

Naval Documents of The American Revolution

Volume 7

AMERICAN THEATRE: Nov. 1, 1776–Dec. 31, 1776

EUROPEAN THEATRE: Oct. 6, 1776–Dec. 31, 1776

AMERICAN THEATRE: Jan. 1, 1777–Feb. 28, 1777

Part 8 of 9

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To The Respective Captains of His Majesty's Ships *Portland*, *Seaford*, *Hind*, *Perseus*, and Sloops *Beaver*, *Hawke* and *Fly*.

[Endorsed] No 6: Copy of Vice Adml Youngs Advertisement; and Orders given to the Kings Ships to Seize the private Cruizers acting without Commission [Second endorsement] In V. A. Young's Letter Dated 8th, March 1777.

1. PRO, Admiralty 1/309.

9 Feb. (Sunday)

COMMODORE ESEK HOPKINS TO CAPTAIN EZEKIEL BURROUGHS ¹

Sir –

Providence Feby 9th 1777 –

You are hereby directed to go onboard the *Hamden* [*Hampden*] and take Charge of her as Captain; and proceed on a Cruize as soon as you can get your Men onboard, and Cruize for Store Ships bound to the Army of his Britannick Majesty – If you take any Prizes which you may not think worth while to send into port, you are to first take the Men out, and then destroy such prizes and what Prizes you may take which you think worth Sending to port, I advise you to Send to Virginia or the Carolinas, directed to the Continental Agents and when you have Weaken'd your Brig So as not to be able to Cruize, you may put in to one of the ports where you Send your prizes – and get your men and Such Stores as you may Want, and then Cruize as before directed, as long as you can keep your Vessel in Order fitt for the Service –

You are to follow such Orders as you may receive from the honble Marine Board, or from me or any other of your Commanding Officers –

You are to acquaint Me, and the honbl Marine Board of your Circumstances by all Opportunitys, and apply to the Continental Agent for what Money or Stores you may Want for the Service – I am [&c.]

E H Cmmr in Chief ²

1. Hopkins Letter Book, RIHS.

2. Similar orders were issued this date to Captain Joseph Olney, Continental brig *Cabot*, Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO CAPTAIN ELISHA HINMAN ¹

Sir

Providence Feby 9th 1777

I receiv'd yours, and have Inclosed you Mr [Peter] Richards Commission ² and Mr Edward Revelys Warrant for Master of *Alfred* – the Lieutenant of Marines Commission I have not Sent as I don't know at present where Lieutt [William] Hamilton is placed.

Should be glad you will use all your Skill and Industry to get the *Alfred* fit to proceed on a Cruize as soon as possible – I am Sir [&c.]

E H –

1. Hopkins Letter Book, RIHS.

2. To be first lieutenant of the *Alfred*.

JOHN HANCOCK TO CAPTAINS JAMES CAMPBELL AND WILLIAM ROGERS ¹

(Circular)

Baltimore February 9th 1777

Sir You will convoy the Transport Vessels with the Troops across the Bay to such place on the Eastern Shore as the Commander of the Troops shall direct. That being done you will proceed down the Bay – reconnoitre the enemies Ships, and use all possible dilligence to prevent their Tenders and Barges from getting supplies of any kind from the Shores, either of Maryland or Virginia, You will do good service by giving notice of their danger to any inward bound Vessels coming up the Bay and fail not to take or destroy any of the enemies Tenders that may fall in your way. You are to act in Freindly conjunction with the Land Troops and with the Other armed Vessels that accompanies the Troops having always in veiw the great purpose of preventing the enemies ships to taking any thing off from the Land or giving any assistance to the Tories you will inform this bourd of your proceedings by every opportunity. We are sir [&c.]

J Hancock Presdt

To Captain James Campbell of the schooner *Enterprize*
Captain William Rogers of the Sloop *Montgomery*.²

1. Marine Committee Letter Book, NA.

2. *Enterprize*, a Maryland privateer, and *Montgomery*, owned by New York state, had been pressed into Continental service to support the army in suppressing Tory troubles in Somerset and Worcester counties on Maryland's Eastern Shore.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ ¹

February [1777]
Sunday 9

Moor'd in St Johns Road Antigua
Ships Company received Prize Money for the *Putnam & Independence* Briggs the Schooner *Betsy* and the *Maria Susannah & Sally* Sloops

1. PRO, Admiralty 51/711.

10 Feb.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS ¹

Honored Sir

Boston Feby 10th 1777

Inclosed I send a Copy of my last letter to the marine board – Also Copies of my letters to you since my Arrival here in the *Alfred*. – As the good government of the Navy is of the greatest importance, it is a duty incumbent on every Man who is honored with a Commission in the Service to contribute all within his power to so Valuable an End. – You will not therefore I am persuaded charge me with disrespect Altho' my free Sentiments may not Perhaps, always correspond with your own. – it would give me much more pleasure could I Join with the other Commanders in Pointing out hints for Useful Rules & regulations – We have had Sundry Meetings here for this purpose without being able to Effect any thing. – And as this is a natural Consequence where the understanding is contracted I have determined that if I Subscribe to Nonsense it shall be Nonsense of my own not that of others!

There are no Officers more immediately wanted in the marine department than Commissioners of Dock Yards to Superintend the Building and Outfit of all Ships of war – With power to Appoint Deputies to provide & have in constant Readiness Sufficient Quantities of Provision Stores Slops &c. So that the Small number of Ships we have May be constantly employed and not Continue Idle as they do at present – Besides all the Advantages that would arise from such Appointments the Saving which would Accrue to the Continent is worth attending to; had such men been appointed at the first the new Ships might have been at Sea long Ago. – The difficulty now lays in finding Men who are deserving and who are fitly qualified for an Office of such Importance. –

Captain Thomson [Thomas Thompson] of the *Raleigh* Frigate in my Opinion Understands the Business in all its branches he Seems a Merchant, a Man of the world a Gentleman – And the construction and Equipment of the *Raleigh* by his particular Advice does honor to his Mechanical turn an[d] is an Evident Proof of his Judgment so that every thing might be expected from his Sagacity and forethought – And from what I have heard him express, I believe he would Undertake to Superintend the Building & Equipment of the Ships lately Ordered. –

The Navy is in a wretched Condition. – It wa[nts] a man of Abilities at its head who could bring on a Purgation and Distinguish between the Abilities of a Gentleman and those of a Mere Sailor or Boatswains Mate for till such distinction is made the Navy will never become Respectable. – A Man who hath the Meanness of Soul to Deny his wor[d] is a Despicable being Indeed! he sinks beneath the Condition of the poorest Reptile that Crawls on the Earth – And it is not Uncharitable to Suspect him as being Capable of any Baseness Whatever. – As the Action brought against me for taking Men out of the *Eagle* Privateer where I found deserters from the Navy is a Matter which nearly Concerns America as well as myself. – I will add a Paragraph from a Letter which I lately received from Colonel [Daniel] Tillinghast of Providence as follows – “The Commodore has just left me of whom I requested to know his determination either to disavow his orders to you or to comend your conduct that I might acquaint you thereof Agreeable to your desire, to which he reply’s ‘You have his Orders in Writing which, if that will Justify your Conduct its well.’ ” now Sir, I have proof that he both Sent and gave me from his own mouth express Orders [to] take all the Seamen out of Privateers where I found a Deserter from the Navy. – But this is not the first Slip he hath made for I have frequently heard him Affirm that he served America without Pay. – if so why is he so earnest about claiming a Twentieth part of all prizes. – this leads to an Enquiry whither that Claim be well or ill founded for it would be Absurd to Suppose that the Congress mean to give him Such a Reward for Smoking his pipe at home – it being altogether Unprecedented in a Navy Establishment even in Countries where other Sinecures and Abuses are Common. – When the Commander of a Fleet or Squadron goes to Sea in Person or is on a Foreign Station the Case is very Different.

You cannot at such distance imagine the discontent which prevails among the Seamen in these Eastern States on Account of Prize Money – They Stand Aloof and will not Re-Enter untill that Matter is Settled – and there is no prospect of its ever being Settled while Individuals lay Claim to Shares who were not present

at the Captures – Lawsuits, Duellings, and endless Animosities will be the Consequence and the publick Service will be Neglected and at a Stand while this dispute Subsists – As it is a direct Violation of a Resolve of Congress that any person whatever other than the Captors should Share in Prizes. An Explanatory Resolve is the Most Speedy and Effectual Method to put an End to the Controversy and restore harmony to the Service. – No man or private Society of men hath a Right to add to the Established laws of the land Yet by the Inclosed Invitation we see that Individuals in the Navy have Assumed that Authority.

I must repeat what I asserted formerly that unless some happy expedient can be fallen upon to induce the Seamen to Enter into the Service for a longer term than Twelve Months it will never be possible to bring them under proper Subordination, and Subordination is as necessary, Nay far more so in the Fleet than in the Army Present Advantages tho Small will Operate far mo[re] on the minds of Seamen than Future Prospects tho great. – they ought at least to enter during the war – if not during pleasure – And all Deserters ought to be Capitally punished instead of this there hath not been a Single Instance of Inflicting punishment on a Deserter but on the Contrary they have even been paid for the time of their Absence – And they are Suffer'd to parade thro' the Country with impunity without being Question'd. – were these matters rectified we should hear of no such thing as Desertion the American Navy would soon become respectable to all the Wor[ld] Gentlemen of parts & liberal minds would Join [it] from all Quarters and Felicity would lend us h[er] Standard. – I shall only Add at present – that the Navy would be far better without a Head than with a Bad one. – I have the honor to be with the greatest deference and Esteem Sir [&c.]

J. P. J.

[Endorsed by Jones] Boston Feby 10th 1777 Copy of a letter to the Honble R. M. –

1. Papers of John Paul Jones, 6548, 6549, LC.

PETITION OF MARY O'BRIEN TO THE MASSACHUSETTS COUNCIL ¹

To the Honourable the Council of the State of Massachusetts Bay –

The Petition of Mary O'Brien –

Humbly Sheweth

That your petitioner being on her passage from Lisbon to Ireland on board the Brigantine *Unity* Shubael Worth, Master, was taken by the Armed Schooner *True American*, commanded by Capt Daniel Hathorne, and brought into Salem in this State. That she has now an opportunity of going home to Ireland, in the Brigantine *Lord Lifford*, John Jones, Master. Your Petitioner's Humble Prayer therefore is, that the Honorable Board would permit her to take her passage in the said Brigantine *Lord Lifford* – And your Petitioner as in duty bound shall ever Pray.

Boston February 10th 1777

Mary O'Brien

[Endorsed] In Council Feb. 21, 1777 On the Petition of Mary Obrien Ordered that the Prayer of the same be granted, and that the sd Mary Obrien, have,

and She hereby has Liberty to depart from this State to Ireland, in the Briganteen *Lord Lifford*, of which John Jones is Master – by Order of Council –

1. Mass. Arch., vol. 166, 231.

MASSACHUSETTS BOARD OF WAR TO JOSEPH GARDOQUI & SONS, BILBOA ¹

War Office,

Gentn

Boston Feby 10th 1777 –

This we hope will be deliver'd you by Capt Tucker, & incloses Invoice & Bills Lading of 2210 Quintals best Merchble Cod Fish which we have freighted on Board the Brig *Benjamin* which we wish safe to hand & a good Market. – You will dispose of the Fish upon the best Terms, & invest the proceeds in the several Articles enumerated in the annex'd Schedule, or a proportion of each as they may [be] purchas'd, giving the preference to good Fire-Arms if they are allowed t[o] be shipt to America, – These Goods are to be shipt on Board t[wo] sm[illegible] Vessels that will be soon with you, but if they should not arrive in Time please to ship as many of the Articles as may be in the *Benjamin* And if the Master of the *Benjamin* cannot take them in & you despair of seeing the Schooners, please to remit the Neat proceeds to Messrs Jacques Gruel & Compy Nantz. – The Board of War for the State of Massachusetts Bay have taken the Liberty to address this their first Adv[enture] to Bilboa to your House induced therto by the Great Character you so justly sustain in the Commercial World, & your known Attachment to [the] Cause of America, & intend this Cargo shall be follow'd by others under the like Address. – We are Gentn [&c.] By order of the Board of War

Sam^l Php's Savage, Prest

3000 Blankets –
1000 Fire-Arms –
20 Tons Iron –
30 Tons Cordage
200 ps Raven Duck –
100 do Russia do –
2 Tons Steel –

If Ravens Duck cannot be procur'd, an equal Quantity of such Cloath as is suitable for Tents. –

1. Mass. Arch., vol. 151, 48, Letters from the Board of War, 1776–1780.

JAMES DUNLOP TO BETTY DUNLOP ¹

Ambuscade New Port, in Rhode Island

Dear Betty

10th February 1777 –

I wrote to You about the 30th of Octr last from New York, since which have not heard from You or any of my freinds, The report of all Letters from America being open'd in England at the P: Office, confines me in saying much about myself. I am still on board here, and the Captain if possible continues more & more kind and civil to me, This Frigate a most desireable sea Boat in all respects has been since her coming to America, only employed as a Convoy to Transports

& Wooders, We are now going on a two months Cruise to the Joy of all hands – The 7th of Decr last We got possession of this place without any resistance, the Rebels and Hopkins with his five Frigates runing up the River to the Town of Providence, where they are hem'd in by our Frigates and cant get away. Our Troops have been most surprisngly successfull, We have taken so many Islands, Towns and Forts that We have not men to spare from the Garrisoning of them to undertake any important blow, before that more Succours come Out. Twenty thous'd Russians are expected and five thoud Troops from Cork. It is reported there is a hot Press at London, a Rupture with France expected, and that Twenty new Regmts of Marines are a raising, I coud wish I had freinds of sufficient Interest to procure for me a Leiutenancey in One of them, a Sea life agrees well with me, but found the land service woud not. The Leiuts Anderson & Greg on board here are both old first Leiuts and no doubt new Regmts be a raising they will be promoted, I shoud think myself quite happy to be appointed in the Room of One of them, to continue with Capt [John] Macartney who is a great and good Man. I [illegible] Jamey is well and expects preferment, as there is a new [illegible] Battalion of Rangers to be added to the One Colonel Rodgers commands.

It is a miracle to me how well I keep my health, and all that are on board, We have not One sick person, tho there has been most part of this winter and at present the most severe frost I ever see, yet I make use of no hoods or Great coat, only wears three Wastecoats and covers my self at night with five Blanketts and a Quilt, The *Lark* came in here yesterday, but it has since blown so fresh no boat coud come from Her, She lost Her Main Mast at Sea in a hard gale and We left her a New York getting a new One. I lately heard Mr Jesse Adair & son are both well, The Captain and I live very plain and temperate, which I am certain is very conducive to health

My love to all my freinds, When You write name all the Children and what they are doing. We are unmoored ready for sailing I am Dr Betty Yrs Afftly

J. D.

P S It is the *Juno* and not the *Lark*, that arrived here lately, the *Lark* is at Hallifax and Stationed there Ten Miles below the Town of Providence the River begins to grow narrow and the water shoal, When Hopkins came there He put on shore his Great Guns, and made Batterys of them on each side of the River, by which means He got out of reach of Our Frigates, In the Spring when our Men march up each side of the River, and Our Sloops follow them up, these Frigates must be taken, The Congress is so well convinced of this, that by information of a Deserter, Hopkins has got Orders at all events to endeavour coming down, and has prepared all things for it, but as there is a fifty Gun Ship and four Frigates lying within five Miles of him, and a fifty and Six or seven Frigates and 20 Gun Ships here, lying ready to slip their Cables, all which He must pass, He cannot possibly get away. I cannot inform You of Our Cruise as Our Orders are not to be opened untill We are out of the Harbour, God Bless You All J. D.

In conversing with Our Pilot this morning find Arthur Seed lives here, He has a Wife and One Child, and commands a Sloop of His Br in Laws, at present He is from home, if We return here as I expect We shall, I shall wait upon Her

[Addressed] Miss Dunlop near Belfast ²

1. PRO, HCA 30/272.

2. On the same date Dunlop wrote a similar letter to Samuel Betty, Lord Chamberlain's Office, London, PRO, HCA 30/272.

New-York Gazette, MONDAY, FEBRUARY 10, 1777

New-York, February 10.

The *Milford* Frigate lately took a large Merchant Vessel, mounting twenty Guns, bound to Virginia, and a Brig, bound to France, at one Time within Sight of the Town of Boston.

The *Hancock* built for 36 Guns, has neither Men nor Guns. The *Alfred* of 32 Guns is not half manned; and another Vessel, which they have converted to a Ship of War, is in the same Situation.

It is said, that though the *Alfred*, a Rebel Frigate, took nine Prizes in the Course of her Cruise, only one of them was got in; the other eight having been re-taken by the King's Ships.

Several Prizes, taken by His Majesty's Ships have been sent into Port within the Course of the Week. The Slips about the Town are filled with Vessels of this Sort; and it is said they amount to near or quite two Hundred Sail, many of them very valuable.

By a Gentleman, who left Bourdeaux on the 5th of November, we are informed, that there were then, in that Port, the following Vessels bound to Philadelphia, viz. The Ship *Hope*, Captain Collins; the Brig *Dolphin*, Captain Moore; and another Brig, commanded by Captain Higginson.¹ Several other Vessels were at Nantz, bound to different Ports of America.

Saturday last the *Lark* Frigate, Captain [Richard Smith] arrived here from Halifax, with several Transports.

1. Henry Higginson was the pilot of brigantine *Timoleon*; not master. When captured in April 1777 by H.M.S. *Greyhound* she was "entirely navigated by Frenchmen," Vice Admiralty Register, vol. 5, N. S. Arch.

THOMAS SAVADGE TO THE PENNSYLVANIA COUNCIL OF SAFETY ¹

[Extract]

Pensylvania Saltworks, Feb. 10, 1777.

Gentm, On Monday, the 27th of last month, a small Sloop or tender came into this inlett,² Maned Chiefly by Tories, who Went on board a sloop belonging to Mr James Randolph & Others, with intent to take her Out; but not being able to accomplish that, plundered her of What they Could and went off on seeing a small party of Militia coming down from the head of the river, who happened to get intelligence of their being in; their business, I am informed, was to carry Out the Sloop, and a prize schooner that has lain here some time, and I apprehend belongs to Congress in part, (but am not certain in that point) then to destroy these Works, Which it seems they are determined to Do if possible.

On Monday, the 3rd inst. they came again; went to Mr Randolph's house, took the schooner's Sails and rigging, Carried it on board, and attempted on Tuesday morning to carry her Off; but running her aground Opposite these Works, left her and went on board Mr Randolph's Sloop & Stripped her of her sails & rigging and what more they could take in their boats and stood out to sea; there being a small party of Militia at these works at the same time, and another party on good luck point, which is near Were Mr Randolph's Sloop lay, and who, in my opinion might have taken the Tories and Sloop had there been either good Officers or Men; but the Militia of this part of the Country are by no means Calculated for the defence thereof; for more than half of them are Tories, and the rest but little better.

I am of Opinion that if this part of the Country is to be defended it must be by Continental troops, who know their duty, or Militia of another State: also one or two Gallys to protect this and the Neighbouring inlets. I am in expectation of another Vissett from them, being informed that Colonel Morris is preparing a strong party to Come by land, & at the Same time two Tenders or a Galley are to come into the inlett. If this be true, the Works are gone and every thing else they please; for the people here Will Chiefly take part With them as soon as there Appears a Sufficient number to repel the few Militia that there is any dependence on. . . .³

1. *Pennsylvania Archives*, 1st series, V, 217–18.

2. The inlet at the mouth of Toms River, New Jersey.

3. See Minutes of the Pennsylvania Council of Safety, February 17.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO JOHN HANCOCK ¹

[Extract]

Philada Feby 10th 1777

. . . We have the pleasure to inform you that another Ship with a Cargo of salt is arrived in this River & the former one got safe up, so that the Public & Individuals will be greatly reliev[e]d in their wants of this Article, This last Ship is from Nantes but the letters are not yet come up from her, soon as they do, if there is any interesting intelligence it shall be transmittd to you. The *Randolph* Frigate & Ships under her Convoy got safe out to Sea last Thursday The Frigate sails well & is not badly manned . . .

P S The Ship from Nantes has brought no other dispatches than a letter to Doctr Franklin sent to the Secret Committee, & a London News paper with a letter from thence to Mr Lee that will be forwarded by Mr Bradford –

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 147–48, NA.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

Philadelphia, February 10th, 1777.

Capt. Hazlewood [John Hazelwood] was informed that Capt. Dan'l Murphy is this day reinstated in his former command,² agreeable to his Commission.

1. *Pennsylvania Colonial Records*, XI, 119.

2. Armed boat *Eagle*.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Baltimore] Monday February 10, 1777

Resolved, That it be recommended to the council of safety of Maryland, to prevent the sailing of all provision vessels, while the enemy's ships of war infest the bay; as, there is the greatest reason to apprehend, they cannot avoid falling into the possession of the enemy.

1. Ford, ed., *JCC*, VII, 104, 105.

JOHN ADAMS TO ABIGAIL ADAMS ¹

Baltimore Feby. 10. 1777

Yesterday, I took a long Walk with our Secretary Mr. Thompson [Charles Thomson] to a Place called Fells Point, a remarkable Piece of Ground about a mile from the Town of Baltimore. It is a Kind of Peninsula which runs out into the Harbour, and forms a Bason before the Town. This Bason, within thirty Years, was deep enough for large Tobacco ships to ride in, but since that Time has filled up ten Feet, so that none but small light Vessells can now come in. Between the Town and the Point We pass a Bridge over a small run of Water which empties itself into the Bason, and is the only Stream which runs into it and is quite insufficient to float away the Earth which every year runs into the Bason from the dirty streets of the Town and the neighbouring Hills and fields.

There are four Men of War just entered Chesapeak Bay, which makes it difficult for Vessells to go out, and indeed has occasioned an Embargo to be laid here for the present. Your Uncle ² has two Vessells here, both detained – one is now employed as a Transport for a little While.³ These Men of War will disappoint you of your Barrell of flour. Your Uncle's Vessells would sell very well here. Hardens ⁴ would fetch 800 Pounds of this Money.

1. L. H. Butterfield, ed., *The Adams Papers, Series II, Adams Family Correspondence* (Cambridge, 1963), II, 157–58.

2. Isaac Smith, Sr.

3. To carry troops down the Bay to quell a Tory insurrection in the lower counties on Maryland's Eastern Shore.

4. Captain Jesse Harding in the employ of Isaac Smith, Sr.

SAMUEL ARNOLD TO THE MASSACHUSETTS BOARD OF WAR ¹

Baltimore february 10: 1777 to the Honble Bord of War In Bostan gentlman

I wold a Quante you that We are In a Bad situaton hear at Prasante the Bay is all Bloked up Withe Ships of War I s[ee] No Way git out at prasant the Peaple is all op In arms Hear goan down the Bay to fetch Tore[ys] that are Colacted a grat Nomber Togath[e]r Soport[e]d By the Ships thay Hafe taken a Number of our Nothrd Vasals Som they have B[u]rnte som thay hae Run a shore aftar my V[a]sal Hear I axpected to Sail Sune While I [illegible] my Cargo & am Loded and Rady to saile But a Stopag on all vasals I shel Remain Hear and Whan I shal git out of the Bay I no not I Cold a sold my Vasal for a grate profat 600 ponds Laful I Cante gite no advise what to due with my Vasal Hear for [illegible] I am told I shall Remain Hear at prasante tal I hear from your

I hafe Rote t[wo] Letrs By the poste Rite to me if you pleas we are at a grate
Exp[er]nce hear Noth[ing] To Be had hear Whet very dear flower abt 20
to 22 [sca]rce at that & [illegible]

Samll Arnold

1. Mass. Arch., vol. 152, 48, Board of War Letters, 1776–1777.

GEORGE WOOLSEY TO WILLIAM PATTERSON, ST. EUSTATIUS ¹

[Extract]

Sir.

Baltimore the 10th Feby 1777

We had the pleasure of writing you a few Lines by Capt Robinson in the Brig
Rogers Since then none of your favours. Neither is their any Accot of the *Roger*
yet. Mr [John] Pringle has requested us to write to you when any favourable
Opportunity offers, and we now Embrace the present as such. Delaware Capes
were some time Since badly infested with the English Frigates, but of late they
have left Delaware and give us much trouble, at both places they have made a
number of Prizes cheifly inward Bound, Which keeps all manner of Imports high
and you cannot send any Article in that will not Answer. Our produce is Started
Flour 20/ Tobacco 30/ & 40/ we suppose the English Frigates will keep a Sharp
look out, but of this there is no certainty as they alter their Mode of proceeding
very often On purpose to Deceive. . . .

1. Woolsey & Salmon Letter Book, LC.

MINUTES OF THE MARYLAND COURT OF ADMIRALTY ¹

At a Court of Admiralty held at the Court House
in Baltimore Town the 10th day of February 1777

Present The Honble Benja Nicholson Esqr judge

The Continental Ship of War Called the <i>Lexington</i>	} Libell f[ile]d 21st Jany 1777 Mon[ito]n issd Same day
Wm Hallock Commander	
vs	
Brig <i>Mary Ann</i> Anthony Gilchrist Commr	

Register filed

Condemnation fees pd

day of Sale Ordered to be Monday the 17th instant

1. Admiralty Court Minutes, 1776–1778, 15, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Monday 10th February 1777. –

Ordered that Mr William Holt deliver unto Doctr Livingston [Justice Livingston]
two pound Bark, two pounds Glauber Salts, one pound Salts, one pound Manna
and four Ounces of Rhubarb for the use of the Sloop *Scorpion*.

1. Navy Board Journal, 174, 175, VSL.

VIRGINIA NAVY BOARD TO GEORGE HOPE, HAMPTON ¹

Sir

We have sent you by Captain Dean [William Deane] £200 – you are desir'd
to acquaint us by the first opportunity the situation of the Boats where you are

building, and when they will be finish'd and also to provide Provisions for the Workmen keeping an Account of the same which shall be paid You. –

(Signd) Thomas Whiting 1st Comr

[Williamsburg] 10th Feb. 1777 –

1. Navy Board Letter Book, VSL.

DEPOSITION OF SEAMAN JOHN BROWN, H.M. SLOOP *Racehorse*¹

John Brown, Seaman sent in prize Master of a Prize taken by His Majesty's Armed Sloop *Race Horse*, Lieutenant William Jones Commander, deposeeth that he the said Prize Master with Christopher Darby and Edward Bryan were put in charge of the Sloop *Modesty* taken by His Majestys Armed Sloop above said by the said Jones, to proceed with her to Port Royal Jamaica, November 22d 1776, and on that Day they left the *Race Horse*, and proceeded for Port Royal accordingly with Thomas Agnew late Master of the Sloop *Modesty* (i.e. when she was taken by the *Race Horse*) and James Wilson Supercargo, who were evidences necessarily to be Examined in the Court of Vice Admiralty in order for her trial in the said Court. They had also on board the *Modesty* another Man taken in a former Prize to Assist in Navigating the said *Modesty* to Port Royal which with a Boy of ten or Eleven Years old whose name is John Rogers, who belonged to Thomas Agnew above Mentioned comprized every body then on board the Sloop *Modesty*, when they parted from the *Race Horse*

This Deponent farther sayeth, that the day following, Viz. November 23d 1776, being then near Cape Dona Maria, on the Island Hispaniola about 7 O'Clock in the Morning, the Man, who was put on board the Prize to Assist as abovementioned, and whose Name the Deponent doth not recollect, was boiling some Water for the purpose of making Coffee, and asked the Deponent to go below and bring him the Coffee up, which he accordingly complied with having left Christopher Darby, abovementioned at the Helm, that he the Deponent was about two or three Minutes below fetching the said Coffee, and as he was returning on Deck he observed the said Darby had Quitted the Helm and was running forward in great hast being sent by Agnew to haul the Jib Sheet aft for the purpose no doubt of getting him out of the way to facilitate the Execution of his Mutenous intention, that the Deponent on getting on Deck observed Agnew had got hold of the Helm in one hand and in the other hand held a Hatchet and when the Deponent interrogated him to know what he was about as he appeared in a hostile manner and disposition, the said Agnew replied that he was going to carry the Vessel in there, pointing to the land about Cape Dona Maria, the Deponent Answered he should not, and ordered the people that were with him and of course under his direction and Command as prize Master, to leave off trimming the sails, and join with him in endeavoring to recover the Vessel from the said Agnew, upon which the Deponent took up a Steering sail yard to knock the said Agnew down if he could, but the said Agnew w[ar]ded of[f] the blow and sprang forward with the Hatchet toward the said Deponent with which he beat him, Cut him and Knocked him Down, but the head of the Hatchet falling of[f] he took up the steering sail yard and beat h[im] with that, on which the above mentioned James Wilson Supercargo interfered

and begged of the said Agnew to save the Deponents life, to which the said Agnew A[greed] but immediately ordered Wilson to put the Deponent in the Cabin and there lock him up and Confine him during this fray he the Deponent received not the least assistance from Darby, Bryan or the other Man That Agnew Kept them to trim the sails after the Deponent was Confined, and after the sails were trimmed he Confined Bryan with the Deponent, and ordered Darby to stay on the Forecastle, that he afterwards ordered Bryan on Deck again but K[ept] the Deponent below all Day till he got in shore & anchored the Vessel in a Small Bay near Cape Tiberoon which he understood to be named Ilet, that then the Deponent having occasion to ease himself, begged he might be allowed to go on Deck which was granted him being helped up by Darby, that soon after, the said Agnew got into a Canoe having taken the Vessels papers from the Deponent; as he put off[f] the said Supercargo observing the Condition of the Deponent bleeding with the Wounds he had received in the fray, desired Agnew to send a Surgeon on board to Dress and otherwise Assist the Deponent with his Art, that when the Canoe returned on board the Deponent was put in her and sent on Shore, and being put into a house was bled and dressed by a Surgeon, the Deponent also sayeth that Darby & Bryan were sent on shore to the Same House, where he was on the same Evening, that they remained in the House a day and a Night during which the Surgeon again bled and Dressed the Deponent's Wounds, that Agnew paid the Surgeon for his trouble and also paid for the Lodging's of the Deponent and Darby and Bryan, and that then they were turned out into the street, that a French Surgeon Commiserating the wretched state of the Deponent, ordered him to his own house where he remained 13 or 14 Days, all which time Darby remained in the same place, subsisting himself on a Keg of Biscuit, given him by Agnew and other Means, but Bryan shipped himself on board a French Schooner, and the Deponent has not seen him since, but Darby after the expiration of the 13 or 14 Days abovemention'd travelled with the Deponent to the Port of the O Cayes, Where the Deponent procured himself a Passage to this port in a French Sloop but Darby remaind at O Cayes.

Sworn before me at
 Pt Royal, Jamaica this
 10th Day of February 1777

John Brown

Rob: Wood

[Endorsed] No 7 In Vice Adml Gayton's Letter 30th March 1777

1. PRO, Admiralty 1/240.

11 Feb.

PETITION OF THOMAS BOYLSTON TO THE MASSACHUSETTS COUNCIL¹

To the Honble Council of the State of Massachusetts Bay in General Court Assembled –

The Petition of Thos Boylston humbly sheweth.

That he has fitted out a Ship & Brig both with Lumber to proceed to Guadalope a French Island in the West Indies in order to bring from thence

the effects of Vessel, & Cargo sold there last Year, the said effects he intends to invest, & bring hence in Molasses or such Articles as is much wanted in this State, & has ship'd on board said Vessels shooke Mols Hhds hoops, & Coopers for that purpose. And also Prays that the Ship *Argo*, Capt Cochran may have Liberty to proceed in Ballast to the same place, & for the same purpose.

Your petitioner begs leave to observe to your honors the effects in the West Indies are in very hazardous circumstances, being in a private persons hands, whose situation is very uncertain, & if not apply'd for in Season must be inevitably lost –

He begs leave further to Notice to your Honors that Navigation will probably be more interrupted, & the danger greatly increas'd the ensuing Spring & Summer, and the supply of Molasses, & such other Articles, which the States will very much want may be in a great measure (if not entirely) cut off if the present season to supply the States is not improved. –

Your petitioner presumes his prayer is coincident with the public Utility, and begs your Honors would please to grant it, and he shall as in duty bound ever pray. –

Boston Feby 11th 1777.

Tho Boylston

[Endorsed] In Council Feby 12h 1777 Read & Ordered that the Prayer of the Petition be granted and that the Ship called the *Minerva* Comander the Brig *Joseph* Commander both loaded with Lumber and the Ship *Argo* Capt Cochran in Ballast be and hereby are permitted to proceed to Gaude-lupe for the Purpose mentioned – He the Said Boylston giving Bond to the Naval Officer of the Port from whence they sail, that he will invest his Effects in the W. Indies and that he will import from thence Rum, Molasses, Cotton Wool, War-like Stores, Duck Cordage or any kind of Goods suitable for Cloathing or either of them, and import the same in said Vessels into this State –

1. Mass. Arch., vol. 166, 236–37.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Tuesday February 11 1777

Memorial of Thomas Cushing setting forth that he hath occasion for some Ship Bread, Linseed Oyl, Painters Colours and sundry other articles in the hands of the Agents for the middle district & the Commissary General of this State for the use of the Continental Ships *Hancock* & *Boston* praying that he may be supplied with said Articles

Whereas the General Assembly by several resolves of the 13, 14 & 18 of September last determined that they would furnish the Agent for the Building the Continental Ships with Guns and offered him every other Assistance in their Power in fitting out & manning said Ships provided leave can be obtained from the Honorable Congress for said Vessels to Cruize on this Coast for the Protection of the Trade thereof & whereas the Congress have accordingly given orders to the Commanders of said Continental Ships to Cruize upon this Coast Therefore

Ordered that the Commissary General of this State and the Agents for the middle District be and hereby are directed to supply Thomas Cushing Esqr the

Agent for the Building the Ships abovementioned with such Articles as he may want out of such Stores & Goods as they have in their Possession for the purpose of fixing out & manning said Ships he the said Agent engaging to reimburse the State for such Articles as he may receive for the purpose aforesaid.

1. Mass. Arch., vol. 20, 252, 253.

WILLIAM WATSON TO JOHN HANCOCK ¹

Sir

Plymouth 11 Feby 1777

In consequence of an order of the Honble Continental Congress to John Bradford Esqr of Boston, Directing him to charter two Vessels from 70 to 90 Tons in order to bring Iron & Flower to Boston for the purpose of building one 74 gun Ship & on[e] 36 gun Frigate – I have by Mr Bradfords desire, chartered the Schooner *Sally* of Eighty Six Tons, Gamaliel Smith Master, on account & Risque of the American States, have shipt on board her 9 Casks Tanner Oyl containing 703½ gallons as Pr Invo & Bill Loading inclosed and have addressed her, by Mr Bradfords direction, to the Honbl The President of the Continental Congress which hope will come safe to hand –

I woud take this opportunity Sir, to acknowledge the Rect of a Letter from the Marine Committee bearing date of 18 October ulto at Philadelphia, Directing me to settle my accounts as continental Agent, – To Remitt to that Commtee the Ballance due to the Continent, and to make just Destribution of such prizes as came into my hands Your Honble Committee may be assured that no negligence on my part has retarded the settlement of these accounts, – But the slow, tedious movement of the Court of Admiralty, and appeals to Congress in two cases, which are not yet settled, are the Reasons why these accounts have not long since been finished. – I shall with great pleasure, & will endeavour with strict Integrity to settle these accounts very soon, and will forward the papers relating to them to the Marine Committee. – In the mean time I am very Respectfully [&c.]

William Watson ²

1. Papers CC (Letters addressed to Congress), 78, XXIII, 359–65, NA.

2. Watson had been an agent for Washington's schooners.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN PAUL JONES ¹

Sir

Providence Feby 11th 1777

I receiv'd yours of the 7th instant together with a list of the Mens Names who came out of the *Eagle* and also the Accounts, but as they were not sign'd by you nor your Clerk Mr Tillinghast has paid but one Mr [Nathan] Tucker whose Account happen'd to be Signed – Should advise you to make New Accounts and receipts as P the Inclosed and Send them all up and write to Mr Tillinghast to pay them, as I shall go onboard the *Warren* to day, and not be up again Soon –

The Action brought against you by the Owners is Nonsuited, but expect they will bring another – One of the Owners told me, if you had not gone out of Town as you did they should have brought on Seven Actions in behalf of the People – I think the people ought to be Settled with Soon and am much

Surprized you did not Settle with them that came down to you on purpose – I think it stands you in hand to see it done Soon – If you can Mann the Sloop² she will be ready for you in about ten days, and can Send her where you may go Onboard her Safely as I think the Owners of the *Eagle* will give you what trouble is in their power –

I have had a Number of Complaints from the people who you have settled with and given Certificates for Prize Money, some on Mr [David] Sproat in Philadelphia and some on Mr Tillinghast – now I think you should give them Certificates that they are Intitled to Prize Money for such a time, in such a Vessel, and not direct them to any Man who has no prize Money in his hands – and I am fully of the Mind that it will be best for you or any other Officer in the Navy not to take or trouble themselves with any Prize Money more than their own – and that you deliver an Account of what Men are Intitled to Prize Money in the *Alfred* and *Providence* to all the Agents you have had any Prizes sent in to, and let them pay the Money to the People – I am Sir [&c.]

Esek Hopkins

[Endorsed by Jones] Providence 11th Feby 1777. – Orders recd at Boston from Commr Hopkins.

1. Papers of John Paul Jones, 6550, LC.
2. Continental sloop *Providence*.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD¹

Sir

Providence Feby 11th 1777 –

I have of late had many Complaints from the People Late of the *Alfred* that Captn Jones late of the *Alfred* before he would pay them Compels them to Sign a power of Agency to him – a practice which if true is by no means Justifiable – Inclosed you have a Copy of a Letter this day Sent to him, and likewise a power to you from four of the Men which I cannot but think in the Station you are in you Should give Some Attention to, and not olney for them, but the whole Ships Crew So far as to keep the Money in your hands untill the People can be benefited by what they are justly intitled to – I am with Respect Sir [&c.]

E H –

1. Hopkins Letter Book, RIHS.

OFFICERS OF THE CONTINENTAL FRIGATE *Warren* TO ROBERT TREAT PAINE, TAUNTON¹

On board the Ship *Warren*

Much Respected Sr

[Providence] Feby 11th 1777.

We the Subscribers, who belong to the Ship *warren*, voluntarily engaged in the marine Service; we are friends to constitutional liberty; we love America; we are willing to give up every thing that is dear, and, if necessary, Sacrifice life itself in our ravish'd, bleeding, injur'd country's cause; but Sr we are very unwilling that our own lives, and that the continental Ships, which might be of Service to the independent States of America, Should be either ignorantly, or designedly

betray'd into the cruel hands of our unrighteous invaders. We think there is Sufficient reason of complaint against our commanders: we are not influenced by prejudice, our own consciences and the regard which we have for our country oblige us to complain; and we have concluded, not having a more convenient opportunity, to take this method of presenting to your Superior Judgement Several accusations against them which can be easily and Sufficiently attested, Sincerely and humbly asking your advice in our present perplexed unhappy Situation.

Accusations against commodore Hop[kin]s

First, he is a man that ridicules religion, and Seemes very apparently to despise every virtue: he does not hesitate to blaspheme and take the name of God in vain: in this respect he Sets his officers and men a most irreligious and impious example, and when on board, is oftener guilty of profane Swearing than any Jack Tar that belongs to the Ship.

Secondly, he allows himself to Speak publickly in the most profane and disrespectful manner concerning the continental congress, the guardians of our rights and privileges, calling them a pack of damn'd fools, ignorant fellows, lawyers clarks &c, a company of men wholly unacquainted with mankind, and perfectly unacquainted with their business, and that if their measures were complied with the country would be undone this he asserted not only among our own folks, but also in the presence of two captains, who were prisoners, on their passage to new-port in order to be exchanged.

Thirdly, he is a man, if possessed of any principles at all, possessed of the most dangerous principles conceivable, especially when we consider his Station, for he positively declares that all mankind are exactly alike: that no Man yet ever existed who could not be bought with money; who could not be hired with money to do any action whatsoever: this he also asserted in the presence of the above mentioned prisoners, for what reason we can't determine, unless he meant to inform Sr peter Par[ke]r that he wanted an opportunity in order to Sell himself.

Fourthly, he has treated prisoners in the most inhuman and barbarous manner.

Fifthly when a british frigate, a few days ago, was on ground, either for the want of wisdom, or designedly he conducted in a very blamable manner indeed –

Sixthly, he i[s an] effectual obsticle to the fleets being properly maned, and perhaps, on that very account, in his present Station, does his country more damage than he possibly could do in any other capacity.

Many more very criminal things might be alledged and easily proved but the present opportunity will not Suffer us to be very particular.

Accusations against captain John B. Hopkins

First, he is a person that entertains the Same opinion of virtue that his father does, and is almost as often guilty of profane Swearing.

Secondly, he treats the officers on board the Ship in the most unpolite disdainful manner conceivable.

Thirdly, his character is Such, and So universally known that there is no prospect of the Ships being ever maned So long as he is the commander, the officers have taken unwearied pains in order to man the Ship, but people have Such a Spleen against the capn that they will not come on board.

in this State, where our commanders character and conduct are best known, notwithstanding the Ship was built here, and has never been from this place, after all our pains and trouble, we have not been able to procure a Single Man.

fourthly when numbers have been very Sick, even unto death, while living they were not allowed to be carried on Shoar, and although they had nothing in the coldest of the weather to lodge upon but a hammock and one Single blanket, which, in their damp births without the advantages of a fire, were Scarcely enough to keep well men from freezing, our captain had no compassion on them; when perishing with the cold, their dying groans, the repeated and earnest desire of Docters and offercers could not prevail with the unrelenting wretch to afford them another blanket, when there were more than Sixty on board the Ship at the Same time which were in no kind of use.

We consider our commanders as imperious, injudicious men: destitute of humanity and tenderness, of very Small capacities and quite unfit, on every account, [for] the departments they occupy. Their little contracted Sordid Souls are not only entirely destitute of every thing that is noble and virtuous, but are completely filled with every thing that is ignoble and vicious.

Thus far, honor'd Sr, we have presumed to accuse our commanders: we have acted conscienciously: we know not what more to do, nor which way to turn, we are incapabl of helping ourselves. we rely upon your benevolence, and presume Sincerely and humbly to petition Some advice; if you are pleased to grant our request, you will do a very great favor to your Sincere friends and humble Servants the Subscribers

Jⁿo Grannis Capt mereens
James Brewer, gunr
John Reed Chaplain
Samuel Shaw

J ^{as} Sellers	}	Lieutets
Rich ^d Marven		
George Stillman	}	Lieutenants
Barnabas Lothrop		of mars
Roger Haddock		Mas[ter]
John Truman		Carpenn ²

1. Robert Treat Paine Papers, MassHS.

2. Paine apparently advised them to send their complaints to the Marine Committee, and to limit remarks to Commodore Hopkins only. See Officers of the *Warren* to Continental Marine Committee, February 19.

COMMODORE ESEK HOPKINS' RECEIPT FOR PRIZE MONEY ¹

Providence Feby 11 1777

Recd of Nathl Shaw Junr Continentl Agent his order on Daniel Tillinghast Esqr for Two hundred pounds L Money which I Promise when paid to Accott with Sd N Shaw

Esek Hopkins

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 4, NLCHS.

DANIEL TILLINGHAST'S ACCOUNT AGAINST THE PRIZE SLOOP *Charlotte*¹

The Sloop *Charlotta* Prize taken by the *Schuyler* & *Montgomery* in Acct Curr^t
with Danl Tillinghast

To Charges & Expences &c	£	16..9..—	
To Obad Bunker p Order the Judge } for sales &c		66..4..2½	
To Sherifs Commission 1 pCt	5..0..—		
To Judges Fees as p Rect	33..0..6	38..0..6	
		<hr/>	
		120.13..8½	
To the Bala divided between the } <i>Schuyler</i> & <i>Montgomery</i>		381..4..6½	
		<hr/>	
		501.18..3	
Sloop <i>Montgomery</i> 44 Men			
6 Carriage guns 6			
4 Swivels 6			
	<hr/>	56	
			201..8..1½

Accounted with Clark & Nightingale for

Sloop <i>Schuyler</i> 42 Men			
6 Carriage guns 6			
4 Swivels 2			
	<hr/>	50	
2/3 the Continents part	£	179.16..5	
		119.17..7½	
		<hr/>	
1/3 the Captors pd Jared Mills	£	56..0..3	
My Commisn on £ 78. 11			
being the Captors part		3.18..6½	
of the Gross Sales at 5 pCt }			
		<hr/>	
		59.18..9½	179.16..5
			<hr/>
			£ 381..4..6½

1776 } By amount of the Sales of the }
Octo } Vessel & Cargo }

501.18..3

By the Balance to be proportioned } £ 318..4..6½
between the *Schuyler* & *Montgomery* } [sic £ 381..4..6½]

Providence 11 Feby 1777

Errors Excepted

Dan^l Tillinghast Agent

1. Andrew Elliot Papers, NYSL.

"LIST OF PRISONERS RECD FROM RHOD ISLAND, FEBRY 11TH 1777 ON
BOARD THE CARTEL *Jamaca Packet*, EXCHANG'D BY J. AYRES" ¹

Names	Quality	Places of abode
William Dogget	Clerk	Boston
Joshua Winslow	Lieut	Barnstable
Jona Nutting	Steward	Boston
James Belt	Leutenant	Maryland
Thos Fell	Leutenant	Philadelphia
Daniel Haley	Taylor	Boston
Enoch Clark	Seaman	Cape Codd
Joshua Sears	ditto	ditto
John Lusua	Prize Master	Providence
Simon Freeman	Master's Mate	Cape Codd
John Haws	Seaman	do
Richd Hamilton	ditto	ditto
Richd Smith	ditto	ditto
J. P. Kellick	ditto	Georgia
Cornel Creek	ditto	ditto
Jona Sole	ditto	Providence
Elkenah Freman	ditto	Cape Codd
Hezekiah Doane	ditto	do do
Evin Bevin	ditto	Philadelphia
John Winders	ditto	Maryland
John Broders	ditto	ditto
John Wilson	Leutenant	Philadelphia
Job Gorham	Seaman	Cape Codd
William Waistcot	do	Providence
James Lobdil	do	Boston
Willaim Sevars	do	Knowlidge ²
John Tucker	do	do
Saml Burgis	do	do
Joseph Godfrey	do	do
Peter Baker	do	do
Richd Kent	do	do
Josiah Hardey	do	do
Richd Collins	do	Salem
Richd Smith	Seaman	Cape Codd
Jona Cole	ditto	ditto
Thos Lincoln	ditto	ditto
Jabey Jolley	ditto	ditto
William Warner	ditto	ditto
Thos Coffin	ditto	ditto
Nathl Payne	ditto	Cape Ann
John Wilbroh	ditto	Situate

Names	Quality	Places of abode
	[Seaman]	[Situate]
William Walker	ditto	do
Levi Rounds	ditto	Plainfie[ld]
Joseph Hauley	ditto	Vinyard
Saml Chace	ditto	Cape Codd
Gideon Nickerson	ditto	ditto
Mrs Lydia Servat, 2 Children & Servant		
Account of the Exchange of Prison[ers] at Rhoad Island the 11 Feby 1777 –		
By Accot of Capt Ayres		123
To Ballance due to British } on last Accot		23
To Deliverd to Capt Ayres		46
Balla due to Americans		54
		123
Newport 11 Feby 1777		M Reed Secty

1. Council of War Papers, Exchange of Prisoners and Miscellaneous Papers 1775–1781, R. I. Arch
2. Probably Norwich.

DECLARATION OF CAPTAIN THOMAS LAWTON, SLOOP *Diamond*¹

List of Articles belonging to the Sloop *Diamond* whereof Thomas Lawton was Owner and Master taken out of the said Sloop by some British Prisoners who ran away with the said Sloop from Block Island to Long-Island in December 1776.

1 White Flag, 1 frying Pan and 1 Tea Kettle

List of Articles belonging to the said Sloop which were taken from and out of her while she lay in the Harbor of Newport in Possession of the British Ships of War in December 1776 and January 1777.

1 Long Boat & 5 Oars, 1 Iron Shovel, 1 Tea-Kettle, 1 English Jack, 14 lb of Coffee, 1 Iron Pot, 1 Sounding Lead and Line, 360 lb of Iron, 2 Quintals of Fish, 2 Galons of Oil and 8 lb of white Lead, 2 Buckets and Crockery Ware, 1 Topsail, 3 Shirts, 2 pr Stockings, 1 Jacket, 1 Cloth taken out of the Mainsail, the Bonnet of the Jibb, Rigging destroyed, 11 Fathom of Cable.

Thomas Lawton abovenamed maketh Oath that the several Articles above-mentioned (for which he hath received Forty Pounds 3/6 lawful Money of the State of Rhode Island) were taken from the said Sloop in Manner above as set forth

Thomas Lawton

State of Rhode Island &c.

At Providence in the State aforesaid on the 11th of February 1777 personally

came Capt. Thomas Lawton & made Oath to the Truth of the above Declaration by him subscribed,

Before W^m Greene Chief Just Supr Ct

1. Maritime Papers, Revolutionary War, 1776–81; R. I. Arch.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO VICE ADMIRAL
RICHARD LORD HOWE ¹

My Lord

[Philadelphia] February 11th 1777

Lieutenant Wm Jones late Master and Commander of his Britannick Majestys Ship *Race Horse* will deliver this letter as we have permitted him on Parole to wait on your Lordship for the purpose of negotiating an Exchange between himself & Capt Wm Hallock late of the Brigantine *Lexington* belonging to the United States of America; who was taken Prisoner by the *Pearle* Frigate and admitted to return here under Parole by Captain Hammond of the *Roebuck*, we have also allowed Captain Jones Surgeon and Boy to attend him and if your Lordship approves of this Exchange, Capt Hallocks Parole or a dismissal from it with any two of the *Lexingtons* officers or people that were taken with him may be sent to General Washington or to this office when Captain Jones Parole shall be returned, and as Captain Hammond detained one of the *Lexingtons* officers on board the *Roebuck*,² we hope he may be informed as soon as possible of this transaction. If this exchange is refused we expect Capt Jones, his Surgeon and Boy to be returned immediately

It will ever give us pleasure to promote an intercourse of good offices to the Unfortunate during the Continuance of this unhappy War and with sentiments of respect We have the Honor to be yr Ld Ships [&c.]

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776–77), 133, 86–87, NA.
2. Probably Lieutenant Luke Mathewman.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

Philad'a, February 11th, 1777.

An order was drawn on Mr. Nesbitt, in favour John Hart, £318 0 0, for 106 Sailor's Jackets.

1. *Pennsylvania Colonial Records*, XI, 120.

LIBEL FILED IN PENNSYLVANIA ADMIRALTY COURT AGAINST SLAVES TAKEN
BY CAPTAIN NICHOLAS BIDDLE ¹

Port of Philadelphia, }
Pennsylvania, ss. } To all whom it may concern.

Notice is hereby given, that a Court of Admiralty will be held at the State-house, in the city of Philadelphia, on Thursday the 27th day of February instant, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of Nicholas Biddle, Esq; (who as well, &c.) against the following Negro slaves, to wit, Luke, Baile, Jack, Phil and Ben, taken on board

the brig *Betsey*, John Rynoe, master; Jacob, taken on board the brig *Elizabeth*, William Ryson Johnston, master; Henry and Jacob, taken on board the ship *Molly*, Bridge[r] Goodrich, master; Sol, Moses, Charles and Jacob, taken on board the brig *Maria*, John Marshall, master; and Romeo, Joe and Frank, taken on board the brig *Peggy*, commanded by Capt. Cook: To the end and intent that the owners or masters of the said Negroes, or any or either of them, or any person or persons concerned therein, may appear and shew cause, if any they have, why they should not be condemned as prize according to the prayer of the said bill. By order

Feb. 11, 1777.

1. *Pennsylvania Packet*, February 11, 1777.

Maryland Journal, TUESDAY, FEBRUARY 11, 1777

Baltimore, February 11.

Notice is hereby given to the Crew of the *Harlequin*, who took the Ship *Lydia*, that their Prize Money will be paid by George Woolsey, and Daniel Bowley, at the Store of George Woolsey, every Day this Week, from Ten to One o'Clock – and, after this Week, every Saturday.

By Virtue of a Decree of the Honourable Court of Admiralty for the State of Maryland, on Tuesday the 18th Instant, at 10 o'Clock in the Forenoon, at the House of James Anderson, Fell's Point, will be Sold, by Public Vendue, for Ready Money,

The Brigantine *Mary-Ann*, with her Tackle, Apparel and Furniture, as she came from Sea; a fine Vessel, Burthen 200 Tons, well found and fitted. An Inventory will be produced at the Place of Sale. — Same Day will be Sold a Quantity of Mahogany and Logwood, the Cargo on board said Brigantine

David Stewart, Marshal.

STEPHEN STEWARD, WEST RIVER, TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentell Men/ tusday Morning the 11 of feby 1777

I Send you two fine Boats to Carey the Soulgers over the Bay In order to Man them I am oblige to Put In two Sailer Negros If thare is the lest Danger of Losing them I Shall be oblige to you to Send them back again as I Would not take less then two Hundred Pound for Each of them they are as fine fellows as Ever Crost the Sea If you Should not Want the Boats Plesto order them back tell I Can Git Proper Guns for to fix In them Mr Sam Dorsey has Promest to Let Me have 20 Swivels the begineng of Next Week I wish you Woud Indulge Me as far as to Right to him & Not to let anybodey have any tell I git as Maney as well fix out the Galley and the largest armd boat ² I am Gentell Men [&c.]

Stephen Steward

1. Red Book, XXIII, Md. Arch.

2. The Council complied with Steward's request in a letter to Samuel Dorsey on February 12, Council of Safety Letter Book, No. 2, Md. Arch.

JOHN PALMER'S JOURNAL OF A CRUISE IN THE CONNECTICUT PRIVATEER SLOOP
*Revenge*¹

Munday the 10 Day of february [1777] this morning Clear and all most Calm We Went to Work to take Cloath out of our main Sail – and at 9 a m We maide a Sail to the Easterd of us and all hands Was Called to man the Oars and at 1 P m We Got our main Sail Dun and theire Sprung up a bresse of Wind and We Sot our main Sail and fore Sail and Jibb and fliing Jibb and Topsail and Top gallant Sail and at 2 P m We handid our Top Gallant Sail and Shee Was a Standing for us and Shee firde two Guns to thee Luard for a friend But We Returnd No Answer and at 3 P m We Came up With hur We Being to the Luard of hur We fird a Shot at hur & Shee Returnd another and then We Dischargd a Broad Side and Shee Gave us two for it – Shee fird about 30 Guns at us – and We about 20 Before We Past one another – and Shee fird one Shot through foresail and one thr[ough] our Jibb and three through our Top Sail and Several Shot huld us but how many We hit hur With I Cant Say – We Was A Standing to the Easterd and She Was a Standing to the Westerd – Shee Was A Ship Mounted 14 Guns as Near as We Could tell – We hove about and Stood Back for hur But theare Came up a Squall of Wind and Reign Which Partid us for this knight Very Wind and Reignny and A Large See a Going So Ends these 24 howers
Tuesday the 11 Day of february this morning Squally With Reignny and at 8 am We See the Same Ship a Gaine a Way to the Winard our Course SSW So Ends these 24 howers

1. John Palmer's Journal, MHA.

JOURNAL OF H.M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE¹

Feby 1777

Desseada S38° Wt Distce 148 Leags

Tuesday 11th

Light Airs & Cloudy. At 6 AM Saw 2 Sail bearing South made Sail & Chaced. At ½ past discovered the Sails to be in Chace of us. At ½ past 8 discovered one a Ship, the other a Brig. about 10 the Brig within hail, hoisted Kings Colours, on being hailed answerd the *Antigua's* Prize, but observing her to be a rebel Vessel of 10 Guns & a number of Swivels, fir'd a Broadside into her on which she Struck, & Backd her after Sails, Wore Ship in order to lay by & send a Boat on board, But the Ship not Answering her helm run much to leeward, and the Brig took that opportunity of Hoisting her Colours & stood by the Wind from us, the Ship then astern firing chace Guns at us. we continued firing on the Brig, the Brig was very soon at random Shot & Wore round in order to Engage the Ship which had rebel Colours up, and a 11 Guns of a side besides a spare port. When under the Lee of the Ship began to fire at her which she returned, Tacked & Stood with her, continuing our firing. The Ship made the Signal for the Brig to join, which was obey'd, we then supposed they meant to come to close Action, but they declined that, by making all Sail they could to get off. Continued the Chace until ½ past Eleven,

when they where at such a distance a head and leaving us fast,
left off Chace, & stood under easy Sail on the other Tack, to
see if they would chace us.

Modt & fair Wr Made & Shorten'd Sail Occasionally

1. PRO, Admiralty 51/336. Identity of the engaged ship and brig has not been determined.

GOVERNOR THOMAS SHIRLEY TO VICE ADMIRAL JAMES YOUNG ¹

(Copy)

Sir

Dominica 11th Feby 1777.

I had the honor to receive Your Dispatch by Captain Colpoys and can assure you Sir that I entertain the same sentiments with regard to the illegality of the Mode lately adopted of fitting out Armed Vessels without Commissions or any lawfull authority from the Crown, for the Purpose of Cruizing and making Captures of American Vessels and that it is highly derogatory to the Kings Authority; my Sentiments upon that head are I hope by this Time partly known to You, as I suppose my Dispatches containing a Correspondence between the Generals of Martinico Guadeloupe and myself have before this reached your hands.

I now take the liberty to inclose the General of Martinico's Answer to my last Letter to him upon that Subject: the Inclosed Papers Marked No 2 will inform You Sir what my Sentiments are in a fuller manner, and You may depend upon it, Sir, I will use the utmost my Endeavours and Authority that no Body from this Island shall Act Contrary to them. at the same Time Sir, I cannot but lament the Hardships the People of this Island labour under, their Property taken from them, themselves carried into Captivity, threat'ned from the French Islands within sight of Us that the Rebels are arming and fitting out Privateers in those Ports for the Purpose of Depredating even upon our Coasts and plundering us on Shore; Our local Situation so near the French (who surely notwithstanding all their excuses and pretences, behave in a most Scandalous Manner) make us feel the effects of these Troublesome Times very Severely: and certainly must raise a Wish in the Breast of every one to have it in their Power to resent and revenge themselves for such Injustice and Violence; But Sir I am sure that I can answer for the Loyalty of the Inhabitants of this Island, and that now the matter is Explained to them, they will patiently abide a proper Authority for doing themselves Justice, And I am sure I need not urge to You Sir that they ought to be Defended and protected from these intolerable Violences by every Lawful Assistance which We can possibly Afford them. I have the Honour to be with great Esteem and Respect. Sir [&c.]

Tho^s Shirley

P:S As we have so few safe Opportunitys of Sending Our Letters from hence, I beg leave Sir, of troubling Capt'n Colpoys with some Dispatches to the Treasury Board and Secretary of State, and shall be infinitely Obligated to You Sir, to let them be forwarded with Your Dispatches. —

[Endorsed] (No 9) Governor Shirley's Letter in Answer to Adml Young.

[Admiralty endorsement] (one Inclosure) In Adml Young's Letter Dated 8 March 1777

1. PRO, Admiralty 1/309.

12 Feb.

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

February 1777

On Shore in the Cul de Sac [Quebec]

Wednesday 12th A M People Employed Cleaning the Ship. Recd an Order from Capt. [Richard] Pearson to proceed to St Johns to Command the Fleet fitting for Lake Champlain

1. PRO, Admiralty 51/1013.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Wednesday February 12th 1777

Petition of John Pitts setting forth that his Brother William Pitts now in Nova Scotia has a permit from the Honble Council to bring his effects from thence to this State which chiefly consist of Fish which must be attended with a great Risk, praying for liberty to export the same to the French West Indies & the proceeds thereof to be imported into this State –

Ordered that his Brother William Pitts now at Barington in Nova Scotia be & he hereby is permitted to export from thence what Fish & other effects he may now have by him to the French West Indies the nett proceeds to be imported into this State in Articles of Cloathing, Naval Stores, Hemp, Duck, Salt, Molasses & the like Stores.

1. Mass. Arch., vol. 20, 254, 258–59.

JOHN MANLEY TO CAPTAIN JOHN PAUL JONES ¹

Sir

Providence Feby 12 1777 –

I receiv'd your favour of the 8th Current by John Robinson,² and I can See no difficulty in giving him a Certificate for his Prize Money during his Service in the Fleet, as it only appears the Continent is in advance £11..14/ Penny Curry – Therefore it belongs to you to Certify that John Robinson is entitled to Prize Money during the time of his Service in the Fleet mentioning at same time the Continent is so much in advance for him, which Sum the Continental Agent will of Course deduct from him when the Certificate is produced, as no Prize Money will be paid without first producing a Certificate from the Captain he Last Sail'd with – It would still be more proper to mention in his Certificate what Prizes he has been at the taking of.

pr Order of Commr Hopkins
John Manley ³

1. Hopkins Letter Book, RIHS.

2. Seaman on board the *Alfred*.

3. Deputy Continental Agent for Rhode Island.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] Wednesday, 12 February, 1777, met &c.

This Board appoint Cap. Joshua Huntington of Norwich, to superintend and execute the building a thirty-six gun frigate for the United States, as is ordered by Congress.

1. Hoadly, ed., *Connecticut State Records*, I, 172.

Connecticut Journal, WEDNESDAY, FEBRUARY 12, 1777

New-Haven, February 12.

A few days ago, two or three of the enemy's tenders, came too near Cable's Mills, at a place called Compo, the West part of Fairfield, where, for several hours, they made a most furious fire at the mills, and scattering houses in the neighborhood, but without doing any damage.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Wednesday 12 Feby 1777

In Council of Safety, Feby 12th 1777—

Ordered That Captain [James] Campbell be requested to examine all Vessels departing from this Port, and that he suffer none to pass who have not obtained a Permit from the Commanding Officer of the Fort at Annapolis and that he prevent all Vessels from going down the Bay below Poplar Island —

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

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

February 1777

Moor'd in York River Virginia.

Tuesday 11th

At 8 AM sent the Barge with a Flag to York Town with Proposals for an Exchange of Prisoners. —

Modt and Cloudy Wr empd Scrubing Ship

Wednesday 12

at ½ pt 11 Major Nelson in the American Service Came on-board with a Flag of Truce.

Modt and fair Wear PM sent onshore 30 Prisoners.

1. PRO, Admiralty 51/694.

VIRGINIA NAVY BOARD TO COLONEL THOMAS REYNOLDS WALKER ¹

Sir

Captain [Richard] Taylor of the Schooner *Hornet* sent his Boat on Shore about ten Miles to the Southward of Cape Henry with his Mate and five hands, the Surf being so high that they cou'd not return with the said Boat therefore were under the necessity of leaving her. She is a London built Boat rows with four Oars, her upper Streak clinch work, her bottom white and her Stern painted blue with a ring bolt forward and Aft. the Board desire you will dispose of her to the best advantage for this State, and return an account thereof as soon as possible

(Signd) John Hutchings 1st Comr

[Williamsburg] 12th Feb. 1777 —

1. Navy Board Letter Book, VSL.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

Feby 1777.

Cape Charles NE½N 2 or 3 Leagues

Wednesdy 12th

at 7 AM weighed & came to Sail after a strange Sail at 10 came up with the Chace which proved to be a Ship the *Two*

Friends ² from Boston bound to Williamsburgh in Ballast, took the prisoners out & sent a petty officer & 10 Men on board Her. Light Winds & fine Wear $\frac{1}{2}$ past 2 Anchd with the small Bower in 7 fathom Water, at 6 sent the Longboat onboard the prize for the Mens Bedding

1. PRO, Admiralty 51/311.

2. Thomas Cartwright, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS ¹

Sir

Antigua 12th February 1777.

Please to acquaint my Lords Commissioners of the Admiralty that Captain [William] Fooks in the *Favorite* arrived at English Harbour the 29th January last, and Captain [James] Jones in the *Beaver* the 3d Instant, Captain [Edward] Garner in the *Fly* is not yet come to Antigua, from the Islands to Leeward, where He was sent by Captain Paisley [Thomas Pasley] to protect and take care of such part of the Convoy as were bound to those Islands, it gives me great pleasure to acquaint their Lordships that the Trade from England which came under their Convoy are arrived safe: not more than two or three Vessels missing. By these Ships and the December Packet I have received from their Lordships the several Letters and Orders named on the other side which I beg you to acquaint them shall be exactly Complied with.

I am likewise to desire You will be pleased to acquaint my Lords Commissioners, that a set of Adventurers belonging to these Islands encouraged by an opinion they have obtained from the Attorney General; and some other Lawyers, vizt "That all His Majesty's Subjects have a legal right during the present Rebellion; to make Capture of any Vessels belonging to the Rebels, where ever they can meet with them; and otherwise to distress and annoy them, in any manner they can," and have therefore fitted out a Number of Armed Vessels (Consisting of small Pilot Boats; Schooners and Sloops) and without Commission or any Lawful Authority from the Crown have caused them to proceed to Sea, in order to Cruize and make Captures: They have already taken several Vessels upon the High Seas and sent them into the different Islands to be Condemned as Prize, and it seems expect to receive One Half the Proceeds by Sentence of the Court of Admiralty: and to obtain the other Half from the King's Bounty; this certainly appeared to me the most Extraordinary Step I had ever before heard of; and I cannot but imagine that a Vessel without Commission Cruizing on the High Seas and making Captures there, is Actually Guilty of Piracy: I therefore wrote to Mr Thomas Warner the Kings Attorney General, and desired He might prosecute the perpetrators and Abettors as Pirates; this He has peremptorily refused doing, and strongly asserts the propriety and Lawfulness of their proceedings; I also wrote to the Commander in Chief of these Islands (for the time being) to put a Stop to this mode of sending Armed Vessels without Commission to Cruize and make Captures on the High Seas, 'till the King's pleasure could be known; but had no better Success than in the former application. I have since received a formal Complaint from the Governor of Martinique, that one of these Vessels without Commission; had taken a Vessel bound to, and belonging to Martinique;

and carried her into Dominique; on receiving this Complaint, I immediately wrote to the Respective Governors of the English Islands to acquaint them thereof and requested they would use their utmost Endeavours to put an immediate Stop to the foregoing Practices; and have also given Orders to the Kings Ships under my Command to make Capture of any of the above described Armed Vessels, not having Commission which they can meet with Cruizing on the High Seas, for the purpose of taking Prizes; and have likewise directed Captain [John] Chapman in the *Shark* to Lie in St Johns Road, and prevent any more of them Sailing from thence: I must likewise observe to their Lordships that these Vessels obtain Collusive papers from the Custom House's at the different Islands; and are cleared out in Ballast for places they never intend to go near; and that officers belonging to the Customs are concern'd in some of them as Owners; but these and some other matters of Consequence, I shall more fully explain to their Lordships in a few Days by a more safe opportunity.

I am likewise to acquaint their Lordships that the several Hired Transports named in the inclosed List; ² having provisions and Stores on board for the use of the King's Army and Navy employed in America, instead of making the best of their way to New York &c as they were ordered; have deviated therefrom, and put into this Island; and the greater part of them without any apparent Necessity: As the King's Service might be very much retarded and hurt by such delays I have thought it necessary to appoint an Officer to take Charge and Command of as many of the Transports as are fit to proceed on their Voyage, and conduct them to New York: and have accordingly put Lieutenant Hugh Cloberry Christian (from the *Shark*) on Board the *Albion* Transport, and directed him to Execute that Service. I have likewise ordered the *Albion* and *Hungerford* Transports to take on board the remaining Troops belonging to the 8th and 47th Regiments: and carry them to New York, to be disposed of as the General or Commanding Officer of the King's Forces at that place may direct, The other Transports I intend sending under Convoy of the King's Ships belonging to Lord Howe's Squadron (two of which the *Roebuck* and *Pearl* are now here preparing for Careen) when they return back. I am Sir [&c.]

Jam^s Young.

P. S. I have appointed Mr James Gambier, Lieutenant of the *Shark* in the Room of Lieutt Christian appointed by me to Conduct the Transport Vessels to New York. —

Orders received

1.	Order Dated	17th October	} 1776 Pr the <i>Beaver</i>
1	do	19	

Letters received.

1.	Letter Dated	28th October	} 1776 Pr the <i>Beaver</i>
2	do	14th Novemr	
1	do	28th	
1	do	4th Decemr	1776 Pr the Packet

[Endorsed] Recd 6 May Dupl Rd 26 Apl

1. PRO, Admiralty 1/309.
2. See next entry.

“A LIST OF HIRED TRANSPORT VESSELS HAVING ONBOARD PROVISIONS AND
NORTH AMERICA, WHICH BORE UP FOR THE WEST

Ships Name.	Masters Name	Owners Name.	Sort of Vessel.	No of			Where belonging
				[Tons]	[Men]	[Guns]	
<i>King George</i>	Danl Wetherden	Jno Wilkinson	Ship	273		6	London.
<i>Newmarket</i>	R[ober]t Rowden.	Willm Bignell	Snow	230	12		Bristol
<i>Amity.</i>	Jno Hall.	Jno Wilkinson.	Brig	135	9	10	London. Swivels
<i>Ann.</i>	Geo. Woodhouse	Jas Mather.	Ship	232	15	14	
<i>Benjamin</i>	Jno Macartney	Jas Montgomery	Ship	290	16	16	“
<i>Piercy</i>	Simon Rogerson	Willm Piercy	Ship	220	14	12	“
<i>Diamond</i>	Rt Laing.	Jno Wilkinson	Ship	252	17	16	“
<i>Hunter</i>	Willm Grey.	Jno Jenkins	Brig	146	10	8	“ Swivels
<i>Albion</i>	Jno Inglis	Rd Willis.	Ship	328	23	18	
<i>Hungerford</i>	John Teap	Jno Powell.	Ship	289	20	22	Bristol
<i>Prince William</i>	Hy Milford.	Rt Clark.	Ship	458	24	18	Newcastle
<i>Rachel</i>	Thos Rounding	Jno Yeaman	Ship	400	28	14	Whitby

STORES &CA FOR THE USE OF THE KINGS ARMY AND NAVY EMPLOYED IN INDIES, AND PUT INTO ST JOHN'S HARBOUR ANTIGUA''¹

From whence	When Sailed	Where bound.	Lading	Remarks &ca
		Quebec.	With part of the 8th & 47 Regt	At Montserrat; Unfit to proceed the Voyage and Ordered to return to England.
Deptford	17th Septemr 1776.	New York.	Provisions for his Maj's Navy.	Heaving down being leaky, & obliged to Ca[ulk] his Bottom all over his Cargo on shore and talks of being ready in 10 days.
London.	2d October 1776.	"	Oats for the Kings Horse.	Not ready for want of Hands to Navigate her.
Cork.	4th Novemr 1776.	"	Provisions for the Kings Army.	Found on Survey incapable to proceed to Sea again
"	23d Novemr 1776.	"	"	Not ready for want of Water & being 10 short Men 7 of whom are onboard the <i>Tryall</i> Privateer now out on a Cruize, no Sails bent but in other respects ready.
"	26th October 1776.	"	Coals & some Bread for the Kings Army.	Taken by the Rebel Privateer <i>Boston</i> Of 22 Guns & 200 Men (in her way to Antigua) Latd. 17°.03', Longde 60°.00'.
"	23d October 1776	"	Provisions for the Kings Army.	Caulking his Sides which do not appear to want it; has no Water onboard & Complains of having no Hands to fetch any.
London.	17th Septemr 1776	"	Oats for the Kings Horses.	Sailed under the Orders & direction of Lieut Hugh Cloberry Christian for New York.
Cork.	20th Decemr 1776.	"	Provisions for the Kings Army.	
"	"	"	"	
"	"	"	"	
"	"	"	"	

"A LIST OF HIRED TRANSPORT VESSELS HAVING ONBOARD PROVISIONS AND
NORTH AMERICA, WHICH BORE UP FOR THE WEST INDIES,

Ships Name.	Masters Name	Owners Name.	Sort of Vessel.	No of			Where belonging
				[Tons]	[Men]	[Guns]	
<i>Caton.</i>	Willm Cragg.	Willm Cragg.	Brig	170	11		Workington
<i>Success.</i>	Rd Feard.	Culbert Marshall	Ship	240	15	16	Shields
<i>Polly.</i>	Thos Seale.	Thos Seale.	Snow	154	11	10	Bristol
<i>Hope.</i>	Jas Hamilton	Henderson & Co	Ship	300	15	14	Belfast.
<i>Renfrew</i>	Jas. Somerville	Josh Tucker	Brig	216	14	8	Greenock Swivels

Philip Stephens Esqr.

1. PRO, Admiralty 1/309. Endorsed "List of Transports In V. A. Young's of the 12 Feby."

COUNT D'ARGOUT TO VICE ADMIRAL JAMES YOUNG¹

Sir:

Fort Royal Martinique 12 February 1777

I received the letter of the 9th of this month which your Excellency wrote and honored me with. The disapproval which you avow of the acts by pirates without official sanction is a testimony of my opinion that you are just and I was already persuaded that such abuses, true acts of brigands in the eyes of civilized nations would be stopped with the issuance of orders as soon as they would have been made known. I would like to express my satisfaction in receiving the assurance regarding this essential point which the letter tenders.

Your Excellency deceived by rumors or insidious remarks believes that I am granting to the Anglo-Americans a protection prejudicial to the British; however I may assure you that being neutral in the national quarrel which divides you, France receives both in ports which, because of incontestible rights, are open to all the nations which deem them useful to their trade. Therefore the Anglo-Americans have traded with these islands with simple commercial intentions and not for protection; also I have not tolerated that any vessel be commissioned to wage war upon his Majesty and far from that; if Mr. Shirley, Governor of Dominica needed thirty thousand [barrels] of powder, he would be openly supplied by our traders. On the other hand when Anglo-American ships seek asylum in our ports I have always been careful to prevent any insults to the British. I have proof of this written by one of your officers whose ship was stopped by an Anglo-American vessel and who was released upon receiving my orders to do so since I do not tolerate any hostile acts in our waters.

STORES & CA FOR THE USE OF THE KINGS ARMY AND NAVY EMPLOYED IN AND PUT INTO ST JOHN'S HARBOUR ANTIGUA" [continued]

From whence	When Sailed	Where bound.	Lading	Remarks & ca
Cork	20th Decemr 1776.	New York.	Oats for the Kings Horse.	Sailed under the Orders and direction of Lieut Hugh Cloberry Christian for New York.
"	"	Quebec.	Provisions for the Kings Army.	
"	"	New York.	"	
"	24th Decemr 1776.	"	Coals & some Bread for the Kings Army.	A Shot in her Mainmast, no attempt made to fish the Mast, tho not much damaged, & in all other respects fit for Sea.
London	20th Septemr. 1776	"	Oats for the Kings Horse.	Taken by the Rebels Privateer <i>Langdon</i> of 6 Guns & 25 Men, in Latde 31. . 05' Longde 60° . 00. -

Jam^s Young.

Mr. Bougon, a distinguished citizen of this island and of whom I think very highly will be honored to communicate my gratitude in presenting you this letter. I trust that upon reading this letter which proves my motives of action toward the British, the request or better the claim which he brings and which I recommended that he bring to your attention will not encounter any difficulties.

The *Trois Avanturés* under the command of Mr. Lare and owned by Messieurs Desmajes, Salleron and Bougon has been intercepted, a quarter of a league at the most, offshore this island by the English schooner *Tryall* under command of one named Jardin who without a war commission seized it and led it to Antigua, assuming that it belonged to some American. According to your principles the lack of authority renders this seizure unqualified and the distance from our coasts where it was done is according to my actions in a similar circumstance a proof of a hostile act requiring on your part restitution. I hope that your Excellency will take this opportunity to act as I have done in the past and as I always will.

At this moment Mr. Seinaud de Vic tells me that off Canouan the schooner *L'aimable Louise* which was under his command on a diplomatic mission was molested by the British brig *Pelican* under Captain Aldersoif [John Plummer Ardesoif] which fired a round at him, and that upon dropping sail and hoisting his diplomatic flag, he received several shots followed by volleys from muskets; then he was searched and found clear but that the men from the *Pelican* having badly lashed his boat caused its loss, and that the masts, sails, and rigging were severely damaged by the criminal shooting.

An envoy is sent under public faith, thus Aldersoif's action is an odious infringement on the rights of men, moreover the criminal acts are uncalled for

since being unarmed this vessel could not offer the least resistance. Such high-handed behaviour certainly does not have your Excellency's sanction, and I am bringing you the complaint of this Frenchman injured under all the laws of nations.

At all times will I give your Excellency proof of my provisions to maintain between our two nations the peace established by treaties.

I have the honor of being with the greatest respect [&c.]

D'Argout

1. PRO, Admiralty 1/309. In French and enclosed in Vice Admiral Young's letter of March 9, 1777.

GOVERNOR VALENTINE MORRIS TO VICE ADMIRAL JAMES YOUNG ¹

(Copy)

Sir

St Vincents Feby the 12th 1777.

This serves to acknowledge the receipt of both of your favours of the 3d Instant and in the name of this Colony and for myself, beg leave to return you thanks for sending the *Favourite*, and the *Pelican* to cruise in these Seas, for the protection of the Trade of these Islands which really stood extreemly in need of it, the American Privateers having been daily all around us, entring even within our Bays, and once if not twice have Landed some of their Crews among the Charibs to gain intelligence of where they might most Commodiously Land, however we have hitherto kept so good a look out that none have ventured to make a descent.

I was Sir on the point when the *Favorite* arrived of sending off to You an express to request a Convoy for the *Nottingham* Storeship which came with the late Merchant Fleet, and under the same Convoy to this Island. Her Loading is of the most Valuable kind of every sort of ammunition for the Islands of St Vincent's, Tobago, Grenada, and Antigua and the Orders of the Captain, which he has produced to me, were very strict, by no means to proceed to any of the Islands without a Convoy; under these Circumstances I have requested of Captain Fooks to take her under his protection from hence to Tobago, Grenada, and Antigua unless any different orders of yours shall meet him at Grenada: but in this case Sir I must request you will give the proper directions to have her convey'd down to You at Antigua, since Government has thought her of such Consequence as to be very positive in their Orders that she shall not move without Convoy.

The exigencies of this Island, together with a mistake of all the Arms of the 60th Regiment which come last from England being set to Antigua the head Quarters of the Regt whereas the far greater part were intended for this Island, together with a great mistake in the Quantity of these, and other matters indispensably wanted for this Island has lain me under the necessity of detaining for the use of this Island the articles hereunder mentioned which were in the Antigua Invoice, and I shall give the Captain before he sails a proper memm of the same.

I take Sir this opportunity of acquainting You that the Constant track of the American Schooners is from the Windward of Antigua, all to the Windward

of the French, and these Islands, up to the Windward of Barbadoes and there are now several in that path. the day before Yesterday one of our little Vessels was taken there, the Capt: has been permitted to be put on shore here, and he says the Captain that took him behaved to him with infinite humanity: said he had lost his all in America, and had no other method or chance of indemnifying himself but by some lucky hit in the channel he then was; acknowledged he feared he should be taken sooner or later, but hoped if he was he should meet a treatment proportioned to what he had shewn to all those that had fallen into his hands, and begged his prisoner would candidly report when he came on shore, what that treatment was

In regard Sir to the contents of your other Letter of the same date of the 3d of February, I am to first Sir thank you for your information, and to assure You that equally disapproving with you Sir the late prevailing mode of any or every body going on a Cruize without proper specifick Authority I have endeavoured and with success hitherto, to suppress that practice in the Island under my Command, and shall most undoubtedly continue to do the same, at the same time I take the Liberty of acquainting you that I see the Grounds on which the people you mention have proceeded, and on which the Attorney General of Antigua, and that of other eminent Lawyers have been founded.

The Americans being declared Rebels, and to be treated as such: all the Laws of the Kingdom, as well as his Majesty's several Proclamations not only authorize, but command all faithful Subjects to fall on them and annoy in every manner within their power and abilities: and this Sir I presume must prevent every English Subject whatsoever, and whatever be his Command not to treat them as Pirates but as Foreigners, the French more particularly, never enter into, as not Knowing these nice Distinctions of our Laws they will ever treat as Pirates all such as shall be found Cruizing without a proper Commission from his Majesty or those duly authorised by him to grant such, nor do I well see what possibility of Redress persons taken under the predicament of being without a Commission can hope for or expect the French acknowledging, and treating (at least at present) the Americans as independant States will not regulate or alter their conduct and orders to suit our Ideas of Rebels and Rebellion therefore will undoubtedly hang up all as Pirates they may catch in Arms without proper commissions, nor would our Court I presume enter into a War in support of a few Individuals whose own obstinacy, and desire of treading unaccustomed Paths had put them into the Situation they undoubtedly will be in: this Sir however I am afraid is the only risk these adventurers have to run until some new regulations on this hitherto unforeseen Circumstance shall be made at home I however again Sir repeat my assurances of my doing every thing in my power to stop a Practice so pregnant with evil and so likely to draw the two Nations into a War for objects of such little import. What I have said is meant only as to a War against Rebels, against Foreign Enemys I hold a Commission in all instances nec'ssary ashamed to send You Sir this interlined Letter, I can only beg your excuse for so doing as the arrival of the Fleet and Packet together and both bringing me very voluminous Packets requiring answers, Joined to much publick Business of the Island puts it out of my power, or

even that of my Secretary to write a fairer Copy without detaining the Packet longer by which this goes I have the Honor to be Sir [&c.]

Valentine Morris

P S I beg leave to acquaint You that there now is at St Pierres and probably at St Lucia several English valuable Seamen, taken by the Americans in their prizes and who nobly refusing to enter into the Service of any of the Cruizers are nearly in a starving condition. I shall immediately send directions to some of my Correspondents at St Pierres to have them furnished with necessarys and some little Money to keep them steady in their present Loyalty, and submit it to You Sir, whether your sending a Flag of truce there might not be a proper Step both to rescue these Worthy Subjects from want and temptation and to furnish You with some usefull and to be relied on Seamen.

5 Chest of Arms from the *Nottingham* Store Ship, being part of his Antigua Invoice.

[Endorsed] (No 8:) Governor Morris's Letter in Answer to Adml Young.
[Admiralty endorsement] In Adml Young's Letter 8 March 1777 –

1. PRO, Admiralty 1/309.

13 Feb.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Thursday February 13th 1777

Petition of Sturgis Gorham ² praying for Liberty to send a Vessel with a Cargo of Lumber &c to the Island of St Peters & import the proceeds in the produce of said Island Ordered that the Prayer of the within Petition be so far granted as that the Petitioner have & he hereby has Liberty to send his said Vessel to St Peters in Newfoundland whereof is Master Edward Snow provided said Vessel carry none of the Articles prohibited by a Resolve of the 5th February instant he giving Bond that he will import a Cargo of Duck, Salt and Cordage in his said Vessel into this State.

1. Mass. Arch., vol. 20, 259, 260.

2. Mass. Arch., vol. 166, 243.

PETITION OF EDWARD ELMES ¹

In Council Boston Feby 13th 1777

I Edward Elmes being a Passenger on board the Ship *Argo* and was taken by the Privateer Sloop *Warren* John Phillips Commander on the 31st day of July last –

And Whereas the Council have at my request permitted me to depart from this State in the Schooner *Dolphin* Thomas Ogden Master, bound for the Island St Peters, giving my Parole and engaging to do all in my power to procure the Liberation of a Person belonging to this State detained a Prisoner within any of the British dominions –

And that I will not directly or Indirectly give any Intelligence whatever to the Enemies of the United States, or do or say any thing in opposition to or

in prejudice of the measures and proceedings of any Congress for the said States until I am duly Exchanged

Witness Rich^d Derby Junr

Edw^d Elmes

1. Mass. Arch., vol. 8, 181. This is a standard parole form.

Independent Chronicle, THURSDAY, FEBRUARY 13, 1777

Boston, February 13, 1777.

We have certain Advice from France, — That Dr. Franklin arrived at Bourdeaux ¹ the seventh of December last, in good Health — That the Ship which carried him took two valuable Prizes in her Passage, and carried them safe into that Port — That the greatest Preparations for a War were making both in France and Spain that ever were known, which, it was expected, would soon be declared against Englan[d] — And that it was said at Bourdeaux, that the British Court had engaged 20,000 Russians to come to America; but that the French Court is determined to prevent them.

Last Week arrived at Ipswich, from Halifax, a Schooner, laden chiefly with English Goods, who left the 23d of January: The Captain of which informs — That there have been 4 American Privateers carried into that Port lately, taken by the *Milford* and *Liverpool* pirate Frigates: — That the noted Captain Burr, of the *Milford*, died at Halifax lately, and the Command of his Ship was given to the well known, brutal Henry Mowatt, who cruelly plundered and burnt Casco-Bay: — That Lieutenant [John] Knight, a Prisoner of the British Navy, who was taken some Time since, in the *Diligence* [*Diligent*] Schooner, by Captain Jeremiah OBrien, had, with his Officers, together with a Number of English Captains, who lately went in a Cartel from Marblehead, fitted out a Privateer Brig at that Place, mounting 14 Guns, and carrying 85 Men; she is now cruising on this Coast, and commanded by said Knight; and it was generally believed in Halifax, that she is gone on a secret Expedition against some Part of this State, suppos[e]d in the East[ern]: — Th[at] Dawson has his Brig cleaned and al[t]ered every Cruise; she is now painted black, with an Intention of deceiving our Cruisers; he carries 70 Men, and is cruising in the Bay of Fundy, together with the *Albany* Philadelphia-built Ship of 18 Guns, commanded by a Lieutenant: — That the *Milford* and *Liverpool* Frigates are careening in Dock there, as are several other Frigates and Tenders, supposed to get in Readiness to watch the Motions of our Navy — That our Countrymen, to the Number of about 200, are confined on board the *Bellona* Guard-Ship of 50 Guns, where they are treated in the usual barbarous Manner, by the inhuman Commodore Arbuthnot . . . That [George] Dawson had a considerable Number of his Men killed in the Engagement with Captain [Simeon] Sampson, and greatly shattered, as lately mentioned in this Paper. — That 2 Frigates, lay near Fort-Cumberland: — That they expect an Attack that Way very shortly: — That a Cartel, with a Number of Prisoners, was preparing to come to this Port, — no Doubt, with an Intention to gain what Intelligence they can, in Regard to the Situation of our Force in this State: — That Capt. Sampson, and his Men, are treated severely, and were, when first taken, put in Irons; they are now in close Confinement, on board the Guard-Ships, in Halifax Harbour.

One of Captain Sampson's Lieutenants, and a Number of his Men, made their Escape in the above Vessel.

A Gentleman from Halifax, informs, "That when the Howes Proclamation was proffer'd to the American Prisoners there to sign (notwithstanding they were confined on board a Guard-Ship, and told that General Howe was in Possession of Philadelphia) they, like true Americans, to a Man, nobly disdained to accept it; they declared, they solicited no Person or Persons Pardon, but their Maker's, nor ever would they while they had Existence." A noble Example! worthy the Imitation of every American! O! foolish Blunderland.

Captain Edward Rolland, arrived at Salem, a few Days ago, after a short Cruize, during which he has taken 4 Fish Vessels, with 11,000 Quintals merchantable Fish, and a Brig laden with Wine; three of the former are safe in Port.

To be sold at Auction, at the Store of Joshua Loring, in Congress street, Boston, on Friday the 21st Instant, at 12 o'Clock, – The Sloop *Oliver Cromwell*, about 90 Tons burthen, 2 Years old, New-York built, with Sails standing, and running Rigging, as she now lays at Mr. Wheatley's Wharf. Inventory of Stores may be seen at said Store.

N.B. At the same Time and Place will be sold, a Pair of double-fortified Four Pounders, seven Swivels, a Number of Small Arms, Pistols, Cutlasses, Sails and running Rigging, a Quantity of Powder, a Chest of Medicines, a compleat set of Doctor's Instruments, 5 Barrels Pork, 4 Barrels Bread, and a Number of other Articles.

J. Russell, Auctioneer.

1. Franklin had arrived at Nantes.

LIBELS FILED IN THE MASSACHUSETTS ADMIRALTY COURT, MIDDLE DISTRICT¹

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. In Behalf of Captain John Lee, and his Company, and, the Owners of the armed Schooner called the *Hawke*, against the Brigantine *Perseverance*, of about 50 Tons burthen, John Landers, late Master: – In Behalf of Daniel Harthorne, his Company, and the Owners of the armed Schooner called the *True-American*, against the Brigantine *Unity*, of about 100 Tons burthen, Shubael North, late Master: – In Behalf of Isaac Somes, his Company, and the Owners of the armed Sloop called the *Union*, against the Brigantine *Neptune*, of about 100 Tons burthen, Lawrence Barron, late Master: In Behalf of William Cole, his Company, and the Owners of the armed Schooner called the *True Blue*, against the Brigantine *True Britton*, of about 70 Tons burthen, Thomas Babb, late Master: – In Behalf of Elias Smith, his Company, and the Owners of the armed Brigantine called the *Washington*, against the Brigantine *Friends Adventure*, of about 120 Tons burthen, John Cumming, late Master: – In Behalf of John Fisk, Commander of the armed Brigantine called the *Tyrannicide*,

in the Service of this State, ar is Company, against the Snow *John*, of about 140 Tons burthen, William Barrast, late Master: – All which Vessels, so libelled, are said to have been taken and brought into the Middle District aforesaid. And for the Trial of the Justice of these Captures, the Maritime Court for the said District will be held at Boston, in the County of Suffolk, on Tuesday the 25th Day of February, 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, or any Persons concerned, may appear and shew Cause (if any they have) why the same or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, February 13, 1777.

COMMITTEE OF WRENTHAM TO CAPTAIN JOHN AYRES ¹

Wrentham Feb: 13th [17]77

Capn Ayres Sir there are a number of Prisoners Remaining at this Place whose Names follow Viz

Jno Curling Late Master of the Ship <i>Capel</i>	}	Taken by
Wm Curling son to Sd Capn		
Jno Cummings Seaman	}	Capn Whel[illegible]
Jno Bowes Master of snow <i>Ann</i>		
Jno Noble Passenger	}	by Capn
Trusty Brindle & w ^m Greenwood Mouncey		Wm Knot
Daniel McKay Master of Brig <i>Jno</i>	Taken by Capn Wm Knot –	
Isaac Fox Master of Brig. <i>Active</i>	}	Taken by Capn
Robt Shaw Chief Mate of Do		[John Paul] Jones
Robt Malkinson & Joshua Garner		
James Fox Seaman	}	by Capn
Jno Wilson Master of Brig. <i>General Wolf</i>		Richd Whellen
Thos Belling & Phillip Furlong apprentices		
George Elliot Master of Schooner <i>Sally</i>	Taken by Capn Jas McGee	
Joseph Jackson Master of Brig. <i>Desire</i>	}	by Capn
Joseph Errington & Thos Atkinson seamen		Jas McGee
Robt Moore Chief Mate of Ship <i>Venus</i>	by Capn Benjn Price	
Joseph Barker Passenger in Ship <i>Esther</i>	Taken by Capn Elisha Hanman	
Robt Reid Master of Brig. <i>Countes of Eglinton</i>		
Wm Brown Passenger	}	taken by
Archibald Shannan Do		Capn Wm Dennis
Jno Walker Seaman		
Daniel Madden Surgeon & Passenger in Ship <i>Mary</i>	Taken by Capn Samuel Champlin	

1. Mass. Arch., vol. 8, 204.

MAJOR GENERAL PHILIP SCHUYLER TO COLONEL JEDUTHAM BALDWIN ¹

[Extract]

To Colonel Baldwin Chief Engineer

Sir

Albany Feby 13th 1777.

The honorable Continental Congress by a Resolution of the 28th December last have ordered "That a Fort be constructed on Mount Independence; that the Navigation of the Lake near that place be obstructed by Cassoons to be sunk in the Water at small Distances from one another and joined together by String-pieces, so as at the same time to serve for a Bridge between the Fortifications on the East & West Sides, that to prevent the Enemy from drawing their small Craft over Land beyond three Mile point into Lake George, the passage of that Lake be also obstructed in like Manner by Cassoons from Island to Island in the Narrows if practicable or by floating Batteries, that Fort Stanwix be strengthened and other Fortifications be made at proper places near the Mohawks River and that General Schuyler the commanding officer of the Northern Department execute these Works this Winter and that the commanding officer of Artillery Chief Engineer, Quarter Master General & Comg General provide and perform whatever Things in their respective Departments are necessary or may contribute to the Accomplishment thereof. that there be a general Hospital erected at Mount Independence."

In order therefore to fulfill the Intentions of Congress you are immediately to proceed to Lake George to examine if it is practica[ble] to sink Cassoons in the Narrows in the Manner directed and if you find it so to report the same to me, and immediately to order one or more of your Sub-Engineers to execute the Work – If it is not practicable you will report to me by Letter the Reasons why, together with the Depth of the Water and the Distance from Shore to Shore and from Island to Island – The Report to be accompanied, with a Sketch of the Islands.

You are then to proceed to Tyonderoga and as I concieve the Obstruction of the Lake will be much easier and cheaper executed while the Lake continues frozen than at any other Time you will first execute that work – The Cassoons should be so far above Water as that the Bridge may not be under Water when the Lake is at the highest and to prevent Batteaus from passing underneath when the Lake is at the lowest a Boom ought to be laid on the Water on each Side of the Bridge.

1. Schuyler Papers, Letters & Orders, 18 April, 1776–29 June, 1777, NYPL.

JOURNAL OF THE NEW YORK COMMITTEE OF SAFETY ¹

[Fishkill] February 13th, 1777.

The committee to whom was referred the letter from Captain [William] Rogers, of the sloop of war *Montgomerie*, and the papers relative to vessels captured by him, reported:

That as they are not informed of any suitable person to appoint as agent for that business in Baltimore, it is their opinion that a letter be

wrote to our Delegates in Continental Congress now there, to appoint some suitable person for that purpose, to act for this State, and in assisting Captain Rogers in fitting out the vessel for another cruise.

Which report was read and approved.

The same committee also reported a draft of a letter to the Delegates of the Colony in Continental Congress, and another to Captain Rodgers, which were approved of, as follows, to wit:

Gentlemen – We have received from Captain William Rodgers, of the sloop of war *Montgomery*, belonging to this State, a letter informing us of his arrival in Baltimore, in company with a brig and schooner, prizes taken by him, which are now libelled in the Court of Admiralty of that State,² which letters accompanys copies of her register and sundry certificates and papers found on board said brig, all of which appears to us to carry the strongest evidence of said brig and her cargo being the property of the subjects of the King of Great Britain; notwithstanding which, from Captain Rogers' letters it appears he en[ter]tains doubts of the vessel and cargo being condemned. We would therefore beg leave to request you, gentlemen, to give Captain Rogers every assistance in your power in endeavoring to have said brig condemned, and likewise to appoint some suitable person as agent for this State, to assist Captain Rogers in the sale of said prizes, and in fitting said sloop for another cruise as soon as possible.

You will be pleased to order two-thirds of the quantity of each of the articles mentioned in the enclosed list, to be purchased at all events for the use of this State; and in case the remaining $\frac{1}{3}$ part should sell at a moderate price, we would be glad to have them likewise purchased for our accounts; all of which articles are extremely scarce here, and from information may be transported to De Peau's farm, on the Delaware, within forty miles of New-Windsor, on the North river, the greatest part of the way by water.

We are, &c.

To the Hon. Francis Lewis and Lewis Morris, Esqrs.
Delegates for the State of New-York,
Baltimore.

The list of articles referred to in the preceding letter is as follows, to wit:

The barley, raisins, cordage and hawser, crosscut saws, shoes, woollens, linens, Osnaburgs, canvass, lampblack, mustard, spices, twine, nails, salt.

The draft of a letter to Captain Rodgers was as follows, to wit:

Sir – We received your favour of 27th ultimo, enclosing a copy of Captain Wilkenson's receipt for sundry goods shipped on board the schooner *Hannah*, and accompanying sundry papers found on board the brigantine *Minerva*, John Winning master; both of said vessels you informs us you have libelled in the Court of Admiralty, and for which

you have our approbation. We cannot, from those papers enclosed to us, conceive any substantial reason can be offered why the brigantine and cargo should not be condemned; notwithstanding we have wrote to Messrs. Francis Lewis and Lewis Morris, our Representatives, (and such other gentlemen as are there in the representation of us,) now in Continental Congress, to whom we refer you for advice, who will give you all the aid in their power. We have requested those gentlemen to appoint an agent to transact the business for this State, and assist you in forwarding the fitting out of the sloop for another cruise, which we would recommend you would proceed upon as soon as possible. We are, &c.

To Captain Wm. Rodgers, of the sloop *Montgomery*.

Ordered, That the Treasurer of this State advance to Captain Samuel Tudor, the sum of £1000, to defray the expenses of procuring and cutting timber for a 74 gun ship, pursuant to an order of this Committee, and that the Treasurer pay the said money to Mr. Alexander Leach Miller, to be by him conveyed and delivered to the said Captain Samuel Tudor, and take Mr. Miller's receipt on behalf of Mr. Tudor, to be accountable for the same.³

1. *New York Provincial Congress*, I, 805-06.

2. See Rogers' letter to the New York Convention, January 17, 1777.

3. See Samuel Tudor to Abraham Ten Broeck, president of the New York Convention, January 14, 1777.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS¹

Number 22.

Eagle, Off New York

Sir,

February the 13th 1777.

General Howe having desired that Convoy might be provided for the Security of three Transports appropriated for the Reception of the Officers and Recruiting Parties of the 6th and 14th Regiments destined for England, I have appointed the *Carysfort* for that Service. Captain Fanshawe, charged with this Dispatch, is directed to forward the same by Express from Plymouth; And getting the Ship made ready for the Dock without Delay, will wait to receive their Lordships' Orders for his further Proceedings, at that Port.

The Changes in the Situation of the Ships of the Fleet since the Date of the last Return sent in the *Harriot* Packet, have been few. The *Flora*, *Orpheus*, *Daphne*, *Lively* and *Solebay*, detained some Days by the Floating Ice, have lately put to Sea for the several purposes in that Return expressed; And the *Juno*, with the *Unicorn* (the Term of Captain Ford's Continuance off of the Nantucket Shoals, where he had been ordered by Sir George Collier from Halifax, being expired) have since sailed for Rhode Island, to be employed under the Direction of Sir Peter Parker.

On the 1st Instant the *Greyhound*, charged to conduct a Detachment of the British Troops embarked in thirteen Transports, pursuant to the General's Requisition, arrived with them from Rhode Island off the Western Entrance of the Sound. But the Wind and Weather did not permit the Transports to enter the East River until the 8th, at which time the Frigate returned back to her former Station.

By the Copies of two Letters from Sir Peter Parker of the 11th and 23d of last Month enclosed herewith, their Lordships will be made acquainted with the most material Circumstances respecting the Commodore's proceedings to those Periods: And also with his Sentiments regarding the Employment which the requisite Attentions on that Station will (at this time) furnish, for the larger Ships retained at Rhode Island, and a stated Number of the Frigates appointed to join him for the purpose of his Instructions of the 22d of last December; Whereof a second Copy is enclosed with the Duplicates of my Letters by the *Harriot* Packet sent herewith.

As the Commodore's Letters contain some Particulars having reference to his future Conduct; I have submitted my Answer thereto, at large, for their Lordships further Information.

The Demand for Marines to supply the Deficiencies in the Ships on this Station, engages all the Drafts I have thought it prudent to make from the Frigates lately sent to clean in England: The Force of some of the Rebel Armed Vessels considered; and the Regard being had, not to leave the Frigates without any trained Men in their Parties on their Return to this Coast. I am therefore yet unable to act conformably to their Lordships' Intentions, in the Mode they had adopted for recruiting the Marine Battalions at Halifax. It is at the same time to be hoped that the Attention of the Rebels may be so much engaged in the Eastern Provinces next Campaign, that they will have little Opportunity to make any material Attempts on that Side.

The *Cherokee* Tender proceeds with the *Carysfort* to England: That Vessel not being of a Construction capable of rendering Service as an Armed Vessel on this Coast; and become long since useless for the purpose of her first Appointment, by the early Resolution of the Surveyor to fix his Residence at Charles Town, where, I understand, he still remains.

The *Lark*, appointed to convoy the *Britannia* Store-ship sent from Halifax and containing Masts and several other Articles much wanted at this Port, arrived with the Storeship the 8th Instant.

By these Supplies added to the Lading of the *Success-Increase*, which came with the *Amazon*, the Stores here will be well provided for some time with many Necessaries, Cordage excepted; the Expence of which is considerable, tho' very particular Care is taken with regard thereto. The *Lark* will proceed to-morrow for Rhode Island, to be employed under the Orders of Sir Peter Parker.

I am with great Consideration, Sir [&c.]

Howe

P.S. To the Papers sent under this Cover is added a List of the Transports ordered to proceed to Europe under Convoy of the *Carysfort*.

Philip Stephens Esqr

Secretary of the Admiralty.

[Endorsed] (4 Inclosures) R 19 March

1. PRO, Admiralty 1/487.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

Number 23.

Eagle Off New York.

Sir

February the 13th 1777.

Enclosed herewith I transmit an Account of Officers promoted by me in consequence of their Lordships permission for that purpose,² to Vacancies occasioned by the Resignation of Captain [Alexander] Scott; Changes for Duty, allowed for the most Part, in compliance with the Requests of the Vice Admiral Lord Shulldham and Commodore Sir Peter Parker, when they moved from the different Ships wherein They were before respectively embarked; Appointments I have made to Vacancies caused by Death, or Dismission by Sentence of a Court Martial; and several temporary Nominations in place of Officers in different Stations, who by the strictest Inquiry respecting the Justness of their Representations of Inability, were deemed incapable by their ill State of Health to perform their Duty in this Country. The said Representations and Reports thereon, under the Hands of the Physician of the Fleet or Surgeons of most Consideration being also herewith enclosed.

It is further incumbent on me to submit my Motives for some extraordinary Appointments, which the peculiar Circumstances of the Case have induced. Amongst these, I am particularly to note two Supernumerary Officers, acting as additional Lieutenants in each of the Ships with the Commander of Divisions ordered on separate Service: The Duties in Boat-Service; For Night-Guards, and on Detachment; Besides the ordinary Duties of the Ships in similar Situations, being so various and incessant, that a suitable Provision could not have been otherwise made for those purposes. These Extra Officers having no Assignment of Pay correspondent to their Stations and Trust specified in their Appointments, Their Lordships Directions will probably extend to that Consideration if they shall be pleased in any Shape to approve of their Continuance in those Capacities.

The other extraordinary Appointments regard a temporary Master Shipwright, Assistant and Boatswain to direct the Works in the Yard it was necessary to establish here for the Repair and Refitting of the Cruising Ships, and for rendering such Assistance in the constructing of Boats as was wanted for the Service of the Army. A further extraordinary Expence in the purchase and fitting of some small Armed Vessels of Force, will soon become requisite for the same occasion.

The Pay their Lordships may be pleased to grant to the Master Shipwright, Assistant and Boatswain of the Yard, is submitted as in t[he] former Instance. They trust for Recommendation therein, to their meritorious Services testified in the Works perfected under their Inspection and Assistance.

Of the small Armed Vessels of Force above-mentioned, only One, a Gally carrying a Thirty two Pounder in the Bow taken in the North River by the *Phoenix*, has yet been received into the Service, by the Name of the *Dependence*. The Command thereof is given to Mr [James] Clark, a Mate of the *Phoenix*, who besides other Instances of Merit, distinguished himself in a very particular Manner last Summer, whilst the small Squadron under Captain Parker (ordered there for the first time) was up the North River. This Officer undertook to bring down Intelligence to me of the State of the Ships, by all the Enemy's Works of which they were then in possession on both Sides of the River, with the Advantage of several Guard-

Boats to obstruct all such Attempts; and executed it with Success, tho' not without being discovered, pursued and attacked. On that Foundation I have Hope of their Lordships Indulgence, that his Appointment may be approved; with the Rank of Lieutenant in the Navy.

An Inspector of the Victualling Craft, and Commissary of Prisoners, were necessary to be appointed for the time being; as well as a Deputy Agent Victualler for the due Care and Distribution of the Provisions sent to Rhode Island for the Use of the Ships under the Orders of the Commodore Sir Peter Parker; and a Captain of the Port: The last, for providing Pilots on sudden Occasions, and the Arrangement of the Transports at the Wharfs and in different Coves along the Coast of the New York and Long Island Shores during the Winter Season in which they would otherwise be liable to considerable Injury from the Floating Ice. An Allowance of four Shillings P Day has been made to the former, and of five to each of the three last.

I am with great Consideration, Sir [&c.]

Howe

1. PRO, Admiralty 1/487.
2. Enclosure has not been located.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY¹

Philad'a, February 13th, 1777.

Resolved, That Messrs. Andrew Caldwell, Joseph Blewer, Joseph Marsh, Emanuel Eyres, Paul Cox, & Robert Ritchie, be appointed to act as a Navy Board, and be authorized to take under their care all the Vessells of War, Armed Boats, fire-ships, fire-Rafts, &ca., Constructed for the defence of this City by Water, and do furnish them with everything necessary to attack or repel the Enemy. To provide and to have a general superintendance of the Stores necessary for their department; to prepare and keep in a proper state of defence the Fortifications on Fort Island; To examine the river Channel, and to Cause Chevaux-de-Frize to be sunk in such places as they may Judge proper, to obstruct the passage of the Enemies' Ships:

And, That for the above purposes they, or any three of them, have full power to act, and to draw orders on the Treasurer of this Board for such sums as may be necessary, subject always to the direction & control of the Council.

1. *Pennsylvania Colonial Records*, XI, 122-23.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Thursday 13th February 1777. —

Ordered that Mr William Holt deliver to Mr John Thomas one Tierce of Rum for the use of the *Protector* Galley —

Ordered that the keeper of the Public Magazine deliver to Mr John Thomas two hundred flints, two Quire of Cartridge Paper, sixty Pounds of Musquett Ball, twenty pounds of Goose Shot, sixty two pound Shot, two hundred Pounds of Powder and two pounders for the use of the *Protector* Galley. —

Ordered that the keeper of the Public Store deliver unto Mr John Thomas, one speaking Trumpett & 1 half hour Glass for the use of the *Protector* Galley. —

Ordered that a Warrant Issue to Capt Thomas Lilly for Two hundred and forty pounds, upon Account, to Recruit Seamen for the use of the Navy. – Who gave Bond for his faithfully applying the said Money & rendering a Just & True Acct thereof when required –

Orders sent to the Commanding officers of the *Page* and *Lewis* Gallies directing them to pay no regard to their last Orders respecting their Joining Capt Calvert but to Cruize in and near the Mouth of Rappahannock River taking care to Annoy the Enemy Protect and defend the Trading Vessels and to Prevent the Negro's from going on Board the Enemys Vessels. –

1. Navy Board Journal, 176–77, VSL.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Thursday the 13th day of February 1777.

Mathew Pope esquire attended and qualified as Naval Officer for York River District by taking the Oath of Office.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 340.

CAPTAIN JAMES BARRON TO CAPTAIN CHARLES THOMAS ¹

Sir

Hampton Feby 13th 1777

I have directed the Bearer to Call on you for Some Cordage Which I am in great want of for the use of the Boat *Liberty*. I cant doe without it as we are obliged to Cruse Constantly on acc[oun]t of the number of men of war we have here. I am Sir [&c.]

Ja Barron

1	Coil 2 yn Spun yarn	4 lb Bolt Rope twine
2	Coils 2½ Inch Rope	8 lb Sewing do
2	Coils 1½ do do	1 Coil 12 thd Ratline
1	Coil 2½ do Bolt Rope 50 fathom	pray Lett the Rope be good

1. Public Rope Walk Papers, 1777, VSL.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

Feby 1777. Cape Henry SEBS Cape Charles NE½E from Shore
1 League

Thursday 13th Mode & fine Wear at 2 [P. M.] Weighed & came to Sail after a Vessel in Lynn Haven Bay, at 3 came up with her, which proved to be the *Phoenix* Schooner from St Thomas's loaded with Salt & Guns, sent a Mate & 5 Men to take charge of Her, fired to bring her too 3 twelve pounders, at 8 Wore Ship

1. PRO, Admiralty 51/311.

South-Carolina and American General Gazette, THURSDAY,
FEBRUARY 13, 1777

Charlestown, February 13.

Two more of Capt. Pickerin's Prizes have arrived since our last.¹

Capt. [Edward] Allen in the Brig. of War *Comet*, has taken a large Ship from the Bay of Honduras, and sent her here; but the contrary Winds that have prevailed for some Days past, have prevented her getting in.

1. Captain Thomas Pickering of the South Carolina state brig *Defence*.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN ¹

February 1777 Bermuda N68.18Et 121 Leagues
Thursday 13th Fresh Gales and Cloudy Wear
At ½ past 10 PM Fired a Shot and brot too the Sloop *Family*
Trader ² from So Carolina bound to Bermuda do took Charge
of her

1. PRO, Admiralty 51/380.
2. B. Wainwright master, with a cargo of rice and indigo, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOHN PALMER'S JOURNAL OF A CRUISE IN THE CONNECTICUT PRIVATEER SLOOP
Revenge ¹

thursday the 13 Day of february this morning our Course S and at 7 am We
maid a Sail Which Prooved to Be the Same Ship – ² this Day We Crosed Tropic
Line and We had full in Play A Shaving the hands and Swaering them So Ends
these 24 howers

1. John Palmer's Journal, MHA.
2. See Palmer's Journal, February 11.

14 Feb.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday February 14 1777

Petition of Thomas Sheehy (a prisoner) praying for Liberty to take passage
in a Brig whereof John Jones is Master for Ireland Read & Ordered that the
prayer of the foregoing Petition be granted and that the said Thomas Sheehy be
permitted and he hereby is permitted to take Passage on Board said Brig & that
said Sheehy be not allowed to carry any Letters or written Intelligence with him
and the Committee of the Town from whence the said Brig is to sail are hereby
Ordered to see that the Conditions above mentioned be complied with.

1. Mass. Arch., vol. 20, 262, 263–64.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 14 Feby 1777 [A M]

The Appraisers of the Bark *John* ² report £1120 – her Value –
Voted That Capt David Brace take the Charge & Command of the above Bark –
P M

Order'd That the Agents for the middle District deliver Capt Cleuston for the
Brig *Freedom* 5000 weight of Bark *Johns* Bread –

Voted That an Application be made to the Council for the Agents to deliver the Bark *John* & her Appurtenances & part of her Cargo to the Board –

1. Mass. Arch., vol. 148, 161–63.
2. Prize of the Massachusetts state brig *Tyrannicide*.

MASSACHUSETTS BOARD OF WAR TO SAMUEL & ROBERT PURVIANCE, BALTIMORE ¹
War Office,

Gentn

Boston Feby 14th 1777

As we begin to feel the want of Pig Iron for the important Business of casting Cannon: The Board have determin'd to send immediately to your place Three or Four Small Schooners in which they desire you would ship as many Tons of the Pigs purchas'd & left in your hands by Mr Stevenson, as said Schooners will carry and dispatch them direct home; – In the mean time you will continue to ship in any Vessel bound this way as much of said Pig Iron as you can, and as we apprehend a probability of some of our Vessels falling into the hands of the Enemy, we are to request you would purchase one hundred Tons more of Pigs & ship them for this as soon as possible.

Any Advances you may be kind enough to make for us we will replace to you by Bills on Congress, or will pay your Drafts on us here, the latter would be most agreeable –

When you consider the great object for which the Pigs are wanted, we can make no doubt you will exert yourself to ship them on Board every Vessel you can by any means perswade to take them, & this we beg you would give us leave to press upon you.

By order of the Board,

Sam'l Phps Savage Prest

1. Mass. Arch., vol. 151, 37–38, Letters from the Board of War, 1776–1780.

JOHN FOSTER TO THE TOWN SERGEANT OF CHARLESTOWN ¹

State of Rhode Island & Providence Plantations.

Kings County ss.

To the Town sergent or either of the Constables of the Town of Charlestown in said County. Greeting. –

You are hereby Required to warn a Town Meeting of the Freemen of said Town of Charlestown on the Third Day of March AD: 1777. to draw out of the Box One Petit Juror to serve at the Court erected for the Trial of Prize Causes in and throughout said State appointed to be holden at the State House in South Kingstown in said County on the Eleventh Day of March AD: 1777 at the Hour of Ten in the Forenoon, then and there to try the Justice of the Capture of the Schooner *Two Brothers* her Appurtenances and Cargo. Libeled before me: And you are likewise hereby Required to give seasonable Notice in writing to the Juror so drawn to attend and serve as Juror at said Court, at the abovesaid Time and Place of Trial of your Doings hereon, and of the Name of the Juror so drawn and Notified, upon the Penalty of Ten Pounds for Failure

herein. Given under my hand and Seal at Providence in said State, this Fourteenth Day of February AD: 1777

John Foster Judge of said Court.

NB. Seven Freemen are a sufficient Number to draw Jurors.

1. Admiralty Papers, vol. 10, R. I. Arch. Similar orders were sent to six other towns in Kings County: Kingston, 4 jurors; North Kingston and Exeter, 2 each; and Hopkinton, Richmond and Westerly, 1 each.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE ¹

Onboard the *Warren* near Providence

Feby 14th 1777 –

Gentlemen

I sent you a Copy of an Agreement Inclosed in a letter of the 19th June last, Sign'd by the Officers and People belonging to the Fleet fitted out at Philada – and as the time for which the Agreement was made is out, and the Men discharg'd, there is likely to be great Uneasiness among the Crews, whether they Shall divide the Prize Money according to the Agreement, or to the Ships Companys that took the Prizes – and as there has been a great many men Shipp'd Since, who did not Sign the Agreement there may be Some difficulty in keeping it Strictly – On the whole it makes So much Uneasiness that it is in a great measure the means of the Fleets not being mann'd, or at least a Considerable hindrance – I cannot but think if the Congress or the Marine Board, would give it as their Judgement that the Agreement Should be kept up to, or that there Should be no notice taken of it, but the Money divided to the Vessels Crews that took the Prizes – Your Judgement either way would have great Weight and perhaps prevent much dispute

Inclosed you have a Copy of Lieutt [Ezekiel] Burroughs's Orders, who has Mann'd the *Hamden* and will get on a Cruize the first Opportunity – I could get no Officer of higher Rank to take Charge of her, as she is look'd upon as a Slight Vessel. You likewise have a Copy of Captn Olney's Orders who I expect will Sail from Boston in the *Cabot* in three or four days – and likewise Captn Hinman's Orders to take Charge and get the *Alfred* out as soon as possible – but I hear he is making Some alterations in the Ship, without any directions from Me – but I hop[e] they may be for the better – Captn Jones I expect up here to take the Sloop *Providence*, which his Commission is for – and Captn Hacker is trying to get hands for the *Columbus*, but at present She has none nor the Sloop but few – In the Ship *Providence* there is about 110 Men, and about 90 in the *Warren* – there is in the River below us two 50 and one 40 Gun Ships and eight Smaller Ships, besides Tenders – what may be the Event I at present can't tell, although if we could keep the Frigates mann'd, I think they could not hurt us much – but I find it difficult to get or keep men, when there is no prospect of any thing but fighting –

I received your favour of the 10th December last (but it did not come to hand untill after we were block'd up) which directed me to get the Ships out a Cruizing as soon as possible – but Since applying to Captn Whipple, he Signified he had Orders from you, and Should take no directions from me – Should be glad to know from you, whether you expect me to direct their Operations

or not; for I desire no Command further than you Approve off – and whenever you think my Command is, of no Service to the Publick, I will not only agree, but in Justice to the Publick think you Should give the Command to some man that can do more for the Publick Benefit – although it would give me great Concern to be turn'd out for a Crime, it would give me none at all to be displaced for a better man in my Room – and Since there has been Some dispute with the Owners of the Privateers, caused by their too frequently getting the Men belonging to the Continent in their Privateers – I have not the Influence that I used to have, So that it is not in my power to do the same good that I could have done before that happen'd –

This day about half past 3 OClock in the afternoon I receiv'd a message from Coll [John] Waterman, that a large Armed Schooner one of his Britannick Majesty's Fleet was ashore on the Northern part of Prudence – I immediately put men out of the *Warren* onboard the Sloop *Providence*, and dispatch'd her under the Command of Captn John B. Hopkins – they got near her about Sun Sett, when the Schooners people put fire to and quitted her – and we Suppose by the time She blew up, that they had fixed a Train to go off about the time they expected our people to board her – however She is effectually destroyed which perhaps may make them more Cautious of coming where they are not well acquainted – I hear the Said Schooner was one built in England for the business – I am with great Respect Gentlemn [&c.]

E H –

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE ¹Onboard the *Warren* near Providence

Gentlemen

Feby. 14th 1777

The bearer Captn Matthew Parke was first Lieutenant of Marines onboard the *Alfred*, and upon Captn [Joseph] Shoemaker's leaving the Navy I put him onboard the *Columbus* and gave him Orders to Act as Captn of Marines, he being the oldest Lieutenant – In both Stations he has behaved as a good Officer, and think him worth your notice – and as Mr Joseph Hardy is appointed by you Captn of Marines onboard the *Columbus* – I have given him leave to come to you for further Orders, and hope you may Employ him to his Satisfaction I am with great Regard Gentlemen [&c.]

E H –

1. Hopkins Letter Book, RIHS.

MASTER'S LOG OF H.M.S. *Diamond* ¹

feby 77

Remarks on board his Majestys Ship *Diamond*

Thursday 13th

am weighed the Small Br and stood further to the Norward and let go the Anchor again in 13 fathm and Veered to half a Cable Bristol church Steeple NNE $\frac{1}{2}$ E the So part of Prudence Island SSW of[f] Shore 1 Mile.
these 24 hours Modt and fair wr

friday 14th

PM John Carter and John Smith Deserted when cutting of wood on Shore on Prudence Island at 8 Sent a officer and 10 Mariens ashore to see if they could find them.

at 4 AM they Returned without Success at 8 Sent the *Tryal* Schooner with our Cutter a petty Officer and 10 Mariens.

First part fresh breezes and Squally wr Midle and Later Modt and fair at half past 3 PM the officer and Mari[n]es returned without Success The Master of the Schooner coming with them to informs of her being a Shore between Patients and Prudence Islands at 4 Discovd a large armed Sloop coming down from Providence Made the Signal to the *Centurian* for the Gundola the Sloop hauled Towards where the Schooner was at 1/2 past 4 observed a large fire between prudence and Patients Island which proved to be the *Tryal* on fire.²

1. PRO, Admiralty 52/1699.

2. See Esek Hopkins to the Marine Committee, February 14.

Connecticut Gazette, FRIDAY, FEBRUARY 14, 1777

New-London, February 14.

In our last, it was said that the *Niger*, of 36 guns had drove ashore on Naraganset beach, a prize schooner, and at the same time took a schooner from the West-Indies. Since which the ship has sent a flag into Stonington for an exchange of prisoners taken in the above schooner, who proves to be Capt. Andrew Palmer of Stonington, from St. Thomas's, and by the flag we learn that the ship's name is the *Amazon*, [Maximilian] Jacobs, commander, and that she is stationed off this Harbour. The schooner they have made a tender of.¹

Capt. Salter, who came out of Ireland Master of the above Prize, belongs to Portsmouth in New Hampshire: He informs that the American Privateer which put into Newry, (as mentioned under the Dublin Head)² shipped a Number of Hands there: — That Ireland are universally in favour of the Americans, except a few Placemen. — He further says, that Flaxseed is very plenty in that Kingdom.

We learn that the Super-Cargo of said Vessel had Instructions, that in Case he met with any North American Privateer, to make them a Present of a Bale of Linens &c. which they thought might probably save the Vessel.

Tuesday last Capt. Daniel Deshon arrived here in a Schooner in 32 Days from Martinico; he came within a few Rods of the above Ship in a thick Snow Storm; — has brought about 700 Bushels of Salt, and some other Articles. By him we learn that Flour is low at Martinico, being from 3 to 4 Dollars per Hundred Wt. He informs, that an English arm'd Brig having taken sundry northern Vessels within three Leagues of the Cape, a French Man of War was sent out after her, who brought her into the Cape, where she was condemned and sold, and that an Account thereof was immediately sent to France. — That the French continue to fortify Martinico, two Forts being now erecting; and that two Regiments of Troops arrived from France while he lay at that Place.

1. Schooner *Fortune*, Andrew Palmer, master, with a cargo of arms, ammunition and dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

2. In this issue of the *Connecticut Gazette*, the Dublin dispatch, dated October 19, 1776, reads: "By a letter from Lisbon [*sic* Lisburn] dated October the 15th, we learn that an American privateer came to anchor in the harbour of Newry on the 13th inst. and demanded provisions for which payment was offered. She mounted 18 carriage guns, had 125 men on board, and is a new vessel well built. She remained but a few hours, then weighed anchor and sailed to the Northward. Those who observed her under way think her a remarkable fast sailer."

WILLIAM WEST TO CAPTAIN NICHOLAS BIDDLE ¹

Sir

New Haven February 14th 1777

I take the liberty to send you herewith Doctor Eneas Munson's Certificate who attended me during my Sickness last year, after my return from on board the Black Brigg *Andrew Doria*, at same time humbly pray that you will Oblige me with your Order upon Mr Shaw, to pay me all my Wages and such Shares of Prize money, as shall appear due to me, as I shou'd really be in want of Necessaries, if some of my good Friends did not assist me – And I have been informed the greatest part of the Crew have already been paid their Wages &c and I have been sick ever since I left the Service, therefore must beg the favour of you to order the Clark to write out my Account and please to transmit it to me with your order; directed to Mr Henry Treemont Hughes, East Haven Ferry opposite New Haven in Connecticut – and if you think it requisite or necessary for Mr Shaw to have Doctor Munson's Certificate, hope you will be obliging enough to return it to Dr Sir [&c]

his

William X West
mark

Capt Bidwell [Nicholas Biddle] Commander
of the Black Brigg *Andrew Doria* at Philadelphia

1. Nicholas Biddle Papers, HSP.

REPORT ON THE CONTINENTAL FRIGATES AT ESOPUS, NEW YORK ¹

[Kingston, New York] Feby 14, 1777.

Your Committee appointed to confer with Capt. Samuel Tudor and Mr Burling, Do report,

That in the course of the Conference Capt Tudor says that about Five Tons of Iron is still wanting for the Continental Frigates now at Esopus, without which they cannot be compleated by the Spring, and that he is at a Loss how to procure the same without the Assistance of this House.

He also says that he is in want of the following Articles for the purpose aforesaid, to wit: 25 Copper Ladles for 12 Pounders, 1 Box of false fires, 2 Copper Drifts for false fires, 2 ditto for Fuses for Hand Granades, 12 lb. of steel Dust, 100 lb of Sulpher, 8 Cegs of white Lead, 6 doz Lanthorns, Muskets, Pistols & Cutlasses, he also informs your Committee That he cannot supply the Ship Wrights with Rations at the Rate of 10½d pr Ration occasioned by the advanced price of Provisions. But is willing to purchase provision on the lowest Terms, and furnish the Ship Wrights therewith, he receiving the amount of what the Rations shall Cost him. At the same Time both Capt. Tudor & Mr. Burling recommended to the Committee as the Easiest and most Satisfactory method to advance the wages of each

Shipwright 3 shillings pr Day in Lieu of Rations. Your Committee do further report that Mr. Burling informed them that he is in advance for Provisions furnished the work men on Board the Ship *Congress*, and that he stands engaged to them for their Nights work in bringg up the said Ship from Poughkeepsie to Esopus which Captain Austin [Augustin] Lawrence absolutely refuses to pay.

Your Committee are of opinion that a Letter from this House Directed to Colo Robert Livingston at the Manor Requesting him with all convenient speed to furnish the aforesaid quantity of Iron will be the most effectual means to procure it. Your Committee are further of opinion that the likest means for obtaining the Copper Ladles, and sundry other Articles before mentioned will be by application to the Continental Marine Committee.

Resolved, That 10s 6d ought to be allowed to the Carpenters on board the Continental Ships built at Poukeepsie for pay and Rations, and 13s 9d to the foremen for pay and Rations, and that it be recommended by the Superintendants of the sd Ship[s] to pay them from the Date hereof at that rate.

Your Committee are further of opinion that the said Lancaster Burling and others who have supplied the men on Board the Ship *Congress* with Provisions, return to this House a true account of the Number of men victuled and the amount thereof which account ought to be proved upon Oath or affirmation, to be just before the Chairman of the Committee and the Town of Kingston, or the Chairman of the Committee of the Precinct of Poughkeepsie who should be required to Certify the same, and that the said account thus proved be transmitted to the Convention of this State to be delivered to the Auditor to be audited for payment.

1. *New York Historical Manuscripts*, I, 635.

CAPTAIN JAMES ROBINSON TO THE CREW OF CONTINENTAL SLOOP *Sachem*¹

Philadelphia, February 14, 1777.

The petty officers, seamen, and landsmen, belonging to the armed sloop *Sachem*, in the service of the United States of America, are required to attend their duty on board the said sloop. Those that fail giving proper attendance within six days, will be deemed deserters, and be liable to the loss of their pay and prize money.

James Robinson.

1. *Pennsylvania Evening Post*, February 15, 1777.

MEMORIAL OF FRANCIS MUIR TO THE MARYLAND COUNCIL OF SAFETY¹

To the Honorable the Council of Safety of the State of Maryland now sitting in the City of Annapolis

The Memorial of Francis Muir Humbly Sheweth that your Memorialist hath acted in the Capacity of Purser on board the Ship of War *Defence* belonging to the State of Maryland near five Months and has never received any Satisfaction for his Services during that time, that your Memorialist apprehends there is certain perquisites he is justly Intitled to agreeable to the Customs of the Navy, but finding no Provision is made as to pay or any other priviledge that may appear belonging to a person acting in the Capacity afsd Your Memorialist Humbly prays your Honors to take his Case into Considera-

tion and settle or appoint some Gentlem: acquainted with the Naval department to Examine his books and Settle the perquisites that may appear due him, and your Memorialist as in duty bound will ever pray.

Francis Muir

[Baltimore] February 14th 1777

1. Executive Papers, Box 2, Folder 149, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO VAN BIBBER & HARRISON, MARTINIQUE ¹

No 162

Gent. Your favour of the 28th Decemb with your Account Current we this Moment received and are very sorry for the distresses you are under by the Considerable advance you are in for our State But we hope it is Considerably reduced ere this by the Arrival of the *Resolution* Capt. [John] Cary, Schooner 92 [Jeremiah] Rogers, Schooner *Friendship* [John] Gibbons, Brigantine *Friendship* [John] Martin a Larger Ship or Brig & the sloop *Molly* are Lading with Tobacco & Flour & will be pushed out so soon as there is a Chance of passing three Men of War that now are in our Bay, but lest this may not soon be the case we are about applying to the General Assembly now setting to empower us to send Mr Crocket to the Carolina's to Ship Indigo and other produce to extricate you from all your difficulties Capt. [William] Patterson is under an Arrest for Seizing the Flag of Truce mentioned in your Letter 8th Decr He denies the charge of taking her under the Guns of the Fort and avers that he was nearly over to Dominique and that he informed Mr [Richard] Harrison of his intention and that he did not object to it – this we give not the least Credit to but we think it would be necessary that his [and] Mr Bingham's Deposition be taken and transmitted to us as soon as possible together with the Papers of Passports & other Documents in your Power, Monsr De Naubrien is appointed a Lieutenant in our Mattresses. We are [&c.]

[Annapolis] February 14 1777 –

1. Council of Safety Letter Book, No. 2, Md. Arch.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, FEBRUARY 14, 1777

Williamsburg, February 14.

The *Phoenix* man of war lies near York town, with a flag, having sent ashore 35 prisoners, among whom is Colonel Lawson of this State, who has been a long time in captivity, and is exchanged for Colonel Alexander Gordon, late of Norfolk.

Matthew Pope, Esq; is appointed naval officer for York river.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

Feb'y 1777.

Cape Henry SEBS Cape Charles NE½E from Shore
1 League

Friday 14th

at 7 AM Made Sail after a Vessel to Leward of us, fired to bring the Chace too four Six pounders & four Swivels, brought her too which proved to be the *Betsey* Sloop from St. ACruiz bound to

Petersburgh, loaded with Salt, Joseph Frith Master, sent a Midn & 4 Men to take charge of Her.

Fresh Gales & cloudy Wear

at 3 PM saw a Sail in the NE Quar gave chase, at 6 fired to bring the chace too 3 twelve pounders, & one Six pr at 8 came up with the chace which proved to be the *Hope* Schooner from Plymo bound to Virginia, in Ballast & alittle Rum, Ephraim Bartlett Master, thought her not worth carrying, so set her on fire

1. PRO, Admiralty 51/311.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] Friday 14th February 1777 –

The Board Mett According to Adjournment

Present Edward Blake Esqr first Commissr.

George Smith Josiah Smith Thos Corbett Esqrs –

A Letter was wrote to Capt. Pickerin[g]

Capt. Thomas Pickerin Sir

The Commissioners of the Navy Desire that you will Immediately on the Receipt of this Direct a proper Officer from the Brig *Defence* with Eight good Men to proceed with the Ship *Caesars* boat with your Best Bower Anchor and Cable to the Assistance of the *Comets* Prize now Lying without Chas Town Barr, as she is in great Distress, having Been on shore on the North Breaker, and Lost Two Anchors and received some Other Damage

Edward Blake first Commissr

Navy Board 11th Februy. 1777 –

The following Letter was wrote to his Excellency the Presidt.

Navy Board 14th Februy. 1777.

The Commissioners of the Navy beg lieve to inform his Excellency the President that they apprehend, the great quantity of Hemp Exported & now Exporting from this to the Northern states will very soon create such a Scarcity of that Article as will render it impossible for Either the Public or Private Vessells of this state to be properly supplied with Cordage unless a Prohibition is laid thereon.²

The following Letter was wrote to Capt. Copithorn

Capt. John Copithorn Sir Navy Board. Februy. 14th 1777.

The Commissioners of the Navy Desire that you will Endeavour all in your power to procure a Sufficient number of Schooners to Transport such Troops as the General may direct to be Brought from Haddrels Point to Charles Town next Monday Morning

Edward Blake first Commissioner

Mr. McCulley Righten waited on the Board and Informed them, from the great Trouble that attended his Business as Public Boat Keeper, the pay hitherto Allowed him has not been Sufficient, they took Mr. Rightons representation in Consid-

eration & thereup[on] the Board Agreed to Allow him forty Shillings P day, and to Advance him One Hundred pounds P Month, to Enable him the Better to pay the Hire of Negroes Employed in the public Service –

1. Salley, ed., *South Carolina Navy Board*, 39–41.

2. An embargo was placed on the shipment of hemp, *South-Carolina and American General Gazette*, February 20, 1777.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE ¹

February 1777. Antigua S13°:0 W Distce: 150, Leags:

Friday 14th At 6 (A M) gave Chace to a sail to the So ward Tack'd occasionally.

Fresh Breezes and Cloudy.

(P M) Tack'd occasionally. At 5 Came near the 'Chace; fir'd a Shot and brot do too, she proved the *Marquis of Rockingham* Merchant ship from Bristol for St Kitts, taken by the *Sturdy Beggar* Privateer – took charge of her.

1. PRO, Admiralty 51/688.

JOURNAL OF H.M.S. *Hind*, CAPTAIN HENRY BRYNE ¹

Feb'y 1777 Secur'd in Freemans Bay [Antigua] –

Friday 14 at 5 P M Fired 20 Minute Guns at Interment of Capt Thos Wilkinson Pr order of the Adml ²

1. PRO, Admiralty 51/457.

2. Captain Wilkinson had commanded H.M.S. *Pearl*.

15 Feb.

WILLIAM FROST TO GEORGE WILLIAMS ¹

Sir,

Falmo Feby 15th 1776 [*sic* 1777]

I have engaged a few Seamen for the ship I am to load for the hone Board War – the bearer hereof is One – who tells Me it is the Custom here, for Sailors to be pd Wages from the Time of entering, 'till the Vessel sails, also One Months Advance Wages; therefore declines entering, unless I agree with him for the same, I should be glad to have Directions from the hone Board how to proceed – I have engaged Masts eno' for the Ship, (all) to be dld by the 10th next Month, was oblidge'd to give a large Price on Acct the shortness of the Time – shall proceed with all Expedition in procuring the other Part of the Cargo – I forgot to mention (as necessary) in my Letter by Capt Stone, a 100, or 150 Staples, to raft with – I remain
[&c.]

Wm Frost

P.S. here is in this port One or two Vessels loading with Lumber – expecting to have a permit to sail – I hear they have offer'd 22 Dollrs P Mo for Seamen – if so, & they obtain a permit – I shall find it very Difficult to get Seamen – W. F.
On the service of the State of Massachusetts Bay
George Williams at Salem

1. Mass. Arch., vol. 152, 53, Board of War Letters, 1776–1777.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Saturday February 15th 1777

Ordered That the Board of War be and they hereby are directed to deliver to Capt John Manley or Order^r for the use of the Continental Ship called the *Hancock* the following Articles Vizt

Seven hundred hand Grenado's fuzees

Twelve Seconds with Caps & Gipt

Three hundred of match doubled and pointed & Capt

Five hundred Tubes fitted for 12 pounders

Two hundred Do Do 9 Do

One hundred

& fifty Do Do 6 Do

Six doz Priming Wires for 12 pounders

Two doz Do Do 9 Do

One doz Do Do 6 Do

Two doz Do Do for Swivels

One doz Port Fires –

said Articles to be charged to the Continent.

1. Mass. Arch., vol. 20, 267.

MASSACHUSETTS BOARD OF WAR TO EMANUEL MICHAEL PLIARNE ¹

Monsieur Pliarne,
Sir,

War Office,
Boston Feby 15th 1777

We hope this will find you safe & happy at Baltimore, after the fatigues & Dangers of a long Winter Journey.

Presuming a Sketch of our proceedings since you left Boston will be agreeable we take this opportunity to inform you we dispatch'd the *Penet* about 3 Weeks since, – The *Versailles* about the same time for Nantz – The *Duc de Chartres*, Capt [Alexander] Wilson sail'd 14 days since for So Carolina. We have now ready to sail from Portsmouth a Ship & Cargo of Logwood & Mahogany for Nantes, a Ship with Masts & Timber we are fixing away, a Sloop at Plymouth with a quantity of Sarsaparilla, & a Ship with Logwood &c. negotiating for all which we determine to the Address of yr friends in France. –

A Brig at Plymouth, a Barque here, and the fine Ship *Caledonia* will be got ready on our Joint Account, as fast as possible, which we determined with such others as fall within your description, to your order in Virginia tho' this day having heard by Express that a Fleet of British Ships were cruising between Cape Henry & Cape Charles, which renders the Navigation of Virginia & Maryland impracticable, our Plan for the present is suspended, however we shall compleat the six Ships & Brigts as desir'd, and think you will turn your Attention to South-Carolina, where the Adventures are not so desperate, & in the mean time wait your directions, whether to prosecute the original Plan, or to adopt such Variations as the Exigency of Affairs may render necessary – Which direction we pray you to

forward us by Express, as the Season so rapidly advancing occasions Anxiety under any Delays, however unavoidable –

By order of the Board

Sam^l Phps Savage, Prest

1. Mass. Arch., vol. 151, 43, Letters from the Board of War, 1776–1780.

JAMES WARREN TO SAMUEL PHILLIPS SAVAGE ¹

[Extract]

Plymo Feby 15. 1777

Sir I have Agreable to the order of the Board Bought the Brig *Nancy*, & am now fixing her with all Expedition for the Sea. she is now on the ways graveing. tho I have met with great difficulty in geting either pitch or Tar for that purpose as you have sent me none. I was however lucky enough to borrow for that purpose on promise to replace it by the first Oppy The Sloop is almost ready to take in. the weather has prevented her being quite so. I have got Masters, Mates, & a great part of the Crews for these Vessels. I have also Chartered two Schooners for Virginia, Baltimore South or No Carolina & got Crews for them nearly & one Schooner for Virginia, No or South Carolina & beleive shall have no difficulty in maning her the Owner would not Consent she should go to Baltimore & as she is a fine Schooner I would not break of[f] the Bargain for that Circumstance supposing one of the other places would suit you.

You are now to Consider what Cargo you will have put on Board the Brig & Schooners. you have here only the five hhds of rum bought of me, & I see no probability that I shall be Able to purchase either rum or Sugar for that purpose. there are a few hhds sugar here but the owners are Absent so cant say whether I can purchase them or not, but doubt it. one Mr Green, I beleive his Name is Nathaniel, has a quantity of rum here. if you determine to have some of it, you will please to treat with him & send me your order, or send here a warrant under your Broad Seal to take it. the Article of sugar you will either send up or take such Other order as you think proper. if you think Train Oil will Answer for part of these Cargoes I can supply some at 4/. p gallon, & perhaps some of it wont be Amiss. . . . two of the Schooners have only three sails, the Owners have Agreed to furnish flying Jibbs if you will supply the Cloath it is not to be had here. you will determine whether it is worth while to take the Trouble. you will please to furnish the Articles below for sails &c for the Brig without fail p first Oppy . . . Am I to Engage the Masters & Men shall Continue on pay if taken till their return – what part of the prizes if the sloop should make any, are the Men to have. I have ventured to tell them one third . . .

[Enclosure]

- 260 yds Ticklenbriggs for Eight sails for the Brig more than she has –
- 9 lb good seam Twine what you sent for the Schooner was not good
- 90 fathom head rope
- 1 Coil 3. 1 Ditto 2 y[n] Spun yarn
- A few Scains marline & housline
- some runing rigging –
- She has no Colours
- 2 bbs. pitch
- 4 bbs. Tarr –

please to direct what Cargoes shall go on Board each Vessel. either of the Masters of the Schooners are Capable of disposing of the Cargoes if necessary at least two of them are, & one of them is well acquainted with a port without the Capes of Virginia called McTomkin, where he thinks he could with dispatch get a Load of wheat. they are all well Acquainted with No Carolina – the Out port I mention may be much safer to go to than any within the Capes . . .

1. Mass. Arch., vol. 152, 54–56, Board of War Letters, 1776–1777. Savage was president of the Massachusetts Board of War.

Providence Gazette, SATURDAY, FEBRUARY 15, 1777

Providence, February 15.

The Privateer Schooner *Eagle*, Capt. Isaac Field, has taken and sent into a safe Port a Transport Schooner, burthen about 110 Tons, bound from Quebec to New-York, with a Cargo of Coal.

Since our last arrived here Mr. John Pool, late Cooper of the Sloop *Neptune*, Capt Thomas Munro, of this Port. He informs that the said Sloop was taken the 19th of December last on her homeward bound Passage from Surina[m] by the *Galatea*, a 20 gun Ship, and carried into Bermuda. He also informs of the following Vessels being taken by the *Galatea*, viz. the Privateer Schooner *Buckskin*, Capt. Samuel Handy, of Virginia, mounting 4 Carriage Guns; ¹ a Schooner from South-Carolina, Capt. North; ² a Schooner from New London, Capt. Lamphier; ³ a sloop from New-London, Capt. Dale; ⁴ and a sloop from Harbour Islands, Capt. Barnard, bound to Nantucket. ⁵ The above Prizes were all carried to Bermuda, except the Privateer, which was burnt at Sea, after being stript, and the Hands taken out.

1. *Buckskin* was a Maryland privateer, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, II, NA.
2. *Peggy*, Edward North, master, taken December 20, 1776, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
3. *Ibid.*, *Betsy*, James Lampheer, master, taken December 25, 1776.
4. *Ibid.*, sloop *Union*, Eba Waters, master, taken December 30, 1776.
5. *Ibid.*, sloop *Fame*, Nathaniel Bernard, master, taken December 15, 1776.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS ¹

Febry 77	At Anchor off Hope Island Rhode Island Harbour
Friday 14	Fresh Breezes and Clear at 1 P M Observed the <i>Tryal</i> Schooner a Ground between patience & Providence sent the Boats to her Assistance at 5 sett her on fire finding it impracticable to get her off brot her Crew & part of her stores onboard
Saturday 15	A M sent the boats to pick up what was to be found at 10 the Boats returned wt 3–3 pdrs 4 Swivells some Bayonetts, Cutlasses, Iron Hoops & 20 piggs of Ballast. Fresh Breezes and Clear P M sent the Officers and some of the People belongg: to the Schooner onbd the <i>Diamond</i> .

1. PRO, Admiralty 51/181.

ROBERT MORRIS TO CAPTAIN NICHOLAS BIDDLE, CONTINENTAL FRIGATE
Randolph ¹

Sir

Philadelphia 15th february. 1777

I hope this will soon be delivered to you after d[i]spatched from hence as I have received directions from the Marine Committee at Baltimore to send you on A different service to that which the Orders I gave you before you left fort Island directed.²

With this you will receive Letters for William Bingham Esqr the Continental Resident at Martinico and you are immediately to proceed for that Island and deliver said Letters, the purport of them are that he should Ship on board your Ship, a quantity of Arms Ammunition Cloathing and other Stores that we suppose will be lodged there previous to your Arrival. If you find that Mr Bingham has it in his power to comply with this requisition, you are forthwith to receive on board All such stores as he may desire and return with the utmost expedition to the Coast of America in order to get them landed in some safe place, from whence they can be transported by land to our Armies or Magazines. These supplies are exceedingly necessary for the service of the ensuing Campaign and you cannot render your Country a more essential service than by bringing them soon and safe in. Should it so happen that these expected Supplies are not arrived at Martinico or that Mr Bingham has but A Small portion of them, you may take on board what he has and then proceed to St Eustatia, first consulting with Mr Bingham on the propriety of this measure. At st Eustatia you will call on Mr Samuel Curson, Mr Corneilus Stevenson and Mr Henricus Godet with the letters herein and if they have any of the expected stores receive them on board & should these make quantity or value sufficient return to America from thence, but should you be disapointed here also, you will then proceed to the Island of Curacoa and deliver the enclosed Letter to Mr Isaac Gouverneur; and should you find at this Island Mr John Philip Merkle of Amsterdam³ who will be at Mr Gouverneurs; you may consult with him and Mr Gouverneur whether it is better to take him and his goods on board the *Randolph* or to ship his goods on board other fast sailing Vessels to come on the Coast under your Convoy; and do therein what shall seem best to them and yourself, but be sure to bring them Safe. Should it so happen that Mr Merkle is not at Curacoa, nor any of his goods you will then proceed to Cape Francois and deliver the Letter herewith to Mr Stephen Ceronio if he has goods or Stores receive them on board, but failing of sufficient there you will go to the Mole St Nicholas deliver the Letter herewith to Mr John Dupuy take in what he has to ship, and then make the best of your way back to the Continent.

As you command the first American frigate that has got out to Sea, it is expected that you contend warmly on All necessary occasions for the honor of the American flag.

At every foreign port you enter salute their forts and waite on the Governor, General or Commander in Chief, asking the liberty of their ports for the Ships of the United States of America. Take care that your people do not molest their Trade nor Inhabitants nor in any shape disturb that good understanding we have with them

Should you take any prizes in the West Indies that are bona fide British property within the descriptions of Prizes as laid by Congress, you may send them into Martinico to the care of William Bingham Esqr – to st Eustatia to the care of Saml Curson junr Esqr – At Curacoa to Mr Gouverneur – at the Cape Francois to Mr Ceronio, at st Nicholas Mole to Mr John Dupuy, observing that if any part of the Cargoes suit the consumption of the West Indies, and not consisting in such Articles as are wanted here, the Agents of the Prizes may make sale of all such goods and apply the Neat proceeds to the purchase of such supplies as we are in want of, and we will pay here that part of the amount that appertains to you, your Officers and Crew, but the Ships must be sent to some port in these States for condemnation with A Compleat Inventory of what has been taken out, any Prize you take that you think may be disputed or appealed for, must be sent for the States without breaking bulk. The Agents at each place will make the necessary supplies for the charges and expences of your Ship, but you are not to pay any Custom House fees or duties any where. you must encourage as many Seamen as possible to enter on board your Ship at every port you enter and from every prize you take. As the British men of war on the West India stations are not often well manned, it would give great eclat to our Naval Service if you can make prize of one or more of them, and if so you will do well to tempt some of their best Warrant officers such as Boatswains, Gunners, Quarter Masters and their several mates to enter our service, for we would wish you to bring both these and plenty of Common Sailors home to Assist in Manning our other ships of war.

When your errand to the West Indies is compleated, you'l observe it is mentioned already that you are to return to some Safe port in these United States of America. The uncertainty of the fate of war makes us cautious of saying positively which shall be the best port. There is little doubt but this will be the most convenient to receive the Stores at, being most Centrical and probably not very distant from the Scenes of Action, and as you are well enabled to defend yourself against most single Ships, and capable we hope of outsailing any of the enemies it appears that you might venture to call at Cape Henlopen or Cape May for intelligence without incurring the charge of rashness, and we will endeavour to keep out some small Cruizers About the time you are expected to give you information. To these you'l shew the signals mentioned in your letter of the 6th instant to me but least you should forget to keep A Copy I shall repeat that "you are to be known to small Cruizers by a White Jack at the fore top mast head and a pendant over it." Shew this same signal to the Light House and we will send down Orders there to answer it by A White sheet if All is well, but to hoist english Colors if you are in danger, and as it is probable some more of the Continental frigates may be out and Cruizing on the Coast, I shall enclose you herein some Signals by which Continental frigates may be known to each other by day or by night, as Copies shall be furnished to each of the Captains and you will duely Observe your part of them. I need not repeat what has been said in your former Instructions respecting the care of the *Ran-*

dolph, treatment of your men and prisoners &c &c but wishing you honor and success I am Sir [&c.]

Rob^t Morris V: P:

P: S: If you do your business at Martinico you may bring back the Letters for Messrs Curson Godet, Stevenson, Gouverneur, Ceronio & Dupuy & return them to R M

1. Marine Committee Letter Book, 55-57, NA.

2. See Morris to Biddle, January 30.

3. See John Bradford to Robert Morris, September 23, 1776, Volume 6, 953.

ROBERT MORRIS TO CAPTAIN ELISHA WARNER, CONTINENTAL SLOOP *Fly*¹

Sir

[Philadelphia] February 15th 1777

I send down to you by the *Muskeito* sundry Packets for Captain Biddle of the *Randolph* frigate which is now A Cruizing on the Coast you are to proceed down the Bay directly send on shore to the Light House and tell the Keeper of it whenever he discovers a frigate in the offing whilst you are in sight of the Light House to hoist or shew a large white sheet on sight of which the *Randolph* will stand in another will not know what it means. You will keep Cruizing about the Capes in sight of the Light House until you deliver these despatches to Captain Biddle and take care every night to get under the Land to prevent being cut off by the enemy. When you see any frigate hoist your Continental Colours and you will know the *Randolph* by a White Jack at the fore top mast head and a Pendant over it, dont trust too near until you discover this Signal, and when you see it you will know the *Randolph*. Soon as you have delivered these despatches to Captain Biddle come up to the Cheveaux Defrize or some place where you can keep your men on board and inform me of your return I am Sir [&c.]

Rob^t Morris V: P:

P: S: these despatches are of great consequence and must be delivered Captain Biddle soon as possible, and if any unfortunate Accident befalls you they must be Sunk for the enemy must not have them on any Acct

1. Marine Committee Letter Book, 57-58, NA.

PERMIT FOR PENNSYLVANIA LETTER OF MARQUE BRIGANTINE
*Delaware*¹

To the proper officer.

Philadelphia 15th of February 1777.

John Hamilton master of the Brigantine *Delaware* bound for Saint Eustatius having made oath before me that he will not employ nor carry any of the pilots who have been specially appointed & stationed² to conduct ships & sea Vessels between Philadelphia City & Chester, on Delaware beyond Chester; & that he will land the pilot allowed him by the Council of Safety at or near the Entrance of Delaware Bay, or else return him up said Bay, is hereby licensed to pass out to sea.

By order of the Council of Safety

Geo. Bryan

1. Military Papers, Privateers, Box 3006, Pa. Arch.

2. Pilots capable of passing through the chevaux de frise.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Baltimore] Saturday, February 15, 1777

[Resolved] That it be recommended to the legislatures of the several States, to take the most effectual measures for manning the continental frigates, fitted for the sea in their respective States:

1. Ford, ed., *JCC*, VII, 125.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

My Dear Sir,

Baltimore 15th Feby 1777

My last accompanied the money from the Marine Committee viz 42,000 dollars, but as this goes by Express to Boston it may come first to hand – the last letter Rec'd from you was 27th Decr

There are still a number of the enemy's ships in Chesapeak Bay though some vessels do get past them both inward & outward bound and some have fallen into their hands – it will be prudent to order the vessels you send this way to call in at some of the inlets between Cape Henlopen and Cape Charles where they may get information of the enemy's ships. Delaware Bay is at present open, but there is no knowing how long it will be so. The *Randolph* is sailed and the *Delaware* will sail soon and the *Virginia* from this place in about two weeks. a ship is arrived at Philadelphia from France, but brings no public letters; but a private letter of the 9th Novr says France and Spain are making the greatest preparation for war ever known; England is also exerting every nerve to get a formidable fleet at sea – Holland has likewise ordered 12 ships of the line to be got ready as soon as possible – these things justify an opinion that a general war is not far off. The Tyrant of Britain's speech tells us he is endeavoring to conciliate matters between Spain and Portugal so we find that dispute is not yet settled. I hope a few days will bring us important and agreeable intelligence from Europe, that I may soon have it in my power to transmit you such as will expel every anxious thought is the wish of your sincere friend [&c.]

W Whipple

Congress begin to talk of removing to Philadelphia again. – I think it probable they will do so shortly.

1. William Whipple Papers, Force Transcripts, LC.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Saturday the 15th day of February 1777.

The Board having received Information by various means that sundry evil disposed persons, have lately furnished several ships of war, belonging to the enemy with provisions &c carrying on treasonable Correspondencies with the Enemy, and particularly that those provisions &c have most frequently, and in great proportions been carried or furnished by persons inhabiting or living near to the Tangier Islands on the eastern shore. Ordered that a Galley be immediately sent to the eastern shore aforesaid and the Captain or Commander thereof be instructed to seize and apprehend any person or persons which he may discover in the act of

attempting to carry provisions or in any manner conveying Intelligence to the Ships of War aforesaid, and to carry or cause to be carried such person or persons forthwith before some magistrate of the county where any such Persons shall reside to be dealt with according to the Act of the General Assembly declaring what shall be treason, and the Captain or Commander of such Galley is moreover instructed to be aiding and assisting to all Magistrates in apprehending all persons against whom such Magistrates upon information shall issue their warrants for being guilty of aiding or assisting the enemy in manner aforesaid.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 346-47.

CAPTAIN WILLIAM DEANE TO CAPTAIN CHARLES THOMAS ¹

Sir.

Underneath is a memorandum of Cordage which you will immediately send by the Bearer, for the use of the Countrys Vessells now fitting at this place, therefore in case you have not such by you, the Bearer has directions to wait till it is done, as the Vessells cannot proceed to Sea without it, give the Bearer all convenient dispatch I am Sir [&c.]

Hampton 15th Feb: 1777.

William Dean

1 Coil $2\frac{3}{4}$ Inch Cordage 120 Fathoms

120 Fathom 2 Inch do

69 do 9 thd Rattling

1. Public Rope Walk Papers, 1777, VSL.

JOURNAL OF H. M. SLOOP *Atalanta*, LIEUTENANT THOMAS LLOYD ¹

February 1777

At Anchor in the Havannah Moro Fort NW $\frac{1}{2}$ N the
Punto WBN the Governors Bastion SBE and the
North Bastion W $\frac{1}{2}$ S -

Saturday 15

at 5 AM brot too off the Moro, hoisted the boat out, and sent an Officer on Shore with a Letter for the Governor $\frac{1}{2}$ past 10 the Boat came on board with the Governors Aid de Camp, the Lieut of the Flag Ship, and the Interpreter Don Meguil Edwards, made a Tack and Stood in towards the Harbour, passed by the Moro at about $\frac{1}{2}$ or $\frac{2}{3}$ of a Cables Length, and soon after passed by a Flag on a Sunken Rock about $\frac{1}{2}$ a Cable length from the Crane on the East side at the Landing place, soon after came too in 9 $\frac{1}{2}$ fm sandy ground, found riding in the Harbour a 74 Gun Ship with a Spanish Jack at the Mizn topmast head Commanded by Juan Bautista Bonet Chief De Escadrior Rear Adml with about 12 Sail of Ships of War four of which we suppose to be Two Deck Ships with only their upper Deck Guns on Board -

1. PRO, Admiralty 51/75.

16 Feb. (Sunday)

MASSACHUSETTS BOARD OF WAR TO ELBRIDGE GERRY ¹

[Extract]

Boston Feby 16th 1777 -

We thank you for your obliging Intimations of the peculiar Danger of the Southern Seas; We are sensible of the hazard of Navigation in these stormy times, when the Political Gates as well as those of the Season threaten our Undertakings with Ship Wreck; - however at all Hazards we will have some Flour, Bar, & Pig Iron, having a fine air-Furnace, which wants only this last Article to make the Manufactory of Cannon effectual & Adequate. . . .

1. Mass. Arch., vol. 151, 41, Letters from the Board of War, 1776-1780.

DIEDERICK WISE, MASTER OF THE BRITISH BRIGANTINE *Ann*, TO HIS OWNERS ¹

Gentlemen

[Newport] Rhode Island Feby 16th [1777]

Herewith I acquaint you of my Safe Arrivall at this port after a tedious Residen[ce] at Swansy in the State of Massachusetts Bay of five months I arrived the 8 Inst with 32 other mast[e]r[s] & 90 Seamen in a Cartel appointed for the exchang[e] of Prisoners this day Arrived here the Ship *Tho[ma]s* Late Collison master having been Captur'd by the Same Sloop I had the misfortune to fall in with but with better fortune being Retaken by the *Unicorn* he making little or no Resistance it his here Imagined by every one that he must have gave her away as he was in Company with the *Sarah* wich two Vessells ought to have defended themselves against any Vessell of double the Sloops force her Cargo his took for the Use of the Army & She will proceed home Imediately by whom I Shall take a passage they Vessell this comes by not being Arm'd & Sails without Convoy Otherwise Should not have mist So favourable an Oppertunity Here his no news Stirring Here both Armys lying Quiet the Rebels when I left them In high Spirits but hope the ensuing Campaign will go a great way to reduce them to Obediance I Remain Gentlemen Yours to Command

D. Wise

Pr the *Lucretia* Capt Bishop

1. Copy in log of brigantine *Ann*, E.I. The *Ann*, 120 tons burden, was taken by the Massachusetts privateer sloop *Revenge*. See Volume 6.

ROBERT MORRIS TO CAPTAIN JOHN NICHOLSON, CONTINENTAL SLOOP *Hornet* ¹

Sir.

[Philadelphia] Feby. 16th 1777

As the enemies ships and the ice have detained you in Delaware until this time when the Marine Committee are in Baltimore I only think it necessary to add to these orders that the first of April limited for your return need not be regarded if the public service will be benefitted by your longer detention, but tell Mr Bingham if he has any public stores to send us, the receipt of them is of more consequence than Cruizing. I am Sir [&c.]

Robert Morris V: P:

1. Marine Committee Letter Book, 59, NA.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ¹

February [1777]

St Bartholomews bore WbS 94 Leagues

Sunday 16th

Do Wr [Fresh breezes and cloudy] ½ past Noon saw a Sail to the Northward standing toward us Gave Chace At 8 TKd Ship at 10 fired 2 Six pounders Shotted to bring too the Chace she proved to be a Ship from Piscataqua in No America bound to St Eustatia shifted the Men sent a Midshipman & 13 hands on board her, in boarding her lost a Cutless over-board.²

1. PRO, Admiralty 51/711.

2. "A Ship from Piscataqua, formerly the *Susanna*, Fraser, is sent into Antigua by the *Portland* Man of War," *Public Advertiser*, London, April 30, 1777.

17 Feb.

WILLIAM FROST TO JONATHAN LORING AUSTIN¹

[Extract]

Falmo Feby 17th 1777

. . . I wrote last Fryday to the hone Geo: Williams Esq. about Objections the sailors here had, in engaging should be glad of Directions in entering them – They want 1 Mos pay & their Wages for the Time in port advanced, also Stores such as Rum, Coffee & Sugar, found on the Passage out, & home – should be glad to know the No of Men wanted – have engaged about 90 Masts from 20 to 26 Inches Diamr – all to be dld by 10th next Mo . . .

On the service of the State of Massachusetts Bay To Mr John Loring Austin Secy at the Hone Board War in Boston by Capt Harper

1. Mass. Arch., vol. 152, 57, Board of War Letters, 1776–1777.

JOHN BRADFORD TO ROBERT MORRIS¹

Dear Sir

Boston 17th Feby 1777

I had time only in my last to make a partial and very imperfect reply to your sundry favours Recd by Express. I intirely agree with you in Sentiment that the villian who sent in the *Joseph* to providence (which is the Indentical *Eagle* that took the *fanny & Elizabeth*) Ought to be hang'd as a pirate, a *Brazillia* Smith Commanded her the last Cr[u]ise, its evident that some of my Lts have mis-carried for I gave you a detail of my proceedings with Respect to dispatching the *Fanny* I hope she is at port Ere this as she has sail'd about six weeks I hope to recover ample damages for the injury the public sustained by her being sent in the *fannys* Cargo recd no other loss than Abot half a hhd tobacco embez'd My Lawyer comes to town to day and you may rely on it Sir that every thing that can be done shall be, to get the worthy Gentleman Restitution for the Gross abuse, its luckey that smith pirate is one of this state, as our people are not so inclinable to favour such proceedings as in a Neighbou[ri]ng²

I omit making any reply to the part of your Lts Respecting Capt [John Paul] Jones or the Ship *Alfred*, as the Ltrs you are possess'd of explains the whole of that matter to you

I wrote you in a former Ltr, that our plan of Speculating was frustrated by the orders sent by the Secret Committee and the fine Ship *Easter* [*Esther*] I hope

is now ready for the Sea as by the late Acco from Mr Jarvis I've reason to expect it. I have kept back the Sale of the *Mellish* a long [time] expecting to receive Answers from the Commte with about £1200 laid out on her she would make an Excellent twenty gun ship the Brig *Lively* I shall purch[ase] for your Acct being a fine strong fast sailing Vessel, White haven built, only four years old, well found burthen one hundred & sixty tons, I am impatiently waiting to receive Orders how to dispose of the Brig *Tryton*, for want of articles to make up a small cargo, just to put the paquet in a set of Ballast I shall send part of the *Trytons* Cargo of Sal[m]on in her, I shall send her away in three days from this if not prevented by the weather, wch has been rough for some time past, the Scho[oner] *Lynch* goes on this Errand, the Late commander Capt Ayres Refus'd to go with less than twenty men, and four guns to support the dignity of his commissn we are luckily rid of him I have got a man who will answer the purpose exactly, He be bound for his abilities & Vigilance, Why should Ayres like a rotten limb be supported, by the usefull members After I had seen the counsel and concluded to send the *Lynch* a Committee was sent from the board to acquaint me they did not like my Capt but before the Conference I had chang'd him gratefully to there Satisfaction. I leave you to judge Sir if that man is deserving a Commissn who the council did not choose to trust, a paquet by, he is beyond dispute the most Bashfull man on earth

The *Lynch* & *Lee* are the only small Vessells imployd, the other two have been discharg'd some time since, Capn [John] Skimmer is nere Redy to sale on a Cruise in the *Lee* the late master having left her to go to Congress I have given a full Acct to the worthy president some time since of his Indolence in the Service³ The board of War here have pick'd up every thing they Could buy for remittances to France I have borrowed of them a Trifle of potash & have bought [torn] Oil. I am Inform'd a remonstrance is to the Congress against Capt Roach [John Roche] who was late[ly] appointed to a ship a portsmo if that shod Operate to his dismission I hope Capt [John Paul] Jones will not be f[illegible] by the Honbl Maritime Commd Your kind Approbation of my conduct gives me the high[est] pleasure I shall always make it my study to merit it, the small Cargo I send in the paquet shall be address'd agreeable to order & the letter to Messrs Pliarne Penet & Co forwarded, I am fearfull I shall meet with difficulty in Circulating the Loan Certificate – As the treasurer gives his Notes the whole State his Security at 6 pCent however I'll do the best I can with them, – Messrs [Alexander] Rose & [Nicholas] Eveleigh are not yet return'd from the eastward, I hear they have made several purchases their, the Brig I sold them Saild this day for South Carolina, –

The information I gave on the former part of my letter of the *Joseph* being carried into providence proceeded from false information; on further enquirey I have seen the prize Master of the *Joseph* who was taken by a british Cruizer, and carried in to York, which I think will be better for the owners than if she had arriv'd at providence,⁴ I make not the least doubt I shall be able to recover the full amount, but am I duly qualified with powers, I believe not, they should be sent forward without loss of time. –

I am distress'd at the detention of our two frigates – I have no prospect of their Sailing – [Hector] McNeill this day told me Six thousand dollars would put

him to sea in a fortnight, & this Evening I'll see Mr [Thomas] Cushing & will venture to furnish him with that sum, if he can raise it with the certificates, I know you lead at the Marine Board Sir for Gods sake & for the sake of the great cause let experienced men, men of intrepid resolution take the lead in the grand undertaking of Building the 74 Gun ship – I have sent a Schooner of 90 Tons to Baltimore, and a Brig of the like Burthen will follow her for Iron &c – I am with all due respects [&c.]

- 1. John Bradford Letter Book, vol. 1, LC.
- 2. See Bradford to Morris, October 22, 1776, Volume 6, 1360.
- 3. Captain Daniel Waters.
- 4. The *Joseph*, taken by Captain Barzilla Smith, in the privateer *Eagle* owned by Elijah Freeman Payne, was retaken by H.M. Sloop *Merlin*, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

PETITION OF EDWARD GRAY TO THE MASSACHUSETTS COUNCIL ¹

To the Honble Council of the State of Massachusetts Bay
The Petition of Edwd Gray in behalf of William Rotch & others as p Schedule annex'd Merchts & Inhabitants of Nantucket – Humbly sheweth – That, by an Act laying an Embargo upon all shipping, they are prevent'd procuring their summer Supply of salt, which is absolutely necessary for them to carry on their Fishery, the Whale fishery which was formerly their whole dependance being now entirely stop't, they are oblig'd to recur to the Cod Fishery for a support which cannot be carry'd on without salt, & unless they have liberty granted them to procure it they cannot subsist, – That, the Island from the Nature of it's soil is incapable of producing Corn or any other Grain sufficient for One Quarter of the Inhabitants, that, formerly they wholly depended upon Philadelphia, New York & Long Island for their supplies, which Resources are now cut off, & unless they can procure Corn &c they must be reduc'd to the greatest distress – That, previous to passing the Act Mr Rotch had prepar'd a Vessell ready to take on board a Cargo he had already purchas'd consisting of 40 m Lumber 60 barrels pickled fish 180 shook hogsheads & hoops for the Voyage, all which are now upon hand, & if the fish is not allow'd to be exported it must inevitably spoil – That, Mr Rotch has a large sum of Money in the hands of a French Merchant in Hispaniola which if not speedily secur'd will be wholly Lost –

All these Reasons your Petitioner humbly begs your Honors would take into Consideration, & grant liberty to the several Vessells to proceed their Voyages, & your petitioner as in Duty bound, will ever Pray

Edward Gray

[Enclosure]

[O]wners Names	Vessells & Names	Masters Names	Where bound
Wm Rotch	Schoo[ner] <i>Nightingale</i>	Jona Downes	Hispaniola
Do	Sloop <i>Sandwich</i>	John Elkins	for Salt
Saml Starbuck	Brigg <i>Katey</i>	Josh Gardner	Do
Do	Sloop <i>Dolphin</i>	Stephen Fish	Do
Benja Barney	Schoo[ner] <i>Olive Branch</i>	David Paddock	Do
			Do

[Endorsed] In Council Feby 17th Read & Committed to the Committee on Similar Petitions – Jn^o Avery Dpy Secy
In Council Feb. 19th 1777 – read and orderd that the Prayer of the above Petition be granted –

1. Mass. Arch., vol. 166, 252–53.

PETITION OF THOMAS NEWBERRY, JR. TO THE MASSACHUSETTS COUNCIL ¹

To The Honble the Council of Massachusetts Bay –

Thomas Newberry late Superintendant of the *Mellish* Transport Bound to Quebec, & taken by the *Alfred* Commanded by John Jones Esqr in Continential service humbly begs leave of the Honble Council permission to return to Europe, by a Vessel going from this Port, which sails in a few days. their goodness he hopes will take his Petition into consideration, & kindly permit him to return home, where he will have it in his powr to act according to those principals he has ever addopted, since the Unfortunate disturbance has been between England & America & shall with gratitude, as well as pleasure, Acknowledge the goodness of the Honble Council – and as in duty bound shall ever pray

Boston Feby 17th 1777

Tho^s Newberry Jr

[Endorsed] In Council Feby 24th 1777 Read and Ordered that the Prayer of the within Petition be granted and that the Petitioner be and he hereby is permitted to take Passage on Board the Briga called the *Lord Lifford* whereof is Commander John Jones bound for Cork in Ireland – Said Newberry be not allowed to carry any Letters or written Intelligence with him and the Comittees of the Town from whence the Said Briga is to sail are hereby directed to see that the Conditions be complied with –

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 166, 255, 255a.

MASSACHUSETTS BOARD OF WAR TO SAMUEL & ROBERT PURVIANCE, BALTIMORE ¹

Gentn

War Office, Boston Feby 17th 1777

Your Favour 3d Feby is before us, observe what you say relative to the Danger of Navigation in your Bay, find it necessary however to run all Hazards, our determination being to have some Pig Iron, & Flour at all Events, are there[fore] of the same sentiments as when we wrote last, with regard to shipping the Pig Iron, to which Purpose shall dispatch two Schooners immediately to your Address.

When the Risque is not desperate you will therefore be pleas'd to conform [to] our Directions, relative to shipping us Flour, Bar, & especially Pig Iron.

By order of the Board,

Sam^l Phps Savage

1. Mass. Arch., vol. 151, 41, Letters from the Board of War, 1776–1780.

MASSACHUSETTS BOARD OF WAR TO JAMES WARREN ¹

[Extract]

War Office, Boston Feby 17th 1777

The two Schooners soonest ready please to dispatch to Baltimore, in Ballast to the address of Messrs Purviance, with the Letters inclos'd with orders to Dun-

nage 2 foot, or 2½ feet, & bring back a Load of Pigg Iron, to Plymouth, Boston or any other safe Port in this State. —

. . . we have engag'd Pay to no Masters or Seamen in Case of Capture, the difference of Wages between War & peaceable Times is a consideration for the risque of Capture: —

. . . If the Masters of the Schooners bound to Baltimore think the Risque desperate, they are directed to run up to Philadelphia, & apply to Mr Andrew Black for Cargoes. . . .

1. Mass. Arch., vol. 151, 45–46, Letters from the Board of War, 1776–1780.

MASTER'S LOG OF H.M.S. *Diamond*¹

Febry 77	Remarks on board his Majestys Ship <i>Diamond</i>
Monday 17th	Boat Employed Rowing guard as before
	Modr and fair wr at ½ past 5 P M Saw a brigg & a Sloop
	comeing out of Providence river Made the Signal to the
	<i>Centurian</i> for the gundlo which came at 7 Sent her away with
	Sd Lieut and Mariens and the flat Boat Mand & armed the
	[sic] Saw a Number of Rebels on Popasquash point which fired
	at our boats with small arms our people Returned it with 3
	great guns

1. PRO, Admiralty 52/1699.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT BRIG *Defence*¹

1777	The Brig <i>Defence</i>	Dr
Jan 1	To Cash advanced Eb Webb for boarding	
	George Moshure	Jese Jecocks
	Seth Burr	Isaac Elwood
	Robt Tamage	Gabriel Allen
	Abraham Bulkly as p Bill	
	To pd Jas Robeson boarding Peter Curtis	1..4..—
	For John Hill	2..—..—
	& Moses Cam	2. 10..—
	pd Wido Cotter for Nursing	
	Thos GreenWell	
	pd for sheet & shirt	
	pd Brooks for a coffen	
	pd the Saxton 12/	
	To pd Jas Robeson board Peter Curtis	1..—..—
	To pd Jas Robeson boarding Moses Cam a 2d time	1..7..6
	To pd Wheeler Brown boarding Prosper Brown	2..5..0
	To pd Doc John Scotts for J L Rowley	1..4..6
	To pd Daniel Colver for a Coffen for	0..8..—
	Thos Jones pd Davd Lewises Bill for do	2..8..—
	and the Saxton	0. 12..—
	To Doc Ushers Bill 22/7	1..2..7
	To pd Doc Wolcotts Bill	9. 19..0

	To pd John Way's Bill boarding Nehemiah Whitney	1. 16..0
	To pd Robt Fowler boarding Daniel Keely	3..-.-
	To pd Icha Powers boarding Geo Newcomb	4..4.-
	To pd Jas Robesons Bill boarding Moses Cam & John Still Jona Starrs Bill for coffin and Saxton 12/ & 18/ }	2. 17..6
Febr 17	To pd do for 1 Week board of ditto 20/, do 20/, } do 20/, pd do pr Bill }	3. 16..-
21	To pd Ceazer Bolles boarding Emerson Hewet 1 Week	0. 10..-
	pd do for ditto	1. 10..-
	To pd for 4 Weeks board of Gillam Vail a 12/	2..8.-
	To pd Doc Waldos Bill for ditto	1. 10..-
	To pd John Davis Bill board Dan Kelley	3..0..0
	To Davd Lewis's Bill for Thos Graystock	6. 12..0
	To Doc Thos Coits Bill	5. 10..0
	To pd Jona Jarvis Board	3..-.-
	To pd Nathan Douglass Bill boarding M Talmage	4. 10..-
	Propser Brown acct	2..8..4
	To pd Doc Wolcotts Bill for ditto 2d time	1..5..6
	Doc Wolcotts Bill a 3d time	11. 10..0
	To pd Eph Miner's Bill for Boarding Davd Jenings	3..0..0
Feb 17	To pd Mrs Leets Bill boardg Abr Buckley & Seth Burr	5..8.-
	To pd Mrs Leets 2d Bill for ditto	4. 12..-
	To pd Mundator Tracy boardg Doc Ezra Bushnell	6. 14..-
	pd do for do	3. 18..-
	To pd Jas Carews Bill for do 41/6 do for do 12/7	2. 14..1
	To pd John Owens Bill for ditto	0. 12. 10
	To pd Manuel Boax Bill for Boarding Simon } Diosbrew & Thos Norris }	1. 18..9
	To pd Jona Calkings Board	4. 10..0
	To pd Doc Perkins Bill for Ditto	0. 15..0

1. Nathaniel Shaw Papers, Ledger 9, YUL.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

[Lebanon] Monday 17 February, 1777.

The Hono. Continental Congress having on the 23d of January, 1777, resolved that two frigates, one of 36 and the other of 28 guns, be immediately undertaken in the State of Connecticut; and whereas the Marine Committee on the 28 of January, 1777, ordered that Col. [Oliver] Wolcott transmit to Gov. Trumbull the resolve of Congress of Jany 23d for building two frigates in Connecticut and that he empower Gov. Trumbull and his Council to determine upon the places where they shall be built and to appoint proper places [*sic* persons] to execute and superintend the business; and whereas Col. Wolcott by his letter of the 29th Jany *ulto* has inclosed said resolve and order, and has in pursuance of the same empowered said Governor and Council for the purpose aforesaid:

Now therefore, by virtue of the power and authority as aforesaid, the said

Governor and Council have and do determine that one of said frigates, *viz*: that one of said frigates 36 guns, be built in the river called Thames, between Norwich and New London, and do appoint Cap. Joshua Huntington of Norwich to execute and superintend the building of the same.²

1. Hoadly, ed., *Connecticut State Records*, I, 175-76.

2. *Ibid.*, 176, 177, on February 18 the Council resolved: "that the other, *viz*: that of twenty-eight guns, be built on Connecticut River at Chatham, and do appoint Capt. John Cotton of Middletown to execute and superintend the building of the same."

ROBERT MORRIS TO CAPTAIN ELISHA WARNER, CONTINENTAL SLOOP *Fly*¹

Sir

[Philadelphia] Febr'y. 17th 1777 -

Since writing the annexed orders² I have received advice that it is reported in the West Indies that this City is in the Hands of the enemy in consequence of which all the homeward bound Vessells are going into Cheseapeake Bay where inevitably they will fall into the enemies hands, therefore as soon as you deliver these dispatches to Captain Biddle which you must first perform and then proceed to Cruize off[f] the Capes of Virginia keeping outside of the enemies men of war, and give all inward bound Vessels notice of their danger and that our Bay is clear of the enemy. Keep A Sharp look out A Long shore and you will retake some of the Prizes they are sending to New York I am Sir [&c.]

Rob^t Morris V: P:

1. Marine Committee Letter Book, 58, NA.

2. Orders of February 15.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY¹

Philadelphia, February 17th, 1777.

Resolved, That in Consequence of advice from Thomas Savadge, at the Pennsylvania Salt Works on Tom's River, of a design of the Enemy against those works, and of a Letter from Rob^t Morris, Esq^r, one of the members of Congress recommending it to the attention of this Council, The armed boat called the *Delaware*, under the Command of Richard Eyre [Eyes], Esq^r, be immediately fitted out and ordered to proceed, with all expedition, to the said Works, there to remain for the defence thereof, untill further orders from this Board.

1. *Pennsylvania Colonial Records*, XI, 125, 126.

Pennsylvania Evening Post, TUESDAY, FEBRUARY 18, 1777

Philad. Feb. 17, 1777.

Taken out of the Rising Sun beer-house, in Chestnut-street, opposite Mr. Israel Pemberton's, the following articles, *viz*. A suit of blue clothes trimmed with gold, the uniform of the Captains of the navy belonging to the United States of America, eight ruffle shirts, six pair of stockings, three of which were never wore, and a silver stock buckle. The whole was in a small trunk covered with red leather, and tinned around the edges. Whoever gives information to the printer hereof where the above articles may be found, shall have Twenty Dollars reward, and no questions asked.

N. B. If they should be offered for sale at any vendue, the owner of the vendue is desired to stop them.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Baltimore] Monday, February 17, 1777

On motion, *Resolved*, That the Marine Committee be empowered to advance twenty dollars to each seaman, who will enter to serve on board the *Lexington*, the same to be deducted out of their share of the prize money, arising from the captures made by the said *Lexington*.

Resolved, That the Marine Committee be directed to deliver the *Lexington*, when fitted for the sea and manned, to the order of the Committee of Secret Correspondence.

~~*Resolved*~~ *Ordered*, That the Secret Committee forward to the council of Massachusetts bay, a copy of the resolution of the 5 instant, ~~impowering them to apply to the Several States for the use of one of the armed vessels belonging to the respective States the Commissioners at the Court of France to send 80,000 blankets &c requesting the several States to order their armed vessels into the service of the united States, under the direction of the Secret Committee; and that they request the said council to send at the expence of the Continent a trusty person, in one of the armed vessels belonging to their State, with the said resolve, and bring back part,~~ who shall take charge of such papers as shall be entrusted to him by the Secret Committee, and ~~who shall~~ govern himself agreeable to the orders he shall receive from the said Secret Committee.

1. Ford, ed., *JCC*, VII, 126, 127, 128-29.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO THE AMERICAN
COMMISSIONERS IN FRANCE ¹

In secret Committee of Congress

Honorable Gentleman

We have the honor to inclose you a Resolve of Congress that is of great Importance to the public Service, which has suffered considerably the last Fall, and during this Winter, by the insufficient manner in which our Soldiers were clothed. Having found much Delay heretofore in getting Cloth made up, the Congress desire that 40,000 compleat Suits of Soldiers Cloaths may be sent.² In giving directions for the making these Cloaths, it may be necessary, Gentlemen, to inform that both the Coats and Waistcoats must be short skirted, according to the dress of our Soldiery, and that they should be generally for Men of stouter make than those of France. Variety of Sizes will of course be ordered.

The Eastern Ports are generally entered with so much more Safety than the Southern, that we recommend the former for these Goods to be sent to, giving Orders to the Captain to inform Congress immediately of his Arrival, either by Express or by personal Attendance. We expect this Letter will be delivered you by Capt Johnston [Henry Johnson], Commander of the *Lexington* armed Vessel, and as the Congress are very anxious to hear from you, it is probable Capt Johnston will not remain long enough in France to get either Cloth or Cloaths in any

quantity, but since it is necessary for the health of the Soldiers to cover them from the Dews of Summer it will be of great Advantage to send a considerable quantity of Blankets and Tent Cloth by the Return of the *Lexington*, with Stockings, Flints, & Muskets with Bayonets. The Soldiers Cloaths and the Cloth should be so contrived as to reach North America by the month of September at furthest.

We are with esteem, honorable Gentleman [&c.]

Richard Henry Lee Fras Lewis Wm Whipple

Copy.

Baltimore in Maryland Feby 17th 1777

1. Stevens, ed., *Facsimiles*, No. 25.

2. Resolve of February 5, 1777.

Dunlap's Maryland Gazette; or, the Baltimore General Advertiser, TUESDAY,

FEBRUARY 17, 1777¹

Baltimore, Feb. 17, 1777.

Wanted.

A considerable quantity of white oak knees, and sixty rising timbers for Ship building. – The knees must be 5 feet long in the body part, and 4 feet in the arm, on the inside – to side 8 inches and a half – to have proportional thickness in and out, and to be perfectly sound. The rising timbers must be from two feet and a half rising in each arm, with various degrees of rise to a square. Those of the least rising to be 8 feet long in each arm from the Throat, and not less than 20 inches deep in the throat. – Those of the greatest rising to be 7 feet long in each arm, to side to 12 inches at least. They must be all of the soundest and best timber. Two Dollars for rising timbers, and One Dollar for knees, answerable to the foregoing descriptions, shall be paid for them on delivery at Fell's Point, if delivered within five weeks from the date hereof. – Any person inclineable to contract for delivery of said rising timbers or knees, may apply to me.

George Wells:

1. Printer dated this issue in error; should be February 18.

S. S. COALE TO DANIEL OF ST. THOMAS JENIFER¹

Sir./.

Baltimore Feby [17] 1777

I find upon enquiry that a Lieutenancy of Marines in the Ship *Defence* is vacant, wch I should be very glad was filled by a Brother of mine Thos Coale; he has had for some time past a desire of entering in the Naval Service, & I think would execute his commition with Spirit & fidelity –

Your influence towards his being appointed to the above vacancy will ever be acknowledged as the greatest Obligation You could confer on Sir [&c.]

S. S. Coale

1. Red Book, XIX, Md. Arch.

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

February 1777 Cape Henry So 49W Distance 9 Leag
 Monday 17th At 7 AM saw a Sail to the NW out all Reefs and gave Chace
 at ½ pt 8 Fir'd 2 Shot & brot too a Sloop from Boston in Bal-
 last, took her Crew out and Burnt her.²

1. PRO, Admiralty 51/694.

2. Sloop *Molly*, Uriah Atkins, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JOHN COLPOYS, R. N.¹

By James Young Esqr Vice Admiral of
 the Red &ca &ca

You are hereby required and directed to proceed forthwith to Sea in His Majesty's Ship *Seaford* under Your Command and Cruize between the Latitudes of 13 to 15 North & Longitude 57 to 60 West, where you are to use your best Endeavours to make Capture of any Privateers Armed Vessels, or Trading Vessels belonging to the American Rebels you can meet with, pursuant to the General Orders you have already received from me concerning them, taking care likewise to Comply with my Order to You dated the 8th Feby Inst should You fall in with any Convoy from England, or Ireland &ca bound to these Islands; and You think it necessary for their Safety; you are to accompany and protect them as far as may be needful; and then return to your above named Cruizing Station, and should you obtain any particular Intelligence, you are at Liberty to extend Your Latitude or Longitude, in order more effectually to annoy the Enemy: You are to remain on this Service till the 15 March, and then make the best of Your way to Carlisle Bay Barbadoes and wait the arrival of the February Packet from England, and receive from her what Letters she may bring for me, and the Officers of the Squadron under my Command and then immediately return and join me in English Harbour Antigua; for which this shall be your order.

Given &ca at English Harbour the 17th Feby 1777

Jam^s Young

Memo Should you happen to fall in during your Cruize with any of the American Squadron, coming to this Island to clean and Refit You are to acquaint their Captains it is my Directions that they call at Prince Ruperts Bay Dominica and, compleat their Wood and Water before they proceed to this Island.

1. PRO, Admiralty 1/309.

"EXTRACT OF A LETTER FROM DOMINICA, FEB. 17."¹

We have just received advice of a Guineaman, three vessels from Newfoundland, and a store ship, being taken and carried into Martinico, and a Guineaman carried into Guadaloupe.

1. *London Chronicle*, May 17 to May 20, 1777.

18 Feb.

JOHN LANGDON TO WILLIAM WHIPPLE ¹

[Extract]

Portsmo Feby 18th 1777

. . . Capt Roches Ship is now going on, haveg just had Snow to get the timber hawled, shall be able to get her off, in good Season; am much Afraid, shall not get Canvas and Cordage, the *Raleigh* laying waitg for guns, trying to get them Cast at Massachusetts have got Abt fifteen hundred Tuns of Timber Cut, and hawled for the 74 gun ship – Since the Snow is Come within few Days, have had upwards one hundred Teams at work every Day –

I have Since begin[nin]g this letter Recd yours of the 3d Instt Inclos[ing] that Brute of Britain's Speeches, what a poor Crying Devil he is become – the time is not far off I hope when we shall hear of his Decapitation – am glad that I am like to have money by Mr Belton; you'll See from time to time what moneys I may want: it will take Considerable sums to Carry on the business – such Numbers of men at work, must be paid every fortnight, provisions high &c. Cordage Canvas Iron &c for Roches Ship, and in Case the *Raleigh* should get her guns; they will Cost large sum money and a Considerable sum to pay her off – no prizes come in – the *McClary* ² just Arrived only one Transport Brigt this Cruize the *Portsmo[uth]* 20 gun ship Capt [Robert] Parker Sails first wind – has only small guns, from the West indies; –

We have got some large Masts hawled, it will be Absolutely Necessary to have, a Dock yard here for Masts: as the large Trees are very Deficult to be had and very high: This Matter I should be glad might Come under the Direction of your Brother – as there will be two Leiutents appointed for Roach, I would have you mention, Capt Thomas Dalling and Capt Elijah Hall, who was in Thompson's ship, both very good men as can be had for the purpose, pray have this done Directly and inform me, as they are waitg for your Determinat[io]n – I thank you for your Attention to the business; and much Depend on your forwardg money that may be Necessary with every order that is sent down without which the business must suffer unless some Prizes Come in of which you will be informed, in season

P. S. for the Secret Committee I am in present Want of abt fifteen thousand Dollars, for the use of the *Raleigh* before going to Sea Say twenty thousand Dollars for Roches Ship. Suppose Thirty Thousand Dollars, for the 74 for Timber Plank &c at present. . . .

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

2. New Hampshire six gun privateer schooner, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, IX, NA.

CAPTAIN THOMAS THOMPSON TO CAPTAIN HECTOR MCNEILL ¹

Dr Sir

Portso 18th Feby 1777

I have a man by the name of Patrick Lynch which formerly belonged to the *Boston*, he shall be given up any time to your order – Should be glad to know how Privateering gos on in Boston I am e[n]gaged in a deep dispute with the Genl Court of this State in Consequence of their giving one Leave to Sail She has 80 Seaman 50 Landsmen I have provoked them to the Last degree by

pointing out their Errors I here you are almost ready to Sail Should I not see you again I wish you every Success Yrs [&c.]

Tho^s Thompson

1. John Barry Papers, Naval History Society Collection, in Martin I. J. Griffin, *Commodore John Barry* (Philadelphia, 1903), extra illustrated edition, NYHS.

EMBARGO AGAINST SHIPMENT OF CERTAIN GOODS FROM NEW HAMPSHIRE ¹

In Committee of Safety, Portsmouth, Feb 18, 1777.

Notice is hereby given, that by Order of the Hon. Committee of Safety of this state, an embargo is laid on the following articles, which are forbid being sent out of this state, either by land or water, viz. Rum, molasses, sugar, cotton wool, sheeps wool, flax, coffee, cocoa, chocolate, linnen, cotton and linnen, wollen and cotton goods of all kinds. – Provisions of all and every sort, – Shoes, hides, deer, skins, sheepskins, and leather of all kinds. – In case any of the inhabitants of this town shall attempt to break through this regulation, it is desired that the maratime officers may be informed thereof, in order that they may be prevented.

By order of the Committee,

H. Wentworth, Chairman.

1. *The Freeman's Journal*, February 18, 1777.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Tuesday February 18th 1777

Petition of Silvanus Hussey setting forth that he has a Vessel & Cargo intended for a Voyage to South Carolina to export a Cargo of Rice & from thence to Bilboa &c praying for permission to prosecute such a Voyage. To the Naval Officer of Nantucket Permit the Brig *Wolf* owned by Silvanus Hussey whereof Shubael Worth is Master to take on board One hundred and Seventy barrels of Oil and ten Hogsheads of Sugar each Twelve hundred Gross Weight and proceed on her Voyage to South Carolina there to take on Board a Load of Rice and proceed to Bilboa provided said Vessel be man'd with the Denomination of People called Quakers said Master giving Bond that he will import into this State as soon as may be in said Vessel Salt, Woolens, Blankets, Duck, Hemp, and Cordage and other Military Stores –

Petition of Andrew Cabot praying for Permission to send the Ship *Rambler*, in Ballast, to Carolina there to Load with Rice & proceed to some Neutral Port in Europe for Salt

To the Naval Officer for the Port of Salem – Permit the Ship *Rambler*, owned by Andrew Cabot to proceed on her Voyage to Carolina in Ballast there to load with Rice and then to proceed to some Neutral Port in Europe the Master of which giving Bond that he will import in said Ship into this State, Salt, Woolens suitable for the American Army and Military Stores to the amount of said outward bound Cargo – the Dangers of the Seas & Enemy excepted.

On Motion Ordered that 11 o'Clock to-Morrow Morning be assigned for the choice of a Commander for the Brig named the *Massachusetts* in the Room of Capt John F Williams who has resigned the Command & in Consequence of an Application from the Board of War.

1. Mass. Arch., vol. 20, 274, 275.

PAROLE OF AZARIAH UZULD, MASTER OF THE PRIZE SHIP *Julius Caesar* ¹

State of Masstts Bay

Council Chamber Boston Feby 18, 1777

I Azariah Uzuld being on a passage from London to Halifax on board the Ship *Julius Caesar* was made prisoner by John Foster Williams Commander of the Sloop *Republic* and sent into this port in the month of August last –

And whereas the Council have at my request permitted me to depart from this State to New York or Halifax, giving my Parole and engaging to do all in my power to procure the Liberation of some one person of equil Rank with myself belonging to this State detained as a prisoner at either of the places mentioned above – And that I will not directly or indirectly give any Intelligence whatever to the Enemies of the United States of America, or do or say any thing in Opposition to or in prejudice of the Measures and proceedings of any Congress for the said States during the present troubles, or untill I am duly discharged,

Az^r Uzuld

1. Mass. Arch., vol. 8, 217.

GOVERNOR NICHOLAS COOKE TO SAMUEL PURVIANCE ¹

(Duplicate)

Providence February 18th 1777

Sir The very great Scarcity of Flour, Bread and Iron in this State, and the danger of the Inhabitants suffering for want of those necessary Articles have induced the Council of War, to fit out the Sloop *Diamond* Timothy Coffin Master to your Address to procure them. –

We inclose you a Draught upon the Continental Treasurer for a sufficient Sum of Money to lade her, and desire that you will put on board her Ten Tons of Bar-Iron if to be procured otherwise Fifteen Tons of Pig-Iron, to fill her Hold with Flour and her Steerage and Cabin with as much Bread as she can with any Convenience take in. – I am in behalf of the State Sir &c.

Nich^s Cooke Govr

1. Emmet Autograph Collection, NYPL.

GOVERNOR JONATHAN TRUMBULL TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Lebanon February 18th 1777

I was notified by Colo. [Oliver] Wolcott of the resolve of Congress of the 23d January and your resolve upon the same of the 28th of January, directing Colo Wolcott to empower me with my Council, to determine the places where the two Frigates, ordered to be undertaken in this State, should be built, and to appoint proper persons to superintend and execute the business, which I have communicated to my Council, and, by their advice, have ordered that the 36 Gun Frigate be built at Norwich on Norwich River, and the 28 Gun Frigate at Chatham, on Connecticut River, and have appointed Capt Joshua Huntington of Norwich to superintend the building the 36, and Capt John Cotton of Middletown to superintend the building the 28 Gun Frigate, and as the season is at present peculiarly opportune, have advised them to procure the timber to be cut without delay, I need not suggest the expediency of their receiving early instructions for their gov-

ernment in prosecuting the business, and such sums of money as will be necessary to put it forward, and am Gentlemen with great Respect [&c.]

J—T

1. Trumbull Papers, Letter Book IV, 98–99, ConnSL.

JOHN LANSING, JR. TO CAPTAINS DANIEL SCOFIELD AND ISAAC SEAMAN ¹

Gent: Head Qrs Albany Feby [18, 1777] ²

You with the Sailors under your Command will immediately repair to Tyonderoga and put yourselves under the Command of Colo: [Anthony] Wayne who will employ you in such Services as he shall think necessary until Lake Champlain becomes navigable when you will be ordered on Board the Vessels. By order &c
J. Lansing Junr Secy

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL. Lansing was military secretary to General Schuyler.
2. Date is blurred, and is approximated by placement in Schuyler Papers.

ROBERT MORRIS TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract] Philada Feby 18th 1777.

Honorable Gentlemen. By this Opportunity I forward you Sundry dispatches from Congress and the Committee of Secret Correspondence Still at Baltimore, and from them I have just received the enclosed resolve of Congress dated the 5th Inst Copies of which I Shall transmit you by various Conveyances, in order that you may give orders for procuring the Articles required and to have them Collected ready for Embarkation the places of their destination are not yet fixed but you will hear from the Committee or from me very Soon on that Subject, in the mean time the Articles may be provided and you may rest Assured of our utmost exertions to make you effective remittances to Answer all your Engagements – We have at length got one of our Frigates the *Randolph* Capt Biddle Cruizing on this Coast to meet any Single Frigates of the Enemy and hope for good Accounts from her, She Sails fast is well Manned and Appointed, others will Soon join her and our utmost ex[e]rtions will be used to put the Navy on a respectable and formidable footing fast as possible. . . .

1. Silas Deane Papers, ConnHS.

JAMES TILGHMAN TO HIS BROTHER ¹

[Extract] Philadelphia feb. 18th 1777

. . . Our Intelligence from New York that they [the British] have built 20 row Gallys and are about building several Redaus which are a very large kind of floating Battery so Constructed as to sail They say these are to carry 1000 men each and 40 Pieces of heavy Cannon yet to draw but four feet water Their use is either to act against Shipping in smooth water or to land great bodies of men expeditiously under the Cover of their Cannon they had a small one upon Lake Champlaine which made prodigious havock amongst our Row Gallies The men fight under Cover and are safe from the danger of Musquetry These Machines will play the Devil along shore in a thick settled Country . . .

1. William Paca Papers, MdHS.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO THE AMERICAN
COMMISSIONERS IN FRANCE ¹

In Secret Committee of Congress

Honorable Gentlemen

Baltimore Feby 18th 1777

You will receive herewith a Copy of our Letter of Yesterday by the *Lexington* with its enclosures. This goes to Boston for a Passage from thence. An armed Vessel belonging to that State will carry the dispatches, & will be governed by your directions respecting her Load back, & the Time of her return. Should you have failed in obtaining the Loan, or of getting the Cloth, Cloaths, &c mentioned in the Resolve of Congress, you will please turn the Vessel over to Messrs Thomas Morris & William Lee, or either of them to receive such Continental Cargo as they may be enabled to send in her. Unless you should be of Opinion that the public Service requires that she should return immediately to North America with your dispatches, in which case you will direct what you judge best for the public good. We are with perfect esteem, honorable Gentlemen [&c.]

Richard Henry Lee
Fra^s Lewis
W^m Whipple

1. Lee Papers, UVL.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

My Dear Sir

Baltimore 18th Feb 1777

Your favor of 23d ulto by Capt [Samuel] Tucker is just come to hand: 42,000 dollars are on the way to you and I hope will be in your possession long before this reaches you – the letters you refer to I have not seen – viz those to the Secret and Marine Committees – I shall pay due attention to them when I know their contents – the letter you refer me to concerning the guns from Connecticut is not come to hand – I am therefore in the dark about that matter – this I know that Governor Trumbull was desired to spare the guns he had provided for the ship built in Connecticut to the *Raleigh*, provided others could be procured in season for the *Trumbull* and as I have heard that Capt Manly has been in Connecticut after guns and have since heard he has guns for his ship, I suspect there has been some underhand dealing in this business, and think the villainy should be brought to light, therefore hope you'll spare no pains to get to the bottom of it, – in order thereto it will be necessary to know of Govr Trumbull at whose request they were spared to Manly.

Congress are about returning to Philadelphia – I believe they will adjourn thither next week till then I do not expect to have it in my power to send you the dimensions of the 74 gun ship – nor do I suppose it indispensably necessary at present, as the timber may be getting and other materials preparing while the workmen are employed on the other ship.

I am exceeding fearful of the vessels you are sending to this place and Virginia, as there are several ships now in Chesapeake Bay who have taken many vessels, but I have no order to direct them to be stopped but shall take the earliest opportunity to consult the Committees and write you fully on the subject – in the mean time hope

no time will be lost in getting them ready for sea. In great haste I am your friend
[&c.]

W^m Whipple

1. William Whipple Papers, Force Transcripts, LC.

ACCOUNT OF SALE OF THE PRIZE BRIGANTINE *Mary Ann* ¹

Baltimore the 18th Februy 1777 –

Sales of Brigt *Mary Ann* & Cargo lately made Prize by the Brigantine
Lexington Commanded by Willm Hallock Esqr & Sold by Virtue of a Decree
of the Honble Court of Admiralty for the State of Maryland –

To whom Sold	What sold	Amount
Robt Purviance	1 Anchor Wt 12 lb	107.10..–
David Stewart	1 ditto 6 lb	32.10..–
Saml Purviance & Co	119,000 feet Mahogany 27/6	1636..5..–
	17 Tons Chip'd Log-wood 122/6	104..2..6
	15 do unchip'd do 95/	71..5..–
		1811.12..6
		1951.12..6
Cashe Received	Brigne <i>Mary Ann</i> with her Materials p Inventory –	3050
		5001.12..6

Charges Vizt –

paid Advertizing Sale in papers & Hand Bills	11..3
paid Captn Gilchrist Balances of Wages for himself & the Crew of the Brigne <i>Mary Ann</i> p Acct Settled	354.11..–
To Solmon Horsewhip a Sailor on board the <i>Mary Ann</i> for Balance due him for Wages till the time of his Death p Captns Acct	29.12..–
paid Judges fees on Condemnation	3..2..6
paid Marshall's do on do	1..–..–
paid Registers do on do	6.12..6
paid Advocates do on drawing & prosecuting Libell.	15..–..–
paid Cryer Giveing Notice Sale at Town & point	7..6
paid the following things Wanting in Inventory & Valued by Wm Johnston	
1 New Lower Steering Sail & 2 topmast do	£ 55..0..0
2 New Boat Sails	9..0..0
1 Top Galt Sail & fore Stay Sail & } 1 main topmast Stay Sail	13..0..0

ACCOUNT OF SALE OF THE PRIZE BRIGANTINE *Mary Ann* [continued]

[Charges Vizt]

2 Wood hand pumps a Quantity			
of Scuper Nails 2 Lanthrons			
1 Compass 3 Spare log lines			
1 two hour Glass 1 dep sea lead			
2 hammers 1 frying pan 1 Tin			
Tea kettle 1 Black Jack 1 Car-			
penters Axe a Quantity of Oil	8..0..0	85..0..0	
Commn on Sale Cargo £1951.12.6			
a 2½ p	48.15..9		
on Sale Vessell 3050 1 p	38.10..0	79..5..9	575..2..6
Errors Excepted 24th April 1777	Neat proceeds		£4426.10..0
	David Stewart	Marshall -	

1. Admiralty Court Papers, Box 1, Folder 9, 1776-1781, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Tuesday the 18th day of February 1777.

Ordered that the Register of the Court of Admiralty, be directed to furnish this Board with a List of the Crews, libelled in the said Court.

All Captains, Mates, and Mariners who have been taken on Board any British merchant ships, and who now remain prisoners on parole in this Commonwealth, are directed to repair to this Board with all convenient speed in order to their being exchanged and the several Officers of this State in whose custody any such prisoners are; are required forthwith to send them to the City of Williamsburg; and it is ordered that copy of this Requisition be published in the Virginia Gazettee.

The Board, finding it absolutely necessary in Order to procure Arms, and other Articles for the use of this State, to lodge a sum of money in the west Indies for that purpose, finding the Commodities of this State too bulky and unprofitable to be exported in small Boats, which for the sake of expedition and safety must be employed, have come to the Resolution of purchasing Indigo in South Carolina to the value of ten thousand pounds, to be carried from Charles Town in boats to the agent of this State in the West Indies, and for that purpose have employed St George Tucker esquire to negotiate the Business at Charles Town, in Consideration of which he is to be allowed two and half per Cent Commissions, and the Liberty of transporting in the sd Boats Indigo on his own accompt to the value of two thousand pounds free of freight, he advancing to this State in the Hands of our Agent at St Eustatia on Loan the sum of one thousand six hundred and sixty six dollars to be repaid him here in paper dollars of this State, and that William Aylett esquire be directed to give the instructions necessary for carrying this Scheme into execution.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 348-49.

VIRGINIA NAVY BOARD TO WILLIAM HOLT¹

Sir,

The Board having had frequent complaints from the Officers of the Navy that your provisions in general is very bad, therefore desire you'll imploy immediately Mr John Harris to inspect all such Provision as you may furnish the Navy with. -

(Signd) Thomas Whiting 1st Comr

[Williamsburg] 18th Feb. 1777 -

1. Navy Board Letter Book, VSL.

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

February 1777

Cape Henry So88W Distance 20 Leag

Tuesday 18th

At 7 AM saw 2 Sail NWt & 1 to SEt Out Reefs set the Topgt sails & gave chase to NW at 8 Smith's Island NW 4 Leagues. Bore away & gave Chase SEt
Fresh gales & Squally at 1/2 pt Meridn Fired a Shot & Bro't too the Chace a Snow from Bedford in New England bound to Virginia, sent a Petty Officer & six Men onbd to take Charge of her,²

1. PRO, Admiralty 51/694.

2. Snow *Alexander*, Barnabas Gardner, master, with 30 hogsheads of sugar, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777. Journal of the *Phoenix* next day notes: "destroyed the snow."

WILLIAM BINGHAM TO THE MARYLAND COUNCIL OF SAFETY¹

Gentn

St Pierre Martinique Feby 18th 1777

I have the Honor to inclose you Bill of Lading for Six hundred & Sixty three Barrels of Powder, being Part of a Quantity which I lately received from the Continental Agent in France, for the Use of the different States; to be distributed amongst them, in Such Proportion, as their Wants may have a Call for -²

I am not confident that you will have occasion for So considerable a Quantity; but I could not let slip so excellent an Opportunity to secure it on the Continent, especially, as the present is a very favorable Time, on Account of the Season of the Year, to avoid the British Cruizers -

Upon the Arrival of this Vessel, you will please to inform the Committee of Secret Correspondence of it, which will greatly oblige Gentn [&c.]

W^m Bingham

1. Red Book, XVII, Md. Arch.

2. Bill of lading noted that the powder was shipped on board the Maryland brigantine *Friendship*, Captain John Martin, Red Book, XVII, Md. Arch.

19 Feb.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Wednesday February 19th 1777

On Motion Ordered that a Warrant be drawn on the Treasury for One hundred and Eleven pounds Thirteen shillings and four pence in favor of Hon'ble

Richard Derby Esqr Agent for the Schooner *Diligent* & Sloop *Macchias Liberty* in full of his Account settled this day – a Warrant was drawn & Signed by fifteen of the Council.

On Motion Ordered that John Fisk have the Command of the Armed Brig called the *Massachusetts* belonging to this State & that Jonathan Harraden 1st Lieutenant on Board the Brig called the *Tyrannicide* be promoted to the Command of said Brig & that said Officers be commissioned accordingly.

1. Mass. Arch., vol. 20, 276, 277, 278.

MASSACHUSETTS BOARD OF WAR TO LUKE LAMBERT ¹

War Office,

Sir,

Boston Feby 19th 1777

The Board of War direct you to take Care of the Masts you mention'd to them as lying in Kennebeck River near your House, – they desire you to do whatever is necessary to prevent their being Carried away when the River breaks up – If any Person should offer to molest you in this Charge, or to take any of them away, you will make a Return of his Name to this Board: You will receive a proper Compensation for your Trouble. By order of the Board,

Sam^l Phps Savage, Prest

1. Mass. Arch., vol. 151, 42, Letters from the Board of War, 1776–1780.

JOURNAL OF THE MASSACHUSETTS PRIVATEER BRIG *Rising States*, CAPTAIN
JAMES THOMPSON ¹

Remarks Tuesday [Wednesday] February 19 – 1777

At 5 A. M, tackt Stood to the Westward heavy Gail & full of Snow

At 7 tackt Ship & Stood to the Eastward. Several of our people much frost Bitten –

Nothing more Remar[kable]: No Lattd in by Obsd

At 1 P M. fresh Winds at WNW Cloudy & thick of Snow

at 10 P M. Wore Ship Stood for Nantucket Island Being very much Clog'd with Ice & Snow & most of Our people Num'd

With the Cold & Several much frost Bitten.²

1. *Rising States* Journal, PRO, HCA 30/716.

2. Timothy Connor, a crewman, wrote a private journal of the cruise. He began the journal while a prisoner in England after capture of *Rising States*, and it was published in the *New England Historical and Genealogical Register*, XXX–XXXII.

OFFICERS OF THE CONTINENTAL FRIGATE *Warren* TO THE CONTINENTAL MARINE
COMMITTEE ¹

No 1

On board the Ship *Warren*

Much respected Gentlemen

Feb'y 19, 1777.

We, who present this petition, engaged on board the Ship *Warren*, with an earnest desire and fixed expectation of doing our country Some Service; we are Still anxious for the weal of America, and wish nothing more earnestly than to See

her in peace and prosperity. We are ready to hazard every thing that is dear, and, if necessary, Sacrifice our lives for the welfare of our country. We are desirous of being active in the defence of our constitutional liberties and priveledges against the unjust cruel claims of tyranny and oppression, but as things are now circumstanced on board this frigate there Seems to be no prospect of our being Servic'able in our present Stations. We have been in this Situation for a considerable Space of time. We are personally well acquainted with the real character and conduct of our commander, commodore Hopkins, and we take this Method, not having a more convenient opportunity, of Sincerely and humbly petitioning the honorable Marine Committee that they would enquire into his character and conduct, for we Suppose that his character is Such, and that he has been guilty of Such crimes as render him quite unfit for the publick department he now occupies, which crimes we the Subscribers can Sufficiently attest.

Roger Haddock	Ja ^s Sellers
John Truman	Richard Marven
James Brower	George Stillman
Jn ^o Grannis	Barn ^a Lothrop
John Reed	Samuel Shaw ²

P S Capn Grannis the bearer of this will be able to give all the information desired

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 225–28, NA.
2. The signers' assignments on board ship were: James Sellers, second lieutenant; Richard Marven, third lieutenant; John Grannis, Marine captain; George Stillman, Marine lieutenant; Barnabas Lothrop, Marine lieutenant; Roger Haddock, master; John Reed, chaplain; Samuel Shaw, midshipman; John Truman, carpenter, and James Brower, gunner.

Connecticut Journal, WEDNESDAY, FEBRUARY 19, 1777

New-Haven, Feb. 19.

Capt. Bonticoe, who sail'd from this Place, the first of January, to Europe, was, two days after (about 70 Leagues S.E. of Block Island) taken by the *Unicorn* Ship of War, and carried into New-York; ¹ from whence Capt. Bonticoe and his People were sent to Newport, where they were all but two exchang'd and released, — one of them, a native of this place, having turn'd traitor to his country, and joined the enemy.

Capt. Francis Brown, of this Place, who some Time since sail'd on a Cruise, from Providence, in a Privateer, took a vessel bound from Gaspee, to Jamaica, with some fish, &c. and ordered her to this State, but she proving leaky, bore away for Martinico, where the vessel and cargo were disposed of.²

A British frigate, and two or three tenders have made their appearance near our harbour. A few nights since, one of their boats came close in with the eastern point, but on observing one of our guards, she soon made the best of her way off.

1. *William*, Peter Bontacon, with flaxseed, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
2. Brown commanded the Rhode Island privateer *Charming Sally*, Maritime Papers (Letters of Marque, Petitions & Instructions, 1776–1780), R. I. Arch.

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

February 1777 Along Side of Flour Wharf New York
 Tuesday 18 AM bent all the Sails empd getting ready for Sea
 Fresh gales and fair Wear empd as before at 2 PM hauled
 the Ship out in the Stream and Anchd with the Bt Br in 5 fm
 Water Veered to 1/2 a Cable Do recd on board a Pilot
 Wednesday 19 at 6 AM fired a Gun and made the Sigl for Sailing Do Lord
 William Campbell came on board to take His passage for Eng-
 land at 8 weighed and Sailed down the River at 9 Lay too
 in the North river at 10 made Sail at 11 run aground on the
 Edge of the West Bank
 First part fresh gales and fair middle mode and Cloudy Lat-
 ter fresh Gales and Cloudy
 at 1 PM the Ship Floated & made Sail for Sandy Hook at 3
 saw the *Carysfort* under way with a Fleet of Transports Vic-
 tuallers & ca at 5 Discharged the Pilot the Fleet ESE 2 Leagues
 Do set Studding sls at 11 Hauled in the Fore Studg sl

1. PRO, Admiralty 52/1662.

ROBERT MORRIS TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS¹

[Extract]

Philadelphia February 19 1777

I have transmitted the Resolve of Congress of the 5 February to the Commis-
 sioners at Paris as you will see by the Copy of a letter I wrote them Yesterday. You
 should have sent me half a dozen Authenticated Copies of the Resolve — it went
 by the *Fly* to the *Randolph* which will carry it to Martinico A Copy Certified by
 myself goes by the *Independence* & you had best send me some more for other
 Opportunities.

In Consequence of the Resolves of Congress and an Order from the Marine
 Committee I have sent down the Schooner *Musquito* yesterday with two Months
 provisions to the *Fly* which was then lying at Rheedy Island and I sent down
 Orders to Capn [Elisha] Warner immediately to proceed to the Capes and give
 notice to the Light House to make the Signal for Capn [Nicholas] Biddle whenever
 they saw a Ship in the offing, I told him to keep Cruizing every day in the Offing
 and told him the Signal Biddle would make to be known by each Night I told
 him to run in under the Land to prevent the Enemy's Ships from Cutting him off
 by this means he will be sure to meet the *Randolph* as she will come in sight of the
 Light House on purpose to learn if there be any fresh Orders for him. Capn Warner
 will then deliver the Sundry orders and despatches I sent for Capn Biddle and they
 will part the *Fly* to Cruize of [f] the Capes of Virginia and the *Randolph* for Mar-
 tinico & herein I enclose a Copy of the Orders I sent him and of the sundry letters
 relative to his Voyage, which I hope will meet approbation, and as they relate in
 some degree to the Marine Department I think you had best lay them before the
 Marine Committee or if you think necessary before Congress, because there are
 other Vessells will soon go for Martinico, and if any part of which I have written is
 disapproved counter orders will probably arrive in time.

I hope Biddle will send us a *Galeatea*, a *Pearl*, or a *Camelias*² before he leaves this Coast. pray desire the Marine Committee if they are not coming up to Send me Orders respecting the *Delaware*. I have wrote General Washington to Send her Marines, and as it will be difficult manning her, I think she had best Sail soon as ever she has enough of men to work her proceed to Windward of Barbadoes and Cruise untill she Manns herself from Prizes and then go to Martinico for supplies to return her with. The *Washington* May be Managed in the Same way, but there is no Guns for the *Effingham* therefore I think she had best load and send her to France to be compleated

1. Bank of North America Papers, HSP.

2. Three British frigates: *Galatea*, *Pearl* and *Camilla*.

DIARY OF CHRISTOPHER MARSHALL¹

[Philadelphia] 19th Febr'y 1777

Accot is that Six or Seven Sail of trading vessels in the river amongst which two from french West Indies with Sundry passengers &c one a Prize from our Privateer *Rattle Snake*.²

1. Diary of Christopher Marshall, HSP.

2. Brig *Hope*, *Pennsylvania Gazette*, February 26, 1777.

PENNSYLVANIA COUNCIL OF SAFETY TO COMMODORE THOMAS SEYMOUR¹

Sir, [Philadelphia] 19 Feb'y 1777.

You are hereby directed to Order all the Galleys & armed boats (except the *Delaware*² & those that are in the Carpenters hands for repairs) down to Fort Island immediately with their Officers and Crews to remain on that Station till further Orders from this board, or with your particular permission, it is left at the option of the Commanding Officer of each armed boat respectively to continue themselves & their Crew on board their boat or to take quarters in the barracks on said Island. You must give particular Orders to the Commanding Officer on that Station to have proper Guards appointed on the Island for the security of the fortifications, and that no person be permitted to visit them, or take any draught of the same or make any sounding of the River, or draught of the Channel or situation of the Chevaux du frize with out a written order from some member of this Council.

1. *Pennsylvania Archives*, 1st series, V, 233.

2. Pennsylvania schooner; not the Continental frigate of the same name.

PENNSYLVANIA COUNCIL OF SAFETY TO COMMODORE THOMAS SEYMOUR¹

Sir:— Philad'a, February 19th, 1777.

The Council having received information that a number of men in the naval service of this State are on board the Brig *Delaware*, Commanded by Capt. Hamilton, you are directed to order an officer from each armed Boat to search said Brig and bring away such men as they may have on Board belonging to the Fleet.

By order of Council.

Thos. Wharton, Jun., Pres't.

1. *Pennsylvania Archives*, 2nd series, I, 705.

CONTINENTAL NAVY BOARD FOR THE MIDDLE DISTRICT TO THE PENNSYLVANIA
COUNCIL OF SAFETY ¹

Gentlemen Navy Board [Philadelphia] 19th feb: 1777

One of our Vessels just ready to sail, has Occasion for 150 three Pound Shot of a small Size; there is a Quantity of Shot suitable for our Purpose in the State House Yard; We would therefore, request the Favour of you to supply us with the above Number, & we will be careful to repay you as soon as it shall be in our Power. We have the Honour to be with great Respect [&c.]

Fra^s Hopkinson John Nixon John Wharton

1. FDRL.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

[Philadelphia] February 19th, 1777.

Resolved, That Messrs. William Pollard, Samuel Massey, Thomas Barclay, & William Bradford, be added to the Navy Board.

Mr. [Robert] Towers was directed to deliver to the order of the Navy Board 150 three Pound Shott, to be charged to Congress.

1. *Pennsylvania Colonial Records*, XI, 127, 128.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Baltimore] Wednesday, February 19, 1777

Ordered, That the Secret Committee deliver out of the public stores, 120 yards of coarse duffels, to the captain of the *Lexington*, to supply the place of blankets for the men on board said vessel.

1. Ford, ed., *JCC*, VII, 132, 133.

COMMITTEE OF SECRET CORRESPONDENCE TO THE AMERICAN COMMISSIONERS
IN FRANCE ¹

[Extract]

Baltimore in Maryland Feby 19 1777

. . . We see by the speech of the King of Great Britain to his Parliament, that much money will be called for, no doubt, to prosecute the war with unrelenting vigor. That we shall oppose with all our power is certain, but the event must be doubtful until France shall take a decided part in the war. When that happens, our Liberties will be secured, and the glory and greatness of France be placed on the most solid ground. What may be the consequence of her delay, must be a painful consideration to every friend of liberty and mankind. Thus viewing our situation, we are sure it will occasion your strongest exertions to procure an event of such momentous consequence to your Country.

It is in vain for us to have on hand a great abundance of Tobacco, Rice, Indigo, Flour and other valuable articles of merchandize, if prevented from exporting them by having the whole Naval power of Great Britain to contend against. It is not only for the interest of these States, but clearly so for the benefit of

Europe in general, that we should not be hindered from freely transporting our products that abound here, and are much wanted there – Why should the avarice & ambition of Great Britain be gratified, to the great injury of other nations?

Mr Deane recommends sending Frigates to France, and to convoy our Merchandize.—But it should be considered that we have an extensive coast to defend, that we are young in the business of fitting Ships of war—That Founderies for Cannon were to be erected, and the difficulty of getting Seamen quickly when Privateers abound as they do in the States where Sailors, as yet, are chiefly to be met with. And lastly, that our Frigates are much restrained by the heavy Ships of the enemy which are placed at the entrance of our Bays. In short, the attention of Great Britain must be drawn in part from hence, before France can benefit largely by our commerce.

1. Lee Papers, UVL.

RICHARD HENRY LEE TO JOHN PAGE, WILLIAMSBURG ¹

[Extract]

Baltimore Feby 19, 1777

Dear Sir I am extremely obliged to you for your last favor, and much pleased with the spirit of your letter. I am as sure as of my existence that if our large Gallies were manned, gunned, and fitted, that the navigation of our Bay would receive no interruption. I wish our Government would consult their Sister Maryland about this business, and with joint council and united strength, immediately equip such a number of strong Gallies as to free our Bay from these piratical incursions. Experience has proved the efficacy of these Vessels in small waters, and in the way of surprise against the largest Ships. They are cheaper than Ships, and rigged Ship fashion will be well understood by our Navigators. They are the best batteries, because they are movable ones, and the circumstance of drawing little water, peculiarly fits them for the shallow waters on our coasts. I pray you Sir to exert your influence to obtain the speedy use of the valuable Vessels, the surest defence, and the cheapest we can employ. . . .

Richard Henry Lee

P. S. A number of Seamen lately put on shore from Com. [William] Hotham say that the Men of War are greatly afraid of our Gallies. Let us cultivate this passion by ordering our best appointed Gallies to lurk about them, & in Calms or thick weather to annoy them with all imaginable spirit & address.

1. Emmet Autograph Collection, NYPL.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

In Council of Safety Annapolis Feby 19th 1777—
The honorable General Assembly—

In consequence of your direction to send immediately two armed cutters to cruize between Cape Hatteras and Chingoteague Inlet for the purpose of giving early intelligence, to all vessels bound to this State, of the Ships of War now sta-

tioned in this Bay. – We have endeavoured to get vessels ready for that purpose but find it impracticable to procure the Captains on the Bounty & ordinary wages or men on their present Pay which we think proper to inform you of and submit to your further Consideration

By Order R Ridgely Clk

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

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Wednesday the 19th day of February 1777.

Resolved that for the safety of the Trade of this Commonwealth there be immediately set upon the point of Land at Cape Henry on a staff fifty feet high at least, a white flag striped with Red to be constantly kept hoisted in the day when no enemy is within the Capes and taken down when an enemy appears; that there be also hoisted on the sd staff a proper light to be kept constantly burning in the night Time when no Enemy is within the Capes and taken down on the approach of the enemy, and that Colo Thomas Reynolds Walker of Princess Anne be desired to have the same properly executed, and the Commander Officer of the Garrison at Portsmouth be directed to keep a subalterns' or Serjeants Guard at the Cape for the purpose of hoisting the flag by day, and keeping up the light by night, and to give Intelligence of the approach of the enemy.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 350–51.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

Feb'y 1777	Cape Henry SWBS Cape Charles NE
Tuesday 18th	at 11 AM clean'd between Decks. Fresh breezes & fine Wear at 3 PM the Sloop and Schooner (our prizes) Anch'd here with a Brigg from Providence bound to Baltimore Jno Gordon Master with Eight Casks of Sugar & a few Cheeses, divided part of it amongst the People. ²
Wednesday 19th	Light breezes & fine Wear at 3 PM examened the Brigg & found her not worth carrying so set her on fire, weighed & sail'd up the Bay about 2 Leagues

1. PRO, Admiralty 51/311.

2. *Esther*, John Gordon, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

DISBURSEMENTS FOR THE MARYLAND BRIG *Friendship* AT MARTINIQUE ¹

Accot of Sundry Disbursments paid for the Birgt *Friendship*,
Capt [John] Martin, after she had sailed.
To Vanbebber & Harrison Dr

1777.	Sta Curry
Feby 19. For Cash advanced Capt Martin after closing his acct of Disbursmts	12.16..6
Ditto paid for four Shot fired after the Brig to bring her to	4.19..-
Ditto pd for Drilling a Cannon omd	16..6
Ditto paid the searchers fee omd	1.13..-
Ditto paid for 300 lb Rice omd	3.16..-
Ditto paid for 641 feet Plank omd	7..-..3
Ditto paid for the Care & Burial of a sick sailer left in the Hospital	3..3..3
	34..3..6

[Endorsed] Amot carried to Accot Curr of the State of Maryland this 24th of Novemr 1777.

R^d Harrison

(Duplicate)

1. Red Book, XVIII, Md. Arch.

20 Feb.

JOHN BRADFORD TO JOHN HANCOCK ¹

[Extract]

Boston 20th Feby 1777

I beg leave to acquaint you Sir that I am dispatching a packet for France by order of the Secret Committee – the Schooner *Lynch* not being discharg'd I sent for Capt Ayres who has had the Command of her to carry the dispatches, but he refused going unless I would give him twenty five men & four Guns – ² As it was needless to be at such an expence (Sailors wages being at twenty dollars P Month) I refus'd and he gave up the *Lynch*, I have ship'd Capt [John] Adams who formerly for a considerable time was in your Employ, I know him to be as smart and as capable a man as any in the state, if he performs the Voyage I hope it may introduce him to the notice of the Congress and I am well assur'd he would not dishonor a Commission –

You desire me Sir in your last to let you know the state of Navy I am sorry to inform you Sir things do not go on with that harmony I could wish – Mr Cushing being short of money he can't do things to the Satisfaction of the Captains & they are loud in their Complaints he wont Agree to Advance the men more than a months pay and its impossible ever to get the ships ³ away unless more money is advanc'd Capt McNeill has promised he will sail in ten days if he can get seven thousand dollars, as I had transmitted me Ten thousand in Loan certificates I will see Mr Cushing and venture tho' I have no orders from the Secret Committee for so doing to supply him with that sum in them Certificates, which I hope will be approv'd off – Capt [John] Skimmer in the *Lee* will Sail in a bout a week on a Cruise the other two Schooners have been dis-

charg'd a month, the *Cabbot* is near Sailing the *Alfred* is forward in the Alteration they are making by order of Commodor Hopkins – I should be glad to receive orders, if to buy the *Milish* [*Mellish*] or not, I have kept back the sale for that purpose – I could wish the *Peggy's* fate was known, she is a dead Expence on us. . . .

1. John Bradford Letter Book, vol. 1, LC.

2. Guns had been thrown overboard while *Lynch* was escaping from a British frigate. See Volume 6, 1195.

3. Continental frigates *Hancock* and *Boston*.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN SYLVANUS LOWELL ¹

War Office

Sir,

Boston Feby 20th 1777

The Board of War having charter'd the Briggt *Sally* of which you are Master, your orders are to proceed directly for St Eustatia where you are to dispose of your Cargo to the best Advantage & Invest the Neat Proceeds in the several Articles mention'd below, or a proportion of each reserving enough to purchase a Load of Salt & come direct home. –

If Salt is not to be purchas'd at St Eustatia you will engage some French or Dutch Vessels to bring it from St Martins: –

Upon your Return you are to make the first Harbour you can in New-Hampshire, or the Eastern Ports of this State, from whence you are to give the earliest Notice to the Board by Express.

By order of the Board of War

Sam^l Phps Savage, Prest

500 Effective Fire Arms, fit for Soldiers, with	} Or in this proportion lay out the Nt Proceeds of the Cargo.
Bayonets –	
500 Soldiers Blankets –	
50 Barrels Gun-powder –	
200 ps Ravens Duck or Tent Cloth –	
300 lb Twine –	
25 Casks 20d Nails –	
30 do 10d do	
15 do 4 do	

If the above Articles are not to be got, bring the proceeds in Russia Duck, Cordage from 4½ Inches downwards, Coarse Checks & Linnens –

1. Mass. Arch., vol. 151, 408–09, Letters from the Board of War, 1776–1780.

Independent Chronicle, THURSDAY, FEBRUARY 20, 1777

Boston, February 20, 1777.

Captain [Benjamin] Dean, in a Privateer Sloop from Salem,¹ has taken and sent into Marblehead, a Ship from England, laden with English Goods and Provisions.

John Fisk, Esq; Commander of the *Tyrannicide* Vessel of War in the Service of this State, arrived at an Eastern Port last Week. – Besides the Prizes

taken by him already mentioned, he has taken a Brig from London, laden with English Goods, and a large Ship, laden with Lumber, both bound for the West-Indies.²

Last Friday arrived in this Harbour, a large Ship,³ laden with Provisions, and Sea-Coal, Prize to the *Boston* Sloop of War, William Brown, Esq; Commander, who sailed from this Port. She has also taken two Guineamen, with 140 Slaves on board, and ordered them to the Southward; and a Ship bound to Jamaica, with a Quantity of Cash on board.

Capt. Henry Johnson, late of the *Yankee* Privateer, fitted out of this Port, who escaped from a British Man [of] War, lying at the Nore, arrived at Baltimore the 30th of January, from France.

On Tuesday last the Privateer Sloop *Revenge*, of 10 Carriage Guns, commanded by Joseph Sheffield, arrived in our Harbour. On the 20th of last Month, in Lat. 13, Long. 56, he fell in with two large Ships, the *Thomas* and *Sarah*, from Liverpool, bound to Barbadoes, each of which mounted 14 Carriage Guns, of double-fortified 6 Pounders, both of whom he attacked, and after an Engagement which lasted near Four Hours, boarded the *Thomas* and obliged her to strike. Capt. Sheffield, manned his Prize, and she may be hourly expected. Capt. Sheffield made Sail for the *Sarah*, but Night coming on, she gave him the Slip.

1. Privateer schooner *Revenge*, and the prize was the ship *Royal Charlotte*, Mass. Arch., vol. 159, 63.

2. Brig *Three Friends*.

3. *Piercy*.

JOURNAL OF THE MASSACHUSETTS PRIVATEER BRIG *Rising States*,
CAPTAIN JAMES THOMPSON¹

Remarks on Wensday [Thursday] February 20 – 1777

At 7 A M, Saw Cape Cod from out topmast head Bearing NW
Dist 7 Leags at 11. A M, Saw the Island of Nantucket Bearg
WSW. 7 Legs Dist Struck into the SE, side of the Island for
to beat to the harbour.

At 1 p. M, Struck on a Shoal & by the Violence of the wheather
was Obligd to bare Away. –

Our men Was Greatly Fearg & Frost bitten

Nothing more Remarkable this day No Lttd by Obsn

First part of these 24 hours fresh gale and a large Sea

At 3, P M The Island of Nantucket bore WNW Dist 7 Legs
The South Shoal of Nantucket bore SSWt Dist 3 Legs A
fresh gail our men being Almost beat out – at 5 the gail Still
Increasing tis thought by all the Officers on board, that it was
Impossible to Stand the Course being So lumberd With Ice &
the most of our people badly Froze twas thought proper by the
Officers to bare away for Virginia

1. *Rising States* Journal, PRO, HCA 30/716.

JOHN COTTON TO BARNABAS DEANE, WETHERSFIELD ¹

My Good Freind

Middletown Feby 20th 1777 –

I have Been with the Governor of this State this Week, and as he has Derictions from the Congress To Build Two frigats One of Twenty Eight and the Other of thirty two Guns in this State and has been pleased to appoint Me as Superintendant for this Ship ² as the Other is in Norwich, I theref[ore] Begg You as A freind is [*sic* if] You have any Iron that is Nott Wanted for the Use of the Ship *Trumbull* you will Lett Me have it att a p[r]ice as I want to begio[n] as fast as I Can possible, and as You are Better A Quaintd with the Matter than I am I must as a Freind Begg your In Structions Relative to that Matter, as Intend to Wate on you To Morrow which if you agree Will Much Oblige [&c.]

Jn^o Cotton

1. Barnabas Deane Papers, ConnHS.

2. The Continental frigate, of which Cotton had been appointed superintendent, would subsequently be named the *Bourbon*.VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

Number 24.

Eagle Off New York

Duplicate

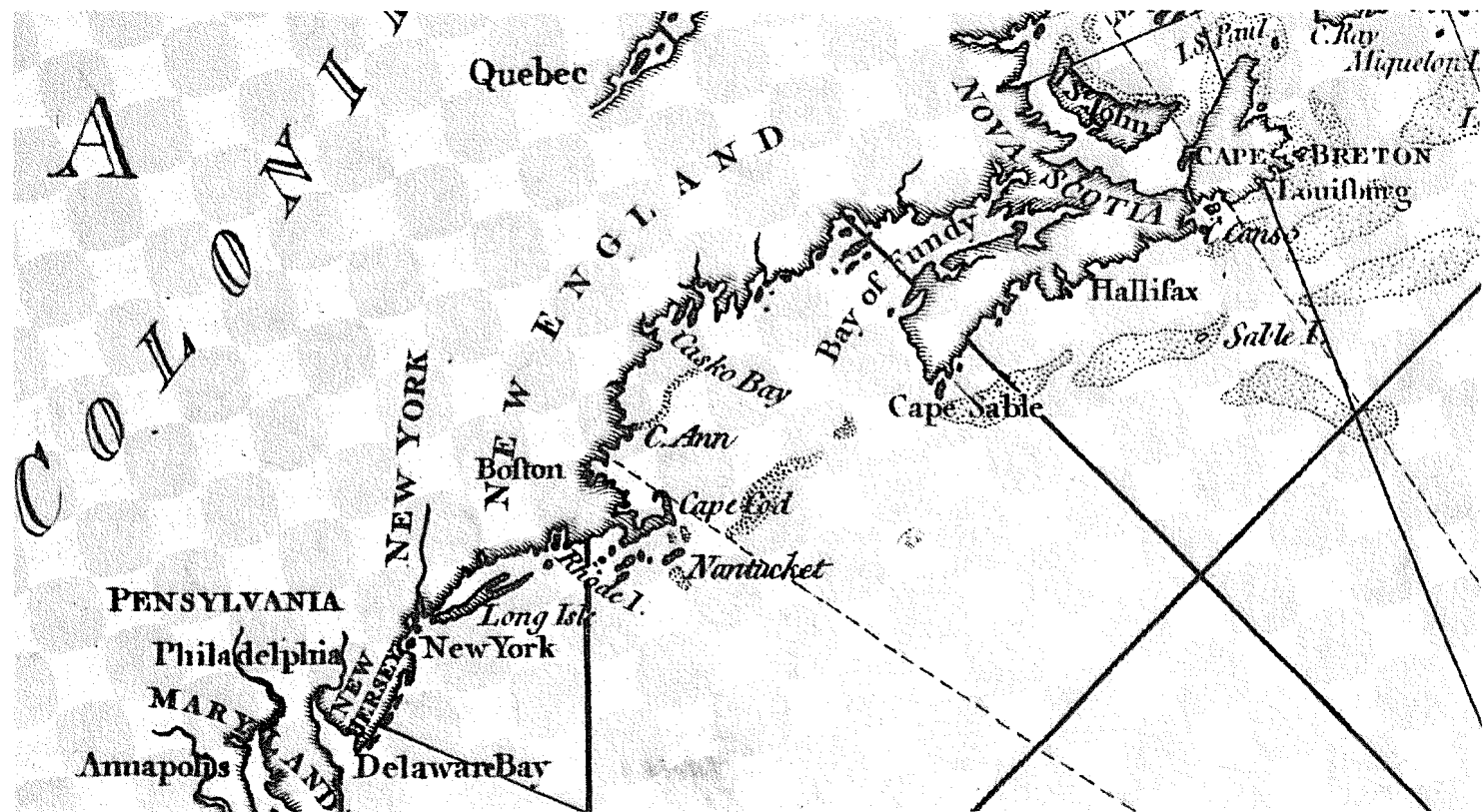
February the 20th 1777.

Sir,

I have received their Lordships Commands of the 31st of August, to inquire into the Truth of the Facts stated in a Letter from Lord George Germain, one of His Majesty's Principal Secretaries of State, of the 16th of the same Month; Into the Conduct of Officers commanding such of His Majesty's Ships as were stationed in Nantasket Road, or appointed to cruize in the Bay of Boston, since the Evacuation of that Town by the Army; Into the Causes which so long operated to prevent the stationing of a small Squadron in the Delaware, pursuant to their Lordships Orders of the 6th of July 1775; And into the Motives which induced the Removal of the *Roebuck* and *Liverpool* from that River, when at length it had been thought fit to station them there: Upon which Inquiries I am directed to report the several Facts to their Lordships for His Majesty's Information. – I have therefore the Honor to represent, that upon the Receipt of those Commands, I communicated the several Particulars to the Vice Admiral Lord Shuldham; Desiring that I might be furnished with such further Lights on the Subject of the appointed Inquiries as he could supply in Addition to the Copies of his Instructions and Correspondence delivered on my Arrival to take the Command of the Fleet at this Port.

From the Accounts of his Lordships Proceedings and Contents of the Letters from the Captains present the Copies of which several papers are herewith enclosed, I collect, in relation to the Steps taken for preventing the Capture of Transports sent from Europe after the Evacuation of Boston – That Directions had been previously given by his Lordship for the *Swan* and the *Bolton* Armed Vessel to be withdrawn from Rhode-Island, for increasing the Number of Cruizers to be employed in conducting such Transports in Safety to Halifax. That on preparing V. Admls Letter to depart with the Fleet after the Troops were embarked for Halifax under Convoy of the Ships of War named in the Margin, He left Orders with Captain

Boston 8th Marh 1776.



North American coast—Cape Breton to Delaware Bay

Lre 23d March.

Chatham

Centurion

Lively

Kingsfisher

Tryal } Schooners
Dispatch }

Order 27th March –

Lively

Niger

Fowey

Swan

Hope } Armed Vessels.
Bolton }

Dispatch Schooner

Disposn 22d Marh

Disposn 24th May.

Disposn 6th July.

Capt Banks

Lre 27th Novr

[Francis] Banks to remain in the *Renown*, with such others of the smaller Cruizers as his Lordship could spare from the Service of attending the Removal of the Army to Halifax, and employ them to cruise before the Port of Boston, and in the Track of such Transports as might be bound there with Supplies to conduct them to Halifax in Safety. In the Orders to Captain Banks is explained, that those small Cruizers were to consist of the Ships and Vessels stated also in the Margin. But by the Vice Admiral's Return of the Disposition of the Fleet at this time, it appears that the *Lively*, *Fowey* and *Dispatch* were first to proceed with his Lordship to Halifax; And that the *Swan* and *Bolton* were then still at Rhode Island.

By a later Return, the *Milford* (in place of one of the other Frigates) and the *Hope*, were the only Ships remaining on the Station besides the *Renown*; With the Addition of the *Rose* then cruising off the Entrance of Boston Bay. But this last having been withdrawn to attend the Fleet to New York, as specified in the subsequent Return, the three former Ships constituted the future Guard upon the Port of Boston: The *Halifax* placed in the same Station in the Return, having never joined the *Renown*.

The particular Appointments of the other Ships first appropriated for the same Service being shewn in this last Return, I take no further Notice of them. It may however be necessary to observe for the clearer understanding of the Facts; That, tho' the last Return is dated the 6th of July, the Day preceding the Date of the General's Letter giving Advice of the Capture of the two Transports on which the Inquiry appears to be directed in this Instance, it is not therefore to be inferred as the Vice Admiral's Meaning that the *Renown*, *Milford*, *Hope* and *Halifax* were then actually upon the Station: These Returns purporting only to state of the Ships not present, the Circumstances according to the latest Information had concerning them.

Captain Banks's Motives for quitting Nantasket Road the 14th of June, are expressed in the Extract of his Journal annexed; And further explained in his Letter of the 27th of last November. A Difference that will be observed therein regarding the Number of Transports represented to have been taken to Halifax, is an Inaccuracy that seems to be an Effect of the short Notice he had to prepare an Answer to a Requisition of this interesting Nature; being then advanced to Sandy Hook, and in Expectation of putting every Hour to Sea under the Orders of Sir Peter Parker for Rhode Island.

The Capture of the two Transports before-mentioned happened a very few days after Captain Banks had left Nantasket Road. But as the further Information necessary upon this Point regards the Proceedings of the *Milford*, and the Commander, Captain Burr, lately dying at Halifax before I had an Oppor-

tunity of seeing him, I would not longer postpone the Answer upon the other Parts of the appointed Inquirey, on that Account.

In relation to the Facts state, respecting the Use that has been made of the Harbour of Boston as an Asylum for the Rebel Cruizers and their Prizes, their Lordships knowing the Nature and Circumstances of the Port, will be apprised of the Impossibility to prevent an Enemy from profitting greatly by the Advantages of such a Situation.

The Navigation of the Delaware, according to the best Intelligence I have yet obtained, is attended with many similar Difficulties. The Anchorage being much confined at the Entrance, and scarce practicable (the Coasts being in possession of an Enemy) in those Months during which the Ice forms in the River.

The first Operation I can trace from the Papers enclosed, respecting the Order by the Lords Commissioners of the Admiralty for a small Squadron to be stationed in the Delaware for the purpose expressed in Lord Dartmouth's Letter of the 6th of July 1775, is contained in Lord Shuldham's Instructions to Lord Shuldham

Order 17th Jany 1776.

Captain Hamond, who was then at Halifax under Orders from Vice Admiral Graves "to proceed in the *Roebuck* to Virginia: Being to employ the Ships he should find there, as he should judge best for the King's Service on that Station; and to guard the Entrance of the Delaware, until the Navigation of the River was open He was then to repair to the Delaware in the *Roebuck*, with a Twenty-Gun-Ship or Sloop; to prevent any Supplies being received by the Rebels, and to annoy them by every Means in his Power. Leaving a sufficient Force in Chesepeak Bay." The particular Charge respecting the Armed Craft and other Obstructions prepared by the disaffected Inhabitants of Philadelphia for preventing the Passage of the Ships of War up the River, appears to have been first communicated to Vice Admiral Graves by Lord Shuldham; As signified in his Lordship's Letter giving Advice of his Arrival at Boston, and stating the Disproportion of his Force to the various Services for which he would be to provide.

V. Adml Graves

Order 25th Decr 1775.

Lord Shuldham

Lre to Mr Stephens

15 Janry 1776.

Do Lre 28th Jany

Disposn 29th Jany -

Capt Hamond's

Lre 5th March

Extract of Capt

Hamond's Journal

It appears that Captain Hamond sailed the 14th of January for Virginia, where he remained with the *Liverpool*, *Otter* and *King'sfisher*, employed upon various Services, until the Beginning of March: The reduced State of the Squadron obliging him then to send the last to make the several Deficiencies known to Lord Shuldham. Being prevented from leaving Chesepeak Bay so early as he intended, by the unforeseen Delay of the *Otter* which had been detached for a particular Service further into the Bay, he prepared to sail for the Delaware with that Sloop and the *Liver-*

Extts Lord Shuldham
Lre to Capt Hamond
of the 11th April
Do to Mr Stephens
the 16th of April –
Extts of Captain
Hamond's Journal

Capt Hamond's
Lre of the 28th Novr
Do – Do –

Disposn 6th July.
Lord Shuldham's Lre
to Mr Stephens
10th of May
Disposn 6th July.
Order 27th April
Lre 25th Novr

pool on the 20th of the same Month; In Expectation of meeting the Reinforcement he had previously requested of Lord Shuldham. But being pressed by the earnest Remonstrances of the Earl of Dunmore, he was induced to leave those two Frigates for the Purpose expressed in his Lordship's Representations. He arrived off the Delaware the 25th of March; – and continuing upon that Station in the mean time, was joined the 30th of April by the *Fowey*; And two Days after by the *Liverpool*, which he had sent for from Virginia, – His Motives for returning to Virginia, and further Proceedings stated in the Narrative of his Conduct enclosed, regard the Removal of the *Roebuck* only, from the Delaware. For the *Liverpool* was continued upon the Station after the Departure of the *Roebuck*, and does not appear to have been withdrawn, until that Removal was rendered necessary to procure a further Supply of Water and Provisions. I found the *Liverpool*, which had been since ordered off Rhode-Island, and the *King's fisher* that was appointed to replace the *Glasgow* and supposed so late as the 6th of July to be still in the Delaware, were both with the Fleet at Staten Island upon my first Arrival in this Port. The *Orpheus* appeared to have been rather appointed for the necessary and more general purpose of cruising between the Port of New-York and Entrance of the Delaware, than confined to the particular Guard of the last.

The Extracts of Lord Shuldham's Letters and Disposition of the Ships enclosed, will together explain his Lordship's Sentiments of his Inability to have afforded a more ample Provision for the Service of the Delaware, under Circumstances therein described.

I am, with great Consideration, Sir [&c.]

Howe

[List of papers enclosed]

<i>Eagle</i>	}	Schedule of Papers transmitted to the Secretary of the Admiralty with the Dispatch No 24.
off New York		
20 Feby 1777.		

Dates.

25th Decemr	Copy of an Order from Vice Admiral Graves to Captain
1775. –	Hamond of the <i>Roebuck</i> .
15th Janry	Extract of a Letter from Rear Admiral Shuldham to the
1776. –	Secretary of the Admiralty.
17th – – –	Copy of an Order from Rear Admiral Shuldham to Captain
	Hamond of the <i>Roebuck</i> .

- 19th - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 28th - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 26th February - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 5th March - - Extract of a Letter from Captain Hamond of the *Roebuck* to Rear Admiral Shuldham.
- 8th - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 22d - - - - Copy of an Order from Rear Admiral Shuldham to Captain Wallace of the *Rose*.
- 23d - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 27th - - - - Copy of an Order from Rear Admiral Shuldham to Captain [Francis] Banks of the *Renown*.
- 11th April - - Extract of a Letter from Rear Admiral Shuldham to Captain Hamond of the *Roebuck*.
- 16th - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 16th April 1776 - - - Copy of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- Do - - - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 18th - - - - Copy of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 19th - - - - Copy of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 27th - - - - Copy of an Order from Rear Admiral Shuldham to Captain [Charles] Hudson of the *Orpheus*.
- 10th May - - Extract of a Letter from Rear Admiral Shuldham to the Secretary of the Admiralty.
- 15th - - - - Copy of a Letter from Captain Hamond of the *Roebuck* to Captain [Henry] Bellew of the *Liverpool*.
- 20th - - - - Extract of a Letter from Vice Admiral Shuldham to the Secretary of the Admiralty.
- 2d June - - - Extract of a Letter from Vice Admiral Shuldham to the Secretary of the Admiralty.
- 25th November - Copy of a Letter from Vice Admiral Lord Shuldham to Vice Admiral Lord Howe.
- 27th - - - - Copy of a Letter from Captain Banks of the *Renown* to Vice Admiral Lord Shuldham.
- 28th - - - - Copy of a Letter from Vice Admiral Lord Shuldham to Vice Admiral Lord Howe.
- Do - - - - Copy of a Letter from Captain Hamond of the *Roebuck* to Vice Admiral Lord Shuldham.

[Nov. 28]

— — — — — Copies of the Dispositions of the American Squadron, transmitted to the Secretary of the Admiralty, between the 29th of January and 6th July 1776.

— — — — — Extract of Captain Hamond's Journal in the *Roebuck*.

— — — — — Extract of Captain Banks's Journal in the *Renown*.

[Endorsed] 20 February 1777. Schedule of Papers transmitted to the Secretary of the Admiralty with the Duplicate No 24.

Duplicate.

1. PRO, Admiralty 1/487.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

[Philadelphia] February 20th, 1777.

Mr. Nesbitt was directed to pay to John Watson, for dressing the wounds of men of armed Boats in May last, £ 1 4 0.

Jno. M. Nesbitt, Esq'r, was directed to continue George Smith, a Seamen that lost his hearing on board the armed Boat *Hancock*, Capt. [Thomas] Moore, on half pay, 'till further orders.

1. *Pennsylvania Colonial Records*, XI, 128, 129.

CAPTAIN JOHN YOUNG TO THE CREW OF THE CONTINENTAL SLOOP *Independence* ¹

Philadelphia, February 20, 1777.

Whereas sundry seamen and others, belonging to the Continental sloop of war *Independence*, John Young Commander, have, since her arrival at this port, absconded from said vessel. These are to desire all such persons immediately to repair on board, to their duty, otherwise they will forfeit their respective shares of the prize money due to them, which shares shall be divided among the remaining part of the crew, who have attended and done their duty.

1. *Pennsylvania Evening Post*, February 20, 1777. Repeated in February 25, 1777 issue.

JOHN HANCOCK TO ROBERT PURVIANCE ¹

Mr Purviance

I must beg You will order the Shot down to the *Wasp* immediately, she waits entirely for the Shot. Your attention to this directly will oblige Your friend
Thursday 20 Feby 1777 John Hancock

(Copy)

1. Purviance Papers, MdHS.

CAPTAIN ALEXANDER WILSON TO THE MASSACHUSETTS BOARD OF WAR ¹

Gentlemen

Charlestown S.C: Feby the 20th 1777

I have the pleasure to advise you of my Safe arrival at this place after a passage of 19 Days we had an Excellent time off, and in a week got Within a 100 Leagues of this place then met with Westerly winds Which frequently blew hard, we

Split our Main Sail from Clue to Earing, and sprung the head of our Main mast which I hope we Can Easy Repair; we saw 8 or 10 Sail on our passage, but Never was Chased, and if We had Verry few Ship[s] Could heaver Come up with us for our Ship sails Verry fast, out Side of Georges Bank we Saw a Ship Early in the morning within 2 mile of us but the Weather being thick and Rainy we put about and got immediately out of Sight

I am grately Disappointed in the market here there is a Double Charge Ex-treamely agains me; West india Rum was Sold Last Week for a Dolar per gallon, and New Rice is got at 45/ this money. Mr [Alexander] Gillon Says this rise on the Rice is owing to the want of Craft to bring it from the Country I Cannot ingage my Cargo at the above price therefore must take my Chance of the Market.

There is no Regular post from hence to the Norward I therefore Send this by a Schooner bound to Salem and a Duplicate by a Gentleman I accidentally found going to philadelphia.

Vessels of Every Sort is Verry much Wanted here a Ship Not Worth half as much as the *Duke De Charters* was Sold 2 Days ago for 22,000 £ Which is more than 3,000 £ Sterg

There is no News here only a Brig from Bordeaux in 7 Weeks bring Acct that a french frigate had Sailed from Rochel for Boston with 30,000 Stands of arms and 150 Brass field pices on Board, and a gentleman in 25 Days from St Eustatius Says they are fitting out privateers to his Knowledge at St Kitts Dominico and Barbadoes and that 2 or 3 Men of Warr and tenders Cruse Constantly Round Eustatia. I am with great Respect gentlemen [&c.]

Alex^r Wilson

1. Mass. Arch., vol. 152, 64-65, Board of War Letters, 1776-1777.

South-Carolina and American General Gazette, THURSDAY,
FEBRUARY 20, 1777

Charlestown, February 20.

Last Night, Capt. [Robert] Cochran, in the armed Brigantine *Notre Dame*, arrived here from France, with a valuable Cargo, after a Passage of 7 Weeks.

Accounts were received in France before Capt. Cochran's Departure, of the Arsenal and Dock Yard in Portsmouth having been burnt in the beginning of December; the Loss is computed at two Millions sterling, but at the present critical Situation of Great-Britain, being to all Appearance on the Eve of a French and Spanish War, and the Supplies of Naval Stores from America being discontinued, it will be hard to determine what the loss may be estimated at.

Capt. Cochran, on his Passage, fell in with, and after exchanging a few shot, took an armed Victualing Ship, the ——— Capt. Coombes bound from Corke to New-York.¹

Capt. [Edward] Allen's Prize Ship, mentioned in our last, is since arrived at a safe Port.

1. Ship *Mackerel* which was retaken. See Captain Elphinstone to Vice Admiral Young, February 24, 1777.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN CHARLES PHIPPS ¹

February 1777

Antigua So83Wt Distance 33 Leagues

Thursday 20th

at 6 AM saw a Sail to the NE gave Chace at 9 fired 2 Guns at the Chace at 10 a Sail to the Northward standing to us fired 11 Guns at her and brought her too she proved the *Adventure* Snow, Wm Coffin Master belonging to Newberry Laden with Lumber and Salt Fish bound to St Eustatia Joined Company with the *Perseus* and Changed the Prisoners out of the *Adventure* Snow ² at 1 PM saw two sail Standing towards us fired 2 Guns and Hoisted a White Flag at the Fore-top gallt Masthead at 8 Spoke His Majesty's Ship the *Seaford* with a Prize in Company at 11 parted Company with the *Seaford* ³

1. PRO, Admiralty 51/157.

2. Howe's Prize List, May 22, 1777, credits the capture of the *Adventure* to H.M.S. *Perseus*, *London Gazette*, July 8 to July 12, 1777.

3. *Camilla* and *Perseus* "with all the Prizes in Company" came to anchor in English Harbor, Antigua, the next afternoon. On February 22, Captain Phipps "was Superseded in the Command of the *Camilla* by Captain John Linzie [Linzee] of His Majesty's Sloop *Falcon*," PRO, Admiralty 51/157. Phipps went to the *Perseus*, and Captain Elphinstone was transferred to command of the *Pearl*, PRO, Admiralty 51/688.

VICE ADMIRAL JAMES YOUNG TO COUNT D'ARBAUD ¹

Copy)

Sir

Antigua 20th February 1777.

I had the Honour to receive Your Excellency's Letter of the 14th Current, which was delivered me By Monsieur Le Chevalier de la Beaume and I take leave to assure You, it gives me great Concern that any thing should happen to occasion the least difference in opinion between Your Excellency and myself.

In respect to the Brigantine *La Felicite's*, taken and brought in here by His Britannic Majesty's Ship *Roebuck* I am to acquaint Your Excellency that the *Roebuck* in her Passage from the River Delaware in America to this Island at no great distance from the Coast of America fell in with the aforesaid Brigantine *La felicité* then apparently Steering for the Place she had just before left; where several other French Vessels Laden with the like Commodities; and having Similar Papers and Clearances had very lately arrived: and there could be no manner of doubt but the *La Felicite's* Clearance for Miquelon was Collusive and intended to Cover an illicit Contraband Trade, well known to be openly carried on between the French West India Islands and His Britannic Majesty's Rebellious Subjects in America, nor was it possible for any Vessel to get to the Isle Miquelon at the time of Year she was taken; besides she was intirely out of the Route for that place; and her Cargo wholly composed of Goods Suited for the present most pressing wants of the North American Rebels amongst which are said to be a Quantity of Naval Stores (by all Nations deemed Contraband) and now so much wanted in America that without Speedy and great Supply's of them the Rebels in a Short time will be unable to Act in an Offensive manner at Seat against their Lawful Sovereign: these and many other Coroborating Circumstances must plainly point out that the Isle Miquelon was not the Port the *La Felicité* was bound to.

I therefore presume Your Excellency will agree with me in this point that Merchants who for the sake of great advantage will Venture on an unlawful and illicit Trade should certainly take the risque wholly on them selves; and ought not, when disappointed endeavour to involve the States to which they belong in disagreeable controversies

For these reasons I flatter myself Your Excellency will perceive the Impossibility of my giving back the Brigantine *La Felicité* and will not therefore construe my present Refusal as an unwillingness to comply with Your Requisition, but as a Matter totally out of my power to effect the Vessel was immediately on her arrival, Libelled in the Court of Vice Admiralty where the proceedings are carried on with the utmost Regularity and propriety: The Persons Claiming property therein will be admitted to plead and make such defence as they are able: and I do not apprehend Your Excellency can entertain a Doubt but Justice will be duly and impartially administered to the Parties Concerned. I have the Honour to be Sir [&c.]

His Excellency the Compté D'arbaud

Governor General &ca &ca &ca Guadeloupe

[Endorsed] No 4 20th Feby 1777. Copy of Letter in Answer to the Compté Darbauds Letter of Complaint relative the French Brigantine *La Felicite*.

[Admiralty endorsement] In V. A. Youngs Letter Dated 9 March 1777 –

1. PRO, Admiralty 1/309.

CAPTAIN ARTHUR McLELLAN TO THE MASSACHUSETTS BOARD OF WAR ¹

Gentlemen on bord the *Boston* Point peter ² February 20 – 1777

I have the pleashure of Informing you of My arivel here in twenty Days and am Sorry the Markets is So Dul here My fish wont average more than 33s Shillings and out of that their is 5/ pr hundred duties My Lumber is not all Sold yet it is imposible to Get all the articles I want or Either to Sell the Vesel yet therefore if I Cannot Sell my Vesel I Shall purchase what Articles I Can and Come Home as fast as posible there is no arms to be had her[e] at present But thier is Some Expected hourelly from france whether they will Arive Before I Sail it is on Sertain Powder is from 2s/ to 1/9 pr lb flints Very few to be had I have Sent to Martinico and also to BasStare ³ for the Articles i want and I have Not had any accounts from Neither yet – Capt Coffin Arrived the Same time I Did I Receivd A letter from Martinico which Informs Me of Capt. Hellets [Allen Hallet] arivel their If I Dont Sell my Vesel I Shall Sail in 25 days from this Date I have Not No news to inform you of present [&c.]

Arthur McLellan

1. Mass. Arch., vol. 152, 63, Board of War Letters, 1776–1777.

2. Pointe-à-Pitre, on the French island of Guadeloupe.

3. Basse-Terre, Guadeloupe.

21 Feb.

CAPTAIN THOMAS THOMPSON TO THE NEW HAMPSHIRE COMMITTEE OF SAFETY ¹

Gentn –

Portsmouth, Feby 21, 1777.

I have now confin'd in Goal, one Richd Weaver late a sailor on board

the *George Schooner* who enter'd on board the *Raleigh* but now says he is only willing to fight for King George & would not fight for the Americans; – with many other threats against the ship & desired I would send him to Goal. I did so; but he has since relented and made many protestations against his former crimes & desires to be released & receive any punishment I may think fit to inflict; but I cannot accept any such submission, but think to punish him by sending him back to Lord Howe, which he looks upon as the greatest evil that can befall him.

I have some others on board, and therefore an example must be made to prevent the like consequences.

I must beg the favour you will order he may be sent off whenever an opportunity offers; he may serve in exchange for a better man. Your [&c.]

Tho^s Thompson

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 496.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOHN CLOUSTON¹

War Office,

Sir,

Boston Feby 21st 1777 –

Your orders are to proceed with the first fair Wind & Suitable Weather to the Coast of Ireland, England and France, where you are to cruise until by manning your prizes or otherwise your men are reduced to 50 in number, or in Case your Circumstances otherwise require your going into Port, when you are to proceed to Nantz in the Kingdom of France – In your Cruise using your best Endeavours to take, burn, sink or destroy any armed or other Vessels, together with their Cargoes belonging to Great Britain and under proper prize Masters to send such Vessels & Cargoes as are taken into some safe port of the States of America preferring this State under whose Commission you more particularly act or into any Ports allied with or friendly to said States of America.

Upon your Arrival at Nantz you are order'd to apply to Messrs Jacques Gruel & Compy, & cleaning & refitting your Brig take in as many Arms & other warlike Stores as you can conveniently stow, together with such Masters & Mariners of Vessels fitted out by this Board & sold there as you can accomodate & return to Boston or other safe Port in this State immediately, giving us the earliest possible Notice of your Arrival by Express.–

Recommending you to the Protector of the injured & oppress'd & wishing you a successful Cruise. We are,

By order of the Board [&c.]

Sam^l Phps Savage, Pres

Boston Feby 22d 1777 – I acknowledge the above to be a true Copy of the Orders I have receiv'd from the Honble Board of War, & promise to obey the same.

John Clouston

1. Mass. Arch., vol. 151, 407–08, Letters from the Board of War, 1776–1780. Clouston commanded the Massachusetts state brig *Freedom*.

JOURNAL OF H.M.S. *Centurion*, CAPTAIN RICHARD BRATHWAITE ¹

February 1777

Moored between Prudence & Rhode Island.

Friday 21

A M Fired one Gun & Displayed a Union jack at the Mizen Peak, as a Sigl for a Court Martial to try Lieut: [John] Brown late Commander of His Majestys Armed Schooner *Tryal*, for the loss of the Said Vessel.

Moderate & hazy Wr with Snow, P M, the Court broke up When Lieut Brown, Commander, & Leonard Massy Master of the *Tryal* Schooner, was by the Sentence of the Court Martial dismissed the Service.

1. PRO, Admiralty 51/331.

GOVERNOR JONATHAN TRUMBULL TO GEORGE WASHINGTON ¹

[Extract]

Lebanon February 21st 1777

The number of Men employed on board privateers, and Merchant Vessells formed another Obstacle to raising an Army – they ² recommended an Embargo upon all privateers and merchant Vessells, except those sent after Necessaries by permit, untill the Army was raised.

1. Washington Papers, LC.

2. Trumbull is referring to commissioners who met at Providence, Rhode Island, after the fall of New York, to consider measures necessary for the immediate defense of the New England states.

Connecticut Gazette, FRIDAY, FEBRUARY 21, 1777

New-London, February 21.

Last Sunday Capt. Stephen Clay, belonging to Connecticut-River, in 23 Days from Hispaniola, was drove ashore on Narraganset Beach, by two Frigates, who fired a number of shot at his vessel, and attempted to send a barge to take possession of her; but the inhabitants appeared for his assistance, beat off the boat, and assisted in getting off the vessel, which is since arrived safe at Stonington. The two ships afterwards bore away for Newport.

JOURNAL OF THE NEW YORK COMMITTEE OF SAFETY ¹

[Fishkill] February 21st, 1777.

The committee to whom was referred the application of Captain Van Bueren, relative to the shipwrights, delivered their report which was amended, and agreed to the two following resolutions:

1st. *Resolved*, That Captain Leonard Van Bueren be permitted to engage any of the master builders, foremen and shipwrights now in the employ of the Convention of this State, leaving one master builder and as many shipwrights as may be necessary to complete the Continental frigates, *Congress* and *Montgomery* to go up to the northward agreeable to his directions from Colo. Morgan Lewis, deputy quarter-master-general.

2nd. *Resolved*, That Messrs. Burling, Season and Miller be informed that it is with the approbation of this Committee that they and the shipwrights should

engage with Colonel Morgan Lewis, deputy quarter-master-general or his agent, to go to the northward, for the purpose of building vessels intended to be built on Lake George; and that this Committee doubt not that the Convention or future Legislature of this State, will devise means for employing them till the above work is completed.

1. *New York Provincial Congress*, I, 809, 810.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO GEORGE WASHINGTON ¹

[Extract] [Philadelphia] February 21 1777 –

Your Excellency will find herein A letter from the Navy board requesting the Assistance of fifteen or Twenty Rope makers, they are exceedingly wanted as we have plenty of Hemp which should be worked up with all possible expedition and we think you will greatly promote the publick service by directing A Search through the Army for these Men or as many of them as can be got sending them down and they shall be rewarded to their Satisfaction for the service they p[er]form and May afterwards return to their duty in Camp if it be their duty to return – We are &c &c

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776–77), 133, 89–90, NA.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

Philadelphia, February 21st, 1777.

Mr. Nesbitt was directed to pay Doct'r Story Steward, of the Pennsylvania Hospital, £90 10, for Board, &c., of sick and wounded men, to be charged to Congress. Also, £2 for the Board of John Crony, who was hurt by a fall in the Province Ship *Montgomery*.

1. *Pennsylvania Colonial Records*, XI, 130.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

Philad'a Navy Board, Feb'y 21st, 1777.

Joseph Rhoads directed to go down the River and examine into the State of the Chevaux de Frizes building at Billings Port, &ca., on the Jersey Shore, and made a report to this Board.

In consequence of a Resolve of the Council of Safety, 17th October last, for contracting for twelve Boats to guard the Fire Rafts, Manuel Eyre and Joseph Marsh are appointed to get finished such as are building, and to Contract for the rest.

1. *Pennsylvania Archives*, 2nd series, I, 82.

22 Feb.

PETITION OF CHARLES MOULTON TO THE MASSACHUSETTS COUNCIL ¹

To the Honble the Council of the Massachusetts Bay
Hond Sirs –

Your Petitioner Chas Moulton haveing on or about the 6th Inst preferd a petition to the Honble Counsel & House of Representatives, as likewise another

of the 19th Inst setting forth his situation as a Prisoner and begging leave to purchase a Vessel under one Hundred Tons Burthen, but as your Petitioner has not receivd an Answer thereto, He humbly intreats your Honors to grant the above request, with further leave to transport himself, with others who were taken with him in his Ship call'd the *Truelove* (Viz James Butcher Chief Mate, Thos Thomlinson Carpenter, Willm Catterall Boatswain, Wm Lawson Steward, & Jno Sinclair Cabbin Boy) to England without hindrance or molestation & your Petitioner will ever pray &c, &c,

Boston Feby 22d 1777 –

Cha^s Moulton

[Enclosure] The Subscriber of the within Petition, proposes to the Honble Council that if their Honors shall please to grant him the prayer of said Petition he will use his utmost endeavor that a like number of Persons Prisoners to the King of Great Britain from the United States of Amer[ic]a and under similar Circumstances with himself and those mention'd & [in] said Petition as near as may be, shall be liberated and returnd, into their States. And the said Petitioner pledges his Honor that he will effect such liberation & return of Prisoners or will himself return with the within mentiond Persons into this State as Prisoners within the time of one Year from the date hereof:

And as a further security to this State, for his performing this Parole of Honor, He will deposite in the Hands of Willm Watson Esqr of Plymouth, or such other Person as your Honors may order One Pipe, one Hhd & one Quarter Cask of genuine fine Madeira Wine, to be sold on his Accot and the Nett proceeds thereof, Paid unto him or order in case he performs this Parole, or otherways to be paid as this State may order.

Cha^s Moulton ²

1. Mass. Arch., vol. 166, 280, 281.

2. Permission was granted February 24, Mass. Arch., vol. 20, 299–301.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Saturday February 22d 1777

Information of John P. Jones respecting Capt Uzuld having sundry Charts of the Coast of Cape Breton to New York which may be of great Service to these States.

The Board being informed that Capt Uzuld late Commander of the *Julius Caesar* has in his Custody Charts of the Coast from Cape Briton to New York & of the West Indies direct the Agents of this State to signify to the said Capt Uzuld that tis their expectation he delivers the same Charts to the said Agents or to such Person as the said Agent shall order and appoint to receive them.

1. Mass. Arch., vol. 20, 294, 295–96.

JAMES WARREN TO JOHN ADAMS ¹

[Extract]

Plymouth, Feb'y 22d, 1777

. . . As to news we have none. A few prizes, some of them valuable, have been sent in. Your Navy here still remains in port. When any of them go to Sea I can't say. The conduct of this part of your operations will be a subject of curious enquiry. I hear we are going to have another frigate and a 74-gun ship built here.

Will the conduct of this matter be put into hands of persons who scarcely know the difference between a ship and a wheelbarrow, and who seem to have no ideas of the importance of dispatch, or know not how to make it? . . .

1. *Warren-Adams Letters*, I, 294, 297.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN WILLIAM COIT, OF THE
CONNECTICUT SHIP *Oliver Cromwell*¹

Sr

Lebanon Febyr 22nd 1777

We Understand the Ship is now Graved that you are taking in the Cannon & Stores that Capt [Nathaniel] Shaw [Jr.] is providing the Necessaires wanted, hope you are in a fair way to be soon ready for a Cruise you was to send us an Account of your hands, seamen, & Marines, that we may judge Whether we can release any or not, sundry of the Marines have Applied; since the Alteration of the Ship & reducing the Gunns will considerably reduce the Men, we want therefor to have you furnish us with a list especially of the Marines which you have with you & who still belong to the ship & who you suppose in your power to have when called for, & your Opinion what Number of Marines the Ship will require for the Cruise in her New and Altered situation, that we may know who we can dismiss. Indeed there are some whose Infirmary is such as perhaps will excuse them, there are five or six men from Windham who apply on the point of Inconvenience You will not Neglect to let us hear from you soon on this Subject that we may know how to Conduct to those who apply we have excused their attendance till we can hear from you and when Considered shall let you know who are excused. you will give us any further Intelligence you think Necessary, & when it is probable you may be ready to sail if nothing external prevents and am &c

Jon Tr-mb-ll

1. Conn. Arch., 1st Series, IX, 130, ConnSL.

JOURNAL OF H. M. GALLEY *Dependence*, LIEUTENANT JAMES CLARK¹

Feby 1777

Do [Fort Lee NW 1 Mile]

Saturday 22

Modt and Hazy Wr these 24 Hours at 4 PM a Large Field of Ice Drove foul of us which set us on shore and sent the spa[illegible] Cables on Shore and made it fast to a Tree to hinge her till the Ice Drove past at 9 P.M. fired 4 four Pounders with round Shot at a Pty of Rebles which Attempted to cut our shore fast at 10 PM the Tide of Flood being done cast off our shore fast and haul'd off to our Anchr

1. PRO, Admiralty 51/4159.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS¹

Number 25.

Eagle Off New York

Sir,

February the 22d 1777.

Enclosed herewith you will receive the Copy of a Letter from Captain Elphinstone, in Answer to a Representation from the Master of the *Dinah* Victualling Transport, charging Captain Elphinstone with Inattention to the Ships under his

Convoy, on his passage to this Port. A Copy of the Representation was transmitted with my Letter of the 23d of last October.

I have examined the Journal and Log-Book of the *Perseus*, and find that they correspond with the Relation given by Captain Elphinstone of the Difficulties he had to keep the Convoy together: Owing to the repeated Disregard of his Instructions manifested by the Masters of the Transports, rather than to any unfavorable Circumstances of the Weather; Until their Approach to the Banks of Newfoundland.

I am credibly informed the Rebels have engaged to pay the Wages due to the Masters, Mates, and (in many cases) Crews of the Prizes they take, out of the Produce of the Capture. The Misbehavior of the Masters, and their habitual Disregard of the Regulations for their Government under Convoy, can scarce be accounted for on any other Principles. But from whatever Cause it proceeds, the Satisfaction to the Crown for the Loss of the Cargoes through the misconduct of the Masters, is, I presume, in no Degree adequate. The Charge of the Freight, Value of the Ship, and first Cost of the Stores, being in many Cases of less Consideration, than a Disappointment in the timely Delivery of the intended Supply.

I have a Proceeding to communicate for their Lordships Information respecting the *Dinah*, upon an Occasion which, as it is quite new to my Experience, may have been irregularly conducted with regard to the Concern I had in it.

That Transport having been taken, as stated in the Master's Representation before-mentioned was retaken on the passage to Boston by the *Juno*, and carried to Halifax: Where soon after her Arrival she was libelled, as I am advised, in the Admiralty Court; Salvage to the Captors awarded, and Part of the Cargoe sold to pay the Expences of the Proceeding.

The Cash remitted for my Proportion of the Salvage, has been delivered to the Agent Victualler, and placed to his Debit Account. The Ship being reladen with the Remainder of the Cargoe, was sent and safely conducted to this Port.

The Charter party purporting that the Value of Victualling Transports taken by the Enemy shall be paid to the Owners, in Case the Master and Crew have made the best Defence they were able to prevent the Capture thereof; And deeming it probable, as the Master was sometime since returned to England, that this Condition on the part of the Crown in the Instance of the *Dinah* may have been already complied with; I thought it more advisable to order a Sale of the Ship at this Port for the Benefit of the Crown, than to suffer a further Expence to be incurred in refitting, manning and otherwise preparing her for a Voyage to Europe. The several Particulars respecting this Transaction, have been communicated to the Commissioners in the Department to which it relates.

The Proof that is to ascertain the suitable Conduct of the Master and Crew of the Transport whereby the Owners are to become intitled to receive the Value of the Ship in Payment as aforesaid, is (by the Charter-party) conditioned to be made before a Court Martial. Upon knowledge of that Obligation on the part of the Master, I should naturally be induced to [direct such in]quiry in the like Cases, as with [illegible] ship of war under the same Circumstances. But I am not apprised by what Authority the Master, or any Mariner belonging to a Transport refusing to acknowledge the Jurisdiction, could be compelled to appear before the

Court; Or, so appearing, to give Evidence on Oath for the Information of the Court I must therefore request to be suitably instructed, if any Proceeding is required to be had here on that Foundation.

The Dutch Transport *Addellgunte Loewise* having sprung a dangerous Leak on her passage from Europe, it was thought necessary that her Bottom should be examined. She was hove down in consequence. But not being ready to sail with the other foreign Transports under the Care of the *Active* and *Fowey*, she remained here waiting for a second Opportunity. The Captain of the *Lark*, then under Orders for Halifax, was directed to see this Transport in Safety clear of the Nantucket Shoals; Off of which the *Mermaid* was then stationed. And they sailed the 12th of December.

I have just learnt from some of the Crew of the Transport lately released, that the *Lark* parted from her the 14th of the same Month; And that on the next Day, she was engaged and taken by two Armed Vessels fitted by [illegible] English Officer who [illegible] to rec[illegible] this Transport [illegible] I shall be able to collect more Particulars respecting this Capture.

By the Terms of the Charter-party for these foreign Transports, the Master engaged "to deliver his Ship light, staunch, and well found." An equitable Adjustment of the Damage is agreed, "In case of Disputes, Disobedience, or Neglect of Time." The Master also binds himself, "By Order of the Commanding Officer to sail, proceed &ca, as he shall be directed and convoyed." But I do not see that any adequate Provision is made for the Contingency, in Case the Ship proves not to be in Condition to sail, proceed &ca when so required; thro' any Failure in the part of the Contract which respects the State and Sufficiency of the Ship, in the Course of the proposed Service. Their Lordships, I trust, will pardon the Liberty I take to submit my Doubts on these points, in Consideration of the Motives that induce me to trouble them therewith.

The Station near to which the Dutch Transport appears to have been taken, reminds me to mention my Disappointment concerning the *Mermaid*. The Term of that Ship's Cruize expired about the Middle of last Month. She sailed for her Station the 8th of December; And I had a Letter from Captain [James] Hawker dated at Sea the 13th of the same Month. But not having had Intelligence of him since that time, I conclude that by some Accident to his Masts in bad Weather, he has been forced off the Coast, and has proceeded for Repair of the Damage to the West Indies.

I am, with great Consideration, Sir, [&c.]

Howe

[Endorsed] R 8 May (2 Inclosures)

1. PRO, Admiralty 1/487.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE SIR PETER PARKER ¹

[Extract]

22d of February 1777

It is necessary on the Subject of the several Sentences and Minutes of Courts Martial enclosed with your said Letter of the 9th Instant, that I should take notice of a considerable Inaccuracy in the Proceedings of the Court assembled for the Trial of the First Lieutenant, Gunner, and Gunners Crew of the *Diamond* on the

23d of last Month; With respect to a Salute which it is much to be lamented was given from the Ship in such a Situation, and the unfortunate Accident that was the consequence of it.

I observe it is expressed in the Sentence of the Court, that the Parties described as aforesaid, (neither of whom are named in the Sentence to ascertain the Identity of their Persons) are brought to Trial "on a charge exhibited against them in a Letter from Captain Charles Feilding &c," When it appears at the same time that Captain Feilding sits as a Member of the Court. I conclude that this part of the Proceedings admits of such Explanation, as will shew the manner of stating the Fact to be the only essential Error. Had the Minutes of the Court been taken and reported with due precision, the doubt in this Case would probably have been removed. But no Copy of the Charge being there inserted a more particular Explanation would be requisite, if the greater informality, the total omission of the Names of the Parties accused, had not vitiated the whole Proceeding. Wherefore, being of Opinion that they are still chargeable with the guilt of having caused or been accessory to, the Death of many of His Majesty's faithful Subjects; I am to desire you will order a Court Martial to be assembled when convenient, to try by name the several Persons described as aforesaid, for being guilty of that capital offence; Added to the charge of neglect of Duty, which appears to be the only accusation in Captain Feildings Letter.

[Endorsed] In Lord Howe's Lre No 34.

1. PRO, Admiralty 1/487.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO THE NAVY BOARD OF THE
MIDDLE DISTRICT ¹

Gentlemen

[Philadelphia] February 22nd 1777

In consequence of a recommendation from his Excellency General Washington, we desire you will push forward with the utmost vigilance [*sic* diligence] the fitting out all the Continental Fleet under your direction So that they may soon as possible be in readiness for sea or for service in this River and you are also required to have all the publick Stores under your care or Custody in readiness to be removed to places of Safety should any events happen to make such a Measure Necessary. You'l please to observe that this is done by way of precaution and that you must not Communicate the Substance of this but when absolutely necessary to avoid giving an unnecessary alarm We are Gentlemen [&c.]

To the Gentlemen of the
Navy Board Philada ²

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776-77), 133, 93-94, NA.
2. John Nixon, Francis Hopkinson and John Wharton.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

Philadelphia, February 22nd, 1777.

An order was drawn on Mr. Nesbitt, in favour of Commodore Seymour, for One thousand Dollars, for the recruiting Service of the Naval Armament of this State, to be charged to his acco't.

Resolved, That all able bodied men who will enter into the service of this State (during the war) on board of any armed Vessel, shall receive a bounty of twelve Dollars on their enlistment.

Resolved, That the pay of the officers and privates of the Naval Armament of this State be as follows, viz:

Commodore,	75	Dollars	P mo.
Captains,	48	Dollars	P mo.
First Lieutenants,	30	Dollars	P mo.
Second Lieutenants,	20	Do.	P do.
Gunner,	16	do.	P do.
Boatswain,	16	do.	P do.
Carpenter,	16	do.	P do.
Armour,	13	do.	P do.
Clerk & Steward,	16	do.	P do.
Cook,	12	do.	P do.
Drummer,	10	do.	P do.
Fifer,	10	do.	P do.
Surgeon of the Ship,	48	Dollars	P mo.
Surgeon's Mate,	20	Do.	P mo.
Seamen,	12	do.	P mo.
Boys,	6	do.	P do.

Petty Officers, such as Quarter Masters, Gunners' Mates, Boatswains' Mates & Carpenters' Mates, on board the Ship & Floating Batteries, 13 Dollars P month.

The Officers pay to Commence the 15th November, 1776.

The privates to commence the 1st of February, 1777.

1. *Pennsylvania Colonial Records*, XI, 131, 132.

JOSEPH RHOADS' REPORT ON THE CHEVAUX DE FRISE ¹

February 22, 1777.

Remarks made by Joseph Rhoads with Respect to the State of the Chevaux de Friezes at Billinsport.

That there are Eight Frames finish'd & plank'd; eight more to finish, part not rais'd.

He thinks there is as much Plank as will finish two of the Latter, & consequently Plank for 6 Wanted.

There are 42 Logs at the Water side; and a Certain Woulfe, who lives at the place, informs that there are Several Logs along shore.

There are 36 Small Logs on the ground, which will make floor Timbers, as also Some Scantling and Boards.

He thinks there are Bolts, Straps, & pins Enough to finish the above Frames.

There is One Barrell of Spikes; not sufficient to finish the Frames begun.

The Spear Irons are all on.

1. *Pennsylvania Archives*, 1st series, V. 238.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board, Feb'y 22d, 1777.

On motion, that some alteration should be made in the construction of the guard Boats.

Resolved, That Manuel Eyre & Joseph Marsh be appointed to construct and give all necessary directions in regard to the building of said Boats.

1. *Pennsylvania Archives*, 2nd series, I, 82-83.

Pennsylvania Evening Post, SATURDAY, FEBRUARY 22, 1777

At Public Vendue, on Tuesday next, the 25th instant, at ten o'clock, on Montgomery's (late Plumstead's) wharf, will be sold about two tons and a half of Ivory.

And on Wednesday evening, the 26th instant, at six o'clock, at the Coffee-house, will be sold the prize ship *Sam*.¹

Also the prize sloop *Race Horse* ² with all her guns, tackle, furniture and apparel. Inventories to be seen at the Coffee-house.

Feb. 22.

1. Taken by the Continental sloop *Independence*, Captain John Young.

2. Prize of the Continental brig *Andrew Doria*, Captain Isaiah Robinson.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Saturday 22d February 1777. —

George Rodgers recommended to Capt William Aylett as a proper person to be appointed Mate of the *Greyhound* Capt [Edward] Wonycott —

1. Navy Board Journal, 182, VSL.

VIRGINIA NAVY BOARD TO WILLS COOPER, SUFFOLK ¹

Sir

Mr William Holt will deliver you a Tun of Iron, Barrel of Ale and seventy pounds of Twine for the use of the Gallies building at South Quay which you'll please receive and give immediate notice of to Mr Chtpr [Christopher] Calvert who superintends the building of the said Gallies.

(Signed) Thomas Whiting 1st Comr

[Williamsburg] 22d Feby 1777 —

1. Navy Board Letter Book, VSL.

CAPTAIN THOMAS PASLEY, R.N., TO VICE ADMIRAL CLARK GAYTON ¹

Glasgow. Port Royal

Sir

Jamaica February 22d 1777

On the 6th of December 1776 I Sailed in His Majestys Ship *Glasgow* under my Command, together with His Majestys Sloops *Hornet*, *Beaver* and *Fly*, through the Needles with 91 Sail of Merchant Ships under Convoy. On the 25th I had an opportunity by way of Teneriffe of transmitting their Lordships a particular Account and complaint against six Ships (Agreeable to the inclosed List.) that

had intentionally left my Convoy, on the 21st January 1777, The *Wetherall* Captain Cox bound to St Christophers stole from the Convoy in the Night which I beg you will be pleased to represent to their Lord ships for the Information of the Merchants, I have the pleasure to acquaint you that every other Ship bound to the Leeward Islands, I saw safe into their destined Ports. And on Tuesday the 11th inst then every Ship bound to Jamaica being in Company Close off the East End to the number of 32 Sail of Merchant Ships And five Transports, I was superceded in my Command by Captain [Nathaniel] Bateman of His Majestys Ship *Winchelsea* who was pleased to order me down to Savana L'Mar with only two ships, Carrying the *Hornet* into Port Royal with him I am Sir [&c.]

Thomas Pasley

[Enclosure]

List of Six Ships that left the Convoy as transmitted to there Lordships, & one Afterwards.

Ships Names	Masters.	Bound to	When left the Convoy.
<i>Westerhall</i>	Jno McLeuin	Granada	Decr 15. 1776
<i>Yankey</i>	Thos Nowland	Do	Do
<i>Elizabeth</i>	Alexr Hope	Barbadoes	Do
<i>Sally.</i>	Berry Hartwell	Tobago	Do
<i>Loyal Charlotte</i>	Igns Fenwick	Antigua	Do
<i>Elizabeth</i>	Robt Campbell	St Christophers	Supposed Decr 17th
<i>Weatherell</i>	Martin Cox	Do	Jany 21st 1777 –

[Jamaica, February 22, 1777]

Thomas Pasley

[Endorsed] A Letter from Captain Pasley inclosing a List of Merchant Ships that parted Convoy from the *Glasgow* No 3

[Admiralty endorsement] In Vice Adml Gayton's Letter 30th March 1777.

1. PRO, Admiralty 1/240.

23 Feb. (Sunday)

JOURNAL OF H. M. S. *Milford*, CAPTAIN ANDREW BARKLEY¹

Feby [1777] Do [Halifax Lighthouse] N4.30Wt 176 Leags
Bermudas S 15.46. 68 Leags

Sunday. 23 5 AM. saw a sail to the Wt ward with her head to the Nt ward
Lying too Gave Chase Do spoke the Chase
[P. M.] hoisted the Boat Out & Sent her on Board the
Chase, She proved to be the Brig *Elizebeth* taken by the
Rebels²

1. PRO, Admiralty 51/607.

2. Brigantine *Elizabeth*, William Garnett, master, was captured January 30, by sloop *Lyon* of Connecticut, N. S. Arch., vol. 495, Vice Admiralty Records, Register of Letters of Agency, book 5, 1769–1777.

COMMODORE ESEK HOPKINS TO CAPTAIN ABRAHAM WHIPPLE ¹

Sr

Providence Februr 23d 1777

You will take on board the *Providence* one hundred men of Genl Spencer's army when they come in order to enable the ships to go to Howland's ferry I shall be on board in the morning You will likewise apply to Mr Tillinghast for any supplies the ship may want. I am Sir [&c.]

Esek Hopkins

To Abraham Whipple Esqr

Commander of the Ship *Providence*.

1. Abraham Whipple Papers, RIHS.

STATEMENT OF JAMES SELLERS, SECOND LIEUTENANT OF THE CONTINENTAL FRIGATE *Warren* ¹On Board the Ship *Warren* Feby 23 1777.

The regard which I have for my country has induced me to write the following accusations against commodore [Esek] Hopkins.²

first: I know him to be a man of no principles, and quite unfit for the important trust reposed in him. I have often heard him curse the honorable marine committee in the very words following. ["God damn them. They are a pack of damned fools. If I Should follow their directions, the whol country would be ruined. I am not going to follow their directions, by God."] Such profane Swearing is his common conversation, in which respect he Sets a very wicked and detestable [exam]ple both to his Officers and Men. Tis my humble opinion that if he continues to have the command, all the Officers, who have any regard to their own characters, will be obliged very Soon, to quit the Service of their country, When the frigates were at newport, before the british fleet took possession of that place, more than an hundred men, who were discharged from the Army, the most of them Seamen, were willing to come on board the Ships and assist in carrying them to boston, or any other harbour to the Eastward, in order that they might be maned, but commodore hopkins utterly refused, being determined to keep them in this State, from which we have not been able, after all our pains, to procure a Single man for this Ship. He has treated prisoners in a very unbecoming barbarous manner. His Character and conduct are Such, in this part of the country, that I can See no prospect of the fleets ever being maned.

Jas Sellers

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 229, NA.

2. See *Warren* officers to Marine Committee, February 19.

"EXTRACT OF A LETTER FROM MR. JAMES BARTON, SECOND MATE ON BOARD THE *Thomas*, BELONGING TO LIVERPOOL, DATED NEWPORT, RHODE ISLAND FEB. 23, TO HIS OWNER AT LIVERPOOL." ¹

The 21st of January last, in lat. 14 N. and long. 56 W. from London, we were met with, engaged, and taken, by an American privateer called the *Revenge*, Jos. Sheffield commander, after having two of our people killed, and the Captain, Mr. Harper, and the Boatswain, wounded.

Most of the crew, with myself, were put on board the privateer; but on the 23d of January we fell in with a French ship bound to Martinico, whom the privateer obliged to take immediately on board her our Captain, Chief Mate, and all the crew, excepting the Boatswain, who was very ill wounded, a boy, and myself, whom they detained, and would not suffer to quit the ship. We parted from the French ship the same day, and stood for America with the privateer in company. We had very bad weather after leaving the privateer; and on the 14th of February made land, which proved to be Rhode Island, and not having heard that it was taken, we stood in for the harbour, which we were very near, when the privateer, our consort, a-head saw a sail, and crowded all [sail] she could, and stood from her; we followed his example, but it blowing very fresh at N. W. in about two hours the sail came along-side of us, which proved to be his Majesty's ship *Unicorn*, of 20 guns, commanded by John Ford, Esq; who took all the prisoners on board his own ship, and sent two officers and 12 of his men on board of us to take charge of the vessel. We then stood for Newport with the *Unicorn* in company with us till morning, when she left us and went in chace of a sloop, and on the 16th of February we got safely to anchor in the harbour. The privateer took all our letters and papers from on board us.

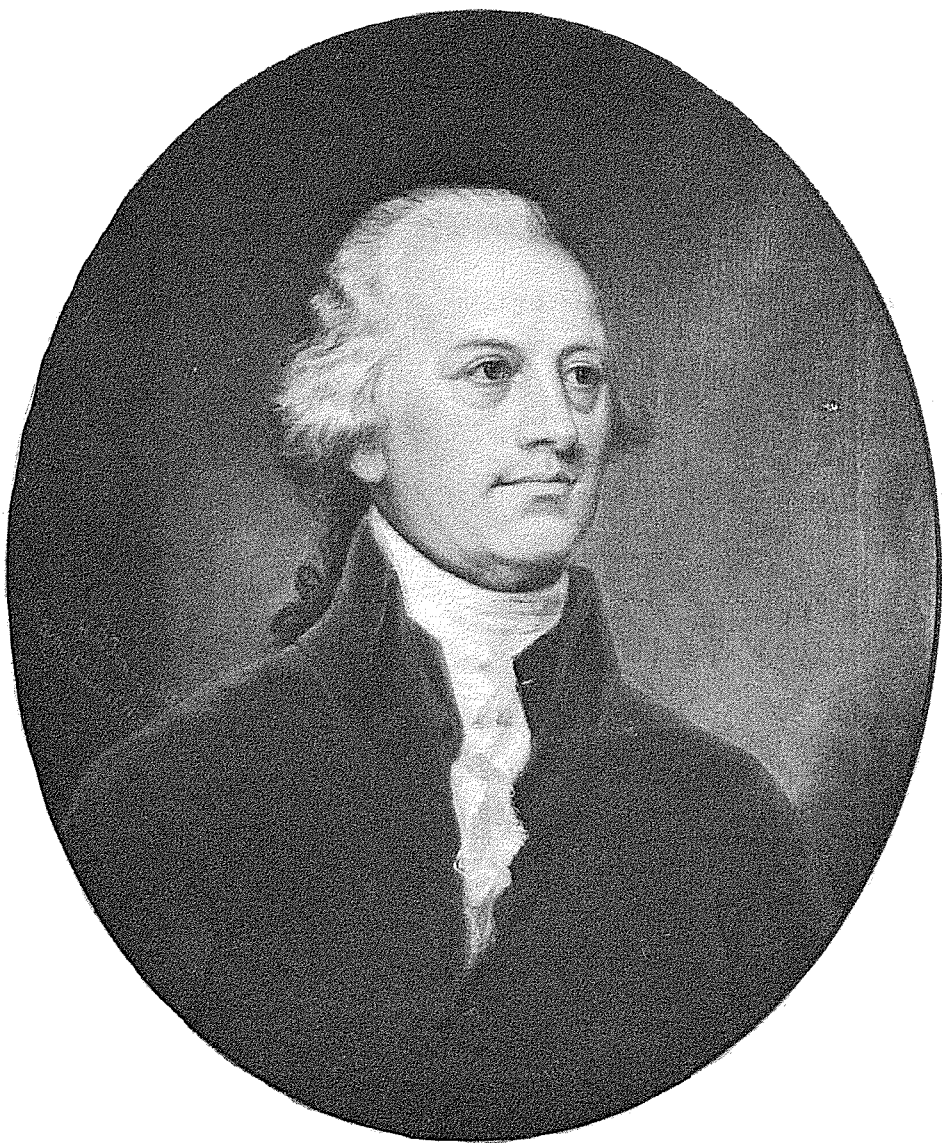
Capt. Wise and his boy, who were taken by the same privateer in her last cruize, are on board, and I believe they will come home with us. When our ship was taken we had very little water, and the privateer was in the same case; they therefore thought proper to unstow our hold, and take our wine, upwards of 180 firkins of butter, two hogsheads of bread, two barrels of flour, four barrels of pork, a few bags of barley, pease, &c. five or six barrels of gunpowder, some small arms, and sundry other articles on board of them, for fear of our vessel being retaken.

1. *London Chronicle*, May 1 to May 3, 1777.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

February 1777	Moor'd off the Town of New York –
Saturday 22	at 11 AM the <i>Saint Lawrence</i> Schooner arriv'd from the S[oun]d
Sunday 23	at 8 AM the <i>Swan</i> Anchd in the Et River
	at 10 PM Anchor'd here a Schooner prize to the <i>Phoenix</i> and a Brigg Prize to the <i>Brune</i>

1. NMM, Admiralty L/E/11.



John Langdon

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE FRIGATE *Randolph* ¹

Frigat <i>Randolph</i>				Nicholas Biddle Esqr Commander.	1st Cruise	Dr
<hr/>						
1777						
January	4	[To]	Cash paid	William Askew for 130 Bushls potatoes	25.12..6	
"	"	"	do	John Elmslies Bill	2.14..-	
"	"	"	do	for 1 lb Brown Thread	15..-	
"	"	"	do	William Cox for 6½ cord oak wood	14..3..7	
"	"	"	do	ditto 5¼ do hickory	18.14..8	62..9..9
					<hr/>	
"	18	"	do	Benjn Towns bill	105.12..-	
"	"	"	do	John Peters for 40 barls Ship bread	61..7..3	
"	"	"	do	Josa & Caleb Ashs bill for fresh Beeff	25.15.10	192.15..1
"	24	"	2 Ps 116¼ yards French Canvass equal to No 2			
"	"	"	62 Hammocks			
"	"	"	30 Cutlasses	@ 15/	22.10..-	
"	28	"	12 Barrels Ship Bread averag'd	@ 31/		18.12..-

February 1	"	100 Tons Pig Iron			
"	"	"	1726 12 lb & 706 6 lb Round Shott wte 24948 lbs @ 3d	311.17..-	
"	"	"	500 dbl head 12 lb do 7500 lbs @ 9d	281..5..-	
"	"	"	200 hand Grenadoes @ 2/	20..-..-	
"	"	"	2700 Wadds wte 29..1.13 @ 50/ P Cent	73..8..9	
"	"	"	1 Brass & 2 Iron Blunderbuss'		
"	"	"	1 Hhd Molasses 118 Gallons @ 3/	17.14..-	
"	7	"	24 Barrels Ship Bread averag'd 31/ P Bbl		37..4..-
"	10	"	Cash paid John Emslie for 200 Fuzes	2.18..4	
"	"	"	do William Perkins Blacksmith Bill	6.15..-	
"	"	"	do John Le Teliere for 2 Silver Calls	6..-..-	15.13..4
"	15	"	do Joshua & Caleb Ash for 4000 lbs Beeff		100..-..-
"	23	"	Amount of Ship Chandlery comprehending Gunner, Boatswain, Carpenter &ca &ca Stores	867..2..7½	
"	"	"	Amount of Cordage Complete for Sea Tons C qr lb	2336.11.11	3203.14..6½
			wte 33..12..1..18 averag'd @ 69/6 P Cent		
			Continued & Carried to page 5 ²		
			Entd Cd fwd		

1. S. W. Woodhouse Collection, Box 5, Ships Papers 1776-1803, HSP.

2. Missing from source.

PROTEST OF SAMUEL LIGHTBOURN, MASTER OF THE BRITISH BRIGANTINE *Fanny*¹

Bermuda als }	By His Excellency George James Bruere Esqr
Somer Islands }	Governor, Commander in chief, and Vice Ad-
	miral of these Islands –

L:S:P: To all to whom this present Writing or Instrument of Protest shall come
or may concern Greeting.

Know Ye that this twenty third day of February in the Year of Our Lord one thousand seven hundred and seventy seven before me personally appeared Samuel Lightbourn late Master of a Certain Brigantine called the *Fanny* who Solemnly made Oath on the Holy Evangelists of Almighty God that he Sailed with the said Brigantine under his Command from the Island of Antigua on the Thirty first day of July last past bound for London, and Accordingly proceeded untill the Twenty first day of August following being then in latitude 33°00' No Longitude 59.30 Wt when he was pursued & taken by an American Privateer Sloop called the *Independence* Jabas [Jabez] Whipple Commander and sent into Providence in Rhode Island Government, and there condemned in the Court of Admiralty at said Place, And in like manner also appeared John Lightbourn late Mate of and belonging to the said Brigantine *Fanny* who likewise Solemnly made Oath that all what the above Named Samuel Lightbourn hath before deposed is true

Wherefore the said Samuel Lightbourn for himself his Mariners Owners Freighters and all others whom it doth or may concern does hereby Protest against the matters aforesaid, And all Damage Occasioned or sustained thereby as also Against all costs delays disappointments Expences and other matters and things which can or may lawfully be protested Against in as large and Ample manner as the same can or may be done by Law or Form. And Persevering in the said Protest the said Appearers have hereunto set their Hands the day and Year first above written.

Samuel Lightbourn
John Lightbourn

This Done and Protested before me the Governor and Vice Admiral aforesaid, In Testimony whereof I have hereunto set my hand and caused the Great Seal of these Islands to be affixed the day and year aforesaid –

George Jas Bruere

By His Excellency's }
Command }
Jn^o Randle D:Secy

1. Book of Bonds, Bills, Grants and Protests, No. 14, 407–08, Bda. Arch.

VICE ADMIRAL JAMES YOUNG TO COUNT D'ARGOUT¹

Copy)
Sir

Antigua 23d February 1777.

I had the Honour to receive Your Excellency's Letter of the 12th Current, by Monsieur Bougon: and have very great pleasure to perceive my Letter addressed to Your Excellency the 7th Instant has given the Satisfaction I wished.

From Your Excellencys known Justice and Integrity I doubt not, that when You are Rightly informed of the Collusion and Deceit practised between the

American Rebels and some of the Trading People in Your Islands (respecting the Clandestine disposal of the Cargoes of such English Vessels as have been Carried in by the American Armed Vessels) You will at once put a Stop thereto.

For although Your Excellency avows driving them from Your Principal Ports, Yet I am informed (from the best Authority) they go to the Small Bays and there act in such manner as they find most Convenient: and readily dispose of the Cargoes of such English Vessels as they have taken, without their having been Condemned as Prize in any Court.

Whilst the American Rebels can thus find a Vent for their Piracies it will be endless for Your Excellency and myself to Correspond about them, but would You be pleased to prohibit their bringing English Prizes into any of the French Islands, or be so good to detain them when brought in to Your Ports: and acquaint me therewith that I might send for them away; (and this cannot be deemed a breach of Neutrality even to the North American Rebels who ought not by the Law of Nations to carry their unlawful Captures into any Neutral Port) it would speedily put an effectual Stop to their Piracies, and drive them from these Seas.

As to the Vessel Your Excellency mentions to have been taken by one of the Antigua Pilot Boats Called the *Tryall*; who had no Commission to take Prizes, You are already acquainted with my Sentiments on that Subject; tho I am sorry to add, it is not in my Power to take her out of their Hands and give her Back: after being brought into Port and proceedings carried on against her in the Court of Admiralty: but the Judge is doubtless answerable for his Conduct, in Condemning such kind of Captures and be assured I shall make True Relation of all these proceedings to the Court of London in my first Dispatches.

Your Excellencys Letter brings me the first account of Lieutenant [John P.] Ardesoif (Commander of his Britannic Majesty's Armed Brigantine *Pelican*) meeting your express Boat at Sea, and behaving improperly to her: he is now at sea on a Cruise, but when he next Returns here, I will have that matter thoroughly examined into, and if he cannot Clear himself of the Charge will take Care He shall not have another Opportunity to Commit the like excess.

I flatter myself Your Excellency is satisfied that nothing can be more pleasing to me than keeping up all possible Harmony and Friendship, between our respective Colonies: and that my best endeavours shall never be wanting to effect the same. I have the Honor to be Sir [&c.]

His Excellency the Compt Dargout

Governor General &ca &ca &ca

[Endorsed] No 6 (Copy) 23d February 1777. Answer to a Letter from the Compte Dargout of 12th Feby 1777.

[Admiralty endorsement] In V. A. Young's Letter Dated 9 March 1777 –

1. PRO, Admiralty 1/309.

GOVERNOR EDWARD HAY TO VICE ADMIRAL JAMES YOUNG ¹

Copy)

Sir

Barbadoes 23d Feby 1777.

Captain [Robert Palliser] Cooper delivered me your obliging Letter of the 3d Instant, to acquaint me that several Adventurers belonging to Antigua encour-

aged by the opinion of the Attorney General and other Lawyers, have fitted out several Armed Vessels, and without Commission, and which are sent out to Cruize against the Americans.

I entirely agree with You that self appointed Cruizers are entirely new. I know of no distinction between an Armed Vessel without a Commission from the State and a Pirate; except in a Loaded Vessel, where Arms are for the defence of property. It appears to me that such Armed Vessels are liable to be Seized by any Nation whatever; and the consequences of bringing on a General War by embroiling our Court with that of France ought to be considered by the Inhabitants of these Islands, with great seriousness.

My General Commission gives me full powers in very express Words against all Enemies Pirates and Rebels both by Sea and Land: but by a particular Instruction, in regard to Commissions in the Plantations to "private Ships of War, I am directed to Govern myself whenever there shall be occasion, according to the Commissions and Instructions granted in (this Kingdom) Great Britain." With this Commission and these Instructions I left England in 1773, since which time and particularly since the American open Rebellion began I have received no Instructions upon the Subject of Letters of Mark – therefore this being a very singular contest and of which the like is not to be met with in History, and as Government has thought proper, no doubt for very wise reasons, not to grant Commissions to Private Vessels; I should by no means think myself authorised in the present case, by the words of my Commission, even altho I had no particular Instruction to restrain me: for I do not see how a Servant of the Crown can exercise powers, which the Crown itself does not choose to put in practice.

Some of the Traders of this Island, after consulting the Attorney General, applied to me. I could give them no Authority or Commission, nor any further encouragement than that their Vessel would be liable to be Seized by any nation whatever. I am likewise at a loss to know how any Prize such uncommission'd Vessel may take, can be cognizeable by a Court of Vice Admiralty; unless the Judge would condemn both, One as a Rebel and the other as a Pirate.

At the same time I told them, that as several Vessels appear frequently to the Northward of this Island supposed to be American Cruizers: If the Merchants thought proper to present an Address to me desiring I would apply to You as Commander in Chief in these Seas, to send one of His Majesty's Ships under Your Command to protect our Trade and our Coast, I would most readily transmit such an Address and recommend it strongly to Your Notice.

I have heard nothing from them since Friday and as Captain Cooper will sail to Day I will Close this Letter with the assurance of the most perfect esteem and Regard, being Sir [&c.]

Edw^d Hay

[Endorsed] No 10: Governor Hay's Letter in Answer to Adml Young.

[Admiralty endorsement] In Adml Young's Letter Dated 8 March 1777 –

1. PRO, Admiralty 1/309. Hay was Governor of Barbados.

24 Feb.

"ACCOTS OF PRIZES CONDEMNED IN NEW HAMPSHIRE"¹

Accos of Prizes taken & brot into the State of New Hamps, since the Commencement of Hostilities with Great Brittain

Viz.

State of N H.	Ship <i>Prince George</i> ² abt 200 Tons, Richd Emms Comr in Governmt Service, having on Cargo 1800. bbs Flour – 4456 . 14 . 6
	Schooner <i>Rainbow</i> abt 30 Tons, Jno Monegale [McMonagle]
Continental	Comr from Nova Scotia bound to Boston – Cargo Potatoes & Turnips 100 . . 3 . 5¼
	Ship <i>Susanna</i> abt 240 Tons, Jno Frazer Comr in Governmt Service – Cargo vizt
Ditto	20 Chalds Coal. 117 Butts Porter. 100 Cks Sour Crout, 66 Bags Hair, 20 Live Hogs, 6 Cannon, 2 Swivels 2½ bbs Powder &s – 1936 . 13 . 8¼
	Ship <i>Reward</i> abt 500 Tons Bailey Comr from Tortola bound to London Cargo vizt
Private	650 Hh'ds Sugar, 30 Hh'ds Rum, 9 Bales Cotton, 3 Pipes Madeira Wine & some Fustick – 12865 . . 7 . . 9½
	Ship <i>Nelly Frigt</i> abt 300 Tons, Lyonel Bradstreet
Continental	Comr from Honduras to London – Cargo 120 m ft Mahogany & 32 Tons Logwood 4990 . 11 . 11¼
	Ship <i>Royl Exchange</i> abt 250 Tons Lawrence Bowden Mr from Grenada to London – Cargo vizt –
Ditto	281 Hh'ds Sugar, 52 Hh'ds Rum, 11 Do Coffee 2 Bales Cotton & 1½ pipe Wine – 9000
Private	Schooner <i>Glasgow</i> abt 50 Tons from the Banks to Guernsy loaded with Fish, Lamp Oyl &c. 938 . . 8 . . 2
Ditto	Schooner <i>Neptune</i> abt 65 Tons, taken on the Banks with abt 50 Quints Green Fish & 40 Hh'ds Salt – 566 . 9 . 3¾
Ditto	Ship <i>Hero</i> Chs Hartford Comr abt 280 Tons, in Governmt Service from Jama to N York Cargo 500 Hh'ds Rum 25892 . . 1 . . 4
Ditto	Ship <i>Live Oak</i> abt 180 Tons Lesley Comr from Honduras to London – Cargo vizt 63 m ft Mahogany & 28 Tons Logwood 1589 . . 0 . . 5¾

Ditto	Brigt <i>Three Friends</i> abt 140 Tons – from St Eustatia to Ireland – Cargo vizt 193 Hh'ds 9 Teirces & 32 bbs Sugar – also 1 Bag Coffee 5870 . . 8 . . 3
The Court gave her to Pinkham	Schooner <i>George</i> ³ (the <i>Milfords</i> Tender) Richard Willis Comr – brot into this port by Capt Pinkham a prizoner then on board in a severe Storm – About £1000 . . – . . –
Private	Brigantine <i>Favourite</i> , Christo Yeoman Comr about 260 Tons – a Transport bound Home from N York – about £2300 lawful Masts & Yards in Piscataqua River taken & Condemned 528. 16 . . –

Portsmo Feby 24. 1777.

W. Gardner, for & in behalf of
Jno Langdon

1. John Langdon Papers, Correspondence 1773–1797, NHHS.

2. *Prince George* was captured on October 21, 1775. See Volume 2, 267–68.

3. Formerly Washington's schooner *Warren* captured by H. M. S. *Liverpool*. See Volume 6.

PETITION OF JAMES FOOT TO THE MASSACHUSETTS COUNCIL ¹

To the Honorable Council of the State of
Massachusetts Bay New England
Humbly sheweth

That your Petitioner James Foot Master of the *Sarah and Elizabeth* with a very valuable Cargo was taken on his Voyage from Jamaica to London by a Privateer of Cape Ann (the *Warren* Capt Coase [William Coas]) ² and carried in there some Months ago, the Captors have generously given him half of his adventure which has enabled him thro' that means and other little matters which he had to bid for said Ship when put up at Vendue, they were so kind as not to bid against him, in order to serve him, and in some shape to make up for his heavy Losses, he has in consequence thereof Purchased said Ship with the Mony he received – he therefore requests your Honors kind indulgence to permit him to leave this Continent with said Ship in Ballast to Jamaica and take with him his Apprentices and a few Seamen (Prisnors only) bearily sufficient to Navigate said Ship to the Island, in order to get into his usual track which will be the means to alleviate his misfortunes and put him in his usual course of a comfortable subsistance, he has constantly used the Jamaica trade from a youth, and that Seven Eight's of the Ship is owned by the Planters Natives of Jamaica, and himself one of his owners, Samuel Horlock Esqr was a passenger on board the Ship, and is now in Boston. Your Petitioner ventures freely to appeal to those Gentn at Cape Ann and to several in this Town who he has had the pleasure of being acquainted with since his arrival, for the evidence of his unexceptionable behaviour and Character he further assures your Honors he is willing to give evry proof in his power that he will make the best of his way to his Friends in the Island of Jamaica, in order to get his Ship Loaded, the season is now so far advanced that he is anxious to get there least he shou'd loose his chance of a Loading

He therefore humbly begs your Honors kind indulgence in granting him this his Petition and as in Duty bound with a gratefull Heart he shall ever pray
Boston February 24th 1777 Ja^s Foot³

1. Mass. Arch., vol. 166, 287-88.

2. See Volume 6.

3. Petition was granted this date, Mass. Arch., vol. 8, 211.

LIEUTENANT ADAM W. THAXTER TO CAPTAIN JOHN PAUL JONES¹

Sir Providence February 24th 1776 [*sic* 1777]

The Officers and Men of the Sloop *Providence* have Impowerd Mr Nathaniel Green to Receive from the Continental Agents their Prise Money, which if shortly Paid will be a Service to the Fleet, as most of them will ship again on Board the Sloop or some Other Vessel in the Fleet Mr Green and Mr Trivet [John Trevett] will call on the Agent at Boston to make a Demand of the moneys due to the Sloops Crew, those Gentlemen are well acquainted with the Terms of the People's Shipping, their Times are out and are Dischard, if you will be kind Enough to put Mr Greene in the most Ready Method of geting the Money, it will be attended with good Consiquences, and the Sloop will be sooner Mand by your Influanse and the favor ever Acknowleged, -

I am still on Board the Sloop and I mean to Continue, there is but three Hands with me, shoud be glad she ware Mand and at Sea, any thing in my Power shall always be Ready to serve you and I am with Due Respect Sir [&c.]

Adam W. Thaxter²

NB. Please to Excuse my Requesting this Trouble of you

John P. Jones Esqr at Boston favord by Mr Trevet

[Endorsed by Jones] Providence Feby 24th 1777 letter from Lieut Adam W. Thaxter recd Boston

1. Papers of John Paul Jones, 6552, LC.

2. Thaxter was second lieutenant of the *Providence* under Captain Hoysteed Hacker during the joint cruise with Jones in the *Alfred* during November 1776.

STATEMENT OF LIEUTENANT RICHARD MARVEN AND OTHERS OF THE
CONTINENTAL FRIGATE *Warren*¹

Ship *Warren* Feby 24 1777

The following lines contain the reasons why we Signed the petition against Commodore Hopkins. we consider him, on the account of his real Character, quite unfit for the important publick Station where in he now pretends to act. We know him to be, from his conversation and conduct to be a man destitute of the principles, both of religion and Morality; We likewise know that he Sets the most impious example both to his officers and Men by frequently profaning the name of almighty God, and by ridiculing virtue. We know him to be one principle obstacle, or reason why this Ship is not maned; & people are afraid to engage in the fleet through fear of their being turned over to this Ship. We have considered it as an indispensable duty we owe our country Sincerely to petition the Hon[orable] Marine Committee that his conduct and character may be enquired into, for as

things are now circumstanced we greatly fear these frigates will not be in a Situation capabl of doing [illegible] America any Service

Richard Marven
George Stillman
Barnabas Lothrop

Commodore hopkins is very much blained by people here for not destroying a british frigate when on ground a few days ago in this River, and we Suppose very Justly

Ja^s Sellers
Richard Marven

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 229–30, NA.

STATEMENTS OF THE GUNNER, CARPENTER AND A MIDSHIPMAN OF THE
CONTINENTAL FRIGATE *Warren* ¹

Ship *Warren* Feby 24 1777

I the Subscriber have heard Commodore Hopkins Say that the continental Congress were a pack of ignorant Lawyers Clarks and that they know nothing at all. I also have heard him Say, when earnestly persuaded to remove the fleet to Boston, being in constant expectation that this river would be blocked up, the Ships Shall not go to Boston, by God.

P. James Brewer

Ship *Warren* Feby 24 1777.

I the Subscriber can attest that our Commander, Commodore Hopkins, has Spoken very abusively concerning the Honorable Congress; calling that respectable assembly, who ought to be considered as the guardians of American liberty, a pack of ignorant lawyers Clarks, who knew nothing at all.

John Truman

Ship *Warren* Feby 24. 1777.

I the Subscriber have heard Commodore Hopkins assert that the continental congress were a pack of damned rascals; the best of them were lawyers Clarks, and knew nothing of their business; that he, his self, intended to leave the Navy and go to Philidela in order that the Congress might have Some body there who kn[ew] Something, for Shame and destruction must be the portion of the american fleet unless he undertook to negotiate that affair.

Samuel Shaw.

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 230, NA.

STATEMENT OF JOHN REED, CHAPLAIN OF THE CONTINENTAL FRIGATE *Warren* ¹

On board the *Warren* Feb 24 1777.

I the subscriber do know that our Commander, Commodore Hopkins, allows himself to speak in the most disrespectful manner concerning the honorable Continental Congress, although I have lived in the cabin with him, I do not remember that he has ever once spoken well of those guardians of America, but seems to embrace every opportunity in order to disparage & slander them. He does not hesitate to call them a pack of ignorant fellows – lawyers clerks – persons that don't know how to govern – men who are unacquainted with their business – who are unacquainted with the nature of mankind – that if their precepts &

measures are complied with the country will be ruined. I have also heard him say that he would not obey the Congress. He not only talks about them most disrespectfully among our own folks but I have heard him exert himself earnestly in order to disparage them before strangers, before two prisoners who were masters of vessels in their passage to Newport in order to be exchanged. He also positively asserts that all mankind are exactly alike – that no man ever yet existed who could not be bought – That any person living could be lured with money to do any action whatsoever. This he also asserted in the hearing of the beforementioned prisoners, for what reason I can't determine unless he was desirous of making a bargain with Sir Peter Parker.

He allows himself in anger & in common conversation to take the name of God in vain; he is remarkably addicted to profane swearing. In this respect as well as in many other respects he sets his officers & men a most irreligious & impious example. He has treated prisoners in the most inhuman & barbarous manner – I very well know by hearsay, how he has conducted in regard to his men's being paid off & being discharged when the term of time for which they engaged was expired. In this part of America people are afraid of him. They are jealous of him & he is an effectual obstacle to the fleet's being properly manned. He is very much blamed by people here for not destroying a British frigate when aground a few days ago in this river. I am not prejudiced against the man. My own conscience, the regard I have for my country and the advice & earnest desire of many respectable gentlemen have induced me to write what I have written

John Reed

1. Hopkins Papers, vol. 3, RIHS.

MARINE CAPTAIN ELIPHALET ROBERTS OF THE CONNECTICUT SHIP
Oliver Cromwell TO GOVERNOR JONATHAN TRUMBULL¹

honourd sir

Hartford februry the 24th 1777 –

I now informe you that I never undertuck a Voyage to sea in my Life that I Did not pirforme and this more Espetially as your honour & your worthy Counsell have thought on me & have put such Confidance in me & take it as an honour Dun me & am much obliged to you all for the same

I must tell you that I scorne to Resine or to pirtision to your honour for a Dismission but must aquant your honour my stasion is not all togather so agreeable as I Expected Capt Coit I am sattisfied with for a seaman he Did not pirtend & it is not his falt that the ship was not at sea four months before now nither is it your honours Nor your Counsells for I must say that you have Dun Eviry thing that Lay in your power – true it is sum articles was wanted which Could not be goot in one minit but as sune as they Could be obtaind with Cash & paynes we had them – so that at a time which was Decmbr the 9 – 1776 we made saile in order to trye our ship & as it hapned as we was out the wind Camb on pritty fresh & hald a head that we Could not git into New london againe that Day, but at anchor within the Dumplins & theire Lay untill wednesday the 11 instant the wind then Right a head to git into N. London but a small brease we then hove up & Camb to saile in order to beate into N. London a fine Day. five ships then in sight one of which ships was under saile & within one Leage of us & seamd to have a

grate mind to spake with us. we then found hir to be a man of woor & we not more then halfe of our men onboard that then belongd to us & all new to the bisness thought prudance not to grattify sd ship & so beat in to the harbour as fast as possible & this is the first of my being uneasy & had I not understood how to workt a ship I should not bin in the Least uneasy for I saw sumthing wanting but had not a Right to Evin give my openian for as the first Leiuntnt² had oftin said before that he n[ew] his bisness & he Did not want aney body to tell him aney thing nor to interfere with his bisness nither wood he interfere with aney bodies Else bisness

And the Next time I was uneasy was on wednesday the 18 Do we made saile againe in order to gitt our ship up to the town & to the whorfe in order to shorten hir masts & Cleane our ship the wind pritty faire & a fine brease & Capt Coit had a mind to Trye the ship a little more we pirsumed to Doe so & made a stretch quite up to groton fery & then put about & stood Down the harbour but before we goot up with fort trumbull the officers told Capt Coit that they thought that the wind was a Cuming a head Down the harbour & th[at] it wood be fresh I told him so he said Lett it Cum for we better trye the ship then & we stood on about one mile below fort trumbull & then put about & made three hanks [tacks] & the wind Camb on fresh after the first two trips but our ship was managed very porly indeede I should a bin glad to a spoke when I saw I Could bin helpfull but Did not for had I I should offended I told Capt Coit what was wanting & wood have him aquant but he Did not – indeede sin our ship being new was Rather Crank but sin so stiff that shee wood a Caried all hir masts over board before shee wood oversatt but the working of hir was ten times worse then the ship – a nuff said & was I no part of a seaman I should Like my station well for I Like my officers & people well & I suppoase are well agreed & had mr [Timothy] parker Exceptd of his apiontment I should not bin well pleasd & I beleave bin out Long agoo but now sir I am uneasy I saw sum Directions from you to Capt Coit the other Day when he was at hartford ordering all officers & people to Repare on board on sight of which I Emeadiately went to Newlondon & have Remand theire but was but Leetle wantd for Leiut [John] pr[e]ntice & sargent [John] spencer was present it was plenty for Comand as they nor my selfe have aney onboard

And as to ship officers I think quite a nuff Capt Coit melally [John] Chapman & four midshipmen, the boatswin & two mats master [Levi] youngs & his two mates – a Carpinter & his three mates and a plenty of hands –

as to my part as them gentlemen officers belongd at N. London it was all in their way, for what they had to Doe was nomor'd then just past time – for the Carpiners people & under officers I should think did the Cheife of the woork I understand that sum one gentleman has Drank no grog and Dun all the work. I heard so at N. London but this I am sure that sum one gentleman has Dun all the mischief – for I should have Camb by way of Labenon but if I had it might a bin thought I went to informe a true naritive as neare as I Ca[n] and am [&c.]

Eliphelet Robarts

N B this is a private history for your one satisfaction & you will find it will agree with what you will heare heareafter & I beg you not Lett somuch as one of your

Counsell see this I am up now on account of sending Down the Rest of our [men] and to gitt more if I Can I shall goo from home the [first] of this weeke or the begining of next in order for the Cruse

1. Conn. Arch., 1st Series, IX, 132a-132d, ConnSL.

2. Michael Melally.

CAPTAIN WILLIAM COIT, CONNECTICUT SHIP *Oliver Cromwell*, TO
GOVERNOR JONATHAN TRUMBULL¹

Honrd Sir

Agreeable to your order, I send you by Lieut. [Bela] Elderkin an exact and accurate list, of Officers, Seamen, & Marines belonging on board the Ship *Oliver Cromwell*, as I can possibly Ascertain.

The Ship is Graved & Ballast, and I think in a very fair way to gett to Sea in 15 or 16 days if nothing material may happen – The Alteration of the Ship and reducing the Guns will reduce the men on board to 180, and if we should have no more than 150 will proceed if Your Honour thinks proper – The weather has been so extreem Cold, since I saw your Honour, that it has been almost impossible to do any sort of Busness on board the Ship, tho we have, exerted ourselves to the Utmost, and Graved her, Yet the rigging being So very stiff We parted three Haw[s]ers, and was obliged to ly by untill a white careening fall was spun and made a New before we Could heave her out, as there was no piece of rigging to be had that would be Sufficient – Your Honour may depend that all spead shall be made in g[e]tting the Ship ready for Sea, and altho so great and expence has Arisen by Hawling her in to the warf, yet there has been no time lost, as we Could not have gone to sea while the Frigates have been lying (and still are off this Harbour Where they now remain but shall when the Ship is ready I doubt not) have some oppertunity that we may get out – those men who are infirm and unfitt for Service can do me no good but am perswaded many off them carry to Your Honour Complai[ts] and excuses which on Critical examination may be found not to be quite so true, the Engaging of men if they were not taken from me by every species of designing men, Who with large promises entice them away, would be very easy to engage Mr Elderkin will informe you of Mr [Samuel] Smedleys behaviour! (as it would be too lengthy to Write you the particulars! it's not only him but Sundry recruteing officers that do and would get my people if they Could) my officers from the Eastward tell me that if I gett into the Vineyard Sound I can be found Supplyd with any Compliment of men immediately, – and perhaps that may be my most safe way of going to Sea, be that as it may I expect a number to Come from thare in a Whale Boat to be here in a few Day's – At present have no doubt but I shall be able to have a fu[ll] Crew without haveing any from that way, but should [at] present be willing to discharge any that are hearty and well – to go out by Montauk may be the most expedient – if any [matter] of moment should arrise shall Communicate it to Your Hon[our] immediately – I am with the greatest respect [&c.]

William Coit

N London February 24th 1777

[Enclosure]

A return of Officers, Seamen and Marines –
 belonging on board Ship *Oliver Cromwell*; Feby 24th 1777

	Present	In Goal	Deserted	Discharged	Absent without Leave	On Furlow	Murdered	Drowned	Sick	Total	Pr William Coit Capt. of the <i>Oliver Cromwell</i>
Officers & Seamen	81	1	39	16	13	–	1	–	1	152	
Officers & Marines	21	–	7	14	5	20	–	1	1	69	
Boys	7	–	2	–	–	3	–	–	–	12	
	109	1	48	30	18	23	1	1	2	233	

1. Conn. Arch., 1st Series, IX, 131, 136, ConnSL.

New-York Gazette, MONDAY, FEBRUARY 24, 1777

New-York, February 24.

We hear, that several Ships laden with Tobacco and bound for France, under Convoy of the *Randolph* Frigate, built by the Rebels, have stolen out from Philadelphia and got to Sea. It is supposed, that some of the late Gales of Wind had driven the King's Ships from their Station near the Capes; but 'tis not improbable, that a good Account may be given of some of them before they can cross the Atlantic.

COMMITTEE OF SECRET CORRESPONDENCE TO CAPTAIN HENRY JOHNSON ¹

Capt Johnson

Sir

Baltimore Feby 24th 1777

You will receive herewith a packet directed to the Commissioners from the United States of America at Paris, and you are to proceed therewith so soon as you have receiv'd your Letter of Credit from the secret Committee of Congress, either to Nantes or Bordeaux in France, as the Circumstances of wind and weather will permit – when you arrive you will immediately apply to the Continental Agent to whom you shall be directed by the secret Committee, and from him you will receive information where the Commissioners are to be met with in Paris, to which place you are to proceed with the greatest dispatch by Post, and deliver the Packet to the Commissioners or one of them with your own hands, and from them you are to receive your directions in every respect touching your return, and the Cargo if any that you are to bring with you. You may take the advice of the Agent whether it will be proper for your Vessel to remain in Port where you arrive at, or to meet you at any other Port on your return from Paris. The Agent will furnish you with

money to defray your expences to Paris, and to supply the *Lexington* with what necessaries she may want.

You are desired to be silent in this Country about the place you are going to, and immediately to place your Packet in a Bag with weight that you may be sure of sinking it if you should be in danger of being certainly taken – The British Emissaries in France are very inquisitive about all Vessels and Persons coming from America, and therefore you will be very cautious of talking with any Person concerning the place from whence you came, where you are going, or what is your Business – You will receive from the Secret Committee directions touching the change of your pig Iron ballast for any other that they may direct you to receive. If any good opportunity occurs you will let this Committee know how you proceed, and where you are; your letters may be directed to the Honorable Benj Harrison Esqr Chairman of the Committee of Secret Correspondence at Philadelphia – we wish you a good Voyage and safe return and are [&c.]

Benj Harrison
Richard Henry Lee

1. Stevens, ed., *Facsimiles*, No. 1437.

CAPTAIN GEORGE KEITH ELPHINSTONE, R.N., TO VICE ADMIRAL JAMES YOUNG ¹

Sir *Perseus* Feby 24th 1777

I have the honor to inform you that on my passage from America to this place I retook the Ship *Mackerel* employ'd in His Majestys Service, and loaded with provisions for the Army at New York, on examining the prisoners I found them to be all subjects of France except one who said he was born in america I have not been able to procure any comission, or other information excepting that they had saild in a Vessel Called the *Notre Dame* ² from Nantz bound to Charlestown South Carolina and that they had met his Majestys transport on the high Sea, engaged and took her; which information not being satisfactory to me I have confined the crew as Pyrates for Your examination and have the honor to be with the highest esteem Sir [&c.]

Geo: Keith Elphinstone

[Endorsed] (No 7.) Letter from the Honble Captn George Keith Elphinstone of the *Perseus* to Vice Adml Young; that he had retaken the Ship *Mackarel*, and found the Prisoners to be all Subjects of France &ca

[Admiralty endorsement] In V. A. Young's Letter Dated 9 March 1777

1. PRO, Admiralty 1/309.

2. South Carolina state brig.

25 Feb.

JOHN BRADFORD TO BENJAMIN FRANKLIN ¹

Sir Boston 25th Feby 1777

I have the Honour to transmit You this by Capt John Adams who goes express by order of Congress with dispatches for the Honble Commissrs at the Court of France, with orders to deliver them himself. The secret Committee were desirous of making as valuable a Remittance as might be, to put the schooner in a set of Ballast, But it happens we have no Oil, pot Ash or any Article at market, wch we usually

send to the french Market I have ship'd a hundrd Teirces excellent Salmon, About three tuns Curriers Oil & a tun pot ash to the address of Messrs Pliarne Penet & Co² who are to advise with Wm Lee and Thos Morris Esqrs if in Nants, in the dispatch of all of this small Cargo.

The Board of War here have desired to have some Goods sent from France on freight, and I have given the Capt Orders, if the Articles ship'd be not sufficient to put her in a proper set of Ballast, to take in as much on the acco of this state as will answer that purpose

The Agreeable Newes of Your Arival at the Court of France difused a Joy throughout this Continent. May it please an Indulgent providence to Confirm Your health, that you may in the Eve of Life render your Country as important Services, as you have rendered the World heretofore

You will see by the papers in that ever since the 25 Decr we have been Gaining advantages of the Enemy, and its beyond doubt they are in miserable plight. General How has Stain'd & blasted his Character for ever by Cruelly treating his prisoners but such is the Generosity of Americans we dont retaliate.

I have the honour to be with the most profound Respect &c

Jn^o Bradford

I have the pleasure to Acquaint you that family Connections here are well as is your friend Doctor Cooper. I Rejoyce that the Honble Mr Lee is with you am Glad he has come out amoung them.

1. Franklin Papers, V, 70, APS.

2. Bradford wrote Pliarne & Penet on the same date, John Bradford Letter Book, vol. 2, LC.

PETITION OF JOHN ALLEN TO THE MASSACHUSETTS COUNCIL¹

To the Honble The Council Board for the Massachusetts State

The Petition of John Allan

Humbly Sheweth -

That your Petitioner having been Appointed Agent for the Eastern Indians; by the Honble Continental Congress,² is necessiated to purchase a small Vessel of about Thirty Tons; in Order to Negotiate the business with said Indians, and Convey Intelligence from time to time, to the Continent; which Vessel it will be requisite shoud have some Artillery & a Greater Number of men than usual, for her convenience & Safety.

That your petitioner being determined to pursue Every plan of Oeconomy & prevent the Great Expence which often Arises on such business. Desirous to Distress the Enemy; to procure Necessarys which might Come at a far Less Expence than Could be Gote on the Continent. The said Vessell not so liable to fall into the hands of the Enemy, she being Calculated to Run into small Rivers & Cricks free of danger from Ships of War.

And as it is Probable the said Vessell may often be Idle. Or it might happen that a sudden Oppy woud present itself to distress the Enemy, which it is presumed could not be done Legally without some Authority from the S[t]ates.

Therefore your Petitioner prays that your Honours woud Grant a Commission to said Vessell As a Privateer And your Petitioner In duty bound Will Ever pray
Boston February 25th 1777

J Allan

[Endorsed] In Council Feby 26t 1777 Read & committed to the Committee appointed to prepare a Message to the Honble House at their next Session –

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 166, 291½.

2. On January 14, 1777, Allen had been named "agent for the Indians in Nova Scotia, and the tribes to the northward and eastward thereof," Ford, ed., *JCC*, VII, 34.

PETITION OF EDWARD HAGEN TO THE MASSACHUSETTS COUNCIL ¹

To the Honble the Council of the State of Massachusetts Bay.

The Petition of Edward Hagen

Humbly Sheweth,

That your petitioner is a Native of Ireland and of the City-of-Cobrain, and hath been in this Country about three Years, – the last year he Served as a Marine on board the *Columbus* Frigate belonging to these States, and faithfully did his duty, and hath Obtained a discharge, And now being desirous to go home to see his friends. –

He humbly prays your Honors would be pleased to permit him to take passage in a Brig now bound to Cork, whereof Capt [John] Jones is Commander

And as in duty bound shall pray &c.

Edward hagon

[Endorsed] In Council Feby 25, 1777 Read & Ordered that the Prayer of the within Petition be granted and the Petitioner have and he hereby has Liberty to take Passage on Board the Brig whereof John Jones is Comander – bound for Cork

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 166, 293.

"A LIST OF OFFICERS & SEAMEN BELONGING & HAVE BELONG'D TO THE SHIP *Oliver Cromwell*" ¹

[New London] Feb 25th 1777

Wm Coit Esqr	Capt & Commander	Present
Michael Mellally	1 Lieut	Do
John Chapman	2 Do	Do
John Smith	3 Do	Do
Levi Young	Master	Do
Thos Chatfield	1 Mate	Do
Nathaniel Wilson	2 Do	Do
Albegence Waldo	Surgeon	Do
Thomas Gray	Do Mate	Do
Luther Elderkin	Midshipman	Do
Allen Christophers	Do	Do
John Bailey	Do	Do
Giles Hollester	Do	Do
Selvenus Pinkham	Do	Do
Robt Craige	Gunner	Do
Robt Newson	Boatswain	Do

"A LIST OF OFFICERS & SEAMEN BELONGING & HAVE BELONG'D TO THE
SHIP *Oliver Cromwell*" [continued]

Thos Williams	Carpenter	Do
Christopher Prince	Steward	Do
Wm Howard	Cooper	Do
George Lord	Clerk	Discharged
Hugh Mathews	Cook	
James Hill	Boatswains Mate	Present
Moses Butler	Gunners Mate	Do
David Mackintosh	Grs Yeoman	Do
Thos Jones	Pilot	Do
John Dennis	Bt 2d Mate	In Goal for Murder
Jonn Setchill	Qutr Master	Present
Job Bunker	Do	Run away
John Smith	Do	Do
John Burns	Carpentrs Mate	Present
Cornl McPerson	2 Do	Do
John Woolf	Boatns Yeoman	Runaway
Stephen D. Woolf	Carpentrs Do	Present
Henry Cannady	Coxswain	Do
John Marrow	Armorour	Discharged
James Lanphere Jr	Steward	Do
David Folger	Boatswain	Do
Edward Culver	Seaman	Present
Benn Short	Do	Do
Ichebert Shiffeld	Do	Runaway
Wm Fagons	Do	Present
John Heath	Do	Do
John Dease	Do	Do
Robt Alsop James	Do	Runaway
Thos Smith	Do	Present
Thos Blair Harris	Do	Runaway
Thos Hampton	Do	Present
Paul Long	Do	Do
Edward Crow	Do	Do
Ruben Godfrey	Do	Do
Shubill Crowell	Do	Discharged
Thomas Etherly	Do	Runaway
Stephen Blosson	Do	Do
Wm Dansay	Do	Present
Ruben Smith	Do	Discharged
John Woodbury	Do	Do
Benn Hussey	Do	Present
Stephn Brooks	Do	Runaway
Joseph King	Do	Do

Geo Wetherlegs	Seaman	Present
Bazl Beby	Do	Do
Nathan Burrows	Do	Sick in Small Pox
Wm Harris	Do	Discharged
John Randol	Do	Present
Ebenr Baccus	Do	Discharged
James Biddell	Do	Do
Wm Garrick	Do	Murdered
Josiah Ware	Do	Runaway
Silas Daggett	Do	
John Collings	Do	Runaway
John Linston	Do	Do
Stephen Booth	Do	
Danl Waggs	Do	Sick and not fitt for duty
Ezekel Lyon	Do	Present
Saml Fosdick	Do	Runaway
Thos Vn Duson	Do	Do
Jos. Baylye	Do	Do
Selvenus Smith	Do	Present
Jos Hannistall	Do	
John Williams	Do	Runaway
Solomon Corvett	Do	
Solomon Caper	Do	Runaway
Nathl Cowett	Do	Present
Josh Pomett	Do	Runaway
Thos Winston	Do	Present
Jonas Horswell	Do	Do
David Fueman	Do	Runaway
John William	Do	Do
Peter Hanson	Do	Present
Peter Harry	Do	Do
Jonn Welding	Do	Do
Judah P. Spooner	Do	Present
Ceasar Niles	Do	Discharged
Henry Burnside	Do	Present
Thos Neicholds	Do	Runaway
James Alden	Do	Discharged
Vallantyne Bunker	Do	Do
Saml Bunker	Do	Runaway
Joshua Hewett	Do	Do
Thos Cinnemon	Do	Present
Saml Geer	Do	Runaway
John Short	Do	Do
Saml Poston	Do	Do
Joseph Hanniball	Do	

"A LIST OF OFFICERS & SEAMEN BELONGING & HAVE BELONG'D TO THE
SHIP *Oliver Cromwell*" [continued]

Joseph Thatcher	Seaman	Present
Geo. Patague	Do	Do
Boston Boston	Do	Do
Chas Clerk	Do	Do
Oliver Done	Do	Do
Simon Debago	Do	
Solomon Popenah	Do	Present
Selvenus Simms	Do	Do
John Dunking	Do	Do
Thos Shiverick	Do	Do
Edwd Hatch	Do	Do
Wm Bishop	Do	Discharged
Timothy Weeks	Do	Present
Robinson Jones	Do	Do
John Lathergo	Do	Runaway
Freeborn Bowes	Do	Present
Moses Talman	Do	Do
Zacceus Chase	Do	Do
Abel Sapposoon	Do	
Saml Bassett	Do	
John Mathews	Do	
John Rogers	Do	
Saml Stratton	Do	Present
John Adams	Do	Runaway
Thos Bowen	Do	
Hezekeah Baker	Do	Runaway
Joseph Fisher	Do	Present
Jothan Gardner	Do	Runaway
Thos Holladay	Do	Present
Elijah Loveland	Do	Runaway
John Morrison	Do	Present
Wm Palmer	Do	Runaway
Nathan Chase	Do	Discharged
Stephen Ward	Do	Runaway
Jonn Minor	Do	Do
Timothy Murphey	Do	Runaway
Henry Hunt	Do	Do
Danl Carr	Seaman	Runaway
John Hill	Do	Do
John Bagley	Do	Present
John Steward	Do	
Thos Jones	Do	Present
Abner Ransom	Do	Do

Peter Swain	Do
Maning Stubbs	Do
Nathaniel Rowley	Do
Robt Hatch	Do
Seth Swift	Do
Boys -	
John Deming	Runaway
Joseph Merrills	Runaway
Duglass Chapman	Present
[illegible]ael Flint	on Furlow
David Young	Do
Aron Roberts	Present
Elijah Ormsby	on Furlow
Chas Brown	Present
Vallantyne Chase	Do
Wm Peet	Do
Benn Cinemon	Do
Peter Darrow Junr	Do

1. Conn. Arch., 1st Series, IX, 134b-134c, ConnSL.

“A LIST OF THE MARINES THAT HAVE AND DO BELONG TO THE SHIP *Oliver Cromwell* WILLIAM COIT ESQR COMMANDER” ¹

Elifelett Robarts	Captn	Furlow
John Prentice	1st Lieut	Present
Bela Elderkin	2 Do	Furlow
Solomon Lord	Sergant	Do
John Spencer	Do	Present
Wm Moseley	Capt's Clerk	Discharg'd
Gurdon Burnham	Drummer	Runaway
Isaih Rogers	Private	Present
John Spencer	Do	Furlow
Saml Robinson	Do	Do
Silas Flint	Do	Do
Thos Holbrook	Do	Present
Saml Stoddart	Do	Furlow
Abel Woodworth	Do	Small Pox
Phineas Carew	Do	Furlow
Jacob Sawyer	Do	Discharged
Nathl Calkings	Do	Do
Zekel Dunham	Do	Furlow
John Hartshorn	Do	Present
Henry Williams	Do	D[r]owned
Frederick Curtice	Do	Present
Saml Curtice	Do	Do
Nathl Backus	Do	Discharg'd
Jonn Hebard	Do	Furlow

"A LIST OF THE MARINES THAT HAVE AND DO BELONG TO THE SHIP *Oliver Cromwell* WILLIAM COIT ESQR COMMANDER" [continued]

Hezekiah Abby	Do	Do
Solomon Tracey	Do	Do
Elijah Sparford	Do	Do
Arad Simonds	Do	Present
Eleazer Welch	Do	Furlow
Adrial Simonds	Do	Do
John Williams	Do	Do
Abner Follet	Do	Discharged
Dearky Elderkin	Do	Present
Abijah Hutchinson	Do	Do
John Dingley	Do	Discharged
Abel Minor	Do	Furlow
Wm Copp	Do	Present
Stephen Ward	Do	Do
David Hawkins	Do	
John Watkins	Do	Discharged
Wm Allen	Do	Runaway
James Patterson	Do	Present
Wm Powell	Do	Runaway
John Brownley		Do
Richd Risley		Present
Jonn Arnold	Private	Present
Levi Risley	Do	Do
Elifelett Roberts Jun	Do	Discharged
David Porter	Do	Present
Jacob Gibson	Do	Drumnd Out
Nathl Fullerton	Do	Discharged
Henry Arnold	Do	Do
John Wilson	Do	Runaway
Benn Burnett	Do	Present
John Hale	Do	Runaway
Ammon Seep	Do	Present
Thos Persevall	Do	
Wm Johnson	Do	
Wm Marsh	Do	Present
Abel Davis	Do	
Benn Fowler	Do	Present
John Robins	Do	Furlow
John Baccus	Do	Discharged
Jonn Burnett	Do	Furlow
Thos Doherty	Do	Runaway
John Grant	Do	Furlow
Pheneus Munfell	Do	Discharged

Cornelius Baxter
Jonn Jennings
Wm Roberts

Do
Fifer
Private

Discharged
Do

[New London, February 25, 1777]

1. Conn. Arch., 1st Series, IX, 134a, ConnSL.

JOURNAL OF AMBROSE SERLE ¹

[New York] Tuesday, 25th. [February]

Five Prizes came up to Town this Morning. One of them a new large Ship, laden with Tobacco, & bound from Baltimore to France, was taken by Com. Hotham in Chesapeak Bay; and is valued at near £20,000. She has about 500 Hhds on board.²

1. Tatum, ed., *Serle's Journal*, 192, 193.

2. *Farmer*, Benjamin Dashiell, master, taken January 20 by H.M.S. *Brune*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

In Council of Safety

Philada., February 25th, 1777.

Resolved, That every person, Seaman or Soldier in the Service of this State, who by sickness or otherwise shall be rendered unfit to do his duty, shall be sent to the nearest Hospital to be taken care of, and if his case shall, by the Director or Physician thereof, be thought incurable, he shall certifie the same to the Navy Board, or to this or the Executive Council of this State, who will order proper provision to be made for him as soon as may be.

1. *Pennsylvania Archives*, 2nd series, I, 85.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board, Feb'y 25th, 1777

Whereas, The Board thought it necessary to employ a Clerk; It was thereupon

Resolved, That Corn's Sweers should act in that Capacity, paying him 7/6 for each day's attention

1. *Pennsylvania Archives*, 2nd series, I, 83,

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Baltimore] Tuesday, February 25, 1777

Congress having received information that a quantity of woolens hath been brought into the port of Baltimore, by a privateer belonging to the State of New York, which are fit for the army, and immediately necessary for cloathing and supplying the new raised levies;

Resolved, That the Board of War be directed to appoint proper persons to appraise the said woolens, in order that the value of the same may be paid to the State of New York, or that a like quantity of woolens be supplied that State from the

cloathier general; and that the Board of War give directions for having the cloth, thus obtained, made up quickly as possible into soldiers' cloaths.

1. Ford, ed., *JCC*, VII, 152-53.

"ACCOT OF GUNNERS STORES WANTING ON BOARD THE BRIG *Lexington*"¹

[Baltimore, February 25, 1777]²

1	doz: Swivell Hammers	1/2	Coyle Worming
4	Worms for Swivells	1	lb Tacks
1/2	doz: Horn Lanthorns	1 1/2	Rheams Cartridge Paper
2	doz: of 5 Inch Blocks	1	Quart Spirits Torpintine
2 1/2	doz: Tackle hooks & Thimbles	8	lb Tallow
14	Hand spikes	2	lb Lamblack
3	Gallons Paint Oil	2	lb Twine
1	Small Keg white Lead	2	doz: Marlin
1	do Read do	4	lb Pamisity Candles
20	lb Chalk	3	lb Thread
1	Coyle Spun Yarn	12	yd Cro[illegible]

1. PRO, HCA 30/272.

2. Date of account is estimated as the day before the *Lexington* sailed. The list found its way into papers relating to recapture of the *Hanover*, a prize of the *Lexington*.

CAPTAIN JAMES MAXWELL TO CAPTAIN CHARLES THOMAS¹

Sir

Warwick 25th of Feby 1777.

There is wanted immediately for the use of the Continental Yard at Gosport 2 Hausers, Cable laid of 56 Inches, one of which to be fine Yarns, as it will be for heavey purchases, also a Coil of 2 1/2 and one of 3 Inch Rope for Tackel falls, the Above as soon as ready, should be glad to have sent down to the Yard (if any opportunity offers) directed to Capt'n [Paul] Loyall Continental Marine Agent there,

There is likewise wanted for the Colony Yard in Chickahominie River 2 five Inch Hausers, a Coil of 3 Inch & a Coil of 2 1/2 Inch Rope for the like purposes as above, and as soon as ready by a Line dirrected to the Navy Board, shall send for them. You'll please let there be 2 Coils of Spun Yarn, one for each of the Above Yards. & am [&c.]

Ja^s Maxwell

1. Public Rope Walk Papers, 1777, VSL.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ¹

February [1777]

Antigua bore So 36 Leagues

Monday 24th

At 6 AM Saw a Sail to the E'ward gave Chace Saw another Sail in the NE Qr Tack'd and gave Chace Saw 2 more Sail in the NE 4 sail in sight.

Do [Moderate breezes and fair] Wr at 2 PM Hoisted out the Boats and sent them Mann'd & Arm'd in Chace of a Sloop at 7 the Boats return'd with the Chace a Sloop from So Carolina

bound to St Eustatia shifted the Men sent a Midsn and 5 hands on board her made Sail to the So wd
 Tuesday 25th ½ past 7 saw a Sail in the SW Qr gave Chace Do Wr at 3 PM hoisted out the Boats and sent them Mann'd and Arm'd after the Chace ½ past they retd with the Chace, which prov'd a Sloop from Antigua fitted out and to Cruize as a Privateer but having no Legal Commission detained her.

1. PRO, Admiralty 51/711.

CAPTAIN HENRY BRYNE, R.N., TO VICE ADMIRAL JAMES YOUNG.¹

Hind English Harbour Antigua
 the 25th February 1777.

Sir

In Answer to the Copy of a Memorial which You have received from my Lords Commissioners of the Admiralty transmitted to them from the Earl of Suffolk one of His Majesty's Principal Secretaries of State from Monsr de Hennoken the Danish Charge d'Affairs, complaining of my Conduct in His Majesty's Ship *Hind* under my Command: in the Road Fredericstadt, off one of the Danish West India Islands: and Secretary Stephens having signified their Lordships Directions to You to make immediate enquiry into the matter therein Complained of: I am to acquaint You the 7th February 1776. at seven OClock, dark Night, I came to an Anchor in the Road, and without meaning the least disrespect to the Fort did not hoist any Colours 'till the next Morning, it not being Customary to wear them after Sun Set.

As to my boarding Vessels under their Guns, I remember to have spoke but two Sloops and I had suspicion of their belonging to His Majesty's Rebellious Subjects in America, both of them were at least three Miles from any Fort On my Boats boarding one of them, the Fort fired a Shot and the Officer immediately desisted examining her; afterwards on the 18th April 1776 I met with His Majesty's Armed Brig *St John* (Commanded by Lieutenant Grant) off St Augustine who had just before seized the above mention'd Sloop, having the same Master, Mate and Men on board (which were Known by the Officer who boarded her off Fredericstadt) Laden with Arms and Powder, bound to America. I have the Honor to be [&c.]

Henry Bryne

1. PRO, Admiralty 1/309.

26 Feb.

JOHN LANGDON TO CAPTAIN ANDREW MARSHALL¹

Capt: Andrew Marshal

Portsmouth State of New-Hampshire
 February 26th 1777 -

You haveing the Command of the Ship *Mifflin* belonging to the United States of America now every way equipt for the Sea, It's my Orders you embrace the first Opportunity of Wind & Weather & proceed with said Ship to Chesepeak Bay in Virginia when (if please God) you arrive there apply to Mr J. H. Norton at Wil-

liamsburgh who Transacts Business for the Continent & deliver him my Letter ² & follow his Directions in takeing a Load of Tobacco or other Merchandize for some Port in France as he may order. You will be intituled not only to your wages (which is Ten pounds Lawf money P Month Dollars at Six shillings) but also to the Customary Priviledges of carrying staves or other Articles as is allowed other Masters at the Port you Load. Any reasonable Advances of money you may want will be supplied by that Gentleman as he is Agent for the Continent on your return from France, should you be ordered to any other Port on the Continent than this & there Discharged you will be allowed every Reasonable expence in getting home

Should it so happen that a great number of British Cruisers should be off the Capes of Virginia that might render it dangerous going in and can Obtain good Intelligence of much less risque to South Carolina you may in that case proceed to Charlestown in South Carolina aforesaid at which place on your arrival apply to Mess. Levinus Clarkson & John Dorsius Continental Agents & take a Load of Rice for France or follow their directions after shewing them these Orders – I now enjoin on you the strickest care and good look out to prevent your falling into the Hands of our Enemies – Recommending also the utmost frugality & dispatch dureing your Voyage –

I am with wishing you Health & Prosperity [&c.]

P S. One Dollar P Day is also allow'd while in Port abroad

[Endorsed] I Acknowledge to have received a true Copy of the above & preceeding Orders, which I promise to Observe & follow

Andrew Marshall

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. Langdon to Norton, February 26, John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO SAMUEL & ROBERT PURVIANCE, BALTIMORE ¹

Gent,

Portsmouth New England Feby 26th 77 –

I lately received an Order from the Honle Continental Marine Committee, to send two small Vessels to Baltimore, for Iron & flower on accot of the Continent – to your Address; in Consequence of which Ive sent the Schooner *Dove*, Cap James Miller by whom this will be handed you, and by whom you will please Ship as much Iron & flower as the Schooner will carry with safety, on accot of the United States of America; as I am in much want of Iron youll please Ship as large a proportion of that Article as the Vessell will bare; I shall want for the use of the Continent at least Forty Tonns of Iron this Season, the whole of which I hope will be sent or more, in this and the *Friends Adventure*, which will sail in few days for your place; pray let about Two & an half Tonns of Iron be in verry wide Barrs – suitable for makeing fire places on board Ships: should also be glad of about two Tonns of Nail Rods sorted – Colo [William] Whipple who is one of the Honl Commee has wrote me from Baltimore that you would Load & Dispatch the Vessels on accot of the Continent. I am – with all due Respect Gent: [&c.]

John Langdon Agent –

1. Purviance Papers, MdHS.

JOHN BRADFORD TO CAPTAIN JOHN ADAMS ¹

Capt John Adams

Boston 26th Feby 1777

You being Appointed master of the *Lynch* packet, to transmit dispatches from the Honble Congress to the american plenepotentearies at the court of France it is my orders that you imbrace the first fair wind and make the best of your way to the port of Nants in france, carefully avoiding coming nere any vessell at Sea, You are to keep your dispatches from Congress with all your private Letters, Slung with a proper weight, and be in readiness to sink them at a moments warning. But to Bare in your mind not to be Surprized into such an Act before you are well Assured that you are really in the power of your Enemy, and cant make your Escape, Severall instances have taken place, where papers have been hove overboard on the Appearance of fals Colours therefore I beg you to be on your Gaurd

On your arrival at Nants you will dld Your letter to Messrs Pleance [Pliarne], Penet & Co who will furnish you with the necessary for Conducting you to Paris, you will take all the dispatches with you of a publick nature and deliver them your self to the Honble Docter Franklin Silas dene [Deane] & Arth[ur] Lee Esqrs and follow there direction for your future proceedings

You will be frugall in your Expences Remembering that what ever ixpence you are at in france will break in upon the Little Cargo sent in her. I wish you a Safe & prosperous voyage and am yr friend [&c.]

Jn^o Bradford Agt

[P.S.] You are to have thirty two dollars p month your Cabbin Stores four'd you, and if you shoud be taken you are to be kept in pay till you return – pray dont Loose an hours time at Nants but make All possible despatch to paris –

[Endorsed] The above are a true Copy of m[y] Orders which I promise to Comply with to the best of my Abilities
John Adams.

1. John Bradford Letter Book, vol. 1, LC.

PETITION OF BENJAMIN MARSTON TO THE MASSACHUSETTS COUNCIL ¹

To the Honorable the Council of the State of the Massachusetts Bay
The petition of Benj Marston of Halifax, in Nova Scotia Merchant
humbly Sheweth –

That your Petitioner was taken in the Schooner *Earl Percy*, by a private armed vessell called the *Eagle*, commanded by Elijah Freeman Pain [Payne]; as he was returning from the West Indies to Halifax, & was carried into Plymouth in this State – Where said Schooner & Cargo (in which your Petitionr was largely interested) have been sold by order of the Judge of the Maritime Court – That your Petitioner is informed that a Cartel Ship is soon to go from this State to Halifax aforesaid – He therefore prays your Honours that he may be permitted to go in said Cartel with his Baggage & be exchanged for some person of equal rank with himself – And your Petitioner as in duty bound will ever pray –

Boston Feby 26th. 1777

Ben. Marston ²

[Endorsed] In Council feb. 28th 1777 – On the Petition of Benjamin Marston, orderd – that he the sd Marston have, and he hereby has liberty to depart this

State to Hallifax in the carteel Vessel now at Marblhead he giving his Parole to use his Endeavs – to return a Person belonging to this, or some other american State of like Rank – By order of Council

1. Mass. Arch., vol. 166, 296.

2. The diary kept by Marston has been used in these volumes.

MASTER'S LOG OF H.M.S. *Diamond* ¹

Febry 77

Remarks on board his Majestys Ship *Diamond*

Wednesdy 26

AM weighed the Bt Br anchor and Towed the Ship further of[f] Shore then let go the Small Br anchor in 12 fathm water Loosed Sails

Modr and Cloudy PM weighed the Stream anchor and Caried it out to the Southrd to work the Ships head by. at 3 P M a Galley from the Rebbles came Down and fired at us which we Returned with 18 guns at 4 Came up her[e] from Newport a brigg with Provisions

1. PRO, Admiralty 52/1699.

Connecticut Journal, WEDNESDAY, FEBRUARY 26, 1777

New-Haven, February 26.

Saturday last, the British ship *Nigar*, Capt Talbot anchor'd near our harbour; and sent a Flag on shore, with a message from a person on Long-Island to his daughter, a young woman, for some time a resident in this town requesting her to take passage in the ship, for said Island, but for prudential reasons, she declined the voyage. The next day the *Nigar* sail'd to the westward.

On Saturday also, a small flag vessel, arrived from New York, with shirts and stockings, for the prisoners in this State, taken at Princeton, the 3d ult.

A few nights ago, a number of the enemy landed at Norwalk, from a tender, and stole away four persons, who were stationed as a guard, near the shore, in some part of that town.

BRIGADIER GENERAL DAVID WATERBURY TO MAJOR GENERAL HORATIO GATES ¹

Dear General

Stamford February 26th AD 1777

after Sutable Regards to your honour: I Wold a quaint you I have Lately heard there Was Many things Said to My disadvantage at ticonderoga after I Left there last fall: I think It Was taking a Great advantage of a mans Carictor Biting [behind] his Back I think it Wold Bin No More than yousing Me Well If any Man had any thing a Ganst My Conduct to have talked that over While I was present and in perticoler General arnal as I told him in your house at ticonderoga that I Was taken In Consequence of the orders I Received from him By the Capt of the Mereans: I Belive your honour is Never had the perticolers of that affair and prosedings in the Lake and on that acct I Will Give you the holl as Near as Can Be Spoke:

When I left ticonderago I took your orders: and Ment to follow them as Ni as posable: My orders Was to poot My Self Under Genll arnal & to follow his Di-

rections: & I think I did had I Not I Shold Went a Shore as he did: as hear I will Give you an account of the holl When the fleet first appeared of[f] of Comberlin hed I Went on Bord of the Genll and told him I gave it as My Appinion that our fleet ought to Com to Saill and Not Ly Where We Shold Be Surrounded: and I think It Was in your orders Not to Be Surrounded If it Cold Be avoided: But Genll arnal Said he Wold fight them in the Bay of Valcour & on that account We formed Up in a Line and fout them Seven hours and then General arnal thought it best to Retrate: and I thought It Best Likewise as I thought It Best When the Enimy were of[f] Comberlin hed & So formed at Split Rock Where the Enimy Cold Not Get Round Us as the[y] did at Valcour: It was a Gread for Coll Wigelworth to Lead the frount and for Genll arnal to go in the Rear and My Self With him & so We Set of[f] and We Came down to Schylors Island the Wind Came Right a hed and So I Went to turning to Windard all Night and I did Not Gain any for My Vesel Was Very Dull and the Next Morning a Bout ten or a leven the Bolt Brok of[f] My Sails Being Shot a Way My fore Sail Split from foot to hed and I Came to By Schylors Island and Md It and a Littel Be fore Sun Sat I Mad Sail a Gin and Roed and Caried Sail all Night Next Morning I Was a Bout half Way Between the Brothers and Split Rock and the Enemy to the South of the Brothers and General arnal a Bout two Milds a hed of me and the Rest of the fleet Scattered a Bout Seven milds in Lenth I found It Began to Gro[w] came and I new the Next Wind Wold Be North and the Enemy Cold Spread So much Sail and our Vesel So Much torn and dul I thought It Best to put My Wounded Men in to the Botts and Send them to ticonderago and So Ro My Galy a Shore and Blow her Up While It Was Came But I thought it Not Best to do this Without Consulting the Commandor and So I Sent My Boat forward to take genll arnals apponions on the Mattor and I Recd for anser By No Menes to Run a Shor But to Git forward as fast as posable and he Wold Stop the fleet at Split Rock and thare Make a Stand – and With that I inchoraged My Men and the Wind Came at N and I Got up two Gundalos Sails I had a Bord for topsails But all Wold Not do for She Was Much damaged and a Great deal of Water in [her] & Was a dul Sailer: But I Made it out to Git five Milds Belo Split Rock Before I Was taken and I found No Vesel to Make any Stop for Me But all Made the Best of thare Way for Crown Pint and General arnal Being Next a hed and found he Shoud Be [taken] Run a Shore All tho I was keep from that privlage By his orders: I have heard thare is Bin Suthing Sed a Bout there Being no fireing on Bord of My Vesel While on Sd Retrate as to that General arnal keep Close Under the East Shore and so did I and the Enimy Came Down under the West Shore If I had Bore a Way to have had My Stern chases Bore on them I shold have Bin a Shore a Mild or two Be fore I was taken: General arnal fiered two or three Gons Be fore he went a Shore But I am Shure the[y] went fifty yards to the East of the Enemy as to My part I all ways thought it Best to fier Somthing Near an Enimy or Not fire at all: But as to My Vesel she was so Shatored She Was Not able to Bare fiering: as to My part I thought We Ware all frends While We ware at ticonderoga as to My part It is a Bove thirty years Sin I first Went in the Sarvis and I Belive I have Bin in as Many Battels as any Man in Connecticut and I Never heard any such thing about My Self Be fore I am a Man that Strictly obsarves My orders from My Superior and Shold if I Was taken teenn times: as to My Part

I du Not think the Retrate Was Conductted all to Gether Well for to be Scattered for Seven Milds in Length it Was to Much We had No Ritten orders for Signals: as thare ought to have Bin: or General arnal ought to have Bin in the Rear on a Retrate for What Cold I do he Being a hed and I Cold Not over take him: and had No Signal to Go By: and had orders to not Run a Shore: and the Enemy a Going three feet to our one If any Gentleman had Bin on Board of Me and have keep Me Clear from Being taken I Shold have Bin Glad: and keep to My Orders –

I Wold Give your honour to understand I am very oneasy In My Situation and much Long for the time when I Shall be Exchanged: But I du Not dout of your honours Goodness in doing Me What Service you Can on that acct And am With Sinsear Regard [&c.]

David Waterbury J^r

1. Gates Papers, NYHS.

ROBERT MORRIS TO WILLIAM BINGHAM ¹

Sir

Philada Feby 26th 1777

You will find enclosed herein an Invoice & bill of Loading for 31 casks of the best Carolina Indico containing 8795 lb & 35 bbls of Superfine flour the whole amounting to £ 4731. 18..6 this currency being Invoiced at the real cost, by which you will see how high a price these articles stand in here and we hope you will exert yourself to make them bring an equivalent in Martinico, You will sell these Goods to the best advantage and place the proceeds to our Credit you must supply Cap [John] Young with what may be necessary to pay the charges of the Sloop & transmit us his receipt for the same, we hope he will be very moderate in those charges and to be so, he must make dispatch to which we expect you will contribute all in your power

We have been advised by Mr. Deane that he shou'd ship to your address this Winter considerable supplies of Military Stores cloathing &c per account & risque of the Continent, there is little doubt but some or all of these are with you before this date, and if so, you will please to ship a proportion of them on board this sloop *Independance* consigned to our order & transmit us invoice & bill of loading for what you ship. The Articles most wanted are good Soldier Musquets Brass Field pieces, Powder, Tent Cloth & Soldiers Cloathing. Send as many of these articles as may make the value of the Sloop from £3000 to £5000 Sterling first cost and you cannot be in too much haste in getting them away. Should any disappointment have taken place & the stores from Mr. Deane have not arrived, You will then purchase as much of the articles already mentioned as you can & dispatch the Sloop back with them.

The *Hornet* Cap [John] Nicholson went from hence to Charles Town South Carolina from whence she proceeds to you with Rice & Indi[g]o. We hope she will arrive safe and you must also send her directly back for this Coast with similar supplies to those now ordered by the *Independance* and we shall continue making

you remittances as fast as we can get opportunities of doing it with any tolerable degree of safety Flour is very scarce & dear here & will continue so, as the last crops were the worst ever known & the consumption & destruction of two armies is immense We are sir Your [&c.]

Robt Morris Chairman

For & by order of the Secret Committee of Congress
To Willm Bingham Esqr Agent of the United States of America at Martinico by
Cap Young

1. *Pennsylvania Magazine of History and Biography*, LXX, 198–200.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board, Feb'y 26th, 1777.

William Russell, Surgeon's Mate of the *Montgomery*, committed to Goal, by order of the Council of Safety, for leaving the service without a discharge and engaging in the Continental.²

Ordered, That the following Letter be sent to Commodore Seymore [Thomas Seymour]:

Sir: – It is the opinion of this Board that there is a great deal of negligence and inattention prevails in the Fleet.

It is, therefore, the desire of this Board that you will issue immediately, positive and express Orders in writing, to the Several Commanders of the Galleys, that they order the Men belonging to each of them to be mustered on board Morning and Evening, and to be exercised every day without other business calls them away. That the utmost deligence should be used in recruiting by the Drum, &ca., of each Galley, going about the city daily for that purpose, until their number is compleat. And also, that the Commanders of the Galleys in the Carpenter's hands, should have express orders from you to send an Officer on board each of them with as many men as can be usefully employ'd in assisting the Carpenter. This Board farther expects that the Commanders of each Gondalo will keep up such good Order and command on board their vessels, that at all times their men shall be ready and willing to do every kind of reasonable duty that shall be required of them with cheerfulness and alacrity.

It's also the desire of this Board that all the Gondalo's Ordered down to the Fort, except those in the Carpenter's hands, shall carry all their sick with them that are in condition to be removed. Every Commander, nevertheless, leaving a proper Officer in the City with a Drum, &ca. for the purpose of recruiting, which must be positively attended with the greatest deligence.

1. *Pennsylvania Archives*, 2nd series, I, 84.

2. *Ibid.*, 318, Russell had entered as surgeon's mate on board the Continental sloop *Independence*.



William Ellery

Stephen Hopkins

George Glymer

Pennsylvania Gazette, WEDNESDAY, FEBRUARY 26, 1777

Philadelphia, February 20, 1777.

To be Sold by Public Vendue, on Friday, the fourteenth Day of March next, at Chincoteague Inlet, A Sloop, Taken up at sea, and brought in there, by the Continental Schooner *Wasp*, John Baldwin, Commander.

Inventory to be seen at Mr. Burdett's, or at the time of sale.

WILLIAM ELLERY TO WILLIAM VERNON ¹

[Extract]

Baltimore Feby 26th 1777

. . . It grieves me to hear that the Continental Seamen have not been paid their Wages and Prize Money. Repeated Orders have been given to the Agent to have it done. The Congress are fully sensible of the Importance of having a respectable Navy, and have endeavoured to form and equip One; but through Ignorance and Neglect they have not been able to accomplish their Purpose yet. I hope however to see one afloat before long. A proper Board of Admiralty is very much wanted. The Members of Congress are unacquainted with this Department. As One of the Marine Commee I sensibly feel my Ignorance in this Respect. Under a mortifying Sense of this I wrote to you for Information in this Matter. Books cannot be had here; and I should have been glad to have been pointed to proper Authors on this Subject when I should be in a Place where Books may be had. Let me know whether it would suit you to be a Member of a Marine Board. I suppose Congress will institute One with a suitable competent Salary, there Residence to be I presume at Philadelphia. . . .

1. Papers of William Vernon and the Navy Board, *Publications of the Rhode Island Historical Society*, New Series, VIII, No. 4, 203-05.

JENIFER & HOOE'S ACCOUNT AGAINST THE MARYLAND SLOOP *Molly* ¹

The Sloop *Molly* belonging to the State of Maryland In Account with
Jenifer & Hooe Dr

1776

Virga Curry

Octob 31	To Cash paid for a bll Tar delewd in March	18..-
Novr 5	To ditto paid for ½ lb Salt Petre	1..6
Decr 24	To Cash paid Mens Wages vizt	
	Jno Kelly 13..4..0 Henry Conrod 20. 18..0	34..2..-
	Rodolph Manley 28..16..4 Jno Horn 8..8..4	37..4..8
	Jno Stoops 8..8..0 Benedt Tar 11..5..-	10.13..-
	Jas McDonald 10..0..0 Jno Stone 7..1..4	17..1..4
		<hr/>
		108..1..-

JENIFER & HOOE'S ACCOUNT AGAINST THE MARYLAND SLOOP *Molly* [continued]

[1776]

[Virga Curry]

[Decr]	28	To Cash paid Capt Thos McWilliams for his Wages P Rect	19..--.-
		To ditto paid for 1 bbl Tarr 20/ 2 Gallons Whiskey 10/	1. 10..--
1777			
Jany	2	To 2 Gallons Whiskey 10/	10..--
	6	To Cash paid 4 Negro's 16 Days Carpenters Work	5..5..--
		To Cash paid for 2 Cords Wood	1..--.-
	23	To Cash paid Robert Resuck 4 days Carpenters Work	1..8..--
	29	To Cash paid John Rand 42 lb Bread P Accot	5..--
		To 168 lb fine Bread at 15/	1..5..2
Feby	5	To Cash Advanced John Lemond 1 months pay	2..--.-
	6	To ditto paid Zimmerman P Accot	4..--.-
		To ditto Advanced Thos Trainer 1 Months pay	2..--.-
		To Cash paid Capt Thomas Conway in full of his Accot	106..5..8
	7	To Cash Advanced Henry Conrod 1 Months pay	7..4..--
	9	To 2 Barrells Beeff 11 £ 14 Barrells Pork 77 £	88..--.-
		To Cash pd Jacob Gooding for 2606 lb Bread a 12/	15.12..7
	13	To Cash pd Charles Alexander ½ Cord Wood	5..--
		To Cash pd 5 Days Jobbers Wages	15..--
	14	To ditto pd a Jobber 7 Days Work a 3/	1..1..--
		To 3½ lb Twine a 3/6	12..3
	18	To Cash pd for 2 pad Locks	6..--
	19	To Cash pd Jno Kelly Gunner 1 Months pay	6..--.-
		To ditto paid Charles Alexander ½ Cord Wood	5..--
	20	To ditto paid D Ramsay for 10 yds Oznaburg a 4/	2..--.-
		To ditto paid Thos Tucker 2 Days Work	8..--
	21	To ditto Advanced Thos Tucker 1 Months pay	6..--.-
		To 1 quart Whiskey	1..3
	22	To Cash paid Jno Shaw P Bill	13..--
		To ditto paid a Jobber 9 Days Work	1..7..--
	24	To ditto Advanced Jas McDonald 1 Months Pay	4..--.-
		To ditto paid Edwd Owens P Bill	4..5..--
		To ditto Advanced Capt Thos McWilliams	9..--.-
		To ditto Advanced Pater Packman Cook	
		1 months Pay	3..6..--
		To ditto Advanced Henry Rynfield 1 Months	
		ditto	2..8..--
		Carrd Over	406.18..5

1777

	To Amount brought Over	406.18..5
Feb'y 25	To Cash paid Jno Rand P Bill	3.13..9½
	To ditto paid Michael Thorn P Bill	3.15..6
	To ditto paid Thomas Morley P ditto	14.11..6
	To ditto paid Peter Wise P ditto	14.14..6
	To ditto Advanced Darby Meloney 1 Months	
	Pay	3..6..-
26	To ditto paid Wm Hepburn P Bill	20.17..6
	To ditto paid Thos McWilliams P ditto	8..2..-
	To ditto paid Thos Crafts P ditto	6..4..9
	To ditto paid Solomon Stanwood P Bill	2..8..-
	To ditto paid Jno Mills P ditto	3..8..8
	To ditto paid for 6¼ lb Butter a 1/3	8..5¼
	To ditto paid Benja Furl 4 days Work	14..-
	To ditto paid a Jobber 2 days Work	6..-
	To ditto paid Patton & Butcher P Bill	13.19..6
	To ditto paid Washer Blunt P Bill	5.10..9
	To ditto paid Wm Bushby P ditto	8..8.10½
	To ditto paid Joel Cooper P ditto	1..2..4¼
	To ditto paid Michael Gretter P ditto	1..8..6
	To ditto paid Thos Wilkinson P ditto	2.16..-
	To ditto pd an Express to Wicomico after Capt Conway	1..5..-
	To ditto pd Jno Lemar 2 Weeks Board of Capt Conway	3..-..-
	To ditto pd Tobias Zimmerman P Bill	2.15..-
	To ditto pd Capt Conway to get Men with	30..-..-
	To ditto pd for 1 Trumpett	6..3
	To ditto pd James Lawrison P Bill	8..3..-
	To ditto pd Negro Adam 2 days Work	7..-
	To ditto pd Robert Adam 30 days Wharfage a 2/	3..-..-
	To ditto pd Benedict Tarr 7 days Wages a 5/	1.15..-
	To ditto pd Alexr Chisholm P Bill	1..3..7½
		<hr/>
		574..9.11
	Commission of 5 P Ct	28.14..5¼
		<hr/>
		603..4. 4¼
	Advance 25 P Ct to make Maryld Curry	150.15..1
		<hr/>
	Maryd Curry	
	£ 754..0..5¼	

JENIFER & HOOE'S ACCOUNT AGAINST THE MARYLAND SLOOP *Molly* [continued]

1776	Contra	Md Curry	
Octobr 31	By Cash for an Old Boat	9..7..6	
	By Ballance charged the State	744. 12. 11¼	
	of Maryland		
			754..0..5¼
	E E	P	Jenifer & Hooe

1. Revolutionary Papers, Box 2, Accounts, 1777, Md. Arch.

DIARY OF DR. JAMES HUTCHINSON ¹

[On board the Ship *Sally*] ²

26th [February, 1777] Latitude 33°. 30', the winds blowing constantly in storms from the West northerly, we have been obliged to go to the southward to escape drifting to the eastward, and to find more temperate weather for our people, who begin to be unfit for duty, as well as to attempt some Port at least in the thirteen United Colonies; what renders our condition still more disagreeable is the frequent thunder storms we have had for the three weeks past, some of them accompanied with severe gusts of winds, and very sharp strokes of lightening, these are the most startling as we have a large quantity of powder on board the vessel, and should it receive a stroke from the lightening, we have no reasonable prospect to avoid perishing; our Captain and officers all tell us they have never heretofore observed so much thunder [in] one passage, and what made it appear to us more extraordinary was the amazing coldness of the weather. At those times had it not been for our distressed situation, I should have been much diverted at the various stupid superstitions and unphilosophical means our Captain and people made use of to prevent the effects of the lightening, such as stopping up the mouths of the pumps with wet swabs, and doing a variety of other things equally ridiculous; Dr. [Hugh] Williamson ³ and myself endeavored to show them the absurdity of such contrivances, and to convince them that they could answer no purpose whatever, telling them that stopping the mouths of the pumps could be of no service, while the pump rod which was iron remain in, and that the lightening supposing the vessel to receive a stroke would not pass down the pump, tho' it should remain open, but thru' the metal, to this reasoning they were entirely deaf, and went on, as usual on the appearance of a thunderstorm, to stop every hole and crevice to prevent the lightening from entering.

1. Miscellaneous Manuscript Collection, APS.

2. See Hutchinson to Franklin, December 12, 1776.

3. Williamson, returning from France, was a fellow passenger on board *Sally*.

VICE ADMIRAL JAMES YOUNG TO PETER ALSOP ¹

(Copy)

By James Young Esqr Vice Admiral of the Red: and Commander in Chief of His Majesty's Ships & Vessels employed and to be employed at Barbado's, and the Leeward Islands, and in the Seas adjacent.

Whereas a Quantity of Gun Powder (Vizt Eleven thousand two hundred pounds) has been found on board the *Roebucks Prize Adventure*, now lying in this Harbour; and should the same be put up to Sale at this Island, it might probably be purchased; and secretly conveyed away for the use of the American Rebels, to prevent which inconvenience to His Majesty's Service, I think it proper the same should be purchased, and received into His Majesty's Stores.

Your are therefore hereby required and directed to purchase (from the Agent for the Prize Brig *Adventure*) said Eleven Thousand two hundred Pounds of Gun Powder, for His Majesty's use; paying them for the same at the rate of 20d sterling p Pound; taking care to procure proper Vouchers for the same: For which this shall be your Order.

Given under my Hand at English Harbour
Antigua the 26th February 1777.

Jam^s Young.

To Mr Peter Alsop Ordnance Storekeeper at Antigua By Command of the
Admiral Geo: Lawford.

1. PRO, Admiralty 1/4012.

27 Feb.

UNIFORMS RECOMMENDED BY A GROUP OF CONTINENTAL NAVY CAPTAINS ¹

Full dress for Post Captains

Boston 27th Feby 1777

Dark Blue Coats, white linings, white Cuffs, and narrow white lappels the whole length of the Waist – the Coats full trimmed, with Gold Lace or Embroider'd Button Holes, the Buttons at equal distance as under on the lappells, the upper part of the lappells to Button on the upper part of the Shoulder, three Buttons on each Pocket Flap, three on each Cuff, Stand up blue Collars, white Waistcoats, Breeches & Stockings, dress Swords, plain Hatts, black Cockades and Gold Buttons and Loops, Gold Epauletts on the right Shoulder, the figure of a Rattle Snake Embroider'd on the Strap of the Epauletts with the Motto don't tread on me, on each of them. —

Undress for Post Captains

the same as the Dress Coats, with this difference that undress Coats have Frock Backs and turn down white Collars. —

Dress for Lieutenants

the same as for Post Captains, excepting the Lace or Embroidery, the Epauletts and that instead of the Rattle Snake they wear Buttons with the Impression of an Anchor —

Undress for Lieutenants

the same as for Post Captains, excepting the Lace or Embroidery, the Epauletts, the Buttons, and that the Coats be made Short, or such as are usually called Coatees. —

dress and undress for Masters and Midshipmen the same as for Lieutenants excepting the lappells and that they wear turn down white Collars on their dress and undress Coats —

dress and Undress for Commanders of Ships and Vessels under Twenty Guns —
The same as for Post Captains excepting Epauletts

John Manley
Hector McNeill
Dudley Saltonstall
E. Hinman
Joseph Olney
Jn^o Roche
Jn^o P. Jones
John Paul Jones

Hector McNeill for Capt Thompson of the *Raleigh*
Joseph Olney for Capt A. Whipple in the *Providence*

1. USNAM. Another copy is in Papers of John Paul Jones, LC.

PETITION OF RESOLVE SMITH TO THE MASSACHUSETTS COUNCIL ¹

To the Honble Board of the Massachusetts Bay

The Petition of Resolve Smith —

Humbly Sheweth

That whereas your honors Petitioner is a native of New Jersey and hath a Brother & Sister in that State, and many Other relations; but has for these 20 Years last past resided in London and now hath an Appointment to be Secratory to the Governor of the Island of St Vincents; but on his passage to Said Island was Taken & Brought into this State, as Set forth in the annexed Certificate from the Committee of Beverly; by which he is detained from the Amoluments Arising from his post —

And as your honors Petitioner has procured a Vessel, and can Obtain a Sufficent number of men (prisoners to this State) to Navigate her, and purposes to return Said Vessel to Charles Town in South Carolina, & is desireous as a Friend to his native Country to be Some way Serviceable to these States; which he humbly Apprehends his Station in the Islands will enable him to be Should this Honble Board in their wisdom think proper to Assign him papers to transact the Exchange of Prisoners for which he is willing to give Good Security for the faithful discharge of any trust their honors may please to repose in him —

Therefore your honors Petitioner most humbly prays that he may have liberty to depart with Said Vessel, and to put Onboard a Cargo of Lumber in Order to

Defray the Charges of the Voyage, to be delivered in St Lucia, or Some one of the Other French West India Islands And your Petitioner as in Duty bound Shall ever pray &c &c &c

Boston Feby 27th 1777

Resolve Smith

[Enclosure] In the State of Massachusetts Bay

In Committe of Corrispondence Inspection & Safty in the Town of Beverly
Feby 18th 1777 –

These may certify whom it may concern that Capt Resolve Smith a Pasinger on board the *Friends Adventure*, a Marchant Vessell Bound from London to the West Indies, was taken by Capt Elias Smith & Comy on board the Arm'd Brig *Washington* & brought into this Port sometime in Jany last and hath since that time made this place his residence, during which term he hath behaved himself in a friendly prudent & Complisaint manner, so that we can consistent with our Duty recommend him & do hereby recommend him, to the Honble Council of this State for the bestowment of such favours as they in their wisdome shall think prudent to a Person in like circumstances. –

By Order of the Committee

Joseph Wood Chairman ²

1. Mass. Arch., vol. 166, 298–99, 300.

2. Petition was approved, Mass. Arch., vol. 20, 304.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston Feby 27 [1777] A M

Agreed to exchange with Capt McNeil [Hector McNeill] an Awning for a Fore-sail wanted for *Massachusetts* – Mr Barrett & Mr Kimball to appraise them – Order'd That Mr Howe deliver the Honl Mr. Cushing as much parings of the Tin as will make 18 Lanthorns – he paying for them – ²

Order'd That Doctr Haven be paid £6.10 – for 1 Mons Wages on Board the *Massachusetts* – taking his Orders on Capt [John Foster] Williams for said Sum –

P M

Order'd That Strook Woodward ill for pilating the Brig *Freedom* out of the Harbor 48/ be paid

1. Mass. Arch., vol. 148, 180, 181.

2. Lanterns for the Continental frigates *Boston* and *Hancock*.

Independent Chronicle, THURSDAY, FEBRUARY 27, 1777

Boston, February 27, 1777.

Last Lord's Day, arrived in safe Port, a valuable Prize Brig,¹ taken by Captain Fisk, in the *Tyrannicide* Vessel of War, belonging to this State – Her Cargo we are told, consists chiefly of European Goods –

It is said, a Cartel Vessel is arrived at Marblehead from Halifax, with only 14 Prisoners, belonging to the States, while there are more than 200 confined there, and the Enemy is indebted to us more than 50, according to the last Settlement at Rhode-Island. These Circumstances justly create Suspicions that there is some secret Design in sending this Flag. It is hoped these Visitors will not be allowed to

come on Shore, and walk at large. We rely on the Vigilance of the Guardians of the State, in this and some other Affairs of a similar Nature.

To be Sold at Vendue, at Mr. Sheriff Greenleaf's Auction-Room, on Tuesday, 4th March, at 11 o'Clock, The good Brig *Lively*, about 150 Tons, as she now lays at the Continental Wharf, with her Appurtenances; also, a Quantity of White and Red Port Wines, Sherry, Lisbon and Red Portugal Wines, all in Bottles, a Quantity Hard Soap, and Candles, a few Kegs Butter, Scotch Barley in Kegs, Porter in Casks, a few Swivel Guns, and a few Casks of Indigo.

To Be Sold, The Privateer Brigantine called the *Hancock*, a remarkable fast sailing Vessel, built with Cedar and live Oak, at Philadelphia, about 3 Years old, together with all her Guns, Powder, Warlike Stores and Provisions, fitted for Sea before the Embargo took Place. An Inventory of which may be seen by applying to Mr. Philip Moore, or Captain M'Neil [Daniel McNeill], late Commander.²

The Sale will be at the House of Mr. Marston at One o'Clock, on Thursday the 6th March.

Boston, 24th Feb. 1777.

To be sold, on Wednesday, the 5th of March next, At Eleven o'Clock, At the House of Capt. Daniel Ropes jun., at the Sign of Commodore Manley, in Salem, The Brigantine *Unity*, burthen about 120 Tons, between 2 and 3 Years old, together with her Appurtenances. The Vessel to be viewed, and the Inventory of her Stores to be seen, any Time before the Sale, by applying to

Walter P. Bartlett, Auctioneer.

To be Sold at Public Auction, at Gloucester, On Tuesday, March 10th, The Brig *Neptune*, and her Cargo, consisting of 500 Hogsheads of Lisbon Salt; also the Privateer Sloop *Upon*, with all her Appurtenances, as she came from Sea. The Owners of the Schooner *Warren*, are desired to meet at the same Time, to settle her Accounts, as there may be a Distribution of Prize Money.

1. Brigantine *Three Friends*, Arthur Holme, master, Mass. Arch., vol. 159, 70.

2. *Hancock* was first commissioned at Philadelphia, June 15, 1776, under the command of Wingate Newman. See Volume 5. Daniel McNeill replaced Newman as commander in November. The Massachusetts embargo prevented his sailing, and a petition to put to sea was refused by the Massachusetts Council, Mass. Arch., vol. 6, 78 and vol. 20, 112.

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL¹

Sir/

New London February 27th 1777

yours 21st Inclosing a Bill for twenty Five Thousand dollars upon the Presidt of Congress I Received – Since that am favourd with yours 24th Inst Relative to the Prisoners – they may be sent Imediately to this Town, and I will have them taken Care of att the Harbour Mouth Near the Lt House were we keep a Guard, and will their take them on Board – the Person who brings them Should have orders not to come into the town, but to let me know of his coming so as I may send him a Guide to Conduct them, directly to their Quarters – as to Pig Iron Capt Coit has taken all his on Board & he Cannot leave any, as the Ship Requires the

Whole, their is not any in Town but what is Intended for the Ship *Trumbull* ² – Capt [Robert] Niles Landed what he had on Board the *Spy*, but am Inform'd that Chriss Leffingwell has purchas'd it – I am Sir [&c.]

Nath^l Shaw Jun^r

1. Conn. Arch., 1st Series, IX, 321, ConnSL.

2. Continental frigate.

ROBERT MORRIS TO SILAS DEANE ¹

[Extract]

Philada Feby 27th 1777

I have not received any Goods from you or him ² Neither have I heard of any being sent by you either for this place or the West Indias, if you have from any cause that I am unacquainted with Neglected doing it, You may have leisure to repent hereafter that you missed so fine an opportunity of making a Fortune, the prices of all Imported Articles have been enormously high, I could have sold any quantity of European Manufacturies for 500 to 700 pCt and bought Tobo for 25/to 30/ pCt it is not yet too late, but Goods are becoming rather more plenty & Tobacco is rising, but there is plenty of room to make as much Money as you please, and if Insurance cou'd be obtained in Europe it might be reduced to a certainty even if you gave a premm of 50 pCt which however is vastly too high I think some good hand might be found to go over to London & manage such Insurances there, they love high premiums & will insure any thing for Money but this wou'd really be to their advantage as I dont think we have lost above a fourth or at most a third of the inward bound Vessells.

I am sorry to tell you there are now two or three British Men of War in Chesapeak Bay, they have taken the Ship *Farmer*, Cap Dashiell which had onboard 500 hhds of Tobo on the Public Account & 50 hhds on my Accot was bound for Nantes Consigned to Messrs Pliarne Penet & Co they have for the present blocked up several others there but we shall get them away by & by, some ships have lately got away from hen[ce] and we shall keep waiting all opportunities to push remittances to you. I do not like to enumerate the different Concerns going forward because it opens our designs to the Enemy should the letters unfortunately fall into their hands

1. Silas Deane Papers, ConnHS.

2. Thomas Morris.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board, Feb'y 27th, 1777.

Ordered Doctor [James] Dunlap to put up a Box of Medicines for the *Delaware* Schooner.

The following Letter was wrote to Captain Hazlewood [John Hazelwood]:

Sir: – This Board desires you will engage two or more Smiths to make Grapling & Chains for 4 Fire Ships, and also to bespeak Troughs of Bedford for those Ships. You'll likewise look out for such Vessels as will be suitable for the purpose, and report to this Board where they lay, that they may be viewed and purchased. As the season of the year

is so far advanced, beg that all possible dispatch may be used in procuring these articles.

1. *Pennsylvania Archives*, 2nd series, I, 85.

Pennsylvania Evening Post, THURSDAY, FEBRUARY 27, 1777

Philadelphia, Feb. 27.

We have the pleasure to inform the public that the ship *Reprisal*, Capt Weeks [Lambert Wickes], in which Dr. Franklin went passenger, is safe arrived in France. She took two prizes, which she also carried into a French port.

On Wednesday the 5th of March, at ten o'clock, at Hamilton's wharf, will be sold by public vendue, one hundred and seventy puncheons of Jamaica Spirits.

The prize brigantine *Ann[e]* will be sold the same evening at six o'clock, at the Coffee-house.
Feb. 27.

RICHARD HENRY LEE TO GEORGE WASHINGTON ¹

[Extract]

Baltimore Feby 27th 1777

. . . About a fortnight ago, I received a letter from London, written by a well informed friend, which contains this paragraph and is dated Octr 9th last – “The war is likely to go on another year, in which case Cheasapeak Bay will be the seat; a plan for that purpose has been laid before Ld Geo. Germaine & it is said is approved. The Eastern Shore is the first object, or place of landing” – This letter reached me just as three or 4 large Ships came lately into our Bay, and the Tory rising on the Maryld Eastern Shore seemed to denote the beginning of this plan – But since, we learn that the Ships are gone & the Tories dispersed. My Informant is however so good, that I cannot help thinking that something like a diversion, at least, will be attempted there next Campaign. I cannot think they mean to relinquish their grand plan of joining their Canadian with Howes army. This consideration, has ever made me wish that Ticonderoga, and the avenues leading to Canada, were well attended to, that the vigilance and Military talents of Gen. Carleton may be disappointed.

1. Washington Papers, LC.

SAMUEL & ROBERT PURVIANCE TO SAMUEL PHILLIPS SAVAGE ¹

Sir

Baltimore 27th Feb: 1777

We advisd you the 11th Instant of the Arrival of Capt [Elnathan] Holmes & Captn [Ichabod] Morton, and of Captn Hammonds Vessel being put into Pungotteege on the Eastern Shore of Virginia. – We likewise wrote the 24th by Captn Samuel Arnold of the Schooner *Edward* who has on board Eight Tons of Pig Iron for your Board.²

We have now the Satisfaction of informing you that We have received certain Advice from Virginia of the Enemys Ships of War having sailed out of the Bay a few days agoe. In consequence of which we expect Captn Hammonds Schooner up with first fair Wind. – We had no doubt that the Enemy were come with the Intention of making a permanent Stay in Our Bay, therefore we had determined not to load Captn Holmes & Captn Morton untill we saw an Alteration. We are

now loading the former & will have him ready to Sail tomorrow. Captn Mortons Vessel was taken into the Transport Service to carry some Troops which were sent from hence about ten days ago to quell an Insurrection of the Tories on the Eastern Shore of this State. She is not yet return'd: But as the Ringleaders of that Faction are seized, we expect the Schooner back shortly, when She shall be loaded & dispatched. Captn Holmes thinks his Vessel cant carry more than 3 or 4 Tons of the Pig Iron without any Bar Iron – The Masters of those small Vessels are averse to loading deep at this blowing Season of the Year, therefore fear you will be disappointed in getting the Pigg Iron carried so speedily as you expected We are Sir [&c.]

Sam^l & Rob^t Purviance

P. S. Whatever Advances are necessary for Loading any of the Vessels that come from your Board shall be made, not doubting you will speedily reimburse Us. – As we have had a great many Vesls in Port for some time past & they are now nearly all loaded, We hope Flour may soon be more reasonable: But at any Rate shall take Care to have a Quantity laid in, so as to dispatch any of your Vessels that appear. – If your Board intend to have any Vessels loaded with Tobo for Europe, previous Notice woud be requisite to purchase such Cargoes, wh must be a Work of time. And they shoud come with Liberty to be orderd into any River in this State or Virga where the Cargoe may be purchasd – This for yr Goverment. – What of the Sugars & Rum is come to hand, we have sold, the former from 160/ to 200/ P Ct the latter at 22/6 to 25/ p Gall

S & R Purviance

1. Mass. Arch., vol. 152, 77–77a, 77b, Board of War Letters, 1776–1777.

2. The letter of February 24 never reached the Board of War. The schooner *Edward*, Samuel Arnold, master, was taken March 3, 1777, by H.M.S. *Emerald*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY¹

[Annapolis] Thursday February 27th 1777—

Commission Issued to John David appointed Captain of a Row Galley called the *Conqueror*

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

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

February 1777 Cape Henry No89W Distance 41 Leag[ues]
 Thursday 27th at 2 PM [A.M.] saw a Sail to the NE out 3d Reef Topsails
 at ½ pt 3 Bore down to the *Emerald* at ½ past 7 Out 2 Reef
 Topsails & set Topgt Sails at 9 Fir'd a Shot and Brot too a
 Schooner from Senepuxen Inlet bound to Hispaniola² Brot
 too Main Topsail to the Mast, got the Prize alongside, empd
 Clearing her the *Emerald* in Company
 Modt. Breezes & clear Wr Scuttled the Schooner & made Sail

1. PRO, Admiralty 51/694.

2. *Nancy*, Isaac Taylor, master, with nine hogsheads of tobacco, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOHN GRAY TO THE MASSACHUSETTS BOARD OF WAR ¹

Gentlemen

From my being the Only Bostonian in the Mercantile way in this State I am induced to tender You the Offer of my Services in the negotiating any Business that May Concern the State of Boston, either in the loading Ships sent for the Public Account or in the execution of any other Commands You may think proper to entrust me with, And give me leave to assure you That the pleasure I should receive from such a Commission would stimulate my Endeavors to deserve that Confidence.

I desire no other Compensation than the reflection of having given entire satisfaction – I am with great respect Gentlemen [&c.]

Jn^o Gray

Charlestown 27th February 1777

1. Mass. Arch., vol. 152, 78, Board of War Letters, 1776–1777.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] Thursday 27th February 1777 –

The following Letter was wrote to Stephen Duval –

Mr. Stephen Duval Navy Board 24th Febr. 1777–

The Commissioners of the Navy desire you to proceed with the *Eagle* Pilot Boat with all possible dispatch to George Town, On your Arrival there, you will take on board your Boat, From a Brig there Commanded by Capt. Blundell as much Gun powder belonging to the Public of this State as you can Conveniently stow in her & proceed with it immediately to Charles Town

When this *Gunpowder* is on board you will be *particularly* carefull to let no fire *come near it*.

The Commissary will furnish you with *what* provisions will be necessary – By Order of the Board

Edward Blake first Comm

A Letter was wrote to Capt. Ham –

Mr. Richard Ham Sir Navy Board 27th Februy 1777 –

The Commissioners of the Navy direct that you do at all times, Take from on board any Vessel Piloted out of this Harbour, by any of the Pilots that Belong to the *Eagle* Pilot Boat, during the time Mr. Duval may be absent from Charles Town, & that you do give Diligent Attendance to Pilot any Vessels that may be bound into this Harbour, and that you do Anchor Every night during the absence of Mr. Duval under Sullivants Island, as near as you can to it with Safety

Edward Blake first Commissr

[A] Letter was wrote to his Excellency the President –

Sir/ Navy Board Feby 20th. 1777.

In Answer to Our Letter of the 14th Inst. to your Excellency Respecting Hemp His Honour the Vice President has Informed us that it

is the Opinion of the Privy Council Relative thereto *that* this Board be directed to Engage Hemp Immediately *for* the Public Service in such Quantities as the Board shall think Necessary, and to use such means, and offer such Price as may Entitle the Commissioners to a Preference to Other Purchasers—The Commissioners are fearfull that it will not be in their Power to Execute the Business in the manner above mentioned, as the Private Purchasers have so many Agents Employed to Engage that Article at any Price Mr. Willm Hest Informed the first Commissioner that he was Raised upon in the Purchase of a Parcell four different times Yesterday, And he is certain that if that Article is Suffered to be Exported, in the space of three Months he shall not be able to furnish a single Coil of Cordage Either for the use of the state or Trade – The Commissioners are Sorry to Trouble your Excellency again on this Matter, but they are fearfull unless there is a Stop put to the Exportation of Hemp this state will soon be Entirely without that usefull Article – The Commissioners beg leave to Inform your Excellency that the Number appointed to that Board are so few that they can seldom make a board, they therefore beg your Excellency will be pleased to appoint two more Commissioners, and they beg lieve to recommend Mr Willm Price & Mr Nathl Russell as fitt Persons

Edward Blake first Commissr –

Capt. Robert Cochran ²

Sir.

The Commissioners of the Navy desire that you will have the Briggt. *Notre Dame* got ready to proceed to sea with all possible Dispatch [and that] you will be ready by Tomorrow Evening, as they [burned] time may be attended with very great advantage *to the State*

Edward Blake first Commissioner

Sunday 23d Feby 1777.

Capt. John Mercier Sir/

The Commissioners of the Navy desire that you will with all possible Dispatch have the Sloop *Beaufort* got ready to proceed to Sea, they are hopefull you will have her Ballasted, and ready, by Tomorrow Night.

Edward Blake first Commissr

Sunday 23d Feby. 1777 –

Edward Blake presents his Compliments to his Excellency the President, and Acquaints him, that he has Directed Captns – Cochran & Mercier to get their Vessels ready with all posible Dispatch, that he has seen Capt. Cochran who promises to have the Brigg *Notre Dame* ready by Tuesday afternoon; provided he can get a Sufficient Quantity of Ballast by that time, E, B[’s], Opinion if a Sufficient Quantity of Stone Ballast cannot be got in time, it will be best to take on board some Rice, Naval Stores, or any Other weighty goods rather then Loose any time

for stone Ballast, if any of the above mentioned goods are to be taken An Order from Your Excellency will be Necessary
Sunday 23d Feby 1777 –

Edward Blake presents his Compliments to General How [Robert Howe] and Acquaints him that he has given the Necessary Orders to get the Vessels ready with all posible Dispatch, to Transport the Troops to Beaufort, that Capt. Cochran has Informed him that his Vessel *will be ready by Tuesday afternoon*
Sunday 23rd Februy 1777.

Capt. John Copithorn Sir/ February. 24th 1777 –

The Commissioners of the Navy desire that you will provide Six Schooners and have them Loaded with Ballast for General [Christopher] Gadsden with all posible Dispatch, the Schooners are not to draw more than five feet water Each

Edward Blake

Capt. Thomas Pickerin[g] Sir/ February. 24th 1777 –

The Commissioners of the Navy desire that you will Assist Capt. Mercier with three or four Men, to Bend his Sails & get his Vessell ready for the sea, by Tomorrow Evening, send such as will be fitt for the Duty & that you Can Depend on to return to the *Defence*

Edward Blake –

Mr. Stephen Duval Sir/ Navy Board February 24th 1777 –

The Commissioners of the Navy Direct that you do Every Other Night Lodge on board the *Eagle* Pilot Boat, and Anchor as near to Sullivan's Island as you can with safety and that you do proceed to Sea very Early every Morning in Order to give the Necessary Assistance to such Vessells as may be Bound into the Harbour of Charles Town, and that you give the Earliest Information, to the Commissioners, of any Vessells being on the Coast that you suspect to belong to the Enemy – Capt. Ham will receive the like Orders and relieve you Every Other Night

Edward Blake first Commissr.

A Letter from the President to hire if not to be Hired to Impress Schooners to Carry Troops to Georgia –

Capt. John Copithorn Sir/ Navy Board February 25th 1777 –

The Commissioners of the Navy direct that you do as soon as possible provide as many proper Vessells, as will Transport 300 Men with their Baggage & stores within Land to Georgia, if you Cannot Possibly Hire a Sufficient Number You are hereby fully Authorised to Impress them and you are to make a return of the Particular Vessells and the Owners Names to the board this Evening

Edward Blake first Commissr

Capt. John Copithorn made a Return to the Board of Four Schooners he had Impressed into the *Service*, to Carry Troops to Georgia –

A Letter to his Excellency the President –

The Commissioners of the Navy present their Compliments to his Excellency the President *and* Acquaints him that the Following Vessells are ready to take on board the Troops Intended for Georgia Viz

Mr. Willm Glens Schooner at Champneys wharf –	
Barnd Elliott Esqr. Do at Prioleaus –	Do –
Pendarvis's Do at Prioleaus	Do –
Florentines Do at Wraggs	Do –

the first of the Four Schooners has no Master nor Men the Commissioners will Endeavour to provide People for her

Tuesday Evening }	Edward Blake first Commissr
25th Februy 1777 }	

A Letter to Mr. McCulley Righten –

Mr. McCulley Righten Sir/

You are to provide a Sufficient Number of Boats to Transport all the North Carolina Troops now at Haddrels point to Charles Town with all possible Dispatch

Edward Blake first Commissr

Februy 26th 1777 –

A Letter to Capt. John Copithorn.

Capt. John Copithorn Sir/

You are to provide with all possible Dispatch a sufficient Number of Schooners or Boats to Transport all the North Carolina Troops, now at Haddrels point to Charles Town –

Edward Blake first Commissioner

Febry. 26th 1777 –

A Letter to Capt Robert Cochran –

Capt. Robert Cochran Sir/

The Commissioners of the Navy desire that you will deliver to Mr. John Calvert as many of the water Casks that belongs to the Brig. *Notre Dame* as can be possibly spared –

Edward Blake first Commissr

Febry 26th 1777 –

A Letter to Capt. Edward Darrell –

Capt. Edward Darrell Sir/

The Commissioners of the Navy desire that you will provide a Sufficient Number of Potts for to Cook provisions in for the Troops now going to Georgia say about 300 Men

Edward Blake first Commissr

Febry. 26th 1777 –

A Letter to Capt John Copithorn

Capt. John Copithorn Sir

The Schooner Employd to bring the Detachments from Sullivans Island is not Sufficiently found with stores &c. to proceed to Georgia,

you are therefore Directed to Take the Schooner that lays at Ropers wharf in the Room of her and Discharge from the Service

Edward Blake first Commissr

Febry. 27th 1777 -

Order of the Privy Council.

That Mercier's Vessel be fitted for War under the *direction* of the Commissioners of the Navy and that *Mercier* be appointed Captain, if he chuses to Accept the Commission --

The foregoing Letters of the under mentioned dates & directions was wrote by, and sent by the first Commissr and approved off by the Board this Evening

1. Salley, ed., *South Carolina Navy Board*, 39-47.

2. Captain Cochran had just returned from a voyage to France in the *Notre Dame*.

South-Carolina and American General Gazette, THURSDAY,
FEBRUARY 27, 1777

Charlestown, February 27.

Since our last two more Prizes, a Ship and a Snow both from Honduras with Mahogany and Logwood, have been sent in by Capt. [Edward] Allen ¹

The Commissioners of the Navy will give Twelve Pounds per hundred Pound Weight of neat merchantable Hemp, for any Quantity that may be delivered to them in Charlestown within three Months from this Date.

1. Commander of the South Carolina state brig *Comet*.

28 Feb.

RECEIPTS FOR ADVANCE PAY, MASSACHUSETTS BRIG *Sally* ¹

Newbury port Febury 24. 1777

Received of Jacob Boardman Six pounds each for one Months Advance Wages on Board the Briggtte *Sally* Salvenus Lowell Master bound for the West Indies and back to this port again

Ebenezer Herons
Nathl Peaslee Cogswell
John X Robinson his Mark
John X Goodwell his mark
Joseph Babson

Febury 26 shipt

Received of Jacob Boardman Seven pounds ten Shillings for one Months Advance Wages on Board the Briggs *Sally* Salvenus Lowell Master bound for the West Indies
John Badger

Received of Jacob Boardman Nine pounds for one Months Advance Wages on Board the Brigg *Sally* Salvenus Lowell Master bound for the West Indies and back to this port

Ephraim Messarey
Received of Jacob Boardman four pounds ten Shillings for one Months Advance Wages on Board the Brigg *Sally* Salvenus Lowell Master bound for the West Indies
Willm Bowler

Newbury port Februy 28, 1777

Received of Jacob Boardman Three pounds for one Months Advance Wages on Board the Brigg *Sally* Salvenus Lowell Master bound for the West Indies

Devent X Salt
Mark

1. Mass. Arch., vol. 157, 37.

CAPTAIN JOHN PAUL JONES TO COMMODORE ESEK HOPKINS ¹

Hond Sir

Boston Feby 28th 1777 –

I have waited patiently for your Answer to my letters of 19th & 20th Current which I understand you duly received – Your Silence on such an Occasion is Altogether a Mystery to me – If the Marine Board have not thought fit to communicate to You the plans which they have been pleased to give me in Charge, You cannot Surely take Offence at my Secrecy – nor Blame me for not betraying my trust. – My Honor, my Duty binds me to Secrecy as to the Business or Destination. – It is only necessary for me to inform you, as I have already done, That I am Appointed by a letter from the Honorable the Vice President of the Marine Board, dated the 5th Current to take command of the *Alfred*, *Columbus*, *Cabot*, *Ham[p]den* & Sloop *Providence* and to call on you for every possible Assistance within your power to enable me to proceed forthwith on A Private Enterprize of the Greatest Importance to America – [illegible] the letter [illegible] hath the Sanction and full Authority of Congress – it is Written in their Name. – therefore Sir, I repeat my Application, and demand Your Ready and immediate concurrence with me in the Outfit. – it is in Vain for you to Affect to disbelieve my Appointment. – I should have App[ea]red Personally at Providence had you Justified my conduct in Obeying your express Orders instead of leaving me, as you have done, in the Lurch – I co[uld] then have convinced you of its being your indispensable duty to give me every possible Assistance. – When I placed a confidence in you I did not think you capable of Prevarication – I then, when you needed Friends, gave you the most convincing proof of My Sincerity – this you must remember. –

I have Asked Captain Saltonstall how he could in the beginning Suspect me, as you have told me, of being unfriendly to America. – he Seemed Astonished at the Question And told me that it was Yourself who first promoted it.

However waving every thing of a private nature the best way is to co-operate chearfully together that the public Service may be forwarded and that Scorn may Yet forbear to point her Finger at a Fleet under Your Command. – I am earnest in desiring to do every thing with Good nature – therefore to remove your doubts, if you have any, I send this by express to inform you that I will meet you at Pawtucket or at any other place on as early a day as You please to Appoint and will then produce Credentials to your Satisfaction – in the meantime it is your Duty to prevent the departure of the *Cabot* or any other Vessel of the Squadron – I am Astonished to heare that you have Ordered the *Hamden* out, without desiring an explanation After you received my last letters. – My Appointment was Unsolicited And Unexpected – And it must be Owing to the Hurry of Bussiness that You have received no Similar Orders. – I wait impatiently for Your Answer and Am Hond Sir [&c.]

J.P.J.

N.B. I have sent by the Bearer the Coat which you desired likewise one for Mr Brown – If I can render you any Service here in procuring other articles acquaint me with the particulars and my best endeavours shall not be wanting. [Endorsed by Jones] No 20 Boston Feby 28th 1777 Copy of a letter to Commadore Hopkins – at Providence.

1. Papers CC (*Letters of John Hancock, and Miscellaneous Papers*), 58, 119–21, NA.

PETITION OF ALEXANDER ROSE TO THE MASSACHUSETTS COUNCIL ¹

To the Honourable the Council of the State of Massachuset's Bay
The humble Petition of Alexander Rose of South Carolina sheweth,

That your petitioner, being induced by the great scarcity of shipping in South Carolina; whereby the trade of that Country has of late suffered very considerably, has undertaken a long & expensive Journey, to purchase Vessels for the purpose of forwarding in some measure the exportation of the Staple Commodities of that state, and the importation of such articles as are essential to its comfort and wellbeing.

That he has accordingly made purchase of ten small vessels in this state and is in treaty for some others, but finds that, by one of its late acts, he is prevented from sending them off, without permission first had & obtain'd from your Honourable Board.

Your petitioner therefore prays that Your Honours will grant him this permission to send his vessels either directly to South Carolina or by way of the French Islands or of the Island of Bermuda for Salt; & also to carry such cargos as will answer at those respective Markets by that means easing your petitioner of the expence & hazard incurred by their detention here, and contributing at the same time to the speedy relief of the necessities of a Sister State –

And your petitioner, as in duty bound, shall ever pray &c &c
Boston Feby 28. 1777. Alex: Rose

N B: Two of the vessels are intended for the Islands with Lumber, the others directly for South Carolina with about Twenty hogsheads of sugar and Three pipes of Madeira wine.

The Schooner *John* of about 60 Tons

And the Schooner *Lucy* of the same tonnage to go by way of the Islands – The others to go to South Carolina in Ballast together with the articles Mentioned on the other side.

[Endorsed] In Council Feb. 28th 1777 read and ordered that the Prayer of the above Petition be granted –

1. Mass. Arch., vol. 166, 307–08.

PAROLE OF EDWARD SOUTHOUSE, PASSENGER ON BOARD PRIZE SHIP *Mellish* ¹

State of Massachusetts Bay

Council Chamber [Boston] Feby 28t 1777

I Edward Southouse being on a Passage from London to Quebec was made Prisoner by the Ship *Alfred*, John Jones Commander and brought into Boston –

And whereas the Council have at my Request permitted me together with my Family to depart from this State to Halifax in the Cartel Vessel now at Marble-

head giving my Parole and engaging to do all in my Power to procure the Liberation of two [illegible] Persons detained as Prisoners either at Halifax New York or Quebec of equal Rank with myself & male servant belonging to this State or return personally with my Servant within the Term of twelve Months from the above Date – And that I will not directly or indirectly give any Intelligence whatever to the Enemies of the united States, or do or say any thing in Opposition to or in Prejudice of the Measures & proceedings of any Congress or Assemblies for the Said States during the present Troubles, or until I am duly exchanged

Edw^d Southouse

Signed in Presence of Jn^o Avery

1. Mass. Arch., vol. 8, 234.

DANIEL TILLINGHAST TO CAPTAIN JOHN PAUL JONES ¹

Sir Providence 28th Feb 1777

Your favor of 19th Inst came Duly to hand Inclosed in wch were several Accounts of Seamen & Marines belonging to the *Alfred*, some of wch I have settled & pd the Ballances as I shall likewise the remainder on their application. –

I have now to acquaint you that the Captns Saltonstall & Whipple have attach'd the *Cabot* & Sloop *Providences* Prize Money in my hands (in consequence of their Officers, & men not standing to the agreement made in addition to the Articles) by serving me with an attested Copy of Writ's again[s]t Jno P Jones Esqr & E Hinman Esq. I wish the matter could quickly be bro't to a Settlement & the Money taken from my Hands as you must know it is at present entirely at my Risk, the same being in my Care. – Notice you will soon forward me a list of the Persons entituled to Prize Money from Sloop *Providence*, must beg you'll be as explicit as possible in pointing out what Choirs the Officers Share in. – I am Sir [&c.]

Dan^l Tillinghast Agent

[Endorsed by Jones] Providence 28 Feby 1777. letter from Danl Tillinghast Agent for Prizes.

1. Papers of John Paul Jones, 6554, LC.

OWNERS' BOND FOR THE RHODE ISLAND SLOOP *Dove* ¹

Know all Men by these Presents that I John Brown of Providence in the County of Providence in the State of Rhode Island and Providence Plantations Merchant am held and firmly bound unto Joseph Clarke Esquire General Treasurer of said State in the Sum of Two Thousand Pounds Lawful Money to be paid unto the said Joseph Clarke in his said Capacity or to his Successors in said Office for the Use of said State. To which Payment well and truly to be made I bind myself my Heirs Executors and Administrators firmly by these Presents. Sealed with my Seal. Dated the Twenty-Eighth Day of February in the year of Our Lord One Thousand Seven Hundred and Seventy-seven.

Whereas Master of the Sloop *Dove* owned by the said John Brown, is permitted by a Resolve of the Council of War of this State to proceed with said Sloop and her Cargo to Philadelphia in the State of Pensylvania: Now

any Officer of the Fleet that I am acquainted with and Necessity will Oblige me to wait for your further Orders respecting the Expedition you have Order'd – and as Six Week's time will be soon enough for the *Alfred*, I have thought best to let Captn Olney Cruise for Six Weeks to prevent his Men from deserting – Inclosed you have a Copy of my Letter to him for that purpose – I am with great Respect Sir [&c.]

E H –

To the Honble Robert Morris Esqr Vice Presidt of
the Marine Committee at Philada or Baltimore

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE ¹

Onboard the *Warren* between Newport and
Gentlemen – Providence February 28th 1777 –

I receiv'd yours of the 21st Jany the 20th instant and Shall endeavour to follow your Instructions as near as possible – My Last to you was by Captn [Matthew] Parke of the 14th instt with a Copy of my orders to Mr [Ezekiel] Burroughs of the *Hamden* and Captn [Joseph] Olney of the *Cabot* – I have had a request from General [Joseph] Spencer to assist him in an Attack on the Enemy at Rhode Island, and I expect soon to take onboard the *Warren* and Ship and Sloop *Providence* Marines from the Army for that Service, as I think it the best use I can put those Vessels to in their present Circumstances – The *Columbus* has not more than about twenty men, including officers onboard – as to the old Men they have been all paid off, I believe to Satisfaction from the *Columbus*, *Cabot* and Sloop *Providence*, and Captn Jones had the same Orders to pay the *Alfreds* men off and Orders on Agent Bradford for Money to do it, but I am sorry to say that I have had Several Complaints both from the Officers and Men, that he Refused to pay Some of them without they would first make him their Agent, and Sign Articles to go with him another Year – Inclosed you have a Copy of my Letter to him on that Subject of the 11th instt which I hope has had the desired Effect – the *Columbus's* people are paid their Prize Money, all except the New Providence affair which is not yet Settled, nor Can't be untill the Agents receive a List of Captn [William] Hallock of the *Wasp's* Crew, who are Intitled to part of it –

Captn Hinman and the Crew of the *Cabot* have appointed a Separate Agent and neglects giving in to the Continental Agents a List of his men however I believe that matter could be got over, but Captains Whipple and Saltonstall have Attach'd the Prize Money in all the Agents hands under a pretence of the Agreement I mention'd to you in my last, and I believe Agent Bradford has not yet Received the Money from the Clothing,² and when he does I make no doubt but he will pay it – if he gets a return of the Men who are Intitled to it – a Copy of my Letter of the 11th instant to him you have Inclosed, also Copy of a Letter from the honble Robert Morris, which I receiv'd this day and likewise my Answer – and on the whole I think it not possible to put the Expedition on

foot at present, therefore must beg for your further Instructions in that matter. Captain Jones has displeased the Officers and Men so much in Respect to paying their Wages and Prize Money, that it will be a great deal more difficult to mann Vessels under his Command, than under any other Officer in the Navy that I am acquainted with – and it will not be likely that the *Columbus* and Sloop *Providence* can be mann'd here, while the Harbour is block'd up – and when that is got over See no prospect of getting them out while the Enemys Ships keep at the mouth of this river – and as I wrote you in my Last the *Alfred* was Repairing, and by advice from Captn Hinman She will not be ready in less than Six weeks or two months, I flatter myself that I may Receive your further Orders before the Vessels can be ready – What concerns me most is whether I should Stop the *Cabot* who met with some damage in a Gale of wind and had not Sail'd yesterday – but think should She be order'd to Stop while the other Vessels is ready, would loose most if not all her Hands – and on the whole think it will be best to write Captn Olney to be back to Boston in six weeks. Inclosed you have a Copy of my Letter to Cap Olney for that purpose – I am with great Respect Gentl [&c.]

E H --

1. Hopkins Letter Book, RIHS.
2. Clothing from the prize ship *Mellish*, sold by Bradford for Army use.

COMMODORE SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE ¹

Sir

Chatham Rhode-Island 28th Feby 1777

The Captain of the *Amazon* had leave to Negotiate an Exchange of Prisoners on equal terms. – I have an Account of an Armed Schooner which was taken by the *Amazon*, but none of any Trading Schooner. – Mr Trumbull must have mistaken the matter for had Mr Andrew Palmer been Master of a Trader, he would have been exchanged with the others, because no Masters of Merchant Vessels are considered as having any Rank. – ²

If the Schooner which Mr Palmer commanded was Armed, he may remain on his Parole 'til a proper exchange is made for him, but if she was a Trader he is released from his Parole, and an Allowance may be made for Him in our account current. I am with due Respect Sir [&c.]

P: Parker

1. In Letters, vol. 10, 24, R. I. Arch.
2. Captain Andrew Palmer of the Connecticut privateer schooner *Fortune* taken February '3 by H. M. S. *Amazon* and sent into New York.

“AN ACT TO EMPOWER THE MARSHAL OF THE COURT OF ADMIRALTY TO SECURE AND SELL THE PRIZE VESSEL OR BRIGANTINE *Defiance* LATELY TAKEN BY THE MILITIA OF THIS STATE.” ¹

Whereas Colonel Richard Somers, by his Petition hath set forth, That he the said Richard Somers, with a Detachment of the Militia of this State, was stationed at Great-Egg-Harbour as a Guard to the Sea-Coast, and to protect the Inhabitants thereof against the Depredations of the Enemy; and that during

his Continuance in that Station, he, with the said Detachment, and sundry others of the Inhabitants, did man and arm certain Boats, and therewith took a certain Brigantine or Vessel called the *Defiance*, supposed to belong to the King of Great-Britain, or some of the Subjects of the said King; and that as a Court cannot conveniently be held at this Time wherein to proceed against the said Vessel and her Cargo, no Trial or Condemnation thereof can be speedily had, by Reason whereof the same are suffering, and likely to be greatly wasted;

Sect. 1. Be it therefore Enacted by the Council and General Assembly of this State, and it is hereby Enacted by the Authority of the same, That it shall and may be lawful for the Marshal of the Court of Admiralty to take into his Care and Custody the said Vessel and Cargo, and, after giving due and publick Notice of the Time and Place of Sale, to sell and dispose of the same to the best Advantage, and to collect and receive the Monies thence arising, in the same Manner that he might or could do if the said Vessel and Cargo had been legally condemned in the said Court, and a Sale had been awarded by the Judge thereof.

2. And it is further Enacted, That the said Monies arising from the Sale of the said Vessel and Cargo shall be liable to the like Decree, Distribution and Order of the Court of Admiralty, when the same shall be fully established, as if the Sale hereby ordered and directly had not been made.

Passed at Haddonfield, February 28, 1777.

1. *Acts of the General Assembly of the State of New-Jersey, at a Session begun at Princeton on the 27th Day of August 1776, and by Adjournment. To which is prefixed, the Constitution of the State (Burlington, 1777).*

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board, 28th Feb'y, 1777.

Tittermary (Rope maker) is engaged to make all the Rope he can for this Board, and deliver rigging as fast as possible, until he is told to stop.

The Ships *Sam* and *King George* ² being advertised for sale this evening at the London Coffee House, they are, in the opinion of this Board, proper vessels for Fire Ships; therefore,

Resolved, That Paul Cox shall bid for both these Ships, and purchase them for that use.

Resolved, That all Galleys, Gondolos, Batteries & Boats of every sort, shall be painted Black and Yellow, and no other Colours allowed.

1. *Pennsylvania Archives*, 2nd series, I, 86.

2. Prizes of the Continental sloop *Independence* and Pennsylvania privateer brig *General Montgomery* respectively.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Friday February 28th 1777

Commission Issued to Abraham Gormon appointed first Lieutenant of the Row Galley called the *Conqueror*—

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

JOURNAL OF THE CONTINENTAL BRIG *Lexington*, CAPTAIN HENRY JOHNSON¹Remarks on bord of the brig *Lexington* feb the 26th 1777

this 24 hours Moderate And fair A[t] 8 A m the Pilot Came on bord and took Charge of the brig to Carry her down A 9 the Capt & Leutenants Came on bord Got under weigh in Comp with Comodore [James] Nicholson and Several Marchentmen

February
the 27 1777

the first part of this 24 Hours the wind flatring a 9 p m Came too off Anopelus in 8 fathom water the Pilot and first Leutenant Went on Shore the wind Came more fresh and favour Able fired A Gun for them to Cum on bord Set our Lower and top mast riging up fore and Aft Single reeft the TSLs and hove Short the Pilot Came on bord Got under weigh at 3 P m the wind freshning A 4 P m Close reeft the Topsails the Pilot bote Carryed Away her fore mast hove too for her to Cum up took her in too

Feb the 28
1777

this 24 Hours fresh breezes And Clear weather A 8 Saw Cape henry A 9 the Pilot Left us we made Sail And Stood out Saw A Ship Standing in Spoke Her the Ship was from bedford bound to A Nopelus Nothing More Meterial

1. PRO, HCA 30/733 (11). A fragment of this journal is extant.

PURDIE'S *Virginia Gazette*, SUPPLEMENT, FRIDAY, FEBRUARY 28, 1777

Williamsburg, Feb. 28.

By a gentleman from the Northward, we learn that a number of vessels had arrived in the Delaware with a large quantity of salt, clothing for the army, and dry goods of all kinds; and we are also told, that at Charlestown there were upwards of 30 sail of vessels lying, from different ports, which had stocked the market there so plentifully with European goods, that all kinds sold full as cheap as before the war broke out.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, FEBRUARY 28, 1777

This is to certify to all whom it may concern, that I was taken in the Ship *Jane* of London, from the Island of Tortola to London, by the armed Brig *Liberty*, Thomas Lilly, belonging to the Commonwealth of Virginia, and that myself, Officers, and Seamen, were treated well, and served with Provision and Rum the same as the said Brigs Crew; and that, soon after our Arrival in Virginia, at the Brig's Port, we all had our Chests, Beds, Books, Instruments and Cash, delivered to us, mine only excepted, which was detained, I believe, to search for Letters or Papers that might be prejudicial to the Commonwealth aforesaid; that after my Chest, Trunks, &c. were looked over, every Thing was delivered to me except some Packets of Letters, which the said Lilly thought he was in Honour bound to the Cause he had entered into to show to the Governor and Council; after their Perusal, they were delivered likewise. I also Certify, that we all were

paid our full Wages from the Time of Entry to the Time the Ship was discharged, as per my Ship's Articles.

David Wallace.

Test, Stephen Mitchell,
Thomas Christie.

Received likewise as follows, a Trunk and Bandbox containing a Lady's wearing Apparel, Jewels, &c. two Bracelets set in Gold, and set round with Diamonds, of an oval Shape, one the miniature Picture of the Commandant of St. Croix, the other I believe his Cypher. Likewise two Watches, one Puncheon and a forty Gallon Cask of Rum, six Dozen of Wine, a Chest of Clothes that belonged to my Mate, who died in the Island of Tortola: These Clothes I sold to the said Thomas Lilly, of my own free Will and Accord, and received of him the Amount, viz. 51 l. 3s.

David Wallace.

Test, Stephen Mitchell,
Thomas Christie.

DIARY OF DR. JAMES HUTCHINSON¹

[On board the Ship *Sally*]

28th [February, 1777]: Bread becomes scarcer and we are obliged to lessen our allowance; it was on the 29th of January the first allowance was weighed out, to the sailors to 10 p week, to the cabin passengers and officers, to 7; on the next week the sailors were reduced to seven pounds, the passengers and officers to 4; the third week the sailors and passengers fared alike, and the quantity was reduced to three pounds p week; at present we are under the necessity of decreasing the allowance to four ounces of bread p day, old and wormeaten; our good beef is all expended, we have a little remaining but this is much tainted, very offensive, and full of worms; two days out of seven we have pork, a little being still left, the other five days beef, but the quantity of this is so small, that the sailors always eat it raw, lest it should be diminished by boiling. This day we spoke a Boston schooner out seven weeks from Hispaniola, she could afford us no supplies.

1. Miscellaneous Manuscript Collection, APS.

LIEUTENANT WILLIAM YOUNG R.N. TO VICE ADMIRAL JAMES YOUNG¹

Sir

Some time in January 1776, being in His Majesty's Ship *Pomona*, then under my command, between the Islands of Guadaloupe and Mariegalante, I saw a ship standing in from sea toward the harbour of Point a pitre in Guadaloupe and, having your order to examine all ships and vessels I should meet with, I made sail intending to have got between her and the harbour, that I might speak with her as she passed; but finding from her distance that there was a great probability of her passing a head of us, and of our not being able to stop her, I ordered a shot to be fired, to bring her too, which instead of almost touching the yards of the *Hercules* in its passage, as the Master of her has represented, fell at least three ships lengths a head of her: When I came within

hail of the *Hercules* I was surprized at being addressed by the Master of her in very uncivil language mixed with threats of what he would have done, if his ship had been of sufficient force; but as I then saw a number of Officers in French Regimentals on board, and was convinced of her being a french vessel, I expressed myself sorry for having detained them & left them to proceed on their voyage. On my going into the Road of Basseterre a few days after, the Governor of Guadaloupe told me that having received information, from the passengers on board the *Hercules*, one of which was Major General of Martinique, of the very disrespectfull behaviour of the Master of her to me, he had ordered him into confinement, where he then was, and that if I wished it he would send him to prison and punish him very severely; I then entreated the Governor to remit whatever punishment he meant to inflict on him, & to release him yet so very much was the Governor incensed at the impropriety of his conduct as represented by the officers who were present, that it was not 'till after I had waited on him three times to interceed for the Master of the *Hercules*, that the Governor consented to his being released on making proper appologies to me for his behaviour.

Will^m Young

Antigua Feby 28th 1777.

1. PRO, Admiralty 1/309.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE ¹

Feby 1777

Moor'd in Prince Ruperts Bay [Dominica]

Friday 28th

AM Employed clearing the after hold & gettg the Iron Ballast out of the fore peek & stowing it in the after hold.

Boats & People empd woodg & Waterg Detained a Schooner On Suspicion of her carrying on a trade with the rebels, Sent a Midshipman & 6 Men on board to take charge of her.²

1. PRO, Admiralty 51/157.

2. Schooner *Ranger*, William Davies, master, from St. Lucia, in ballast, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

WILLIAM BINGHAM TO SILAS DEANE ¹

[Extract]

St Pierre Martinique February 28th 1777

I have lately received two thousand Barrels or One Hundred Tons of Powder, from Monsr Diant, which was shipped from Nantz to his Address; – but he had no particular Orders to deliver it to me – The Freight upon this Article is very extravagant, being more than double the Proportion of what I lately paid, for a considerable Quantity that came from Bordeaux; – It amounted to no less than Livres 37500 – The Addressing it to the Care of a Merchant in this Place, Saddled it with a Commission of 2½ P%, merely for the Receiving & delivering the Bills of Lading; – I have shipped the greatest part of it already for the different States, as I was convinced it would run but a Small Risk at present, in Comparison to what it would, at a more advanced Season of the Year –

As every thing that regards the Situation & Interest of America naturally claims your particular Attention, & especially what concerns a commercial Connexion with France, I must beg leave to address to you a few thoughts on that interesting Subject – It would certainly be to the mutual Interest of both Countries to encourage a Reciprocal Intercourse & Exchange of Commodities in the Mercantile Line; – To enjoy the good Effects of this desirable Scheme, we should have the Ports of France open to our Vessels, & a free Admission & Sale of all our Produce; – this has not been the Case here; – Flour, a principal Branch of our Exports, has been exempted for Some Months past from a free & open Sale, & we have not been permitted to land it; – & the only Reason is, that it will injure & interfere with the French Merchants in the sale of this Article – I could not imagine that so narrow a Consideration could enter into the Minds of Men in Government, when Matters of so liberal, so extensive, & So important a Nature Should have claimed their Attention – This Prohibition has greatly damped the Spirit of American Speculation – I find that the Government have no Orders in regard to their extending any Indulgence to the American Commerce; – whereas, I am confident from the Disposition of the French Court, that this could easily be obtained; – The local Situation of this Island points it out to the Americans as an Asylum from Danger, & as a Market for their Produce; – If we could have liberty to bring in our Prizes here, & dispose of perishable Commodities, or those that would not suit the American Market, it would be a Matter of very Serious & beneficial Consequence to the Americans –

If France will but profit by the present situation of Affairs, She may become the most powerfull Kingdom on the Globe, & the encouraging, protecting, & favoring the American Commerce, is the first Step towards it – We shall then no longer See that haughty domineering Power, Britain, circumscribed within the narrow Limits of a small Island, with hardly Six Millions of Inhabitants, attempt to assume that first Place amongst the Powers of Europe, & impose Slavery & Dominion upon three Millions of People in America; – Her Pretensions to this Degree of Grandeur & Dignity arose from her Trade & Manufactures; – When the Cause ceases, the Effect must of course – Cut off those valuable Resources, & She sinks into Insignificance; whilst France to whom they are transfer'd, will arise proportionably in Importance.

The English Vessels that I mentioned to you in my Last, were Seized by Order of Government, have been Since released, upon the Admiral's issuing a Proclamation, forbidding the Arming of Privateers without Commissions. . . .