO VERGENNES<sup>1</sup>

[Extract]

No. 57

London, 4 October, 1776

My Lord, I have received dispatch number 38 with which you honored me, dated the 28th of the month.

You are now sure that there was no action on Long Island before the 20th of August. Our news extends no further. It is very possible and much to be hoped that later news will arrive in France sooner than here.

Starting from the time of the arrival of the Hessians on Staten Island August 12 and calculating the time necessary as much to refresh troops tired from a long crossing as to arrange all of the campaign equipment so as to be under canvas upon unloading, it is not thought that any large action can occur before the month of September. It is probable that General Howe will want to start off with all of his strength, and in this case, 20 days are not too much for him to prepare for action. You will even see later, My Lord, that this is not enough to execute the plan of attack upon which it is said that the English general has decided.

Never has such a small island had so many ships assembled around it. At the departure of the last ship, there were no fewer than 500 sail there. Many people, upon hearing this, flatter themselves that the very view of this fleet will throw the enemy army into fear and confusion.





*Dutch Conception of the British Landing at New York.*

However, it does not appear that General Howe himself judges the situation in this way, since his last letter no longer makes any mention of the hopes he had in the preceding one about the favorable disposition of part of the colonies and of the numerous partisans of the Government. The troops have arrived and he now concerns himself only with the means of starting the operations of the campaign without loss of time.

The Americans can form no obstacle to it. Not yet having any fleet, they are necessarily on the defensive. It is even generally expected that, unable to resist such a large army of regular troops supported by a numerous fleet, they will be chased out of New York. The object of the English general is not to buy this victory too dearly. To do this, he intends to force them to abandon their fortifications without striking a blow, and here is the plan of operations which people are giving. Lord Cornwallis with a detached corps is supposed to go around Long Island, enter the Sound, and land at New Rochelle. This operation would require time, for many different winds are required to execute it. General Clinton will land on Long Island to carry the American outposts, and General Howe with the main part of the army is supposed to go up the Hudson to land in the area called West-Chester at a point corresponding, as much as possible, with the landing point of Lord Cornwallis on the other part of the coast. The two frigates which had sailed up the Hudson river, from which they were chased, yet stayed there long enough to reconnoiter the state of the defenses of this coast and make a satisfactory inventory of them.

And so there is the American army surrounded from everywhere and obliged to leave its fortifications to fight, that is, to be completely defeated. No one is examining whether General Howe would be exposing himself to being taken between two camps, for all the enemy forces are not shut up in the dead end of New York.

Such are, My Lord, the ideas upon which those persons who have not lost the habit of underestimating the enemy are nourishing themselves.

The first event can destroy all these conjectures, and we are awaiting any event with impatience. Other people assure everyone that the fate of New York must have been decided August 22nd. But I hardly pay attention anymore to these day to day conjectures and I will only believe well and duly witnessed facts. One certain one is that the American privateers have already in the course of this campaign gotten hold of 38 merchant ships returning to the West Indies. The last three, of whom we got word today, were taken by a privateer called the *Revenge*.<sup>2</sup> The price of insurance for ships coming from Jamaica is 20 Guineas p 0/0 and 18 for those coming back from the other Islands.

The lack of provisions which is starting to be felt in Canada forced General Carleton to free his prisoners, who numbered about 800. He also sent off the Indians who had sided with him, saying that he did not want to wage a war of that kind. The Government, which looks askance at this maneuver, feels that he took too much upon himself on this occasion. Provisions and munitions are being sent to Quebec without let-up. One hundred

thousand pounds sterling have just been sent off to the same destination on a ship named the *Union*. Although it is armed with 16 cannons and eight swivel guns, they are not only insuring it, but giving 3 p 0/0 bonus.

A merchant of Bordeaux writes to his correspondent here that there are presently in that port 6 American vessels which arrived with cargoes of flour and which are preparing to arm in order to cruise at the entrance to the Channel.

. . . I had a trustworthy person ask the Comptroller of the Navy if there was any intention of impressing sailors soon, and he answered that there was no question of this. The secretary of the Admiralty, to whom the same question was put by one of the main ship constructors answered that no use would be made of this recourse for the American war and that before considering Pressing he had to construct several more vessels of 74 guns for the Admiralty.

1. AMAE, Correspondance Politique Angleterre vol. 518, LC Photocopy.
2. The Massachusetts privateer sloop *Revenge*, Captain Joseph White.

#### MARQUIS DE GRIMALDI TO PRINCE MASSERANO<sup>1</sup>

[Extract]

London, 4 October 1776

. . . Even admitting that Gen Howe might take possession of New York this year, he could not drive inland, and the only difference in the situation of the Regiments which were confined to Boston by the Rebels last winter is that they now have more ships to control the sea and receive the provisions sent to them here: . . .

It is said that Gens Carleton and Burgoyne have written from Canada that the Provincials have those Lakes covered with very well armed vessels; that those being readied to ferry the Royal Troops are few and not as good as the Provincial ones; that for this reason they must turn back and retreat to Quebec to obtain provisions. . . .

This trade is suffering from the many prizes the Americans have taken lately. It is said that an Irish Pirate chased seven English ships back to the shores of Spain and Portugal. More than 30 recently loaded English ships have fallen into Rebel hands. For this reason all merchant ships are arming and taking double crews, which makes it difficult to find seamen for war vessels. . . .

1. AHN, Estado, Legajo 4281, Section 2, LC Photocopy.

5 Oct.

*Public Advertiser*, SATURDAY, OCTOBER 5, 1776.

London [October 5].

The *Princess Royal*, from Jamaica, Captain Duthie, which was taken by one of the American Cruizers, and re-taken by his Majesty's Ship *Milford*, and carried into Halifax the 28th of September [*sic* July], is arrived off Dover.

LETTER FROM EXETER<sup>1</sup>

Exeter, (England), Oct. 5. The ship *Bee*, Captain Wallace, of Topsham, was, on his return from the Grenades, met, and taken by an American privateer. On Captain Wallace's being carried aboard the privateer; he told the Captain his was the last vessel an American should have taken. On being asked for what reason, he replied, that his owner had kept him at home for twelve months, because he would not lett his vessel as a transport against the Americans. The American, doubting the truth of this relation, said, he thought Wallace endeavoured to impose on him, and if he found it so, would punish him severely for it; but sending an officer on board the capture to interrogate the men separately on the subject, and having the Captain's story confirmed by their united accounts he credited it, and said, although the vessel was then his, he would return ship and cargo, only supplying himself with such things as he wanted, and taking 50 bags of Cocoa, 20½ casks and a pipe of Madeira wine, discharged Wallace, wishing him a good voyage.

1. Almon, ed., *Remembrancer*, IV, 160-61.