

Naval Documents of The American Revolution

Volume 6

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

Part 8 of 8

**United States
Government Printing Office
Washington, 1972**

Electronically published by
American Naval Records Society
Bolton Landing, New York
2012

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River with a load of Ammunition bound it is imagined up the Ohio but the supposed Leader remains at New Orleans. I hourly expect a Vessel from thence with some People belonging to this Province and if the Report be true and the Spanish Governor has given them any Countenance I shall endeavor to gain the fullest information in my power relating thereto and shall forward the same to your Lordship by the first opportunity.

I have already mentioned to your Lordship that I think it my duty in this critical state of Affairs to communicate every Account relating to the proceedings of the Rebels that has the least Colour of truth, and I frequently lament that it is not in my power to forward more full and authentic Information; however whether this Account be true or not there is great Reason to apprehend if the Rebellion should continue another year that the River Mississippi will be the Channel through which the Rebels will receive very considerable supplies of Ammunition, unless We obtain strict Orders from the Court of Spain to prevent their Subjects from furnishing these Supplies and also keep a sufficient Military force upon the Mississippi to search all Boats whatever carrying Ammunition up the River.

[Endorsed] Rd 5th March 1777.

1. PRO, Colonial Office, 5/621, 365-70, LC Photocopy.

2. A merchant in the Creek Indian trade.

JOURNAL OF H.M. SLOOP *Nautilus*, CAPTAIN JOHN COLLINS¹

October [1776]

Lattd in 37..00 No

Saturday 26

First and Middle part little Wind and hazy
Latter Fresh breezes and Clear PM Saw a Sail on the
Lee Beam at 2 Bore away and gave Chace Sett the
Studing Sails & Driver at 8 hauld the Wind In
Chace at 10 Fired 5 Guns at the Chace & Brought her
too A Sloop from Philadelphia bound to St Croix with
Flour & Bread² sent a Midn and 5 Men on bd her

1. PRO, Admiralty 51/630.

2. Sloop *New York Packet*, E. Pringle, master and owner, Howe's Prize List, March 31, 1777, *ibid.*, 1/487.

27 Oct. (Sunday)

"EXTRACT OF A LETTER FROM FORT-LEE, OCTOBER 27, 1776."¹

This morning about 7 o'clock two frigates moved up the North River,² and came to an anchor near Burdett's Ferry, apparently with an intention to stop the ferry-way, and cut off the communication between this place and Fort Washington. The enemy at the same time appeared on Harlem Plain, and Col. [Robert] Magaw, who commands on York Island, ordered the lines to be manned. The ships endeavoured to dislodge them by firing on their flanks, but they fired to very little purpose. The Barbette Battery on the high hill on the left of the Ferry opened on the frigates and fired a con-

siderable time, without doing them any or but very little damage. Upon our ceasing to fire, a gun from Fort No. 1 on York Island began to play on them with great advantage and hulled the one highest up about 20 times. At this time two 18 pounders, which were ordered down this side the river opposite the ships, gave them so warm a salute that they hoisted all sail; the foremost cut her cables and appeared to be in the greatest confusion; she could make no way altho' towed by two boats, till the lower one perceiving her distress, sent two more barges to her assistance, who at length dragged her out of the reach of our fire. It is very probable that many of her men were killed, and she herself extremely damaged; but the weather was so hazy that it was impossible to see any thing distinctly at a distance. The enemy by this time had begun a smart fire on the island with field pieces and mortars; our men returned the compliment. They were out of their lines great part of the day. There were but few discharges of small arms. Our men killed about a dozen Hessians and brought them off. We had one man killed with a shell. This was the account at five o'clock, it is now seven, and firing has just ceased; but nothing extraordinary I believe has happened. We take this day's movement to be only a feint, or at any rate it is little honorable to the red-coats.

1. *Pennsylvania Journal*, November 6, 1776.

2. H. M. S. *Pearl* and H. M. S. *Repulse*.

JOURNAL OF H.M.S. *Pearl*, CAPTAIN THOMAS WILKINSON¹

October 1776 –
Sunday 27

At single Anchor in the No River [New York]
A M. at 6 Weighed and Work'd up the River in Company
with the *Repulse* at 1½ past 7 Anchor'd with the Bt Br
off the Rebel breast works, they firing [at] us from both
sides they Cut our Rigging & Sails. at 11 Weigh'd &
run down to our old birth. heard a number of Great
Guns & small Arms from our Army.

Modte & Hazey

P M Employ'd repairing the rigging & Sails.

1. PRO, Admiralty 51/674.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.¹

[On board H.M.S. *Eagle*, off New York]

27th [October]. – Early in the morning heard a cannonade up the North River. I went up to see what it was; found the *Repulse* and *Pearl* advanced, the former above and the latter in a line with the rebel lines. The rebels brought down one 18-pounder on the York, and three other guns on the Jersey shore. The ships could not fire with any execution at these guns; and as they had answered the intent of their moving up, that of flanking the enemy's lines and scouring the woods, and it now being high water, Captain [Henry] Davis thought it proper to drop the ships down to their former

station. Many shots were thrown into the *Repulse*, and some into the *Pearl*; no men killed in either, and only one man's leg broke on board the *Repulse*.

1. *Duncan's Journals*, XX, 133.

DIARY OF FREDERICK MACKENZIE¹

[NewYork] 27th Octr — The *Repulse* and *Pearl* Frigates went up the North River with the tide when the troops advanced, in order to flank the Enemy, but the fire from Forts Washington and Constitution obliged them to return to their former stations. Indeed as the Rebels did not abandon their works on their right, their going higher up would have answered no good purpose. The Rebels struck the Ships several times, but they did them no other damage than wounding one man on board the *Repulse*.

1. *Mackenzie's Diary*, I, 89, 90.

DIARY OF CHRISTOPHER MARSHALL¹

[Philadelphia] Octr 27th 1776

. . . about one this morning alarm'd by the Cry of Fire which prov'd to be the Prize Ship Sent in here by the Privater [Continental schooner] *Wasp*, which entirely Consumed the Same withe her Valuble Cargoe of Sugar, rum &c &c &c²

1. *Diary of Christopher Marshall*, HSP.
2. The prize Ship *Leghorn Galley*.

JOURNAL OF H.M. ARMED SCHOONER *Hinchinbrook*, LIEUTENANT ALEXANDER ELLIS¹

Octr 1777 Cumberland Isld NbE Amelia SbE St Marys entrance
[sic 1776] WNW.²

Sundy 27 at 8 AM Weighd & run over to Cumberld Point
Do [Moderate and Cloudy] Wr at 3 P M Slipt and went after
a Rebell Schooner Chas'd her till it was dark fired Several
Shot to bring her too at 6 Anchord with the Small Br in 4 f.
Veer'd to 1/3 a Cable at 8 Weighd & Run down the River at
10 Came too off Cumberland Island with the Bt Bour Veer'd to
1/3 a Cable

1. PRO, Admiralty 51/4219.
2. *Ibid.*, the *Hinchinbrook* had sailed from St. Augustine October 11, to patrol the coast northward to the St. Mary's River, and returned to St. Augustine on November 1, 1776.

INTELLIGENCE RECEIVED BY VICE ADMIRAL JAMES YOUNG¹

(Copy)
Sir,

St Croix, Oct. 27. 1776

(Private)

Tho I have not the honor of being known to you I trust that this letter will not be considered either officious or intrusive To give an account of

oneself is certainly awkward; nor would I attempt it on any except the present occasion, I must therefore beg leave to inform you that I left London the place of my residence last June & there had the honour of being known to several high in Office — Before I left England I took leave to mention to Lord George Germaine, that I was confident the Americans carried on Trade with the Danish Islands, & that I should endeavour to find out when here what Vessells had & were trading to those Islands, & that I would transmit any intelligence I might collect to such a quarter as I thought might produce good effects His Lordship did me the favor to approve of what I mentioned — I have brought an introduction (thro Lord Suffolk) to the Governor of the Danish Islands, and shall reside some Months in them to dispose of, or to put two Plantations I have at St Thomas on a better footing — These Circumstances I could wish to avoid mentioning, but I think every person is bound when he gives any intelligence to convey some Acct of himself — I must confess however that whatever intelligence I may give arises in some degree from interested motives, for I have property both real & personal on the continent, which I am persuaded cannot be beneficial to me unless Great Britain reduces the American insurgents to a proper obedience to its Legislative Authority — I hope that this will be presented to you by my Brother who belongs to the Regiment at Antigua; if not there he must be on duty in America —

It has given me pleasure to hear of the number of Captures made by His Majesty's Ships under your Command, but notwithstanding their vigilance several Vessells (generally small) have got in here. I have been but 16 days here, & six Schooners have arrived from the Provinces of North Carolina, Maryland, & Pennsylvania — As to what they bring it is of no consequence, but they all return with a few Articles (& those much wanted by the deluded people on the continent []) such as Oznabrigs a little powder, Sugar & Rum — As to Powder it is fortunately very scarce, or they would not have met with so scanty a supply — Two days since one of the above Schooners (Packer Master) sailed for America, & amongst other Articles, did with some difficulty procure ten small Casks of Powder; but my astonishment was great to find such a Commerce countenanced by Government here — The Vessell went out under American Colours, saluted the Fort, & had the Complement returned the same as if She had been an English or a Danish Ship — I take it for granted that a similar conduct is observed in the Islands of St Thomas & St John belonging to the Crown of Denmark — This Island is now unquestionably well supplied with Provisions, so that the favourable reception of American Vessells cannot arise from necessity — Two of the six Vessels I have mentioned, are at West-end harbour, the other three at [East]-end, & will all sail in the course of a fortnight. — It is most probable that you have already received similar Accounts; if so, I have troubled you unnecessarily; I think however that I have discharged part of the duty a subject owes to Government: I shall therefore take leave to subscribe myself [()] without making any farther apology) with Respect, Sir [&c.]

[Unsigned]

I go over to St Thomas tomorrow where if I learn any thing shall take leave to trouble you again.

[Endorsed] No 3 Copy of a Letter of Intelligence (Private)

1. PRO, Admiralty 1/309.

28 Oct.

PETITION OF GEORGE CHILD, MASTER OF THE PRIZE SHIP *St. Lucia*,
TO THE MASSACHUSETTS COUNCIL¹

The Petition of George Child Humbly Sheweth, That your Petitioner being bound from Jamaica to Bristol, in the Ship *St Lucea* Loaded with Sugar & Rum, was taken by Capt Eleazer Giles of Beverly Commander of the Brigantine *Retaliation* and was Sent with his sd Ship into Said Beverly where it is probable his Sd Ship & Cargo will Soon be condemned,² the Captors having Generously Given him his adventure, which is Sufficient to purchase a Small Schooner, with which he is desirous of Returning to his family Therefore your petitioner Humbly prays yours Honors, to permit him to proceed from Beverly to Bristol, in a Schooner about fifty tons with Ballast & Stores Sufficient for Such a Voyage, with Ten men besides himself, Sd Schooner to be fitted out &c under the Inspection of the Committee of Corrispondence Inspection & Safety of Said Beverly, or other wise Releave your Petitioner as you in your Great wisdom Shall See fit. and your Petitioner as in Duty bound Shall Ever pray.

Beverly Octr 28th 1776 —

Geo Child

[Endorsed] State of Massa Bay in Council [Watertown] Octo 30. 1776 — On the Petition of George Child late Master of the Ship *St Lucia* Ordered That the Prayer of the said Petition be so far granted as that the said Capt Child be permitted to depart from this State by taking passage in any Vessell that may be going hence for Europe or the West India's & that he be permitted to take with him necessary Stores for his Passage under the Direction of the Committee of Corrs Inspection & Safety of the Town of Beverly

1. Mass. Arch., vol. 165, 397.

2. The *St. Lucia's* trial was scheduled for November 18 at Salem, *Independent Chronicle*, Boston, October 31, 1776.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Monday October 28th 1776.

Petition of Job Trip of Dartmouth, setting forth That he was employ'd by the State in the month of April last, to take charge of a Vessel, & proceed to Philadelphia, in order to transport from thence a Cargo of Flour but he was so unfortunate as to be taken by one of the ministerial Tenders, the

people on board of which were so inhuman, & cruel as to fire a broadside upon the vessel of the petr after he had Submitted, by which he was badly wounded in the thigh, the bone broken, & very much shatter'd, so that he has become a Cripple, unable to do any sort of business, & but a very small prospect of being any better; a Series of Misfortunes having attended the unhappy petr before this, that he was in low circumstances as to Interest & is now thrown entirely upon the benefaction of his friends & relations. This being his unhappy situation . . . he is encouraged from the known humanity, & benevolence of this, & former Assemblies of the great, & general Court of this State, to hope, & trust the present Hon: Court will take the deplorable situation of their unhappy Petr under their wise consideration, & grant him such relief, as they in their great Wisdom shall think proper. Order thereon In the House of Representatives. Resolved that thirteen pounds be paid out of the publick Treasury of this State to Walter Spooner Esqr for the use of Job Tripp, &c

1. Mass. Arch., vol. 36, 87-88.

Boston Gazette, MONDAY, OCTOBER 28, 1776

Watertown, October 28.

Wednesday last Capt. Daniel Harthorne arrived at Salem from a Cruise. On his Passage he met with an armed Packet, which he attacked. In the Engagement (which lasted two Hours) he lost three Men killed and had 9 or 10 wounded, himself slightly.¹ Since which he has taken and sent into Cape Ann, a Prize Snow, laden with Oats, &c.

A Privateer commanded by Capt. [William] Carleton, which sailed from Salem on a Cruise about a Month ago, was taken near Canso, by the Brig *Hope*, Capt. Dawson, a few Days after leaving Port, and carried into Halifax. Capt. Carleton, with some of the Crew, made their Escape, by swimming ashore.²

1. The engagement was with the *Harriot* packet. See Journal of Ambrose Serle, October 21, 1776.

2. See journals of H. M. Sloop *Hope* and H. M. Brig *Diligent*, September 27, 28, 1776.

"A JOURNIEL KEPT BY EPHRAIM BRIGGS OBOURD OF THE GOOD SLOOP
Warren A BOLD PRIVATEER A SECOND CRUIZE"¹

Munday October the 28. Day A D 1776

Latter Part after Twleve steering SE by E A Quick Brease At S by W saw A ship upon the Weather Bow Put About stood for Her Lost sight of her Put About stood to SE Again Munday Morning A fine Brease at SSW. Ten A Clock saw A schooner ENE stood for Her Cal'd hands to Quarters Came Up With Her Boarded her she was a schoner from Martinaci [Martinique] Bond to Salem got some fine limes & some orringes & some Loaf Sugar Came Aboard

Lattd in 40:25

First Part this 24 hours Foggy the Wind Starts to the westward Stearing SE, Rainey & Foggy the wind starts to the Nothard Five A Clock Jibed ship stearing SE. sent Down the Topsail Yard Judg our selves in the Current²

1. RIHS.
2. The Gulf Stream.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN PAUL JONES¹

Sr

Providence Octor 28: 1776

I Recd your Disegrable Letter and you are hereby Deredcted to goe Emedetly to Newport with the *Alfred* and if you think the *Hamden* will Not Do for the Cruse Capt [Hoysteed] Hacker and the Hole of the *Hamdon* Crue are to take the *providence* in [illegible] and folow the formor Directions if I Can will be at Newport to morrow I am your friend

Esek Hopkins Cmr Chief

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 177, NA.

LIEUTENANT COLONEL HENRY BEEKMAN LIVINGSTON TO
GEORGE WASHINGTON¹

[Extract]

Sr/

New Haven. Octr 28th 1776.

After having with the greatest Impatience waited the Arrival of the Whale Boats and Vessels that were to have been employed in the Long Island Expedition I find myself at Length disappointed, Colonel [William] Mc: Intosh having Marched two of the Regiments that were allotted for the Purpose to Head Quarters so that the Original Plan must of Necessity fall through as the Force we have left is Inadequate to the under[ta]keing. Colonel [William] Richmond's Regiment has only Three Hundred Men, and my Detachment together with Part of Colonel Smith's Regiment that have joined me amount to about two Hundred — The Term of Inlistment for Colonel Richmond's Regiment will be elapsed in ten Days. However we will not be Quite Disappointed but will make an attempt to Disperse the Recruits inlisting for General How on Long Island If our Orders extended to burning the Hay Grain and whatsoever we conceived might be of advantage to the Enemy, I imagine we might Distress them a little But this Governour Trumbull will not Authorise Colonel Richmond (to whome he has given the Command) to Execute. . . . If the weather permits I fancy we shall be to morrow Night on Long Island tho I don't think under the Restrictions laid on us anything of Great Consequence Can be Atchieved. I should have waited Your Excellencies Orders at this Place had I not received Express ones from Governour Trumbull to repair to Long Island . . .

1. Washington Papers, LC.

MEMORIAL OF ADAM BABCOCK TO THE GOVERNOR AND
COUNCIL OF SAFETY OF CONNECTICUT¹

The Memorial of Adam Babcock of New Haven in sd State humbly sheweth, — That Your Honrs Memo[rials]st hath suffered great and heavy losses by having a Brig of upwards of 140 Tons and a Sloop of upwards of 100 Tons burthen, both fine Vessels, together with their Cargoes of Oyl captured by two British Men of War, in the West Indies the Summer passt, as they were returning home from the Coast of Brazill, being solely the Property of Your Memost whereby he is much injured in his Fortune, and being obstructed from carrying on Trade & Business as heretofore, for Reasons well known to Your Honours, and no way left of retrieving those losses but by Reprisals on the Trade of those People, who have thus Despoil'd him of a great part of his property — He therefore humbly prays Your Honours, to grant him leave to purchase at Your Honrs Furnace in Salisbury — Fourteen Cannon — (Vizt) Eight Six pounders and Six Four pounders, and also Twelve Swivel Guns for the purpose of arming and equipping a private Vessel of War, to cruise against the Enemies of the United States of America — And Your Memost as in duty bound shall ever pray —

Adam Babcock

New Haven 28th Octo 1776 —

1. Trumbull Papers, V, 211a-b, ConnSL.

AUGUSTIN LAWRENCE AND SAMUEL TUDER TO THE NEW YORK
PROVINCIAL CONVENTION ¹

Poughkeepsie, October 31 [*sic* 28], 1776²

Gentlemen —

Enclosed we send you an extract from a letter we have just received from the marine committee at Philadelphia. You will see by it we are referred to your Honourable House for directions and advice respecting the launching and securing of the frigates and their stores, which we desire to have as soon as possible. As unless you direct to the contrary, we shall launch the ship *Montgomery* on Monday [November 4], and the other as soon as possible afterwards. The custom of giving the carpenters a treat at launching, we suppose you would not mean to break through. The master carpenters judge 100 dollars for each ship on that occasion will be reasonable to allow. As we are directed to advise with you, beg your opinion in that matter. We are, gentlemen [&c.]

Augustin Lawrence, Samuel Tudor.

To the Hon. Pierre Van Cortlandt,
President of the Convention at Fishkill.

1. *New York Provincial Congress*, II, 337–38.

2. The Convention was not in session, and this letter was received by the Committee of Safety. The Committee minutes note: "A Letter from Messrs. Tudor & Lawrence, at Poughkeepsie, dated October 28th, informing when the Ships will be launched." Force, comp.,

American Archives, V, 3, 275. The Journal of the Committee of Safety, October 29, as printed in *New York Provincial Congress*, I, 692, dates the Tudor-Lawrence letter "Octor. 24th." This is believed to be a typographical error because of the short distance between Poughkeepsie and Fishkill. October 28, the date given by Force, would seem more realistic, and has been used.

MEMOIRS OF WILLIAM SMITH¹

[Manor of Livingston] Monday 28 Octr 1776

I returned Yesterday from a Visit to Mrs [Margaret] Livingston . . . In this Journey I learnt that the British Fleet on the Lake consisted of

1 Ship of 18 - 12 lb		
1 Schooner 14- 6 lb	} Double fortified	Several double fortified 6 lb 4 - 8 Inch
1 Do. - 12 -6 lb		Hawitzers
2 Gondolas 3-12 lb		28 Row Boats from 18 to 12 lb
1 Rideaux 6 - 24 lb	Brass	Several 8 Inch Hawitzers
1 Do. - 12 -12 lb	Brass	

The American Fleet consisted of

1 Schooner of 12 - 6 lb	8 Gondolas 3 - 12 - to 4 lb
1 Do - 6 - 4 lb	1 Small Hospital Schooner
3 Row Gallies - 10 18 to 4 lb	1 Sloop - 10 to 4 lb

This List was given to me the 24th. on the Road by a Doctor Thompson of our Neighbourhood just come from Albany who had it from Mr. Walter Livingston, to whom it was furnished by General Waterbury a Prisoner in one of the Vessels lately vanquished and discharged by Govr. Carleton, who after very kind Usages dismissed all the Prisoners upon their Parole not to serve in the American Army till others were restored in their Places - The Prisoners report it as a Speech by Mr. Carlton's that he pitied them as deluded Subjects, but that if he took General Washington, Hancock, Adams and such Characters, he would send them to England to be executed as Traitors. - Whether the Tenderness is to wipe off the Odium of the Affair of the Cedars or in Consequence of Advice or Orders from General Howe is uncertain - Perhaps the Design is to win a Party in the Colonies to desert the Congress upon a Confidence that no others will be Sufferers on the Restoration of the old Governmt; and yet the last Accounts from below are that the Regulars have ravaged the Sea Coast from Frogs Neck to New Rochelle burn't many Houses & plundered the Effects of the Inhabitants -

1. Sabine, ed., *Memoirs of William Smith*, II, 27.

New-York Gazette, MONDAY, OCTOBER 28, 1776

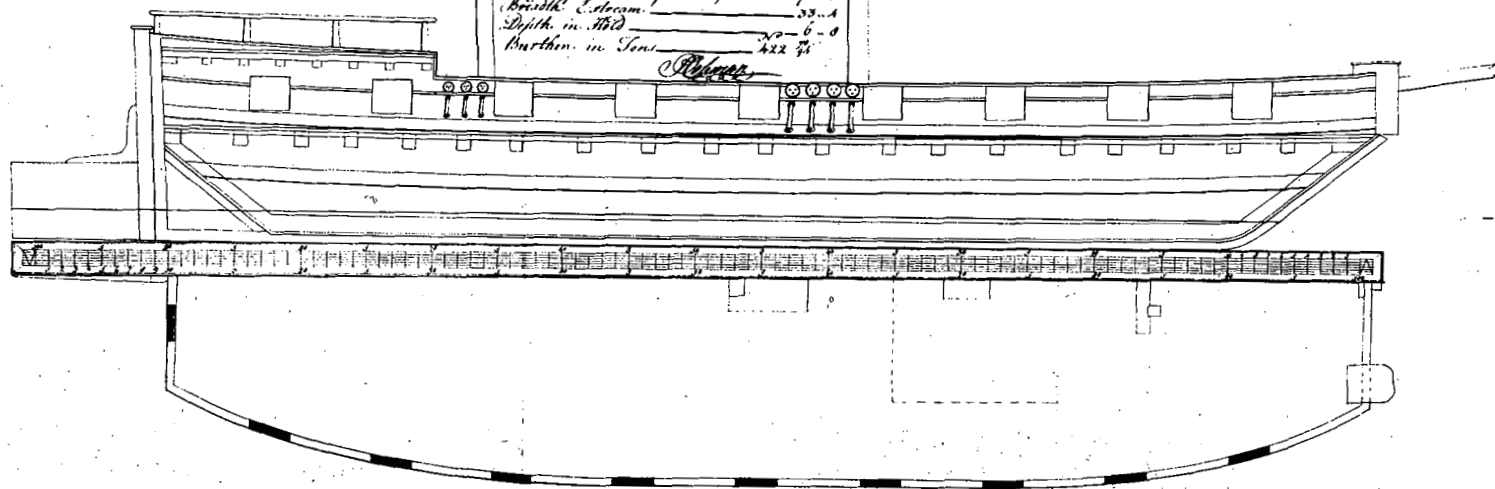
New-York, October 28.

The *Unicorn* Frigate, which parted Company with the Fleet off Nan-tucket Shoals (as mentioned in our last paper) arrived here on Tuesday. - The Privateer, which the *Unicorn* chased, escaped by the Badness of the Weather.

Design of the Thunder Built at St. John's on Lake Champlain 1776

Length on the Range of the Deck	41.5
Of the Hull for Storage	35.9
Breadth at Beam	12.0
Depth in Hold	33.4
Burthen in Tons	226.8

Design



On Monday Afternoon the *Harriot* Packet came into Harbour, after a Passage of six Weeks and five Days from Falmouth. She fell in with a Rebel Privateer in Long. 20, and maintained a very smart Engagement for a considerable Time, when the Captain of the Privateer thought proper to sheer off. The *Harriot* lost her Master and five Men, and had several others wounded. The Mate brought in the Packet without any further Molestation. The Mail on Board left London on the 27th of August.¹

The *Orpheus* and *Daphne* Frigates are gone to sea.

The Ships of War and other Vessels, make near 500 Sail within the Harbour.

Friday being the Anniversary of his Majesty's Accession to the Throne, the Day was celebrated here with every Demonstration of Joy. The Flag Ships hoisted the Royal Standard; and all the Ships in the Harbour gave a Salute of twenty-one Guns each. So noble an Appearance, and so grand a Salute, was never known in this Port before. The two Admirals gave Entertainments, and many loyal Toasts were drank upon the Occasion.

In the Evening the *Lark*, of 32 Guns, Captain [Richard] Smith, with about twenty Sail of Ships under Convoy, arrived safe in the Harbour from England. Many Recruits were on board.

1. The engagement was with the Massachusetts privateer schooner *True American*, Daniel Hathorne, commander, of ten guns and eighty men, Mass. Arch., vol. 7, 243. See also *Independent Chronicle*, October 24, 1776, and *Journal of Ambrose Serle*, October 21, 1776.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE
WILLIAM HOTHAM¹

Dr Sir

Eagle [New York] Oct. 28: 1776

The tenor of your letter of yesterday concerning the restraint upon the Landing of more provision & necessaries for the Army, is what I daily expected; And, in that apprehension, was obliged to postpone my request for your return to us, until it was determined by the movements of the Army, what further need there might be for your direction of the arrangements that would be requisite in consequence

It is to be suitably provided in the Naval Department that I must intreat your continuance in the troublesome Service you have hitherto directed, Hoping that your Release will now very soon take place. And I reckon you may daily Expect the Generals request for moving with your suite of Transports nearer to us, preparatory to their Return to this Anchorage.

The Fire in the North River was a[s] our Frigates moved up to co-operate in an advance of the Trops under Lord Percy towards the Enemy's Lines on York Island; But no material Injury was done by it.

When any of the Batteaux can be spared from the Army Services, the attendance of the Transports Men will be useful at their ships.

The ships of War you will of Course direct to attend you Westward as you approach near us, providing only for a stationed Convoy for the Coasting Traders supplying New York with Fuel &c; As far as to the ships off Huntingdon Bay. I am Dr Sir [&c.]

Howe

The Enclosed I trouble you with, that it may get to Capt [Roger] Curtis by the earliest opportunity —

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

CAPTAIN CHARLES FIELDING, R.N., TO PHILIP STEPHENS¹

Sir/

Diamond off New York Oct. 28th 1776

You will be pleas'd to inform their Lordships of my arrival at this place with the Convoy under my orders on the 19th instt and that on the 23d of Sepr the *Unicorn* chaced & brought to the Fleet the *Bost-wick* Brig, Alexr Anderson master, loaded with provisions! she had parted company from her Convoy the *Perseus*, had been taken by a Rebel Privateer, & releas'd they not having men sufficient to Navigate her, & another Vessel they had likewise taken. Also that the *Unicorn* chaced & took on the 30th of Septr the *Wolfe* Sloop Jams Freeman master, a Privateer belonging to Boston, with 10 Carriage, & 10 Swivel Guns, and ninety men;² both of whom I also brought in. Further you will represent to their Lordships the very bad conduct of John Coghlan Master of the Ship *Lovely Mary* belonging to Bristol, loaded with ordnance stores; he attempted to leave the Convoy on the night of the 20th of Augst but was fortunately cross'd upon, & brought back by the *Unicorn* in the morning, who had chaced ahead the day before, & was rejoining the Fleet; he had also broke the seal of his rendezvous; I put a careful midshipman with five men directly onboard him, and took two of his men out.

I cannot well express the trouble I had from the dullness & obstinacy of the Masters of the Dutch Transports, & the great delay from that, & the very heavy sailing of most of their ships; & I must conclude from the bad management of them in general, that the superintendants either had not power to exercise their Authority, or that they were extremely neglectful and inattentive; I must except Mr Blackstone in the *Eiken Boom*, who for the latter part of the Voyage particularly, kept his Ship in a very good station. I am Sir [&c.]

Ch^s Feilding

1. PRO, Admiralty 1/1790, 4, 11.

2. The Massachusetts privateer sloop *Wolfe*, Captain Nathaniel Freeman, was commissioned September 4, 1776, Mass. Arch., vol. 7, 327.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Monday, October 28, 1776

The Marine Committee brought in a report, which was read; Whereupon, *Resolved*, That the Marine Committee be empowered to employ such persons as they shall think proper, to execute the business entrusted to them and report their names to Congress:

1. Ford, ed., *JCC*, VI, 905, 906.

JAMES CLARKE TO DANIEL OF ST. THOMAS JENIFER¹

Hon Sir

Baltimore Octor 28th 1776

When I was last at Annapolis, Melcher Keener and myself made the Honble Councill of Safety; an offer to serve them, in the purchase of Produce here, but since that, we have not had the pleasure of hearing from the Honble Council, do suppose they are otherways engaged. I have a Schooner on hand, which by a resolve of our committee sometime ago, I am not allowed to load on my own Acct – have resolved to sell her, and should you still be in want of vessells, may have her if you please. – she will carry 700 Barrells or Upwards, she will want some repairs the price as she lies is 450 £² I remain respectfully &c

James Clarke

1. Red Book, XI, Md. Arch.

2. *Ibid.*, Clarke wrote again on October 31 urging the Council of Safety to act, and upping the capacity of the schooner to 800 barrels.

BILL OF WILLIAM PATTERSON, COMMANDER OF THE
MARYLAND BOAT *Dolphin*¹

Octo 28th 1776	Dr	the State of Mary land To
William Paddison of the Armed Boat <i>Dolphin</i> For three Months and Seven		
Days at £ 12 P Month from the 21st July to 28th	£	s d
Octor 1776 inclusive	38..	16..0
To wages Due five hands f[or] 86 Days		
work at 5/s P to the 2d Octor 1776 –	21..	10..0
	£ 60..	6..0

28th October 1776 The above Accot proved before

Tho^s B Hodgkin

Board of Accounts 28 Octor 1776 This Account examined & passed by this Board.

Tho^s B Hodgkin

Will^m Wilkins

1. Revolutionary Papers, Accounts 1777, Box 2, Folder 1, Md. Arch. This account is endorsed: "included in An Account rendered & passd the 21st February 1777."

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY¹

[Williamsburg] Monday October 28th 1776

Ordered that the Keeper of the Public Magazine receive for the use of this State all the Powder lately imported by Joshua Storrs and Company in the Schooner *Betsey*.

Ordered that the Commissary of Publick Stores receive for the use of this State all the Medicines and Blankets imported by Joshua Storrs and Company in the Schooner *Betsey*.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 217.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS¹

Octr 1776 Cape Hatteras N4:59 Wt 45 Lgs

Monday 28 at 6 AM a Sail to Leewd Made Sl after her fird 11 Nine Pd shot to bring her too, found her to be a Sloop from No Carolina bd to St Eustatia laden with Tobacco, Tar &c.² sent some Men on board her
Light breezes & Cloudy 1st part, Mid: Squally lattr fresh breezs at 2 PM fired 2 Guns for the Convoy to come under our stern at 5 repd the Sigl with 1 Gun, in 1st Rf F: & Mn Topsls

1. PRO, Admiralty 51/909.

2. Sloop *Peggy*, Howe's Prize List, March 31, 1777, *ibid.*, 1/487.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD¹

Navy Board [Charleston] Monday 28th October

The following Message was agreed to be sent to his Excy the Prest vizt
Navy Board Charles Town 28th October 1776

Sir. The Commissioners of the Navy on enquiry, find, that no Contract has yet been made, for any of the Gallies, and agreeable to the Act; appointing that Board, the Commissioners have no authority to Enter into any Contract, for Building, without the Concurrence of the President and Privy Council, The Commissioners Therefore, desire your Excellency will (if it is judged necessary) give directions to Enter into Contract with such persons, as are willing to undertake the Building of Gallies, and to provide Necessaries for the same —

By Order of the Board Edward Blake first Commissioner

The first Commissioner was desired to wait upon the President, & Acquaint him, That the Board were of opinion it would be for the service of this State, that the Armed Vessels *Comet* & *Defence*, should proceed directly, to One of the French Islands in the West Indies in order to procure Seamen where (by information they have received) there are good Grounds

to believe may be readily obtained, & that they Could carry Indico to the value of £ 500. Sterling each, to defray their Expenses & purchase such necessaries as may be wanting.

1. Salley, ed., *South Carolina Navy Board*, 15.

29 Oct.

The Freeman's Journal, TUESDAY, OCTOBER 29, 1776

Portsmouth [October 29].

Arrived here last sunday a prize ship called the *success*, Eleazer Ball late master, taken by the *Retaliation* privateer from Salem, in lat. 42. long. 47. she sailed from Jamaica the 9th of August, was taken the 6th of October. Her cargo consists of 244 hogsheads & 12 tierces of sugar, 156 puncheons of rum, 4 bags of cotton, mahogany fustic &c. The said privateer had also taken a brig and ship, and saw her engage another ship.¹

1. Captain Eleazer Giles commanded the brig *Retaliation*. The *Success* was subsequently brought around to Boston and libeled against November 7, 1776, along with the ship *Alfred*, Thomas Callender, master, also taken by Giles. *Independent Chronicle*, Boston, November 7, 1776.

PETITION OF JOSEPH HOWGATE, PASSENGER IN THE PRIZE SHIP
Sarah and Elizabeth, TO THE MASSACHUSETTS COUNCIL ¹

To the Honle Council of the State of Massachusetts Bay — the Petition of Joseph Howgate humbly sheweth, that your Petitioner had taken Passage on Board the Ship *Sarah* [&] *Elisabeth*, bound from Jamica to London, which Ship was taken by the Privateer *Warren*, Capt [William] Coas Commander and carried in to Cape Ann — By which your Petitioner, is not only a great Loser, but in his present Condition is so reduc'd that he must now become an Expence to this State, except your Honrs afford him that Relief which your Honrs have humanely granted to others — he begs leave also to inform your honrs that, to add to his present unhappy State, he has with him a little Daughter, born and bred up in the west India Climate, who cannot indure the severity of this Northern Clime, without enduring great hardship; — therefore your Petitioner prays your Honrs to permit him with his Child and a Negro Servant, a Lad, to depart this State, for Lisbon in the Brigg *Dolphin* ownd by Mr Silvanus Huzzy of Lynn, Commanded by Capt Johnson, and your Petitioner as in Duty bound will Ever pray,

Joseph Howgate.

Cape Ann Oct. 29th 1776

[Endorsed] Council Chamber [Watertown] Oct. 31. 1776 On the Petition of Joseph Howgate, Orderd that the said Joseph, with his Daughter and his Negro Servant be, and they hereby are permitted to depart this State, in the

Brigg *Dolphin*, bound to Lisbon, ownd by Sylvanus Huzzy of Lynn; it having been made to appear to Council that the said Howgate was a Passenger, bound from Jamaica to London, as set forth in the Petition. —

1. Mass. Arch., vol. 165, 394, 395.

ASSIGNMENT OF PRIZE SHARES BY WILLIAM MORRIS, A SEAMAN ON
BOARD THE CONNECTICUT PRIVATEER SLOOP *American Revenue*¹

Recd of Obadiah Pease of Edgartown In the County of Dukes County Mariner The Sum of Three Pound Eighteen Shillings It Being In full Satisfaction for one forth Part of my Share of All Prize money Goods Wares & marchandise That May Be Captued & Sent Into Port by The Armed Sloop Colled The *American Revenue* Samuel Champlain Commander During The Present Intended Cruize Hereby Reliqueshine my Claim Right And Tittle To The One forth Part of my Share As Afor[e]sd to The Said Obadiah Pease his heirs & Assignes As Witness my hand And Seal at Edgartown And Seal at Edgartown his

This 29 Day October 1776

William X Morris
mark

Witness

Jonathan Bunker

Anthony Pent

This Being A True Cope

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

JOURNAL OF LIEUTENANT WILLIAM DIGBY¹

[Rivière Sable]

29 [October]. During the months of october and november there are frequent squalls of wind on the Lake [Champlain], which come momentary off the land, & do great damage, particularly to small-craft; a few days before, the *Carlton* being under way & cruising on the lake, one of these sudden squalls was very near laying her on her beam ends.

1. Digby's Journal, BM.

NEW YORK COMMITTEE OF SAFETY TO THE SUPERINTENDENTS
OF FRIGATES AT POUGHKEEPSIE¹

Gents:

[Fishkill, October 29, 1776]²

Yours of Yesterday with copy of that to you from the marine committee at Philadelphia inclosed, came to hand. We advise you to proceed by all means to lanch the Frigates as soon as you can & then to proceed with the Vessels to the place most safe in Roundout Kill near Esopus Landing. We are sensible of the custom to give a treat to the workmen after lanching nor do we know that the sum of 100 Dollars for each is too much. We would recommend to you to have it properly considered, that you may not be blamed

of Extravagance & we of giving a sanction thereto. We are obliged to you for your invitation to see the Lancing but whether any of the Members will be able to attend we know not. There are so few members present that few if any can be spared.

1. *New York Historical Manuscripts*, I, 578.

2. See footnote 2 under Lawrence and Tudor to New York Provincial Convention, October 28, 1776.

TENCH TILGHMAN TO WILLIAM DUER¹

[Extract]

Head Quarters White plains 29 Octr. 1776

Dear Sir:

Your Express did not call Yesterday or I overlooked him in the Hurry of the Day. If I had seen him I should have informed you that the Cannonade you heard was at Mount Washington and not at this Place — Two Frigates came up and anchored alittle below the Forts to stop the Passage at Bourdet's Ferry, but one of them soon got such a Dose from a Battery of 2 18 Pounders that she was obliged to cut and run having received 26 Shot thro' her Hull. She was towed off by her own Boats and those of her Consort with Pumps constantly going² They at the same Time attacked our Lines at Harlem Heights but were repulsed. . . .

Wm Duer Esqr of the [New York] Committee

[of] Correspondence Fishkills

1. Sabine, ed., *Memoirs of William Smith*, II, 33–34. In transcribing this letter into his memoirs, Smith called the writer "James Tilghman" in error.

2. H. M. S. *Pearl* and H. M. S. *Repulse*.

GENERAL ORDERS OF VICE ADMIRAL RICHARD LORD HOWE¹

Memo/

[New York] October 29th 1776

When returns are made to the Admiral of the State & Condition of the Ships of the Squadron, the Captains of such ships as bear supernumeraries are to specify on the back of their respective Returns, the Name of the Ships to which such Supernumeraries belong, & the Number belonging to each; But if their Supernumeraries should not belong to any particular Ship, the Number borne as Pilots, Prisoners, Invalids or in any other Quality are to be particularly distinguished —

1. Order book of Captain William Cornwallis, R. N., NYHS.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS¹

Sir,

Bristol off New York 29th Octor 177[6]

I am to acknowledge the Receipt of your Letter of the 25th July signifying to me that their Lordships had directed Vice Admiral Lord Howe to Order me to return to England in His Majesty's Ship *Chatham* towards the

fall of this Year, unless His Lordship shall judge it expedient for His Majesty's Service that I should continue with the said Ship in North America. I am Sir [&c.]

Shuldham

[Endorsed] Recd 29 Decr & Read

1. PRO, Admiralty 1/484.

JOURNAL OF AMBROSE SERLE¹

[On board H. M. S. *Eagle*, New York]

Tuesday 29th. October.

We had the Pleasure to hear this Morning, through the Channel of the Rebels themselves, that Genl Carleton had defeated their armed Vessels upon the Lakes, and taken many of them Prisoners; that he was landed at Crown Point, and was advancing towards Ticonderago. It appears likewise that many Indians were with him. There is no doubt, considering the Channel, but this is the Truth, though perhaps not the whole Truth.

In the Evening, Advice was received from Capt. [James] Ferguson of the *Brune*, that a large armed Flat Boat of the Rebels, full of men, had attempted to make an Incursion within our Lines last Night, that the *Brune* had fired upon them with great Guns & small Arms, and that this Morning the *Brune*'s People took the Boat, which was greatly shattered, and its Bottom covered 2 full Inches with Blood. Above 60 Shot had passed through its Sides, and 'tis supposed they killed above 50 men. The Cries, Shrieks & Groans of the Rebels, some dying in the Boat, others drowning in the Water, were very shocking and dismal.

1. Tatum, ed., *Serle's Journal*, 133.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Tuesday, October 29, 1776

Congress resumed the consideration of the report of the Marine Committee: Whereupon,

~~Resolved, That all private ships of war, merchant ships, and other vessels belonging to the subjects of these states, do pay respect to the continental ships of war, of any kind and denomination, by hauling down their pendants when in company with any of them, and also by lowering the sails usually lowered by British traders to British ships of war when they meet.~~

That no private ships or vessels of war, merchant ships, and other vessels belonging to the subjects of these states, be permitted to wear pendants when in company with continental ships or vessels of war, without leave from the commanding officer thereof.

That, if any merchant ship or vessel shall wear pendants in company with continental ships or vessels of war, without leave first obtained from

the commander thereof, such commander be authorized to take away the pendants from the offenders.

That, if private ships or vessels of war refuse to pay the respect due to the continental ships or vessels of war, the captain or commander, so refusing, shall lose his commission.

Resolved, That the further consideration of the report be postponed till to Morrow.

1. Ford, ed., *JCC*, VI, 907, 908-09.

CAPTAIN JOHN PAUL JONES' CERTIFICATE¹

I do hereby certify that John Paul Jones was duly commissioned and appointed to command the armed Sloop called the *Providence* and that the sd Sloop is now employed in the Service of the thirteen United States of North America Witness my Hand

[Philadelphia] October 29th

1776

John Hancock Presid

1. Naval History Society Collection, NYHS. This is not a commission but a certificate issued in connection with the trial of prizes brought in by the Continental Navy.

CAPTAIN HUGH MONTGOMERY TO THE PENNSYLVANIA COUNCIL OF SAFETY¹

Gentlemen The night of the 28 Inst it being may [*sic* my] Guard in the Estern Channell about 7 Oclok Dawson the pilot Cam through the Channel verry abruplay and wold not bring too I sent may boat after him and was almost at Chester befor the boat Could overhal him and without a Permit from the board Gentlemen we hav had several inst[an]ces of this kind and wold be glad this Honourable Board will see into it Your Verry Humble serven to Command

Hugh Montgomery

P: S before the smal boat Could return their was several veshels past without Over haling for want of her

[Galley] *Effingham* Octr 29

1. Gunther Collection, ChHS.

TRIAL IN PENNSYLVANIA ADMIRALTY COURT OF THE PRIZE BRIGANTINE *Richmond*¹

[Admiralty Court, Philadelphia]

And now to wit the twenty ninth Day of October aforesaid at a Court held at the State house aforesaid Before his Honor the Judge Come as well the Libellant and the Claimants aforesaid as the Jurors aforesaid — And the said Jurors being asked upon Oath and Affirmation aforesaid respectively do say That they find the Facts set forth in the Bill are not true And that the Brigantine *Richmond* with her Tackle Apparel Furniture and

Cargo and the Monies found on [board] at the Time of her Capture are the Property of the Claimants in this Cause —

Whereupon his Honor the Judge proceeded to the publication of his definitive Sentence or Decree in this Cause in the words following to wit —

It appearing to me from the Verdict of the Jury empannelled sworn and affirmed in this Cause upon the Evidence produced to them That the Facts set forth in the Bill are not true and that the said Brigantine or Vessel called the *Richmond* in the said Bill mentioned with her Tackle Apparel Furniture and Cargo and the Monies found on board her at the Time of the Capture are the property of the Claimants in this Cause, I do thereupon adjudge and decree that the Bill of the said John Criag be dismissed And that the said Brigantine or Vessel called the *Richmond* with her Tackle Apparel and Furniture, and all and singular the Goods Wares Merchandize and Monies found on board her at the Time of her Capture as mentioned in the Bill be restored and redelivered unto the said George Folger and Seth Jenkins in the Claim aforesaid named to and for the Use of themselves and others the Owners and proprietors thereof in the said Claim named and mentioned And I do further adjudge and decree that there was probable Cause of Seizure of the said Brig by the said Libellant And that therefore the said Libellant pay and satisfy only that part of the Costs and Charges of this Tryal and Condemnation which have accrued on his said Bill into the Hands of the Marshall of this Court And I do further adjudge and decree that the said Claimants pay and satisfy unto the said Marshall all the Rest and Residue of the Costs and Charges aforesaid And I do order the said Marshall to pay the whole of the said Costs and Charges into the Hands of Michael Hillegas Esquire Treasurer of the State according to the Resolves of the honorable Continental Congress and of the honorable House of Representatives of this State —

Geo: Ross

October 29th 1776 —

1. Revolutionary War Prize Cases, No. 7, Court of Appeals, 1776-1787, NA. *Richmond* had been captured by the Pennsylvania privateer sloop *Congress*, Captain John Craig. Her owners protested the capture, and their claim to being "friends of America" was backed by Benjamin Franklin and Richard Henry Lee. Captain Craig appealed to the Continental Congress.

WILLIAM HOOPER TO THE PRESIDENT OF THE NORTH CAROLINA
CONVENTION¹

Honoured Sir

Philadelphia Oct 29 1776

By my worthy Colleague Mr [John] Penn, I do myself the honour to transmit a resolution of the continental Congress which bears immediate relation to the State of North Carolina.² The Congress having been informed that the Armed vessels belonging to the Enemy have lately quitted the River of Cape fear, and have proceeded to the Northward, have bestowed their thoughts upon the practicability of fortifying that entrance into your state, and excluding the British Men of War. The importance of such a

measure must weigh as powerfully with you as with them, & I am well assured that nothing will be wanting on your part to carry it into Execution with all possible dispatch. As this is the only Port in the State of North Carolina, into which the Enemies can introduce ships of any considerable force, should they be prevented here, we shall have nothing to fear from any forces which they may send against us in the ensuing Winter. The Harbour of Cape fear will furnish a secure receptacle for our own trading Vessels, and those of foreigners who from this Advantage may be induced to prefer ours to the ports of other states. The Privateers of the several states, as well as the Continental armed Vessels will carry any prizes which they make to the Southward into No Carolina when they are apprized of the protection which they and their Captures will receive, and by these means we shall be supplied with the many articles of which we now feel the most pressing necessity.

We are aware of the scarcity of heavy Cannon in your state & have therefore procured a recommendation to you to apply to South Carolina to aid you in that respect. We flatter ourselves that it may produce the effect we wish, as it will be nothing but a reciprocal Civility and what North Carolina is well entitled to for the ready and ample succour afforded to South Carolina when in imminent danger from its Enemies. Our own Guns small as they are may be made useful and I know not how more essentially. The Continental Troops will be employed in this service, & the Expence arising from the hire of negroes to perform the most laborious part of the operation will be considerable, but must appear contemptible when weighed against the publick emolument which will result from it.

You will observe that this is to be executed at the Expence of your own particular state, a recommendation of a similar kind went to South Carolina, in consequence of which they have erected great & very expensive fortifications at their own cost. It becomes Oeconomy in you to bear this Expence yourself, rather than by making it Continental, expose yourself to pay your proportion of the large fortifications which have been or may hereafter be erected in the Eastern States. Your proportion only of the Connecticut forts would amount to as much as the whole of these proposed for your colonial security — In this case therefore It will be political (at least for us) to suffer each state to bear its own burdens.

Should the Convention think it proper to apply to the Continent[al] Congress for the Assistance of an Engineer to execute this proposal, I shall upon being informed thereof immediately take the proper steps to procure one and send him on I am Sir With great Respect to yourself & the Convention [&c.]

Will Hooper

1. Secretary of State Papers, Provincial Conventions and Congresses, 1774-1776, NCDAH.

2. An extract from minutes of the Continental Congress, Ford, ed., JCC, VI, 908.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY¹

[Annapolis] Tuesday. October 29th 1776

Commission issued to Wm Patterson appointed Commander of the Schooner *Dolphin*, mounting eight Swivels, belonging to this state.

Ordered That Captain Patterson be furnished with twenty two musquets out of Captains Brooke & Smith's Company. -

Commission issued to Edward Markland, app[ointe]d Lieutenant, and Richard Coward Master of the Schooner *Dolphin*. -

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

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY¹

Gentell Men/

[Wood Yard] octob[er] the 29 1776

Mr Gide[o]n odair [Adair] Waits on you for a Comition as Captain of Morreens onboard of the Largest Provence Schooner Which I hope to have Rigid and fit for sea In 10 or 12 day as sailers are verey Hard to be got I Shuld think it Would be well for you to Put from 20 to 30 Lands Men on board after being aCruse thay will becom half Sailers Which will be of great use to this State Mr odaier as I have said to you before is as fiting a man for the Servis as any of My aquantance he has the offer of going out In that Station In a Small Privetear In this Nabour Hud but now Coms to you to give you the prefernce If you Shuld think of given him a Commition itis high time he was Recruiting as thar is Several Recruiting Parti[e]s about this Place and Petoxen I am Gentell Men [&c.]

Stephen Steward

If you shuld give Mr odair a Comition it will be well to tell him to git as Many Young Cuntrey Born Lads as he Can

1. Red Book, XI, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Tuesday 29th October 1776.

Ordered that the keeper of the Public Magazine deliver unto Capt Edward Travis two hundred and fifty pounds of Gunpowder, One hundred and fifty pounds of Lead Twenty five four Pound Shot and Ten Barr Ditto for the use of the Brig *Liberty* -

Ordered that Mr Thomas Archer deliver unto Capt Edward Travis six Blunderbus[s]es Twenty Barrells of Pork one Coil twelve thread Ratlin One Coil of Nine thread Ratlin and twenty Water Casks for the use of the Brig *Liberty*. -

Ordered that the keeper of the Public Store deliver unto Capt Edward Travis one two hour Glass, two one Hour Glass's, two half hour Glass's, two half Minute Glass's, two Quarter Minute Glass's for the use of the Brig *Raleigh*. -

Ordered that Lieut William Green of the Sloop *Defiance* suffer such Men as he may have to spare to Enlist with Capt Edward Travis of the Brig *Raleigh* and that he give the said Travis every Assistance in his power in En-listing Men —

Ordered that the Commanding Officer of the Sloop *Defiance* deliver unto Capt Edward Travis of the Brig *Raleigh* the six Oar'd Boat which belongs to the *Defiance*, and receive from the said Travis a four Oar'd Boat in Lieu thereof. —

1. Navy Board Journal, 93-94, VSL.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD¹

October 1776 The Middle part of Tortuda 5 or 6 Leags
Tuesday 29th AM Tack'd Ship at 5 got up the MnT Gallt Yard at 6
saw a Sail to the SW 2d Reef Top Sails and gave Chace 8
Fired a Shot and Brot her too Hoisted out the Boat and
sent an Officer on Board found her to be a Brigg with French
Colours from Cape Francois said to be bound to St Pierre
Miquelon with powder on Board took possession of her on
Suspicion.²

1. PRO, Admiralty 51/39.

2. Brig *St. Mary*, Gayton's Prize List, *ibid.*, 1/240.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

Sir,

Antigua 29th October 1776.

Please to acquaint my Lords Commissioners of the Admiralty; that pursuant to their Directions of the 20th February last: I have this day Ordered Captain John Chapman, to proceed to the Island of St Christophers, with His Majesty's Sloop *Shark*, under his Command, to Convoy the Home-ward bound Trade from these Islands; from whence he is to Sail the 4th November, with such Merchant Ships and Vessels as are then ready; And as it is said the American Armed Vessels Cruize between the Latitudes of 30° and 35° North, I have thought fit to Direct Captain Chapman to Convoy the Trade as far as the Latitude 38° North, lest they should be intercepted by the Rebels, which I flatter myself will meet with their Lordship's approbation.

The 30th September last, I informed their Lordships, by a Letter addressed to you, (Duplicate of which accompanys this;) that on the 6th and 7th of that month, a Violent Gale of Wind did considerable Damage among the Islands, particularly to the Shipping; and that I was apprehensive His Majesty's Sloop *Pomona* had met with some Disaster, as She was to have returned to English-harbour the 5th September. Since which, have not had any certain Intelligence concerning her;² I am therefore to desire you will be pleased to move their Lordships to send me some other Ship in her stead, as I am much afraid, if She is not gone away to Jamaica some sad Cata-

strophe has happened to her. — And the Governors and Inhabitants of some of the Islands, having Signified to me They were apprehensive, that from their Defenceless State they may be Visited and Insulted by the American Rebel's Armed Vessels, which these Seas are now much pestered with: I must again Request their Lordships will be pleased to Order a Considerable Re-inforcement to the Squadron on this Station, and thereby better enable me to protect His Majesty's Islands from any such Insult; for which purpose I am of opinion it is extremely necessary that one Ship, at least, should be Stationed to Cruize off each of the British Islands, besides those employed to prevent the Rebels being Supplied with Warlike Stores from the Foreign Islands: — A Service in which I greatly miss the *Pomona*, being the only fast Sailing Vessel of the Squadron.

The 19th Instant the Packet from England, that sailed in the month of August arrived at this Island; but contrary to my expectations, brought me no Public Dispatches; which I presume proceeds from some mistake.

Inclosed is the State and Condition of the Squadron under my Command, which you will be pleased to communicate to their Lordships. — I am sir [&c.]

Jam^s Young

[Endorsed] Recd 21 Decr Read & Ansd 1 Jan

1. PRO, Admiralty 1/309.
2. "Letters from France . . . likewise bring the melancholy News that the *Pomona* Sloop of War of eighteen Guns (which had been so remarkably successful against the American Privateers,) is totally wreck'd, and all the Crew perished." *Public Advertiser*, London, February 24, 1777.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JOHN CHAPMAN,
H.M. SLOOP *Shark*¹

Secret Order

By James Young Esqr Vice Admiral of the Red, and Commander in chief of all his Majestys Ships and Vessels, employed & to be employ'd at Barbadoes, the Leeward Islands and in the Seas Adjacent. —

Whereas I have directed you by my Order of this date, to take charge of the homeward bound Trade from these Islands, and convey them from St Christophers on their way to Europe; 120 leags clear of the Island of Anguilla, and then have recourse to these Secret Orders, for your further proceedings.

You are hereby farther required & directed, to proceed with said Convoy, as far to the Northward as the Latitude of 38° North and then leave them to proceed on their Voyage transmitting a List of all Vessels which go under your Convoy to the Secretary of the Admiralty; and deliver me a Copy of the same when you return, after performing the above Service, You are to proceed forthwith to English Harbour Antigua, Speaking all Vessels

you may fall in with, on your Passage, And are to make Capture of all American Vessels agreeable to former Orders; For which this shall be your Order.

Given under by hand at English Harbour
Antigua the 19th [sic 29] October 1776.

Jam^s Young

By Command of the Admiral Geo: Lawford A Copy

1. PRO, Admiralty 1/1611, 10, 13.

30 Oct.

NARRATIVE OF COLONEL ETHAN ALLEN¹

[On board H.M.S. *Lark*, October 12 to October 30, 1776]²

In a few days after this, the prisoners were ordered to go on board of a man of war, which was bound for New-York; but two of them were not able to go on board, and were left at Halifax; one died, and the other recovered. This was about the 12th of October, and soon after we had got on board, the captain sent for me in particular to come on the quarter deck. I went, not knowing that it was capt. [Richard] Smith, or his ship at that time, and expected to meet the same rigorous usage I had commonly met with, and prepared my mind accordingly; but when I came on deck, the captain met me with his hand, welcomed me to his ship, invited me to dine with him that day, and assured me that I should be treated as a gentleman, and that he had given orders, that I should be treated with respect by the ship's crew. This was so unexpected and sudden a transition, that it drew tears from my eyes, which all the ill usages I had before met with, was not able to produce, nor could I at first hardly speak, but soon recovered myself and expressed my gratitude for so unexpected a favor; and let him know that I felt anxiety of mind in reflecting that his situation and mine was such, that it was not probable that it would ever be in my power to return the favor. Capt Smith replied that he had no reward in view, but only treated me as a gentleman ought to be treated; he said this is a mutable world, and one gentleman never knows but it may be in his power to help another. Soon after I found this to be the same capt. Smith who took my part against gen. [Eyre] Massey; but he never mentioned any thing of it to me, and I thought it impolite in me to interrogate him, as to any disputes which might have arisen between him and the gen. on my account, as I was a prisoner, and that it was at his option to make free with me on that subject, if he pleased; and, if he did not, I might take it for granted that it would be displeasing for me to query about it, though I had a strong propensity to converse with him on that subject.

I dined with the captain agreeable to his invitation, and oftentimes with the lieutenant, in the gun room, but in general ate and drank with my

friend Lovel [James Lovell] and the other gentlemen, who were prisoners with me, where I also slept.

We had a little birth enclosed with canvas, between decks, where we enjoyed ourselves very well, in hopes of an exchange; besides, our friends at Halifax had a little notice of our departure, and supplied us with spirituous liquor, and many articles of provision for the coast. Capt. Burk [William Burke] having been taken prisoner, was added to our company, (he had commanded an American armed vessel)³ and was generously treated by the captain and all the officers of the ship, as well as myself. We now had in all near thirty prisoners on board, and as we were sailing along the coast, if I recollect right, off Rhode-Island, capt. Burk, with an under officer of the ship, whose name I do not recollect, came to our little birth, proposed to kill capt. Smith and the principal officers of the frigate and take it; adding that there were thirty five thousand pounds sterling in the same, capt. Burk likewise averred that a strong party out of the ship's crew was in conspiracy, and urged me, and the gentleman that was with me, to use our influence with the private prisoners, to execute the design, and take the ship with the cash into one of our own ports.

Upon which I replied, that we had been too well used on board to murder the officers; that I could by no means reconcile it to my conscience, and that in fact it should not be done; and, while I was yet speaking, my friend Lovel confirmed what I had said, and farther pointed out the ungratefulness of such an act; that it did not fall short of murder, and in fine all the gentlemen in the birth opposed capt. Burk and his colleague: But they strenuously urged that the conspiracy would be found out, and that it would cost them their lives, provided they did not execute their design. I then interposed spiritedly, and put an end to farther argument on the subject, and told them that they might depend upon it, upon my honor, that I would faithfully guard capt. Smith's life: If they should attempt the assault, I would assist him, for they desired me to remain neuter, and that the same honor that guarded capt. Smith's life, would also guard theirs; and it was agreed by those present not to reveal the conspiracy, to the intent that no man should be put to death, in consequence of what had been projected; and capt. Burk and his colleague went to stifle the matter among their associates. I could not help calling to mind what capt. Smith said to me, when I first came on board; "This is a mutable world, and one gentleman never knows but that it may be in his power to help another." Captain Smith and his officers still behaved with their usual courtesy, and I never heard any more of the conspiracy.

We arrived before New York, and cast anchor the latter part of October⁴ where we remained several days, and where capt. Smith informed me, that he had recommended me to adm. Howe and gen. sir Wm. Howe, as a gentleman of honor and veracity, and desired that I might be treated as such. Capt. Burk was then ordered on board a prison-ship in the harbor.

1. *Ethan Allen*, 73-77.

2. H. M. Frigate *Lark*, convoying twenty-four victualers bound for the army at New York, had put into Halifax toward the end of September, 1776.
3. William Burke commanded Washington's schooner *Warren* which was taken by H. M. S. *Liverpool* on August 26, 1776.
4. See Diary of Frederick Mackenzie, October 26.

SALEM COMMITTEE TO THE MASSACHUSETTS COUNCIL¹

The Committee of Correspondence, Inspection & Safety of the town of Salem, humbly shew —

That divers of the subjects of the king of Great Britain taken in vessels in his immediate service, & on board merchant vessels, are now resident in this town & in other maritime towns, that their numbers are daily increasing, as prizes are brought in, that the resolves of Congress respecting prisoners of war were passed before the declaration of independence, & determined such only to be prisoners as are taken in arms; that the crews of merchant vessels do now frequently oppose in arms their captors; — that hence arise doubts on the question — Who are prisoners of war? — that this town has not been assigned for the residence of such prisoners, & so this comtee have no authority to controul them; that in the maritime towns they have the earliest intelligence of the transactions of the Americans, — have opportunities of mixing in all companies and in some such towns of daily communicating with many persons, who tho' observant of the laws and the resolves of Congress, are yet justly liable to suspicion as being not well-wishers to America. For these reasons we pray your Honours that some steps may be immediately taken relative to the captives afore mentioned, that shall insure the public safety, & the safety & property of the maritime towns; for we beg leave to add, that we do not think it expedient that captives not disposed to enter on board our vessels of war or merchant vessels should be permitted to reside in such towns, since being compact they are exposed to destruction by fire, and their vessels & boats may easily be cut out of their harbours & run away with; some such instances have already happened; we wonder no more have occurred.

We find by an order of the honble Board, that capt. Leche of the light dragoons, & the chaplain, Mr Lewes, were to have been sent to Boxford, after the Sheriff had taken their parole; and the common dragoons were to have been delivered to the comtees in this county to be set to work:² but that order remains unexecuted in every part, and for that reason many people here are uneasy. They are also uneasy because John Consett Peers, lieut of the tender taken by capt. [John] Fisk, still remains in this town, altho' it is some time since he recovered of his wounds.³ There is the greater reason for this uneasiness with regard to Leche, Lewes and Peers, because neither of them has given the parole ordered by Congress. We therefore pray your honours to give immediate orders relative to these prisoners as well as the former.

In behalf & by order of the Committee

Tim Pickering junr Chairman

Salem Octr 30. 1776.

[Endorsed] In Council [Watertown] Novr 1, 1776. Read & thereupon Ordered that Danl Hopkins Esqr be a Comittee to take the above Letter under Consideration and report what is necessary to be done thereon –

John Avery Depy Secy

1. Mass. Arch., vol. 166, 4.
2. Council Order of October 3, 1776, respecting the Officers and Men of the 16th regiment of dragoons, taken in the British transport brig *Henry and Ann*, by the Massachusetts state brig *Massachusetts*, *ibid.*, vol. 165, 309.
3. H. M. Schooner *Dispatch* taken by Captain Fisk in the Massachusetts state brigantine *Tyrannicide*, and brought into Salem on July 19, 1776. In the engagement the commander of the *Dispatch*, Lieutenant John Goodridge, R. N. was killed, and Piers, the master, lost his arm.

REPORT OF COMMITTEE OF THE MASSACHUSETTS GENERAL COURT
UPON A LETTER FROM JOHN PECK ¹

The Committe Appointed to take under Consideration A letter from Mr John Peck Addressed to the Speaker of the house of Representatives dated Sept 2d have Attended that Service Viewed his new proposed moddle and heard his Observations on the Subject respecting the Advantages arising from a Vessel being built on Said plan and beg leave to report As their Opinion That A Committe be appointed to Contract and agree with some Suitable man under the direction of the said John Peck to build A Vessel of about the same burthen of that belonging to this State Commanded by Capt Danl Souter² On the best terms she Can be built and that the Appurtinances of the State Sloop Commd by Capt John Cluston³ which the Honor Court have ordered to be Changed into a Briganteen be Employd In fixing the said Vessel to be built on the plan proposed by the said John Peck and that he the said Peck have the Over sight and direction of the building said Vessel and your Committee further Observe they were Informd by Mr John Peck that he would Undertake the said Service at Eight pounds pr month and found all which is humbly Submitted –

Azor Orne P Order

[Endorsed] In the House of Representatives Octor 30th 1776.

Read & Acep'td and Resolved That Deacon Caleb Davis be and he hereby is appointed A Committee to agree with some Suitable person to build a Vessel on the best terms and uppon the plan above proposed under the Inspection & direction of Mr John Peck

Sent up for Concurrence J Warren Spkr

[Second endorsement] In Council Decr 11. 1776

Consented to –

J Bowdoin

J Holten

Jer: Powell

E: Thayer Jr

Caleb Cushing

Read & Concurr'd

John Avery Dpy Secy

1. Mass. Arch., vol. 137, 129.

2. Brig *Massachusetts*, Captain Daniel Souther.

3. Sloop *Freedom*, Captain John Clouston.

INTERROGATION OF JOSEPH MOUNTANYE, MATE OF THE PRIZE
BRIGANTINE *Pasley* ¹

Interrogatories answered by Joseph Mountanye late Mate of the Brigantine *Pasley*.

Interrog. When where and by whom was the said Brig. taken who was Master of her when taken, what is her Tonage from whence and to what Port is She bound, what are the Contents of her Cargo, and who are the Owners of the said Brig. and her Cargo?

Answer. The said Brig. her Appurtenances and Cargo upon the Seventh Day of October AD: 1776 being upon the High Seas, in Lat. 36½ North was Captured and taken by Job Pearce Commander of and by his Officers and men belonging to the private Sloop of War called the *Greenwich*, Tuniš Mountanye was then Master, said Brig. is of the Burthen of about 100 Tons She was bound from the Island of Tortola in the West Indias to the Port of Liverpool in England, her Cargo consists of about 28 Casks of Sugar 15 hhd of Rum 5 Bales of Cotton and about 50 Tons of Fustick, the said Brig. belongs to Two Merchants Thos & John Buchanan in Scotland, the Sugar belongs to Thos & Walter Buchanan in New York the other part of the Cargo I cannot tell who they belong to —

Joseph Mountanye

Sworn to in Providence Octor 30: 1776

before me John Foster Judge in Prize Causes

1. Admiralty Papers, vol. 9, R. I. Arch.

MASTER'S BOND FOR THE RHODE ISLAND SHIP *Reynolds* ON A
VOYAGE TO CURAÇAO ¹

Know all Men by these Presents, That *We Gideon Manchester* of Providence in the State of Rhode Island & Providence Plantations Mariner as Principal, and *Willm Tillinghast* of Providence aforesaid Merchant as Surety, are held and firmly bound unto the Governor and Company, of the said State in the Sum of *Fifteen Hundred* pounds Lawful Money, to be paid to the said Governor and Company, for the Use of said State: To which Payment well and truly to be made, we bind ourselves, our Heirs, Executors and Administrators, and each of us and them, for and in the whole, jointly and severally, firmly by these Presents. Sealed with our Seals. Dated the *Thirtieth Day of October* in the Year of our Lord 1776

Now the Condition of this Obligation is such, That if the said *Gideon Manchester* who is Master of the Ship called the *Reynolds* and now bound on a Voyage, with said Ship and her Cargo to *Curacoa* shall in all Things, during and respecting said Voyage, truly observe the Regulations made by the Most Honorable the Continental Congress, and this General Assembly,

concerning Trade, and for securing the Observance of such Parts of the Association as are not inconsistent therewith, and shall, within Eighteen Months after the Departure of the said *Ship* produce to Henry Ward, Esq; Intendant of Trade at Providence, in said State, or to his Successor in said Office, a Certificate from the proper Officers at the Port or Place where the Cargo of the said *Ship* shall be delivered (provided it be within the United States, and proper Officers are appointed) or otherwise under the Hands and Seals of three or more reputable Merchants residing there, that the same was there unladed, then this Obligation shall be void, or else in full Force.

Sealed and delivered
in the Presence of

Henry Ward Henry Ward junr

Gideon Manchester
W^m Tillinghast

1. Maritime Papers, Bonds, Masters of Vessels, R. I. Arch. Printed form with entries in ink shown in italics. The *Reynolds* was the former British merchant ship of the same name which had been captured by the Pennsylvania privateer sloops *Congress* and *Chance* and tried at Plymouth. *New-England Chronicle*, July 18, 1776.

CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE ¹

Rhode Island

Gentlemen

Alfred, 30th Octr 1776 -

Since my Arrival here in the *Providence* the 7th Current I have from a Variety of events been altogether Unable to give you any Satisfactory account and for that reason have deferred Writing. I now inclose you copies of my letters down 'till the 30th Ulto & You have also inclosed a Short account of my whole Cruise and I have now to Inform you that on the 22d Curr I was directed by the Commr in Chief to take Command of an expedition with the *Alfred* and *Hamden* against the Cape Briton Coal-Fleet & Newfoundland Fishery. — had this expedition been begun a Month Sooner great things might have been done — my greatest hope now is that of relieving a number of our fellow Citizens who, being prisoners are compelled to Work in the Coal pits of Cape Briton — If I can Succeed in this I Shall think my pains well bestowed. — You may however rest assured that I will leave no part of any duty Unattempted that may at this Advanced Season and with my small Force appear practicable.

I have left with the Commr in Chief a Complete Muster Roll Comprehending every thing from the day I took Command of the *Providence* till the Day I left her. — I was ready to sail the 27th but Unfortunately the *Hamden* ran aground on a Sunken Ledge in the Harbour which knock'd off her False keel and She hath been so Leaky Since that we have concluded her unfit for Sea and have got the *Providence* ready to proceed in her room. — I hope to Sail to Morrow morning and am with great Esteem [&c.]

J P J

[Enclosure]

The American Sloop of War the *Providence* of Twelve Guns and Seventy Men Sailed from the Delaware the 21st of August 1776 She Cruized between the Latd of 39° and 33° No and went to the Eastward as far as the Longd of 50° West. — having taken three prizes, a whaler and two West Indiamen — and having had a Very narrow Escape from an English Frigate after a Chace of Six hours, part of the time within pistol Shot — on the 14th Septr she bent her Course for Nova-Scotia — and on the 20th had Another Affair with an English Frigate, and, in the course of an Eight hours Chace, Rediculed the Enemy and Answered his Broadside with only a Single Musquit. — altho' the *Savage* and Dawson's Brig² were within a few Leagues Distance, She, next day, went into Canso and took three English Schooners with a Scotch Tories Flag — and, the day following she took Five Sail of Jerseymen in Narrowshock and Four more in Peter de great — And it is remarkable, that tho' they were Ten in number to one of the *Providence's* Men, they were so Panic-struck that they not only gave up their Ships but even Assisted to Rig and carry them out of their Harbours. — the *Providence* then proceeded to the Westward — took another Whaler on St George's Bank, and on the 7th of October arrived safe at Rhode Island — having Manned and Sent in Eight Prizes Vizt Six Brigantines, one Ship, and one Sloop, — And Sunk, burnt and destroyed Eight more Vizt Six Schooners, one Ship, and one Brigantine — and finished her Cruize in Six Weeks and five Days.³

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 93, 95, NA.

2. H. M. Sloop *Hope*.

3. This enclosure was released for publication in the *Pennsylvania Evening Post*, November 7, 1776.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS¹

Alfred [Newport] 30th Octr 1776 —

I Did not conclude my letter 'till I was enabled to give you a Satisfactory Account of the Present Expedition. — I took command here the 22d and finding that we could not Man the Ship and two Vessels without Wasting too much time — I concluded to leave the *Providence* and Proceed with the *Alfred* and *Hamden* — I took the men out of the *Providence* and her Prizes which Made up my Muster Roll here to 140 or upwards

but When I was ready to proceed on the 27th the *Hamden* was run upon a Sunken ledge which Knocked off her false Keel and she hath Since continued to make so much Water that we concluded her unfit for Sea and therefore have Shifted the men into the *Providence*. — I am once more in readiness and hope to take my leave of Rhode Island to Morrow Morning. — I am however duely sensible that the Expedition cannot but fall greatly Short of what I might have effected had I been inabled to Proceed a fortnight Sooner. — I hope the *A. Doria* will be included in the next expidition wherein I am concerned. — If Mr [Joseph] Hewes is in Philadelphia — I

must beg you to make my apology for not writing and, if you Please, Shew him this and my former letter — I have the Honor to be with great Esteem and Respect Sir [&c.]

J.P.J.

Honble R. M.

1. Papers of John Paul Jones, 6496, LC.

COMMODORE ESEK HOPKINS TO CAPTAIN HOYSTEED HACKER¹

Sir

Newport October 30th. 1776 —

You are to take your Officers and Men, and go onboard the *Providence* and so much of her Stores as are absolutely necessary, and follow the Orders which you receiv'd to go in the *Hamden* — And leave the *Hamden* under Care of Captn Joseph Olney in order to be Repaired, and deliver him an accot of the Stores that you leave in her, and also an Account of what you take out of her for the *Providence* Yours &c

E. H. Cr in Chief

To Hoysteed Hacker Esqr
now Commander of the Sloop *Providence*.

1. Hopkins Letter Book, RIHS.

JOHN HENDERSON TO GOVERNOR NICHOLAS COOKE¹

Sir

I sailed from Philadelphia in February last in a Brig bound to Charles Town South Carolina with a Compy of Artillery to reinforce that place, which Company I belonged to, on the 15th March last we was taken at Sea by the *Syren* Frigate² where I have been kept ever since my situation on board is really distressing my Cloathing entirely gone, and no hopes of getting a Supply the reason of my Application to you, is that I understand, Captn [Tobias] Furneaux has wrote to your Excellency for to Exchange Prisoners. Mr Thomas G[ur]n Master of the Brig that I was in, Mr Abm Coffin Master of a Brig lately taken, and myself would be glad to be Exchanged for any Prisoners in your Possession. I hope you'll be pleased to Consider our Situation we all have familys who must Certainly Suffer in our Absence. — I am with respect Your Excellency's [&c.]

Jn^o Henderson

Syren Off Block Island October 30: 1776

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

2. Captain Francis Proctor's company of artillery. See Volume 4.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

At a Meeting of the Governor and Council of Safety [New Haven] Octor 30th, 1776.

Voted, That Capt. John McCleave and his crew lately belonging to the galley *Whiting* be dismissed as on Saturday; and they are accordingly dismissed as at that time.

1. Hoadly, ed., *Connecticut State Records*, I, 55.

AGENT APPOINTED BY THREE CREW MEMBERS OF THE CONNECTICUT
PRIVATEER SLOOP *American Revenue* ¹

We The Subscribers bound on a Cruise a Privateering in The Armed Sloop Called The *American Revenue* now riding at Anchor in The Port of Edgartown Samuel Champlain Commander to Constitute & Appoint Thomas Pease Junr of Edgartown in The County of Dukes County & State of the Massachusetts Bay & Mercht Our True and Lawfull Agent & Attorney for us & Each of us in Our Names to ask Demand Prosecute Receive & Recover The whole of what our Shares of all Prize money goods Wares & Merchandize may Amount to which Shall or may be Captured by the Above Said Sloop *American Revenue* & Brot into Any of The United States of America & Lawfully Condemned by The Jdg of the Admiralty — Hereby giving & granting to our Said Agent & Attorney Our whole Strength & Power in & about the Premisses, & on Receiving The Same to Execute & give due Discharge Therefor with full Power of Substitution hereby holding Valid Whatever our Said Agent or his Substitute Shall Lawfully do or Cause to be done About The Premisses. given Under my hand & Seal this 30th day of Octr 1776 —

attest	} Joseph Warnsley	Eben Codu[ce]y	Seal
Benja Smith		Powers Warnsley	Jethro Saurnog Solomon Winer

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

EDWARD FRY TO COMMANDERS OF WESTERN POSTS¹

[No.] 218

(Circular)

Crown Point 30th October 1776

Lt Colol Caldwell or Offr Comg at Niagara	}
Lt Govr Hamilton or Offr Commg at Detroit	
Capt Forster or Offr Comg at Oswegatchie	

It being necessary for His Majesty's service during the present Rebellion that all possible attention be paid to the navigation of the Lakes, I am commanded to acquaint you that it is the Commander in chiefs directions that you on no account suffer boats, those of Indians excepted, or vessels, to pass upon the Lakes without proper passports, under the hand of the Com-

manding Officer, at some one of His Majesty's Posts thereupon, or the Governor and Commander in chief of the province; nor that you permit any Vessel, of greater dementions than a common boat, to be built, except such as may be thought requisite for the Kings Service: And His Excellency further commands that you do your utmost to seize all suspected persons passing upon or near the Lakes, and all persons attempting to sow sedition, or to stir up insurrections, among the people in that part of the country, and that you send the same with the proper proofs, by the first safe opportunity, to the prison in Montreal, making at the same time a report thereof. I am &c

1. Guy Carleton Letter Book, Haldimand Papers, Additional Ms. 21699, BM. Fry was Deputy Adjutant General of the British Army in Canada.

DR. EZRA GREEN TO NATHANIEL COOPER, DOVER, NEW HAMPSHIRE ¹

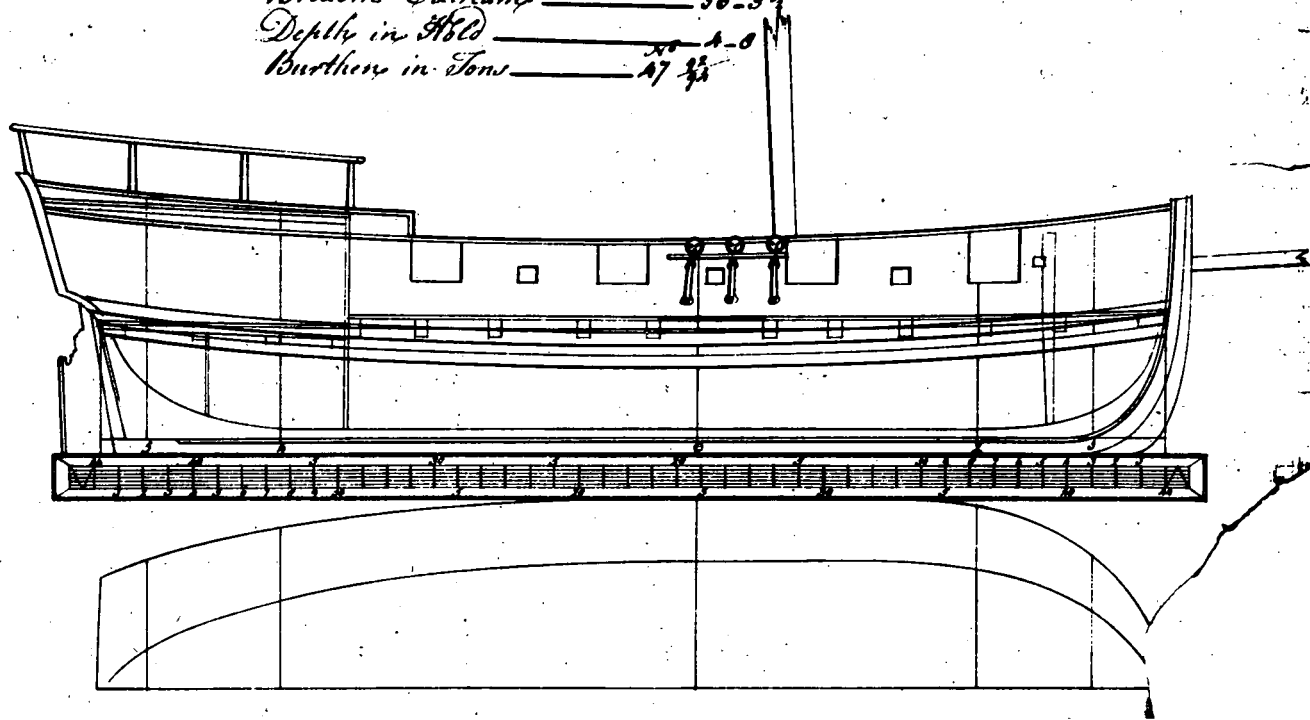
Dear Sir:

Ticonderoga, Oct. 30, 1776.

I must beg your pardon for troubling you with so many of my letters, but I am a good deal at leisure, and so lucky an opportunity of conveyance offers, that I can't let it pass without sending you one line or two. Since my last, our Fleet is destroyed, of which I suppose you have heard, but 5 vessels remaining to us out of 16 sail. The engagement began on Friday morning, October 11th. and held out all day. They surrounded our Fleet, but in the night succeeding the engagement they very narrowly and fortunately made their escape and came up towards Crown Point, but were overtaken and attacked again Sunday morning, within about 25 miles of this place. Our men fought bravely, but the enemy were of so much greater force than we had any suspicion of that our little fleet stood no chance; most of the vessels lost were blown up, sunk, or burnt by our own people, they escaping by land. We lost, killed, about 50; taken prisoners, about 100, which are dismissed on parole. The Indians have done us no damage till very lately they waylaid three men, kill'd one, took the other two prisoners, who are sent back on parole. They were treated very kindly by the Indians as well as by the King's troops who were at the time at Crown Point within 15 miles of this place, where they have been ever since the destruction of our Fleet. We have lately been alarm'd several times. On Monday morning last, there was a proper alarm, occasioned by a number of the enemies boats which hove in sight, and a report from a scouting party that the Enemy were moving on; where the Fleet is now, I can't learn, or what is the reason they don't come on I can't conceive. 'Tis thought they are 10 or 12 thousand strong, including Canadians and Indians. We are in a much better situation now then we were fourteen days ago, and the militia are continually coming in. Our sick are recovering, and it is thought we are as ready for them now as ever we shall be. There has been a vast deal of work done since the fight, and we think ourselves in so good a position that we shall be disappointed if they don't attack us. However, I believe they wait for nothing but a fair wind. In my

A Draught of the Lee, a Prize taken on Lake Champlain 1776

Length on the Range of the Deck — *53-9* ^{*Feet 9"*} *7-43* ^{*"*}
Of the Keel for Tonnage — *34-0*
Breadth Extreme — *16-5* ^{*4"*}
Depth in Hold — *11-0* ^{*Feet 0"*}
Burthen in Tons — *17* ^{*1/2*}



next, I'll tell you more about it. In the meantime I am yours to command. My respects to your Lady and love to your children.

Ezra Green

P. S. I have some thought of leaving the army and joining the navy, provided I can get a berth as surgeon of a good continental ship or a privateer. Should be glad if you would enquire, if you don't know, and send me word what Incouragment is given; and let me know if any ships are fitting out from Portsmouth, and you'll oblige your friend.

E. G.

1. Ezra Green, *Diary of Ezra Green, M. D.* (Boston, 1875), 5-6.

MEMOIRS OF WILLIAM SMITH¹

[Manor of Livingston] Wednesday 30t [October]

A Visit Yesterday from Mr. Walter Livingston, late Commissary for the Northern Army, & succeeded on his Resignation by one [Elisha] Avery the Son of a New England Innkeeper.

He represents Arnold as having Courage without Conduct, says the American Fleet was destroyed but 36 Miles to the Northward of Crown Point where Carleton now lays with the British Vessels. – That 3 Weeks ago the Provincial Army at Tcononderoge according to his Supplies consisted of 13,000 Men, of whom 2,000 may be Non Effectives. That Arnold's Fleet lay behind an Island, & were passed by Carlton's, & by this Negligence might have been cut off & starved. The British Army are momentarily expected and the Militia halt at Fort Edward till they are called up. They count 1200 Tents now at Crown point and conjecture that the Land Force there may be about 6,000 Men.

1. Sabine, ed., *Memoirs of William Smith*, II, 28.

DIARY OF DR. THOMAS MOFFAT¹

[On board H.M. Sloop *Swan* at Sandy Hook]

Wednesday Octr 30th Therm: morning 47. came down the *Resolution* Armd Transport commanded by Lieut Hawker with 11 Transports for Engd and Ireland.

1. Thomas Moffat's *Diary*; LC.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Wednesday, October 30, 1776

Congress resumed the consideration of the report of the Marine Committee: Whereupon,

Resolved, That the rank of officers of marines be the same as officers of similar commissions in the land service:

That the commanders, officers, seamen, and marines in the continental navy, be entitled to one half of merchantmen, transports, and store ships by

them taken, from and after the first day of November, 1776, to be divided amongst them in the shares and proportions fixed by former resolutions of Congress:

That the commanders, officers, seamen and marines, in the continental navy, be entitled to the whole value of all ships and vessels of war belonging to the crown of Great Britain, by them made prize of, and all privateers authorized by his Britannic Majesty to war against these states, to be divided as aforesaid.

Resolved, That the part of the report relative to the rank and pay of naval officers, be referred to a special committee of three.

The members, Mr. [Robert] Morris, Mr. [William] Whipple, and Mr. R[ichard] H[enry] Lee.

Resolved, That the remainder of the report be re-committed.

1. Ford, ed., *JCC*, VI, 909, 913-14.

CONTINENTAL MARINE COMMITTEE TO DANIEL TILLINGHAST¹

Sir

[Philadelphia] October 30th 1776. -

As heavy duck is wanted for the New Hampshire frigate which cannot be procured in that State, we desire you will without delay send forward to John Langdon Esq. Eighty Bolts of heavy duck if that quantity belonging to the Continent is in your possession or in the possession of any other person in your State. You will also supply Mr Langdon and Messrs Silas & Barnabus Deane, with any Continental Stores that they may apply to you for the use of the Frigates *Raleigh* and *Trumbull*.

Lieutenant [John] McDougal of the Brig *Andrea Doria* has accounted for the expenditure of £45 you advanced him to defray his travelling expences together with seven of the people belonging to said Brig from your State to this place, therefore we think proper to direct that you deduct that Sum from the Sales of the prize which they brought in and put under your care.² We are Sir [&c.]

1. Marine Committee Letter Book, 41, NA.

2. McDougall had arrived at Providence as prize master of the brigantine *Elizabeth*, and the money advanced him was to take him from there to Philadelphia to rejoin Captain Nicholas Biddle. Clark, *Captain Dauntless*, 147.

CONTINENTAL MARINE COMMITTEE TO COMMODORE ESEK HOPKINS¹

Sir

[Philadelphia] October 30th 1776.

We have received such intelligence as satisfies us that the enemies Ships and Vessels have all quitted Georgia and the Carolinas, which renders it unnecessary for you to pursue the expeditions formerly directed to these States. But as we have still reason to suppose that the *Galatea* and *Nautilus* are Cruizing off[f] the Capes of Virginia, we desire you will proceed thither with all possible dispatch and endeavour to fall in with these Ships and take sink or destroy them. If when you are on that station you shall be informed that

any of the enemies ships of war have returned to the Carolinas or Georgia, you are in that case to go in search of them and effectually remove them. Having finished this business you are to return and Cruize for and endeavour to intercept the store and provision Vessels coming from Europe to the enemies army at New York. We expect you will give this committee information by every opportunity of your proceedings, and what success you may meet with in the above enterprizes. We wish you success and are Sir [&c.].

1. Marine Committee Letter Book, 41, NA.

Pennsylvania Gazette, WEDNESDAY, OCTOBER 30, 1776

Philadelphia, October 30.

Yesterday arrived here the prize brig — [*Polly*], Captain Jenkins, late commander.¹ She sailed from Barbados the first of this month, bound for Liverpool, and was taken on the 12th by the *Hancock* privateer, Captain Newman, of this port.

Last Sunday morning, about one o'clock, a fire was discovered on board the prize ship lying in this harbour, (lately taken by the Continental schooner *Wasp*) which entirely consumed the same, together with her valuable cargo of sugar, rum &c.²

1. The libel against the *Polly* names as her master Plats Denny and states that she was the *Hancock's* ninth prize taken on the cruise. *Pennsylvania Evening Post*, October 31, 1776.
2. The ship *Leghorn Galley*.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON¹

October 1776	Cape [Henlopen] No 56. Wt 13Leags
Monday 28th	at 7 AM made Sail, and the <i>Daphne's</i> Signal to go ahead. Exercised Small Arms First part mode & Varble middle and latter fresh gales with Squalls. and Cloudy with Rain. . . at ½ past 4 P M saw a Sail to the NW. out Reefs and gave Chace with the <i>Daphne</i> at 8 lost Sight of the Chace, and Shorten'd Sail.
Tuesday 29	at 6 AM saw a sail to the Wt ward, made sail & made the <i>Daphne's</i> Signal to Chace. at 9 the <i>Daphne</i> brought her to prov'd a Schooner from Philadelphia for St Eustatia ² brought too, unbent the Main Topsail the Sailmakers Empd mending it at noon beat Do & Close reef'd Top Sails First part fresh breezes and Cloudy middle and latter Mode & fair, made and shorten'd sail occasionally for the Prize
Wednesday 30th	at 6 AM up To Gt yards and made sail to the No wd at Noon shorten'd sail Exercis'd Small Arms &ca First and middle pts little Winds and fair latter fresh breezes and Cloudy excered Small arms unbent the F

Topsail, and got it into the Top to Mend. at 4 bent it again 6 bore down to the *Daphne* who had the Prize alongside, and taken out pt of her Cargo. got her alongside of us & Cleared her of the Remr Viz 56 Barrs of flour and One of Bread then towed her off, and set her on fire

1. PRO, Admiralty 51/650.

2. Schooner *Two Brothers*, J. Gilbert, master, Mayne & Co., owners, with bread, flour and candles, Howe's Prize List, March 31, 1777, *ibid.*, 1/487.

JOURNAL OF THE MARYLAND CONVENTION¹

[Annapolis] Wednesday, October 30, 1776.

The Council of Safety having laid before the Convention a letter from John Rogers, Esquire, inclosing a resignation of his commission as judge of the court of admiralty, the Convention proceeded to appoint another in his stead, and Benjamin Nicholson, Esquire, was appointed.²

1. *Maryland Convention*, 48.

2. The Council of Safety issued Nicholson's commission on the same day, Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Wednesday 30th Octr 1776. —

Pursuant to an Order of the honble the House of Delegates the Board this day laid before them a State of the Armed Vessel[s] now in the service of the Commonwealth of Virginia —

James Blankhead is recommended to his Excellency the Governor and the honble the Council as a Proper Person to be appointed second Lieutenant in Capt Dicks Company of Marines in the room of Charles Thornton who hath resigned. —

Edmund Waller is recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed third Lieutenant of Capt Dicks Company of Marines —

Ordered that the keeper of the Public Store deliver unto Capt Edward Travis thirty Coats for the use of the Brig *Raleigh* —

Ordered that Colo William Finnie deliver unto Capt Edward Travis forty pr Stockings and thirty pr of Shoes for the use of the Brig *Raleigh*. —

1. Navy Board Journal, 94-95, VSL.

CAPTAIN GEORGE COOK TO THE MARYLAND COUNCIL OF SAFETY¹

Honle Gent: /

At Sea Ship *Defence* 30th October 1776.

On the 4th of this Instant I wrote you by Capt Brown & Walker who I sent in with a Snow and Sloop taken off St Augustine which I hope have got Safe in. I flatterd myself at that time that you would have heard from me

sooner. I this day have taken a small Schooner with 40 hhds Rum, three hhds Sugar 1 Cwt Coffee a few Barrells, Limes &c from Dominica by her Clearance bound to Newfound Land but have reason to believe the Capt of her intended to New York to Supply the Minesterial Arme^y he gives me Information of two Briggs and three Schooners to sail from Dominica in a day or two, with Rum, Sugar & Coffee for New York or Hallifax I shall Endeavour to be in their way and hope you'll be no way uneasy should I stay rather longer out than you might expect. I have Spoke a Schooner from Charles Town for Cape Nichola, and yesterday Spoke a French Ship from Cape Nichola bound for France we have Spoke every thing that we have seen but one Schooner which we did not attempt being in Chase of the French Ship which gives me great reason to think our Ship sails fast.

Our Ships Company keeps their health Extremely well and have the Pleasure to inform you we are all well satisfyd, and that the greatest Harmony Subsists between us –

I hope you'll pardon the freedom I hear [*sic*] use, being a young Officer in this Service, in pointing out to you those Officers under my Command that is deserving of Appointments, but I should in every degree think myself blameable to my Country should I not mention such to you; Mr [Henry] Auchenlick and Mr. [John] Burnell my two Lieutts from every Circumstance since with me I find them to be experienced and brave Officers, have been a Considerable time in the British Navy and from every thing I can Observe both entered in our Service entirely from Principle I have likewise Occasion to mention Mr Joseph Smith Second Lieutt Marines on board who has behaved extremely well from those circumstances they hope for your favour at the time of appointments in the Country Service, I am Hond Gent [&c.]

Geo. Cook

P. S. I have inclosd you a list of all the Officers and Men belonging to the Ship I woud have Transmitted Sooner, but it was not in my power ²

G. C.

1. Red Book, XI, Md. Arch.

2. See list under September 19.

GOVERNOR PATRICK TONYN TO LORD GEORGE GERMAIN¹

[Extract]

No 27.

By means of the Sloop *Rebecca* whom I commissioned and stationed on St John River, the inland water passage from Georgia is secured: the Plantations on that River who were greatly alarmed, do now unmolested and free from the apprehensions of danger employ their Negros in providing lumber and naval stores for the West Indies, having raised sufficient provisions for the ensuing Year, a proof of which is, their purchasing new Negros. The state of provisions to the southward is not less favourable: and

this town my Lord has it's coast at last well defended, Lord Howe having sent the *Lively* twenty Gun Ship to order a disposition of Ships so as to protect this Province; and by their means my Lord and by employing transports to be got in this Province, I expect to be able under the orders of General Howe, to make an advantageous diversion of Indians, and Regular Troops into Georgia, should an attack upon the Southern Colonies, in the Course of the Winter be projected.

There has been, my Lord a considerable emigration from the rebel Provinces to this Place.

Several have left their Negros, and part of their Property behind, many more would have fled, had it not been for the inconveniences, and danger of losing their Property, not only by the rebels, but by the Officer[s] of the Navy, who have seized and libeled Vessels in the Court of Admiralty employed in bringing the friends of Government and provisions to this Province, when they had my licence according to the form transmitted me by your Lordship, and it has been with difficulty, that I have been able to secure rice, through that Channel, with which we have been hitherto well supplied, notwithstanding the numbers of Indians and Emigrants black and white to be fed.

In my letter No 16 of 20 June, I had the honour of enclosing to your Lordship a memorial presented by the Emigrant Inhabitants of Georgia respecting relief on that head.² I had applied for a naval force for this Province to all the naval Commanders. Lord Howe alone gave it a serious thought, and at a time when his Lordship was deeply engaged in the most important business, he did not overlook business of lesser concern, we are the more obliged to his Lordship for the mark of his attention.

Pat. Tonym

St Augustine 30. Octr 1776

1. PRO, Colonial Office, 5/557, 21-25.

2. See Volume 5, 654-56.

31 Oct.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown, October 31]

Petition of Thomas Ludlow Junr setting forth –

That being with his Wife, two Children, & two negro's bound from the Island of Jamaica in the West Indies to Halifax in the Sloop *Eliz[abe]th*, himself Master, they were taken by an Armed Brigt belonging to this State commanded by Capt Sampson, and brought into Chatham about the 30th August, where they were detained more than 20 days, under very pressing circumstances, by wch means chiefly, he lost the opportunity of claiming said Sloop & Cargo. – That he then applied to the Honble Wm Sever Esqr & deliver'd an Inventory of his Cloathing, & Furniture, praying to have them

return'd, as is customary in such Cases. — Mr Sever gave him an Order for some Articles, part of which, with great Difficulty, he obtained, by these Events he is brought into the most distressed Situation, without any means of support, and is obliged to make this application to the Hon: Court for the restoration of his Household Furniture, his own, his Wife's, Children, & Maid Servant's Wearing Apparel &c as mention'd in the Schedule most of which are absolutely necessary to guard his Family against the severity of the approaching Season, which Effects may be deducted from the whole, or such part of said Sloop her Cargo &c as may belong to this State, or order, & grant him such other Relief &c. &c. —

Resolved, That the Agent for the Southern District of this State be and hereby is directed to deliver Thomas Ludlow Jr out of the goods taken on board the Sloop *Elizabeth* the following Articles in addition to those already delivered him — Viz —

- 1 Suit of Bed, & 3 Window Curtains
- 2 pr of Sheets, & 3 pillow Cases
- 1 doz Napkins, & 4 Table Cloths
- 1 Dressing Glass, 2 bed Quilts
- 3 pr of Childrens Shoes, 4 pr of Womans Shoes
- 4 doz Childrens Clouts, 1 Hadley's Quadrant
- 1 Quarter Waggoner
- 1 small basket of Medicines,

together with the Whole of his Wearing Apparel belonging to himself & Family —

And it is further Resolved, that Said Ludlow upon receiving the above Articles shall not be Intitled to any further allowance for Wages, and Adventure as Master of Said Sloop.

Resolved, That the Treasurer of this State be, and he hereby is directed to Stop out of the monies due to Capt Jeremiah Obrien on his Muster Roll the sum of Twenty One pounds for Cash supplied the said Capt Orbien by Messrs Jackson, Tracey, & Tracey of Newbury port for the purpose of supplying Capt Obrien's Men, and pay the said Co of Jackson, Tracey & Tracey the said Sum of Twenty One pounds takeing their receipt for the same

1. Mass. Arch., vol. 36, 97-98.

JOHN BRADFORD TO JOHN DANIEL SCHWEIGHAUSER ¹

Sir

Boston Octor 31st 1776

This will be handed you by Capt William Tokely of the Brig *Fanny* and Covers Invo[ice] and Bill of Loading for a Cargo Tobacco Ship'd on Said Brig at York River in virginia last Spring by order And on Acco of the united States of America, After being many months detain'd in the river by Ld Dunmores fleet. she at length saild for Dunkirk where she was then destined, But unfortunately she was pick'd up by a privateer who brought her

into this State, under pretext that she was bound for London² when the news reached the Congress of her being brought in they sent me orders to Cancell the former papers and to take fresh bills Loading to deliver the Cargo to you, the Committee of Congress who Negotiates this matter order'd me to desire you to Sell the Cargo to the best Advantage and Apply the Nt proceeds to the use of Messrs Pliarne Penet & Comy agreeable to the Advice you have or may receive from the Secret Committee of Congress, that Committee desires You to Load the Brig with Salt with all Convenient Speed and send her to Edenton North Carolina Consign her to Messrs Hewes & Smith the Owners – I am sir [&c.]

1. John Bradford Letter Book, LC. Schweighauser was a Swiss merchant established at Nantes, France.
2. See Bradford to Robert Morris, October 22, 1776.

Independent Chronicle, THURSDAY, OCTOBER 31, 1776

Boston, October 31.

Yesterday arrived here from Newbury-Port, where, she was lately built, the Massachusetts Frigate *Boston*, mounting 28 Guns, commanded by Hector M'Neil, Esq.¹

Last Friday the prize-ship *Hayfield*, lately taken and sent into Heyhan-ness by Capt. [Silas] Atkins, was conveyed round to this Harbour. Soon after she came to Anchor, one of the Ship's Crew fell from the Fore-Yard to the Deck, and fractured his Skull in such a Manner, that he died the next Morning.

To be Sold by Public Auction, On Thursday, the 7th of November, on Col. [John] Hancock's wharf, the cargo of the Prize Brig *Lord Lifford*, Consisting of 250 Hogsheads of choice Monserrat. Rum. The sale will begin at Ten o'Clock in the Morning.

W. Greenleaf, Sheriff

To be Sold by Public Auction, The Sloop *Betsey*, with her Appurtenances, lying at Capt. Bennetts Wharf, on Monday the 4th of November, at Ten o'Clock before Noon. Said sloop was taken by the *Milford* Man of War, and retaken by the Continental Schooner *Lee*, Daniel Waters master.

On Thursday next the 7th of November, At Eleven in the Morning, Will be sold by Public Vendue, at Bedford, in Dartmouth, Four Hundred and sixty five Hogsheads, 31 Tierces and 35 Barrels, choice Sugars, 25 Tons Fustick – Also the Brigantine *Dove*, with her Appurtenances and Cargo, consisting of about 600 Barrels of Oyl.

J. Russell, Auctioneer.

On Thursday, 21st November at Ten in the Morning Will be Sold by Public Vendue, On Tileston's Wharf, The Ship *Marshall* and her Cargo, Consisting of 16 Hogsheads Muscavado Sugar, 76 First Whites, 60 Second ditto, 236 clayed ditto, 64 Hogsheads Barbadoes Rum, 37 Bags Ginger, 12 Bags Cotton, 2 Tierces and 84 Goards Aloes, 1 Hogshead Barbados Tar.

J. Russell, Auctioneer

The Ship is about 280 Tons burthen, a fast sailing Vessel, well found, and above two Years old; and will be put up at XII o'Clock, on the above Day of Sale.

On Tuesday the 5th of November, At Eleven o'Clock will be Sold by Public Auction, at the Long Wharf, The Schooner *Diligent*, burthen about 100 Tons, fitted for a Privateer. A List of her Appurtenances to be seen at the Time and Place of Sale.

Also, Four 3-Pound cannon, double-fortified. A Number of Swivels — and a Number of iron-bound Water-Casks.

Proctor and Lowell, Auctioneers.

On Wednesday the 13th November — will be sold by Public Auction On Hon. John Hancock's Wharf the Prize Brigantine *Montague's* Cargo, consisting of 1350 Quintals of choice Merchantable Fish, which will be put up in small lots, at the same Time and place will be sold the Remainder of the Prize *George's* Cargo consisting of 40 Casks Peas, — 40 Firkins Butter, 6 Casks Flour — 27 Barrels Pork and Beef, A Quantity of Cordage and Oacum, A few Chaldrons New-Castle Coal, A Suit Man's Scarlet cloathes, Laced, A Quantity of Sailor's Apparel, Jackets, Frocks, Trowsers, Shirts, Shoes, Stockings, and 34 Holland Shirts, &c.

Proctor and Lowell, Auctioneers

1. The Continental frigate *Boston*, Captain Hector McNeill.

LIBELS FILED AGAINST PRIZES IN THE MASSACHUSETTS ADMIRALTY COURT
FOR THE MIDDLE DISTRICT¹

State of Massachusetts-Bay }
Middle District, ss. } To all whom it may concern.

Notice is hereby given, That Libels are filed before me against the following vessels, their cargoes and appurtenances, viz. in behalf of Capt. Ebenezer Peirce and his Company, and the Owners of the armed Schooner *Liberty*, against the Schooner *Swan*, burthened about 40 Tons, commanded by one — Prebble: — In behalf of Capt. Christopher Whipple and his Company, and the Owners of the private armed Brig *Putnam*, against the ship *Cambden*, burthened about 300 Tons, commanded by Joseph Richardson: — In behalf of Capt. Silas Atkins jun. and his Company, and the Owners of the private armed Schooner *Boston*, against the Ship *Hayfield*, burthened about 200 tons, John Clark, late Master; and against the Brigantine *Betsey*, of about 90 Tons burthen, James Webber, late Master: In behalf of Capt. Wingate Newman and his Company, and the Owners of the private armed Brig *Hancock*, against the Brigantine *Lovely Nelly*, burthened about 100 Tons, William Sheridan, late Master. — In behalf of Capt. Eleazer Giles and his Company, and the Owners of the Brig *Retaliation*, against the Ship *St. Lucia*, of about 300 Tons burthen, George Child, late Master: — In behalf of Capt. Simon Forrester and his Company, and the Owners of the private armed Sloop *Rover*, against the Brig *Mary and James*, of about 120

tons burthen, Thomas Moore, late Master. — In behalf of Capt. Daniel Souther and his Company of the armd Brig *Massachusetts* of this Statē, against the Brig *Henry and Ann*, of about 300 tons burthen, John Farrah, late Master: — And in behalf of Capt. Daniel Hathorne and his Company, and the Owners of the private armed Schooner *Free American*, against the *Snow Jenny*, of about 130 tons burthen, William Cummings, late Master. All which Vessels, their Cargoes and Appurtenances, so libelled, are said to have been taken and brought into the Middle District aforesaid. And for the Trial of these Captures, the Maritime Court for the said Middle District, will be held at Salem, in the County of Essex, on Tuesday, the Nineteenth day of November, 1776, at the Hour of Ten in the Forenoon; when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause, (if any they have) why the same, or any of them, should not be condemned.

Tim. Pickering, jun. Judge of said Court.

1. *Independent Chronicle*, Boston, October 31, 1776.

LIBELS FILED AGAINST PRIZES IN THE MASSACHUSETTS ADMIRALTY COURT
FOR THE SOUTHERN DISTRICT¹

State of Massachusetts-Bay, }
Southern District, ss. } To all whom it may concern.

Notice is hereby given, That the Maritime Court for the Southern District will be held at Plymouth, in the County of Plymouth, on Friday, the 15th Day of November, 1776, at the Hour of Ten in the Forenoon; to try the Justice of the following captures, viz. Of the Ship called the *Esther* and her cargo and Appurtenances, of about 350 Tons burthen, lately commanded by John Harvey, — Of the Schooner called the *Polley*, of about 90 Tons burthen, lately commanded by Christopher Bosset, and her Cargo and Appurtenances, against which Vessels, their Cargoes and Appurtenances, Libels are filed before me, they having been brought into the Southern-District aforesaid. — And the Owners of said Captures, or any Persons concerned, may appear and shew Cause (if any they have) why the same, or either of them, should not be condemned.

Nathan Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, October 31, 1776.

APPLICATION FOR COMMISSION FOR THE RHODE ISLAND PRIVATEER SLOOP
*Charming Sally*¹

Sir,

Providence October [blank] 1776.

We the Subscribers all of New-Haven in the State of Connecticut Merchants request your Honor to grant a Commission or Letters of Marque and Reprisal to Francis Brown Commander of the Sloop *Charming Sally*² of which we are Owners. She is burthened about One Hundred and Sixteen

Tons carries Six Carriage Guns Four Pounders and manned with Fifty Men and fitted with a suitable Quantity of Muskets Blunderbusses Cutlasses, Pistols, Powder, Ball and other Military Stores. She hath on board Forty Barrels Beef and Pork, Four Thousand Pounds Weight of Bread and Six barrels Flour. Shoemaker is First Lieutenant, William Keayes Second Lieutenant and Smith Master. We are with great Respect Sir [&c.]

Isaac Sears James Jarvis

To the Honble Nicholas Cooke Esquire.

1. Miscellaneous Manuscripts, CL.

2. "Newport October 1776. I acknowledge the foregoing to be a true Copy of the Instructions delivered me this Day by his Honor the Governor with my Commission or Letter of Marque and Reprisal as Commander of the Private Sloop of War *Charming Sally*. Francis Brown." Maritime Papers, Letters of Marque, Petitions and Instructions, 1776-1780, R. I. Arch.

CAPTAIN JOHN PAUL JONES TO JOSEPH HEWES¹

Honored Sir *Alfred* — Rhode Island 31st Octr 1776 —

I should have sailed from hence this Morning had I not been prevented by a Gale of Wind at S. E. with thick Weather — this is the first leasure time I have had Since my Arrival here in the *Providence* the 7th Current — And I with pleasure embrace it to acknowledge the Singular Obligations which I lay under to Mr Hewes. — Inclosed you have a short Account of my late Cruise. — When I put in here with the *Providence* as She had been four Months off the Ground my intention was to Scrub her bottom, repair her Sails and Rigging and proceed to Cruise off Sandy Hook and from thence return to Philada I was prevented from this by the Commodore's proposing to me to take Command of the present Expedition against the Coal Fleet of Cape Briton and Fishery of Newfoundland with the *Alfred Hamden* and *Providence* — I was at first induced to belive that this Small Squadron would be got ready in a Week — I got the *Providence* and *Hamden* ready within that time — but as I found the *Alfred* with only thirty Men after Much Application and loss of time to Enlist her Compliment I was Obligated to take all the Men out of the *Providence* and her prizes which made up my number to about an hundred and Forty — with this Small Force and the *Hamden* I was ready to proceed the 27th when the *Hamden* ran upon a Sunken Rock, and was so much damaged as to render her unfit for Immediate Service — this Misfortune obliged me to Shift Capt'n Hacker and all his Men into the *Providence* — and is, by a Second loss of time, a material drawback on my prospect of Success. — our Infant Navy is by no means well established nor under proper regulations every thing is to look for and provide when it is Immediatly Wanted — So that the most advantageous Expedition may be lost thro' detention — besides while Self Intrest prevails unless the private Emolument of individuals in our Navy is made equal if not Superiour to that of our Enemies, in these Iron times, we cannot hope to repell their Force —

I am informed, and have reason to beleive it to be too True, that even some of the Gentlemen Appointed to fit out the New Frigates are concerned in Privateers and not only Wink at, but encourage, and Employ deserters from the Navy — What punishment is equal to such Baseness? — and Yet these men pretend to love their Country! — When I address my Sentiments to you with this Freedom I consider you not as a Member of the grand state Counsel of a rising Empire — but as a private Gentleman of disintrested Candour and Penetration a Free Citizen of the World governed by the Noblest of principles the good of Mankind. — and Since Liberty hath chosen America as her last assylum every Effort to protect and Cherish her is Noble and will be rewarded with the thanks of Future Ages — I am encouraged therefore to proceed as I know that you will not misconstrue my meaning —

I have long waited and that Impatiently for the production of Some abler pen — but my expectation is as Wide of the Goal now as at the beginning. — I return to my Subject, the Navy requires to be Newmodeled. — but this cannot be properly done by Gentlemen who are Unconversant in Marine Affairs — their is no Genius Universal — And as the Congress hath such a complication of Business to attend, they will at a period not far distant find it necessary to Appoint Commissionars for each Department. — the Soul of a Navy depends on Such an Appointment. — an Impartial Board of Admiralty compitant to determin the Mérits and Abilities of every Officer and to Superintend regulate and direct every outfit and Operation of the Marine Force would Soon give firmness and Stability to our Fleet and make it Formidable even to Great Britain. — in the English Fleet tho' they Impress the Seamen — the Crown gives up to the Captors all they take and even allows them a bounty for Several things with many other Advantages over and above, and can America expect to raise from nothing a Navy able to Repell this powerful Enemy while She holds out scarce a third of the Encouragement? — the Supposition is Absurd. —

The term of Enlistment is now almost expired — and as a new one must follow — the entry ought in my Opinion to be made “during Pleasure” — Give them all they Take and they will agree to the Condition. — thus the Navy will be brought under proper Subordination and will Always be well Manned with Volunteers Under good D[i]ciplin — but this is not likely to be the Case if the Ensueing Enlistment is Made for a limited time. — Both the Army and Fléet have experienced the Evil effects of Such enlistments Already — and will experience worse Consequences if the Mode is not Altered. — Inclosed I send you a Copy of a Comparative State of Wages in our Navy and in English Fifth Rates² — It was made out in New Hamshire and sent here by Captn [Joseph] Olney — it is a Matter Howéver that doth not in any Wise concern me. — as I have no Family or dependents and probably never will have any — I am easily provided for and am not in the least uneasy on my own Account, tho' to be sure as a Captn in the Navy Ranks with a Colonel his Appointment ought to enable him to Support that

Rank. — As you will see my letters to Mr Morris I will add nothing more at present.

the Southern expedition Spoke of in my last to Mr Morris I mentioned to Govr [Stephen] Hopkins and he hath promised me his Intrest for that Command — it was unsolicited and therefore the greater favor — If I am thought worthy of that Honor I wish the *A. Doria* could be made one of the Squadron. — I was so far to the Eastward dureing the whole of my late Cruise that I hope an Apology is Unnessary for not Sending Prizes to Your State — I will not neglect it If I am fortunate hereafter — I hope to reach the Continent agen before the Middle of Decr — I have the Honor to be with Perfect Esteem — Sir [&c.]

J. P. J.

[Endorsed] No 5. *Alfred* Rhode Island 31st Octr 1776. Copy of a Letter to the Honorable Jos. Hewes Esqr Philada —

1. USNAM.
2. See next entry.

ADVERTISEMENT FOR DESERTERS FROM THE CONTINENTAL FRIGATE
*Providence*¹

Ran away from the ship *Providence*, Abraham Whipple, Esq; Commander, Ephraim Dawley, of Exeter, in this State, 47 years of age, 5 feet 6 inches high, dark hair, eyes, and complexion: Also Thomas Mitchell, of North Kingstown, 26 years of age, 5 feet 6 inches high, darkish hair and eyes, both formerly belonging to Capt. [Samuel] Phillips's company, in Col. [William] Richmond's regiment: — Whoever will take up said runaways and convey them on board said ship *Providence*, shall receive Five Dollars for each, and all necessary charges, paid by

John Channing, 2d Lieut.

Newport, Oct. 31, 1776.

1. *Newport Mercury*, November 4, 1776.

ADVERTISEMENT FOR ESCAPED BRITISH NAVAL PRISONERS¹

In the night following the 30th of instant October, five of the continental prisoners broke out of the goal at Windham, and made their escape, viz. David Wardrop, surgeon, a Scotchman, speaks broad, about 5 feet 10 inches high, between 20 and 30 years old, of a sandy complection, wears his own hair, and walks with his knees wide asunder, had blue cloathes and a new beaver hat cock'd up with hooks & eyes; Richard Tillage, a midshipman between 20 and 30 years old, wears his own hair of a light brown colour and long, wears blue cloth, is an Englishman, he is a well-set man, not tall, has white cloth jacket and breeches; also Samuel Gorge, a marine, a lusty well-set man had a red jacket and metal buttons with an anchor on each button, about 30 years old; also James Busset, has a bushy head of hair, long fore-top, small legs and thighs, and is a worsted comber; also one Joseph Reed, a

[continued on p. 1478]

"1776 COMPARATIVE STATE OF WAGES BETWEEN AMERICAN NAVY
OFFICERS AND THE OFFICERS OF ENGLISH FRIGATES OF 32 GUNS." ¹

Officers as Appointed by Congress Frigates 32 Guns	American Pay as established by Congress 30 days to one Month		British Pay, 28 days to one Month 5th Rates 32 Guns	Difference less than British Pay	Difference more than British Pay	Wages that ought to be established in the American Navy 30 Days to one Month	
Stations	Dolrs	Sterling	Sterling	Sterling	Sterling	Dolrs	Sterling
Captain	32	7..4	11..4	4..0	—	60	13.10
Lieutenants	20	4.10	5.12	1..2	—	30	6.15
Master	20	4.10	5..2..8	12..8	—	26 $\frac{2}{3}$	6..0
Do Mates	15	3..7..6	2..2	—	1..5..6	12	2.14
Boatswain	15	3..7..6	2..5	—	1..2..6	15	3..7..6
Do Mates	9 $\frac{1}{3}$	2..2	1..8	—	14	9 $\frac{1}{3}$	2..2
Gunner	15	3..6..6	2..5	—	1..2..6	15	3..7..6
Do mates	10 $\frac{2}{3}$	2..8	1..8	—	1..0..0	9 $\frac{1}{3}$	2..2
Surgeon	21 $\frac{1}{3}$	4.16..	5..0	4..0	—	23	5..3..6
Do mates	13 $\frac{1}{3}$	3..0	2.10	—	10	12	2.14
Carpenter	15	3..7..6	2..5	—	1..2..6	15	3..7..6
Do Mates	10 $\frac{2}{3}$	2..8	1.12	—	16	10	2..5
Cooper	15	3..7..6	1..5	—	2..2..6	8	1.16
Midshipman	12	2.14	1.10	—	1..4	10	2..5
Armourer	15	3..7..6	1..5	—	2..2..6	8	1.16
Sail Maker	12	2.14	1.12	—	1..2	10	2..5
Yeoman	9	2..0..6	1..8	—	12..6	9	2..0..6
Quarter Master	9	2..0..6	1..8	—	12..6	9	2..0..6
Cook	12	2.14	1..5	—	1..9	9	2..0..6

Cockswain	9	2..0..6	1..6	—	14..6	9	2..0..6
Capts Clerk	15	3..7..6	1.10	—	2..2..6	12	2.14..0
Steward	13 $\frac{1}{3}$	3..0	1..0..8	—	1.19..4	9	2..0..6
Chaplain	20	4.10	19..0	—	3.11	12	2.14..0
Able Seaman	8	1.16	1..5..0	—	11	8	1.16..0
	346 $\frac{2}{3}$	78..0.0	54.17..4	5.18..8	25.16..4	350 $\frac{1}{3}$	78.16..6

Officers not appointed by Congress Vizt

Yeoman of the Powder Room — ought to be the same as Gunner's Mate

Sailmaker's Mates

Steward's Mates

Yeoman of the Sheets

One third of a dollar more pr month than Seamen

Master at Arms

Purser. N.B. If no Purser, the Capts Clerk to have 15 Dollars.

1. Papers of John Paul Jones, 6517, LC.

OCTOBER 1776

1477

short thick-set fellow about 22 years old, walks quick and nimble, wears his own hair of a light brown colour, has a red cloth jacket, pewter buttons, with an anchor on each, he has tow cloth cloths, a wire drawer by trade. Whoever shall take up said prisoners, any one or more of them, and safely commit them to goal in Windham county goal in the State of Connecticut, and give me notice thereof, shall be paid all his necessary expence and Trouble, by me

Nathaniel Hebard, Goal-keeper.

Windham, October 31, 1776.

1. *Connecticut Gazette*, November 8, 1776.

LIEUTENANT WILLIAM B. ALGER TO NEW YORK PROVINCIAL CONVENTION ¹

Gentlemen –

Fort Montgomery, October [31], 1776

Captain [Patrick] Dennis was speaking to me concerning raising a company of marines to enter on board the ship *Montgomery*, for her safety this winter. I make no doubt but he has acquainted the Convention of the same. I had some encouragement that I should have the birth, as our regiment will soon be disbanded, and our men will be idle. But what small encouragement I have had from Captain Dennis, I have engaged a company of very fine young men, a great part of them sailors and artillery men, who will go through all hardships with me. If you see cause to appoint me in that station, and send me the rate that they must engage under, I shall engage them instantly, as they wait for nothing else. Gentlemen, your compliance to this petition will very much oblige Your humble servant,

William B. Alger, Lieut.²

To Capt. Platt, or either member of Congress at Fishkill.

1. *New York Provincial Congress*, II, 337.

2. *New York militia*.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY¹

In Council of Safety,

[Philadelphia] October 31st, 1776.

By order of the Council, two Blank Commissions for Privateers or Letters of Marque, were delivered to Messrs. James Mease & Robert Mease, for a ship & Brig, to be fitted out by them in a foreign Port.

1. *Pennsylvania Colonial Records*, X, 773.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Thursday 31st October 1776. –

Ordered that the keeper of the Public Store deliver unto Capt Edward Travis six Ounces of Rhubarb, two pounds of Bark, four pounds Glauber Salts & a half pound of Manna for the use of the Brig *Raleigh*

Capt Isaac Younghusband of the Brig *Musquetto* having been suspended from the Command of the Brig *Musquetto* for failing to apply [*sic* comply] with the Orders of this Board and being summoned to attend the Board to answer the same appeared accordingly who being examined touching his Conduct; proved to the Satisfaction of the Board by sundry Witnesses that he had as far as lay in his power Endeavoured to comply with their Orders and discharge the Duties of his Office — But had been prevented from doing the same in a proper manner Owing to his Ill state of Health for sometime past, for which reason he desires to resign his Commission which Resignation was accordingly received by the Board. —

Ordered that Mr John Harris be recommended to his excellency the Governor and the honble the Council as a proper Person to be appointed to the Command of the Brig *Raleigh* in the Room of Capt Isaac Younghusband who hath resigned his Commission. —

Ordered that a Warrant Issue to Capt James Barron for the use of Capt Richard Barron for One hundred and Ninety one pounds sixteen shillings for Pay of his Company on Board the Boat *Patriot* to the twenty fifth day of September last as p Pay-roll this day settled. —

Ordered that a Warrant Issue to Capt James Barron for Eighty nine pounds twelve shillings for Rum furnished for the use of the Boat *Liberty* —

Ordered that a Warrant Issue to Capt James Barron for the use of George Hope for One Hundred Pounds, upon Account, to Purchase Necessaries for the flat Bottom Boats Building at Hampton. —

1. Navy Board Journal, 95-96, VSL.

VIRGINIA NAVY BOARD TO LIEUTENANT BENJAMIN POLLARD¹

[Williamsburg, October 31]

If you have any Complaint against Mr [Henry] Stratton it may be inquir'd into hereafter. the Board hitherto approve your Conduct and will have no objection to promote you to the command of your Company of Marines in the room of Captain Conway —

G. W.

To Lieut. Ben. Pollard }
of the *Hero* Galley — }

1. Navy Board Letter Book, VSL.

PAROLE OF BRITISH PRISONERS TAKEN BY A SOUTH CAROLINA NAVAL VESSEL¹

We the Subscribers, being made Prisoners of War by the Navy of this State, do promise and engage on our word & honour & on the faith of Gentlemen, to depart from hence to the town of Salisbury in the State of North Carolina and there or within ten miles thereof to remain during the present War between Great Brittain & the united States of America, or untill the Congress of the Said States or the Supreme executive Authority of North

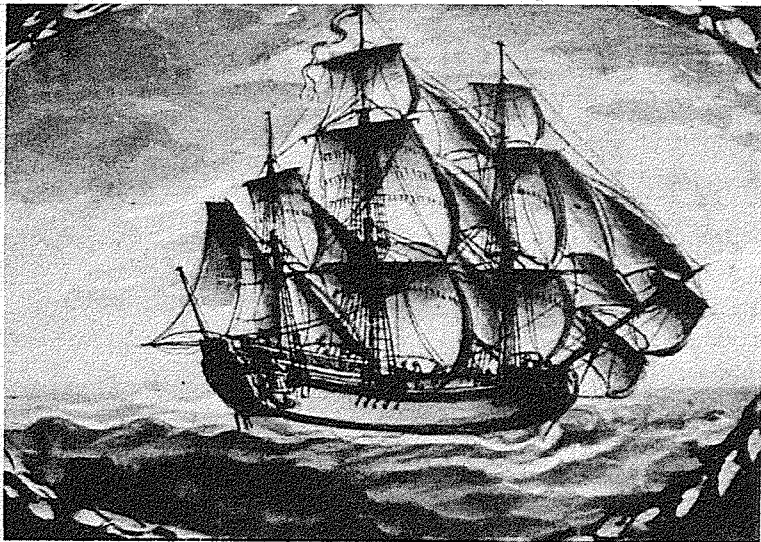
Carolina shall order otherwise, and that we will not directly or indirectly give any intelligence whatsoever to the Enemies of the Said States or do or say anything in opposition to or in prejudice of the measures & proceedings of any Congress or Assembly of the Said States, during the present troubles, or untill we are duly exchanged or discharged Given under our hands at Charlestown in So Carolina this thirty first day of October Anno Domini 1776

Dun M'Nicol Cap: R: H: E
Hugh Fraser Lieut R: H: E
Dun Macdougall
Lauchlin M'Donald

Walter Cunningham
Hector M^cQuary
Angus Cameron
Alex^r Chrisholm

We also undertake for Neal M'Nicol, James Fraser, Alexr McDonald, & David Donaldson, that they shall be on the same footing with ourselves

1. Secretary of State Papers (Council of Safety, 1775-1776) , NCDAH.



APPENDICES

Peter Yarnall T. 1800
Thomas Parker
PHARMACOPOEIA
1781
SIMPLICIORUM

ET

EFFICACIORUM,

IN USUM

NOSOCOMII MILITARIS,

AD EXERCITUM

Fœderatarum Americæ Civitatum

PERTINENTIS;

**HODIERNÆ NOSTRÆ INOPIÆ RERUMQUE
ANGUSTIIS,**

**Feroci hostium sævitiae, belloque crudeli ex inopinato
patriæ nostræ illato debitis,**

MAXIME ACCOMMODATA.

PHILADELPHIÆ:

EX OFFICINA STYNER & CIST. M DCC LXXVIII.

Courtesy of the College of Physicians, Philadelphia, Pa.

APPENDIX A

NAVAL AND MARITIME MEDICINE DURING THE REVOLUTION

Maurice Bear Gordon, M.D.

The Chirurgion is exempted from all duty but to attend the sicke, and cure the wounded, and good care Would be had, he have a certificate from the Barbersurgions Hall of his sufficiency, and also that his Chest bee well furnished both for Physicke and Chyrurgery, and so neer as may bee proper for that clime you goe for, which neglect hath beene the losse of many a mans life.

*John Smith. An Accidence
or The Path-way to Experience.
London, 1626.*

The naval surgeon practiced in an entirely different environment from his colleagues ashore. For months on end he lived and worked with his patients as an integral member of a confining and self-contained community—the ship's company. Deep below the waterline of a wind and storm tossed vessel of war he performed his duties with the limited means at hand, and fought the grim battle of life and death. Besides the skills of his art and science, the naval surgeon had to possess an extra measure of zeal and courage.

At the outset of the Revolution and the beginnings of the war at sea, physicians to care for sick and wounded sailors, as well as surgical instruments and medicines, were in acutely short supply.

Readying for combat on Lake Champlain in August 1776; General Benedict Arnold in a letter to General Gates, expressed his concern about the scarcity of medical services:

I arriv'd here [Crown Point] at 10 oClock last night much as I left Tyconderoga a little feverish but no ague Yet, a dose Phisick this afternoon I hope will set matters in order. I have applied to Doctr Sparham who (I believe) Cannot be persuaded to go with the Fleet—I don't think it prudent to go without a Surgeon, Lieut [Isaac Budd] Dunn acquaints me, that the Surgeons Mate of Coln. St Clair's Regt has a good Box Medicines & will Incline to go with the Fleet, I wish he could be sent here . . . I Can procure a Case of Capital Instruments for him here,—nothing but the Surgeon & some few articles I have sent a Boat for, prevents our proceeding . . .

Gates responded on 23 August:

This will be deliver'd to you by Doctor [Stephen] McCrea, whom at the Recommendation of Doctor [Jonathan] Potts, I have ap-

pointed First Surgeon to the Fleet under your Command. he has Instruments & Medicines, two things much in request with you. Mr Francis Hagan accompanys Mr M'Crea as his Assistant Surgeon. I cannot procure any Instruments for him here, but wish you could hire Doctor Speram's for the Voyage. You are I am told acquainted with Doctor M'Crea. I am assured his Abillities are their Own Recommendation. . . .¹

Physicians in America in 1775 did not exceed thirty five hundred and of that number not more than four hundred actually had Doctor of Medicine degrees, primarily from European universities. Approximately fifty of the degree holding physicians were graduates of either of two American medical schools—the College of Philadelphia founded in 1765 (now the University of Pennsylvania Medical School) or King's College established two years later (now Columbia University Medical School). The course of military events compelled both institutions to stop instruction during the Revolution.

Most American physicians acquired the art of healing through an apprenticeship or preceptorial training. Many were well educated in areas other than medicine, and some were self-styled doctors who lacked formal training.

A Continental Congress resolve, 30 September 1776, showed official concern about the professional qualifications of military surgeons:

That it be recommended to the legislatures of the United States, to appoint gentlemen in their respective states, skilful in physic and surgery, to examine those who offer to serve as surgeons or surgeons' mates in the army and navy; and that no surgeon or mate shall hereafter receive a commission or warrant to act as such, in the army or navy, who shall not produce a certificate from some or one of the examiners so to be appointed, to prove that he is qualified to execute the office:

American surgeons were influenced by European medical scholarship particularly from Scotland and England. Professional books and journals were received from abroad. Diagnosis and treatment must have been profoundly affected by the system of Hermann Boerhaave (1668–1738) and William Cullen's (1710–1790) studies in pathology and nosology. The work of William Cheselden (1688–1752), Albrecht von Haller (1708–1777), Richard Mead (1673–1754), Percivall Pott (1714–1788), William Smellie (1697–1763), Gerhard van Swieten (1700–1772) and Thomas Sydenham (1624–1689) was not unknown to the patriot physicians of the Revolutionary generation.

The naval medical officer ministered to his shipmates whether in the heat of battle or in days of smooth sailing. Routinely, for example, he extracted abscessed teeth or removed growths from the surface of the body. A few hardy surgeons might operate for stones or cataracts, or attempt to patch a damaged skull.

1. See pages 205 and 283.

Theoretically and technically, surgery was not greatly advanced over the sixteenth century. The only major operations performed were amputations. Opening the abdominal cavity or thoracic cage was unknown. The discovery of effective anesthesia remained far in the distance, and the hemostatic forceps was not yet invented. Laudable pus, a whitish inodorous excretion thought to be essential to healing, was expected from every wound, and the physician was scarcely ever disappointed.

Seamen were not required to undergo a physical examination prior to enlistment. However, some attempt was made to sign on the physically fit as illustrated by this instruction promulgated in Maryland:

The Men enlisted must be able bodied and perfect in all thir Limbs and Sight of Sound Health without Ruptures or other visible Infirmities, above five Feet four Inches and above sixteen and under fifty years of age: and if above forty they must be of robust Constitution.

The reference to "Ruptures" [hernias] is quite understandable when the extreme physical labors demanded of the crew by a ship under sail is envisioned.

"Rules for the Regulation of the Navy of the United Colonies," prepared by John Adams and adopted by Congress on 28 November 1775, provided that in each ship:

A convenient place shall be set apart for sick or hurt men, to be removed with their hammocks and bedding when the surgeon shall advise the same to be necessary: and some of the crew shall be appointed to attend and serve them and to keep the place clean. The cooper shall make buckets with covers and cradles if necessary for their use.

All ships furnished with fishing tackle, being in such places where fish is to be had, the Captain is to employ some of the company in fishing, the fish to be distributed daily to such persons as are sick, or upon recovery, if the surgeons recommend it . . .

The same regulations ranked the surgeon's assistant, that is, the Surgeon's Mate, with other "inferior Officers"—second master, cook, armourer, gunsmith, master at arms, and sail maker. A surgeon's pay was set at $21\frac{1}{8}$ dollars per month; and Surgeon's Mate $13\frac{1}{3}$ dollars.

Space provided on board ship as an operating room and battle dressing station was called the cockpit. Falconer's 1771 *Marine Dictionary* described the cockpit as "the apartments of the surgeon and his mates, being the place where the wounded men are dressed in time of battle, or otherwise. It is situated under the lower-deck." Dark, dismal and a malodorous area below the waterline for protection against battle damage, the cockpit, when not otherwise needed, served as quarters for the surgeon's mates, other mates, some midshipmen and civilian clerks. Their mess table became the operating table during battle.

Most shipboard diseases were caused by confined, often unsanitary, living conditions, and decayed or nonexistent basic foods. These combined made illness and death all too common. A prolonged voyage without a surgeon on board could well have ended in disaster.

British physician James Lind reported on 5,743 seamen received at Haslar Hospital between 1758 and 1760. Of this number, 2,174 were suffering from fevers, 1,146 with scurvy, 360 with consumption, 350 with rheumatism, and 245 with fluxes. These were, according to Lind, the most frequent and fatal diseases in the Royal Navy.

It was James Lind who in his work *A Treatise of the Scurvy* (1753) gave a lucid description of the disease and established scientifically the value of lemon juice. He undertook a crusade for the general use of lemon or lime juice on board all British men-of-war. However, almost another half century was to pass before his goal was realized.

Sir Gilbert Blane, a surgeon with the British fleet in the West Indies and on the North American station during the Revolution, compiled some illuminating statistics on illness and morbidity.

Year	Seamen	Became Sick	Morbidity Rate
1778	60,000	15,978	27%
1779	70,000	24,226	34%
1780	85,000	32,121	38%
1781	90,000	23,812	26%
1782	100,000	22,909	23%
1783	110,000	13,577	12%

His study on health in the Royal Navy, and that of other English physicians, likely mirrored the conditions which existed in the Continental Navy.

Blane found the principal causes of shipboard illness and death, in all climates, were scurvy and fevers. To these he added dysentery which prevailed primarily, but not exclusively, in tropical latitudes. Likewise, he pointed out that although a very high incidence of scurvy existed among sailors, the disease was not confined to the sea. A victim of scurvy suffered from soft and bleeding gums, his teeth loosened, his breath was foul, and he developed swelling of the arms and legs.

Today we know that typhus fever is an acute specific infectious disease, occurring usually in epidemics, which is transmitted through the bite of an infected body louse or other insect. Blane wrote from on board H.M.S. *Sandwich* off Antigua in August 1780: "The means of preventing this sort of infection in a ship are chiefly fresh air and cleanliness, shelter from cold and wet, and keeping the ship from being too much crowded." Typhus is characterized by a sudden onset, a high fever of about two weeks duration and a termination by crisis; sudden improvement or decline.

The most adequate coverage of "ship fever" (typhus on shipboard) during the Revolution is presented by Doctor Robert Robertson of the Royal Hospital, Greenwich, England, in his book, *Observations on Jail, Hospital or Ship Fever, From the 4th April, 1776, until the 30th April 1789, made in various parts of Europe and America and on the Intermediate Seas.*

Robertson concluded that ship fever is "an evil confined to no particular country or climate, but extending its fatal effects as far as we have either society or commerce." He was fully convinced that the jail, the hospital and the ship fever "are essentially one and the same fever; and that they are to be cured by one and the same remedy, *bark*." The "bark" to which Robertson made reference was Peruvian or Cinchona bark and was excised from a genus of rubiaceous trees, the species of which are native to South America. This bark has the same tonic, antiseptic and fever-reducing properties as the alkaloid quinine which it contains.

Serving in H.M.S. *Juno*, mostly in American waters, Doctor Robertson employed the following therapy:

It was not a general rule with me to let blood;—that depending solely on circumstances. A vomit was most commonly given at first; and if the patient was bled, the vomit was given a few hours after, and from xxv. to xi. drops of Essent. Antimon. with refrigerating and diluting drink at night. Next morning an ounce of salts was given, and the essence of antimony repeated in the evening. After those moderate evacuations (which were seldom repeated) I prescribed Cort. Peruv. $\mathfrak{z}\text{i}$. or $\mathfrak{z}\text{iss}$. every hour, until the patient was out of danger; and afterwards it was given less frequent, and at this time Elix. Vitr. was often joined with it. After I began to give the bark, I did not omit it for any exacerbation of the symptoms.

As he gained experience, Robertson came to rely more on the bark in larger frequent doses, and less on other forms of treatment. His general antipathy to routine bleeding as a therapeutic measure was years in advance of his time.

Bleeding was a standard therapy on land and at sea. James Lind in his *Essay on the most effectual means of preserving the health of seamen in the Royal Navy*... (1779) recommended dilating the external opening of wounds and bleeding the patient profusely and frequently. Then one was to employ "emollient clysters, cooling nitrous drinks, anodynes, most rigid diet consisting solely of thin, diluting drinks, perfect quiet and a proper posture." Lind, however, suggested that bleeding was not suitable in tropical climates and warned against it.

Of the few medical writings produced in America, the most important to the naval surgeon was John Jones' *Plain, Concise, Practical Remarks on the Treatment of Wounds and Fractures* (New York, 1775). Some of his salient principles may be summarized as follows:

Slight puncture wounds require no therapy; deep and tortuous ones should be incised and enlarged; inflammation is best counteracted by gentle laxatives, soft cataplasms, sudorific anodynes, bleeding and warm baths; opium is an essential adjunct of treatment; gangrene signifies the need of a more nourishing diet, spiritous fomentations and a more intensive use of the bark; abscesses need immediate incision and drainage; all transverse wounds are in need of interrupted suturing with a needle dipped in oil and following this a plaster is applied over the area for two or three days; in

gunshot wounds, one should first remove the bullet and secondly control hemorrhage, and a light dressing should then be applied with a retention dressing on top; and all major compound fractures require immediate amputation.

Jones considered cardiac, aortic, cerebellar, medullary and receptaculum chyli wounds as fatal. Chest, abdominal, hepatic, pulmonary, intestinal and renal wounds were categorized as very serious.

The navel surgeon had a practical knowledge of current drug therapy which, as noted previously, favored cathartics, emetics, bark, opium blisters and blood letting. If fortunate, he owned a European pharmacopoeia or a copy of William Brown's *Pharmacopoeia Simpliciorum et Efficaciorum* [Formulary of Simple and yet Efficacious Remedies]—the first American pharmacopoeia—published in Philadelphia in 1778. Sometimes referred to as the "Lititz Pharmacopoeia," this work was compiled by Doctor Brown, Physician General of the Middle Department of the Continental Army, when stationed at the Army hospital, Lititz, Pennsylvania. Only readily available drugs were included, for the immediate military need would not permit seeking out rare medications.

An inventory taken on board the Continental frigate *Raleigh* in January 1778 lists the following surgeon's instruments and supplies:

1 Case of Amputating Instruments	4 Tin Sauce Pans
2 Spare Silk Tourniquet Ligatures	2 Tin Funnels
1 Green Nourse Skin Case	1 Pair Scizzers
containing 4 Lancets	1 Rheam wrapping paper
1 other Case containing 6 new Lancets	6 n Pins
5 Teeth Instruments	6 Ells White Flannel
1 Case Pocket Instruments	12 yards red Baize
2 Iron Spatulas	30# [lbs.] Lint
1 Bolus Knife	80# [lbs.] Old Linnen
1 marble mortar & pestle	1 Box Combed Tow
1 Iron Ditto	6 Fracture Boxes
1 pair small Scales & weights	1 Large Chest containing
1 Iron Plaister Ladle	Medicines, 1 large pewter
2 Pewter Porringers	Sirenge, pins tape thread,
2 Copper Sauce pans	1 Set bandages, 3 small
1 Tin Kittle	Sirenges, 12 Wooden
12 Pannakins	Tourniquets, Cork &c
	1 Smaller Chest Medicines

The same inventory accounts for these "Refreshments for the Sick:"

200 Barrels 400 pounds Oatmeal
 2 Casks 200 pounds Raisins
 1 Jarr 12 Gallons sweet Oyl
 1 Barrell 250 pounds sugar
 1 half Barrel 15 Gallons Claret Wine
 1 Keg 30 pounds Tamarinds

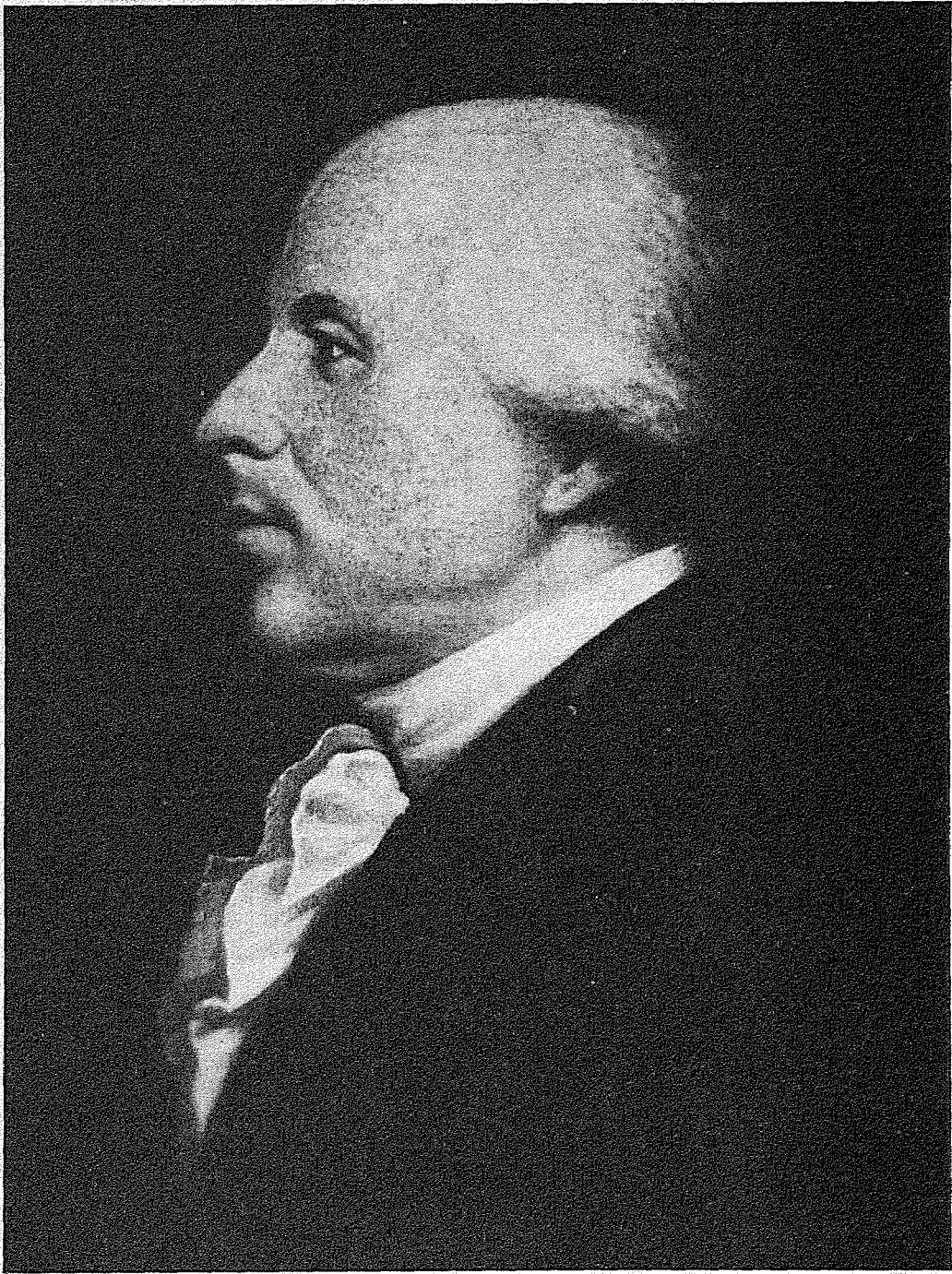
Rum was another therapeutic "refreshment." Cinchona bark—with quinine as its active ingredient—was in such demand that this medication quadrupled in price between June 1776 and September 1777.

Cathartics and purgatives were the drugs most often prescribed. These included botanical preparations such as ipecac, rhubarb, and jalap as well as chemical preparations. Antimony and potassium tartrate were combined to form "tartar emetic" which was favored for effecting a rapid vomiting. When the naval surgeon felt that a narcotic pain reliever was indicated, he favored gum opium. When he desired the counter-irritation effect of blistering plasters, he favored those prepared from cantharides [Spanish flies]. For a variety of medicinal purposes surgeons prescribed mercury in metallic form as well as in certain salt compounds and nitre [saltpeter or potassium nitrate]. Gum camphor was also widely used. A favorite dressing consisted of lint which was absorbent material obtained by picking apart old woven fabrics, but this was in critically scarce supply.

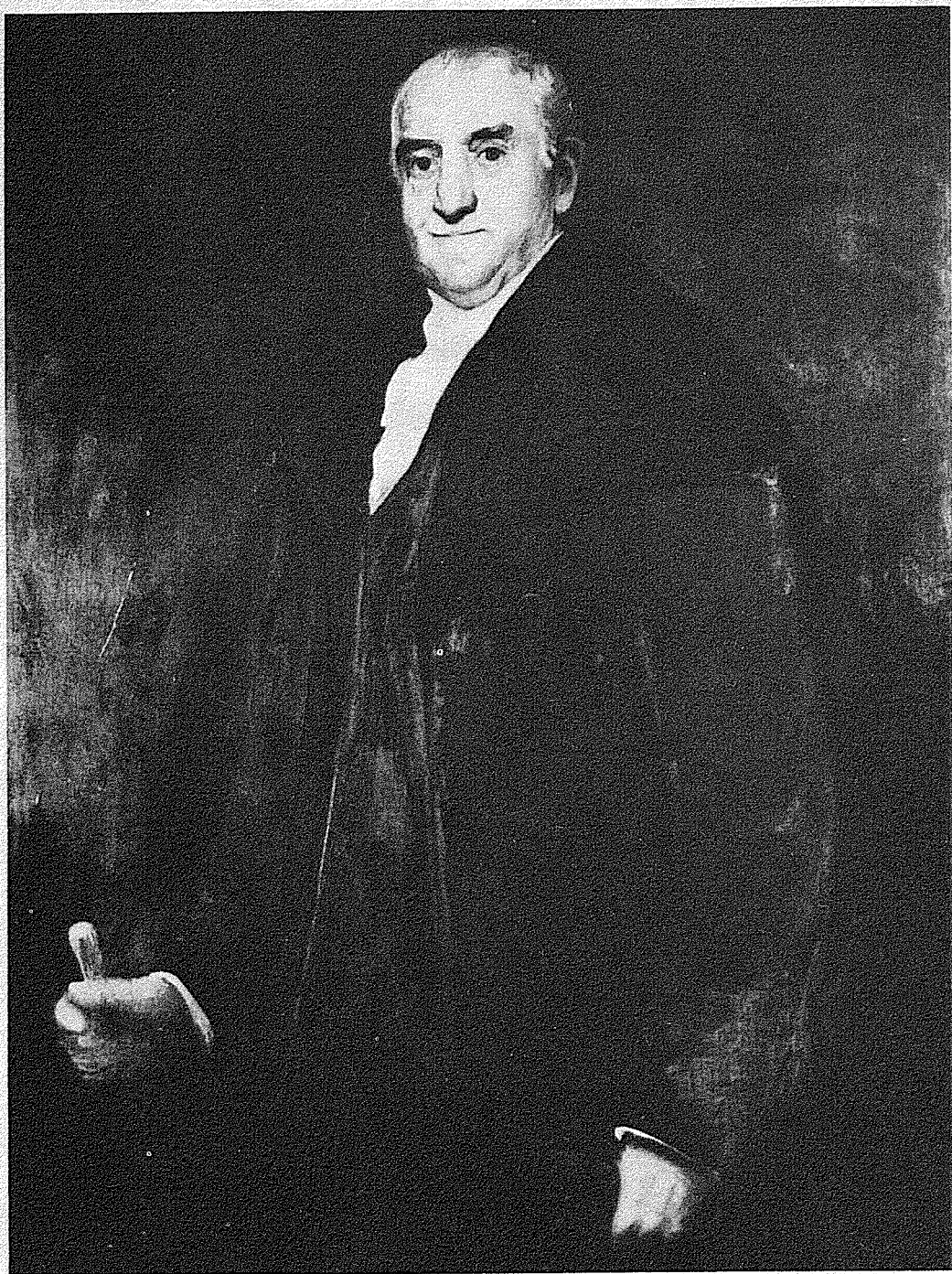
The ledger of the Greenleaf Apothecary in Boston, an interesting document in the holdings of the American Antiquarian Society,² reveals the shop was a major supplier of medicines to the Continental Navy, Washington's Fleet, and privateers. This ledger also documents how severe shortages were eased by medicines captured in the cargoes of British prize ships.

"The forming of a seaman," wrote Sir Gilbert Blane, "depends upon a long habit of life, so that if our stock of mariners were exhausted, or diminished, neither treasure nor any other means would repair the loss. In this view, as well as from the peculiar dependence of Britain upon her navy, this order of men is truly inestimable." And, still other words of Sir Gilbert could have reflected the dedication of American and British sea-going surgeons of the Revolution: "I should not repent my labour, could I enjoy the conscious certainty of its having saved the life of one brave and good man."

2. See *Naval Documents of the American Revolution*, Volume 5, 496.



John Jones author of Plain, Concise, Practical Remarks on the Treatment of Wounds and Fractures. Published in 1775 at New York, this work was used by naval surgeons during the Revolution. Courtesy of the College of Physicians, Philadelphia, Pa.



Joshua Fisher, eminent Massachusetts patriot and privateer surgeon. Courtesy of Beverly Historical Society.

177

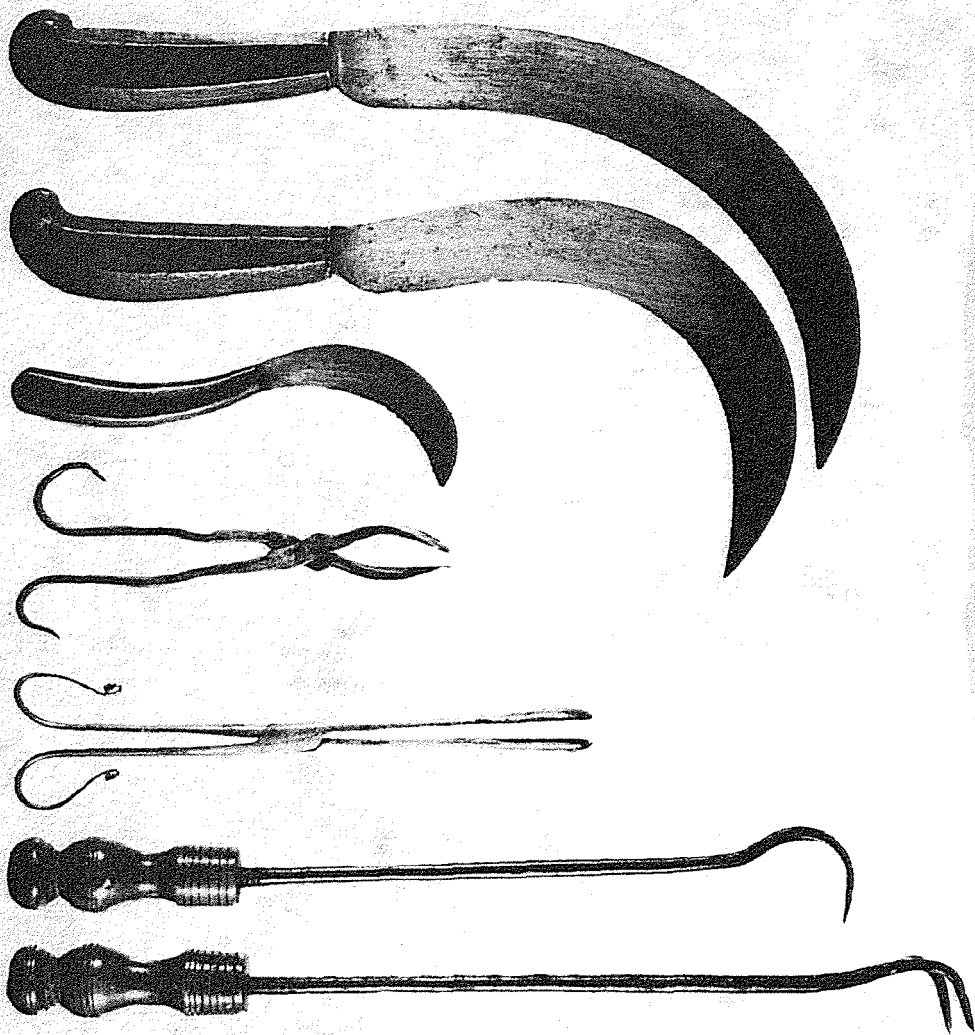
A Returne of y^e Surgeons Instruments on Board y^e
 Massachusetts State, Brig Hazard

- 2 Amputating Knives
- 1 Ditto Law
- 1 Catlin
- 1 Sett Trepanning Instruments
- 1 Case Best Pocket. D^o with 8 Needles
- 1 Sett Best Instruments
- 1 Male Catheter
- 2 Razors
- 1 P^{er} Bullet Forceps
- 1 Silver Probe
- 1 Stick D^o
- 1 Brass Tourniquet
- 3 Wooden D^o
- 6 French Needles & Lancettes
- 6 Forceps
- 3 Matthews
- 1 Sett John Crocker Surgeon

N^o 13 y^e Cases best. Pocket Instruments with y^e Needles
 are my own Property

John Crocker
 Boston July 8th 1778

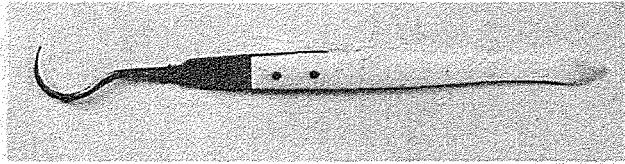
For
 V^{er} Hon^{ble} y^e Board of War
 Boston



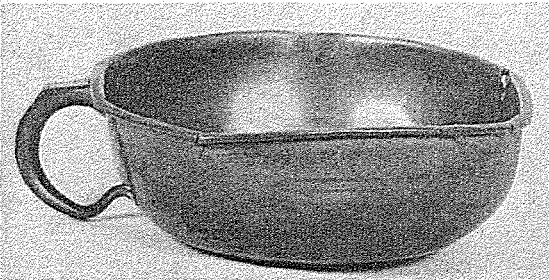
Surgical instruments of the type used by maritime surgeons. Top to bottom: three amputation knives, ball extractor, forceps, surgical hook, surgical retractor. Courtesy of Armed Forces Institute of Pathology, Washington, D.C.



Porcelain jar for storage of medication.



Bullet prober.



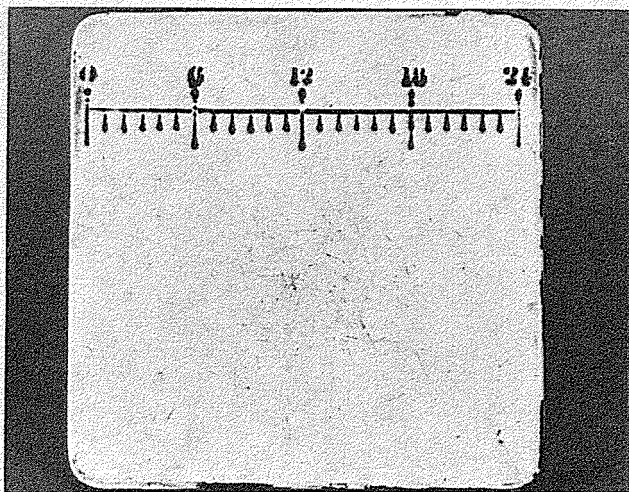
Pewter bleeding pan.



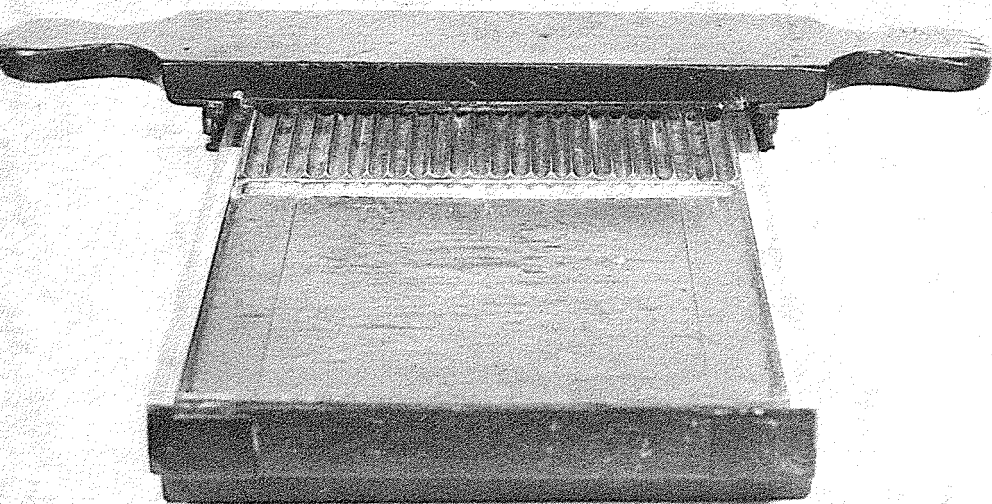
Glass jar apparently used for storing powdered bark.



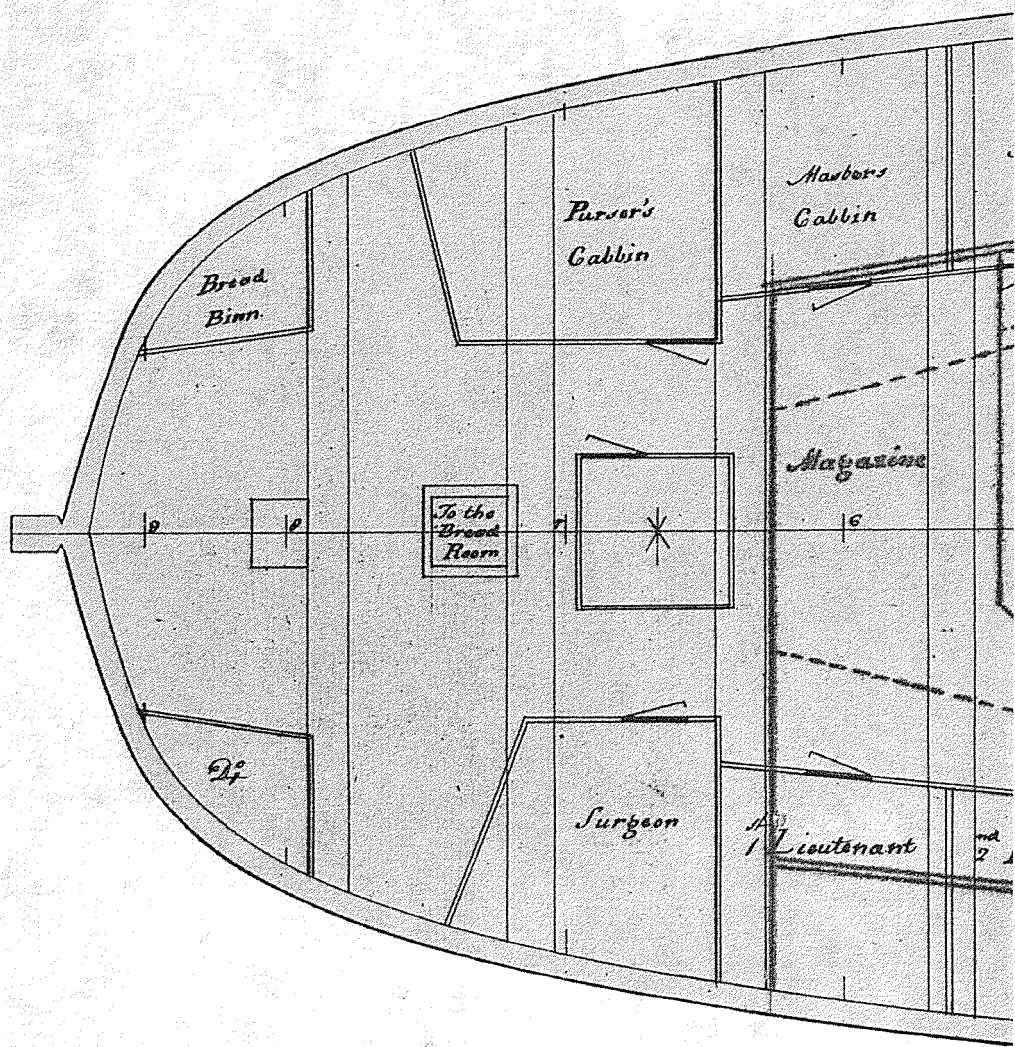
Wooden mortar and pestle.



Pill tile used for measuring and dividing pills.



Pill cutter.



Surgeon's quarters near bread room on lower deck of Continental Frigate Virginia. Courtesy of the National Maritime Museum, London.



GOOD NEWS FOR AMERICA.

S A L E M, Tuesday, April 16, 1776.

We have just received the following important Account of the Success of the CON-
TINENTAL FLEET, under the Command of the Brave and Victorious ADMIRAL
HOPKIN, in reducing to the Surrender of the Continent, the Fortresses of

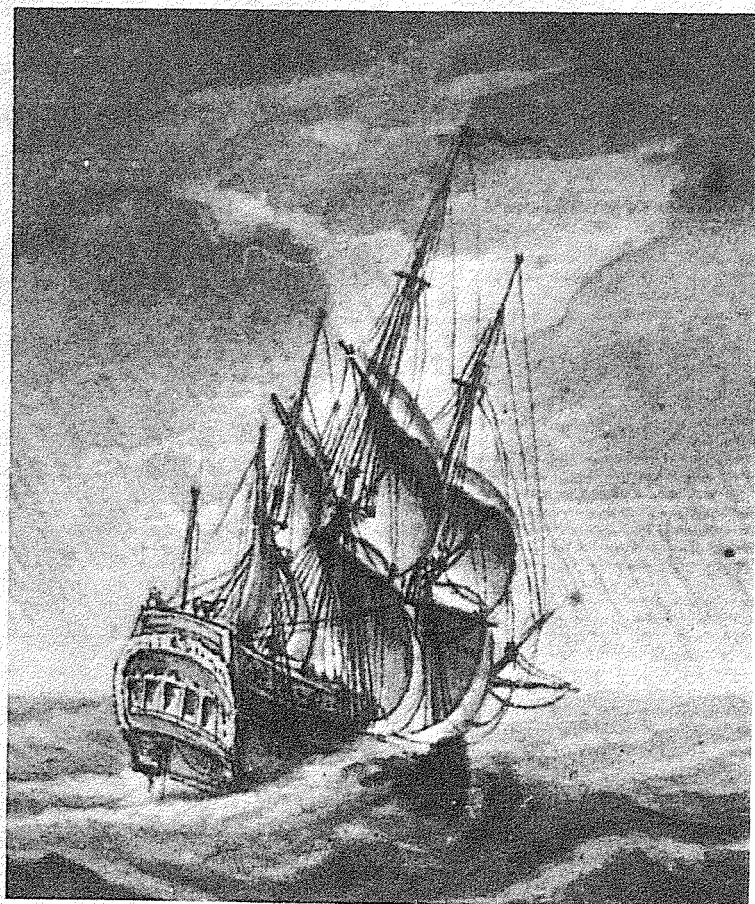
NASSAU and MONTAGUE, in NEW-PROVIDENCE, the Capital of the BAHAMA ISLANDS. — Also of the signal
Victory lately gained by the same Commander, in an Engagement with the Ministerial Fleet, com-
manded by Gen. Wallace, in which the former, though not having more than half the Number of Vessels of the latter, and those very
disadvantaged, took and destroyed Four out of Eight belonging to the Enemy's Squadron, and put the rest to Flight.

W A T E R T O W N, APRIL 15. and six pounders some muskets, &c. Several French
On Monday last, Commodore Hopkins, with Gentlemen likewise came in the Vessel, one of whom

with Gentlemen likewise came in the Vessel, one of whom
ar- Shortly after their arrival, set out for Philadelphia.

It is absolutely fact that the Doctors of the diabolical
last, Ministerial Butchers, when they evacuated Boston, in-
the, hermixed and left 20 Weight of Arsenick with the Me-
on, dicines which they left in the Alma-House there.

We hear, that on Friday next at three o'Clock,
first, Dr. M. a Discourse will be delivered at the Meeting-
n of House in Lexington, in Commemoration of the hor-



APPENDIX B

DAVID BUSHNELL AND THE SUBMARINE *Turtle*

[New York harbor in September 1776 was the scene of an unsuccessful but historic attempt to sink a large British warship (*Eagle* or *Asia*) by submarine attack. The ingenious submarine was the invention of David Bushnell, and the operator was Sergeant Ezra Lee; both of Connecticut.

Thomas Jefferson, displaying keen interest in Bushnell's submarine, wrote to Washington from Paris on 17 July 1785 asking the General's recollections on the subject. Washington replied on 26 September of the same year.

In October 1787 Bushnell sent Jefferson a detailed description of the *Turtle* and his underwater experiments. At the same time, Bushnell sent Ezra Stiles a copy of all material he had prepared for Jefferson.

Sergeant Lee recounted his experience on the night of the submerged attack in a letter to David Humphreys dated 20 February 1815.

These letters have been brought together to form this appendix.]

THOMAS JEFFERSON TO GEORGE WASHINGTON ¹

Sir

Paris July 17. 1785.

Permit me to add, what I forgot in my former letter, a request to you to be so kind as to communicate to me what you can recollect of Bushnell's experiments in submarine navigation during the late war, and whether you think his method capable of being used successfully for the destruction of vessels of war, it's not having been actually used for this purpose by us, who were so peculiarly in want of such an agent seems to prove it did not promise success. I am with the highest esteem Sir

your most obedt & most humble sert
Th: Jefferson

1. Papers of Thomas Jefferson, vol. 13, LC. Printed in Boyd, ed., *Jefferson Papers*, 8, 301.

GEORGE WASHINGTON TO THOMAS JEFFERSON ¹

[Extract]

Mount Vernon 26th Sepr. 1785

I am sorry I cannot give you full information respecting Captn. Bushnell's projects for the destruction of shipping.—No interesting experiment having been made, and my memory being treacherous, I may, in some measure, be mistaken in what I am about to relate.

Bushnel is a man of great Mechanical powers—fertile of invention—and a master in execution—He came to me in 1776 recommended by Governor Trumbull (now dead) and other respectable characters who were proselites to his plan.—Although I wanted faith myself, I furnished him with money, and other aids to carry it into execution.—He laboured for sometime ineffectually, & though the advocates for his scheme continued sanguine he never did succeed—One accident or another was always intervening.—I then thought, and still think, that it was an effort of genius; but that a combination of too many things were requisite, to expect much success from the enterprise against an enemy, who are always upon guard.—That he had a machine which was so contrived as to carry a man under water at any depth he chose, and for a considerable time & distance, with an apparatus charged with Powder which he could fasten to a ships bottom or side & give fire to in any given time (sufft. for him to retire) by means whereof a ship could be blown up, or sunk, are facts which I believe admit of little doubt—but then, where it was to operate against an enemy, it is no easy matter to get a person hardy enough to encounter the variety of dangers to which he must be exposed. 1 from the novelty 2 from the difficulty of conducting the machine, and governing it under water on acct. of the Currents &ca. 3 the consequent uncertainty of hitting the object of destination, without rising frequently above water for fresh observation, wch., when near the Vessel, would expose the adventurer to a discovery, & almost to certain death—To these causes I always ascribed the non-performance of his plan, as he wanted nothing that I could furnish to secure the success of it.—This to the best of my recollection is a true state of the case—But Humphreys, if I mistake not, being one of the proselites, will be able to give you a more perfect acct. of it than I have done. . . .

1. Papers of Thomas Jefferson, vol. 15, LC. Printed in Boyd, ed., *Jefferson Papers*, 8, 555–57, and in Fitzpatrick, ed., *Writings of Washington*, XXVIII, 278–81.

DAVID BUSHNELL TO EZRA STILES ¹

Stamford October 16th 1787.

Sir

Induced by the desire you intimated in your Letter to me, of seeing what I should write to his Excellency Governor Jefferson our Ambassador at Paris, I have together with this, inclosed a Copy of what I have sent to his Excellency. The Original is forwarded by Colonel Humphrys, a Gentleman to whom I am much indebted, who wrote more than once upon the affair, and to whose friendship, I have no doubt, I owe the attention of the Governor to the Subject, and his desire of information, agreeably to what you and Colonel Humphrys wrote long since.

I beg leave to thank you for your advice, and your kind offer to take the charge of forwarding my Letter to his Excellency. I could wish that what I have written should not come to the knowledge of the public, for the same reason, as I have written to the Governor, that I have ever wished to be

silent upon the subject. Should what I have written to the Governor miscarry, I wish these might be ready to be forwarded to him, if I should be obliged to make use of them.

If you are desirous of any information which is not contained in this packet, I shall esteem it a favour, if you will give me the opportunity of satisfying you. Should you think proper to write to me or receive anything from His Excellency Governor Jefferson which respects me, I could wish they might be directed to the care of Major John Davenport in Stamford. I am Sir &c.

David Bushnell

[Enclosures]

Stamford, In Connecticut Octr. 13th. 1787.

Sir

In the latter part of the year 1785, I received a Letter from Colonel David Humphrys, and soon after, another from Doctor Ezra Stiles, President of Yale College in Connecticut, informing me, that your Excellency desired an account of my Submarine Vessel, and the Experiments which I had made.

At the time I received those Letters, I was seized with a severe illness, which disabled me from writing, & though I attempted it several times, obliged me to desist. Ever since I recovered my health, my situation has been such, that until this time, it has not been in my power to write to your Excellency, upon the Subject.

I shall think myself happy if this, arriving thus late, meet with your Excellency's acceptance, and give you the information you desired; and shall only regret, that I had it not in my power to write, as soon as I received the communications of those Gentlemen.

Doctor Stiles, in his Letter to me, transcribed from yours the following, "If he thought proper to communicate it, I would engage never to disclose it, unless I could find an opportunity of doing it for his Benefit." In answer to this declaration, I shall submit the disclosure of it entirely to your Excellency, to do as you shall think proper; & beg leave to return you my sincere thanks for your generous intentions.

I have ever carefully concealed my Principles & Experiments, as much as the nature of the subject allowed, from all but my chosen Friends, being persuaded that it was the most prudent course, whether the event should prove fortunate or otherwise, although by the concealment I never fostered any great expectations of profit, or even of a compensation for my time & expences; the loss of which has been exceedingly detrimental to me.

With this your Excellency will receive a sketch of the general principles and construction of the Submarine Vessel blended together, as they occur at this time, with many of the Minutiae. I should gladly exhibit everything with the utmost minuteness, but apprehend I have not been sufficiently clear in what I have written, and have a doubt whether I could explain the whole intelligibly, without drawings, which I cannot easily execute or

obtain. But should this not be sufficient, & you should wish to have a more minute description of the whole, or of any particular part not sufficiently explained here, I shall be happy to receive your Excellency's commands, and shall obey them, as soon as they come to hand, without any reserve.

As I am desirous this should not fall into improper hands, I could wish, if it were not too great a favour, to hear that this finds a safe conveyance to your Excellency.

In the mean time, with the most respectful sentiments, I am &c.

David Bushnell.

P.S. Should your Excellency think proper to inform me of the safe arrival of this packet, I could wish such information might be directed to the care of Doctor Stiles.

His Excellency Thomas Jefferson Esquire.

"General principles & construction of a Submarine Vessel."

No. 2.

The external shape of the Submarine Vessel bore some resemblance to two upper tortoise shells of equal size, joined together: the place of entrance into the Vessel being represented by the opening, made by the swell of the shells, at the head of the animal. The inside was capable of containing the Operator, and air, sufficient to supply him, thirty minutes, without receiving fresh air. At the bottom, opposite to the entrance, was fixed a quantity of lead for ballast. At one edge, which was directly before the operator, who sat upright, was an oar, for rowing forward or backward. At the other edge, was a rudder for steering. An aperture, at the bottom, with its valve, was designed to admit water for the purpose of descending; & two brass forcing pumps served to eject the water within, when necessary for ascending. At the top, there was likewise an oar, for ascending or descending, or continuing at any particular depth. A Watergauge or Barometer, determined the depth of descent, a compass directed the course, & a ventilator within, supplied the Vessel with fresh air, when on the surface.

The entrance into the Vessel was elliptical, and so small, as barely to admit a person. This entrance was surrounded with a broad elliptical iron band, the lower edge of which was let into the wood of which the body of the Vessel was made, in such a manner, as to give its utmost support to the body of the Vessel against the pressure of the water. Above the upper edge of this iron band, there was a brass Crown or cover, resembling a hat with its crown and brim, which shut watertight upon the iron band: the Crown was hung to the iron band with hinges so as to turn over sidewise, when opened: to make it perfectly secure when shut, it might be screwed down upon the band by the operator, or by a person without.

There were in the brass Crown, three round doors, one directly in front, and one on each side, large enough to put the hand through, when open they admitted the fresh air; their shutters were ground perfectly tight into their places, with emery, hung with hinges, & secured in their places when shut. There were likewise several small glass windows in the Crown, for

looking through, and for admitting light in the daytime, with covers to secure them. There were two airpipes in the Crown. A ventilator within drew fresh air through one of the airpipes, and discharged it into the lower part of the Vessel; the fresh air introduced by the ventilator, expelled the impure light air through the other airpipe. Both airpipes were so constructed, that they shut themselves whenever the water rose near their tops, so that no water could enter through them, and opened themselves immediately after they rose above the water.

The Vessel was chiefly ballasted with lead, fixed to its bottom: when this was not sufficient, a quantity was placed within, more or less, according to the weight of the operator: its ballast made it so stiff, that there was no danger of oversetting. The Vessel with all its appendages, and the operator, was of sufficient weight to settle it very low in the water. About two hundred pounds of the lead at the bottom for ballast, could be let down forty or fifty feet below the Vessel: this enabled the operator to rise instantly to the surface of the water in case of accident.

When the operator would descend he placed his foot upon the top of a brass valve, depressing it, by which he opened a large aperture in the bottom of the Vessel, through which the water entered at his pleasure. When he had admitted a sufficient quantity, he descended very gradually; if he admitted too much, he ejected as much as was necessary to obtain an equilibrium, by the two brass forcing pumps, which were placed at each hand. Whenever the Vessel leaked or he would ascend to the surface, he also made use of these forcing pumps. When the skilful operator had obtained an equilibrium, he could row upward, or downward, or continue at any particular depth, with an oar, placed near the top of the Vessel, formed upon the principle of the screw, the axis of the oar entering the Vessel: by turning the oar one way he raised the Vessel, by turning it the other way he depressed it.

A glass tube eighteen inches long, and one inch in diameter, standing upright, its upper end closed, and its lower end, which was open, screwed into a brass pipe, through which the external water had a passage into the glass tube, served as a Watergage or Barometer. There was a piece of cork, with phosphorus on it, put into the Watergage: When the Vessel descended, the water rose in the watergage, condensing the air within, and bearing the cork, with its phosphorus, on its surface. By the light of the phosphorus, the ascent of the water in the gage was rendered visible, and the depth of the Vessel under water ascertained by a graduated line.

An oar, formed upon the principle of the screw, was fixed in the fore-part of the Vessel, whose axis entered the Vessel, which being turned one way, rowed the Vessel forward, and being turned the other way, rowed it backward: it was made to be turned by hand or foot.

A rudder, hung to the hinder part of the Vessel, commanded it with the greatest ease. The rudder was made very elastick, and might be used for rowing forward. Its tiller was within the Vessel, at the operator's right hand, fixed, at a right angle, on an iron rod, which passed through the side of the Vessel; the rod had a crank on its outside end, which commanded

the rudder, by means of a rod extending from the end of the crank to a kind of tiller, fixed upon the left hand of the rudder. Raising & depressing the first mentioned tiller turned the rudder, as the case required.

A compass marked with phosphorus directed the course, both above and under the water; & a line and lead founded the depth when necessary.

The internal shape of the Vessel, in every possible section of it, verged towards an ellipsis, as near as the design would allow, but every horizontal section, although elliptical, as near a circle, as could be admitted. The body of the Vessel was made exceedingly strong; and to strengthen it as much as possible, a firm piece of wood was framed, parallel to the conjugate diameter, to prevent the sides from yielding to the great pressure of the incumbent water in a deep immersion. This piece of wood was also a seat for the operator.

Every opening was well secured. The pumps had two sets of valves. The aperture at the bottom, for admitting water was covered with a plate perforated full of holes to receive the water, and prevent anything from choking the passage, or stopping the valve from shutting. The brass valve might likewise be forced into its place with a screw, if necessary. The airpipes had a kind of hollow sphere, fixed round the top of each, to secure the air pipe-valves from injury; these hollow spheres were perforated full of holes for the passage of the air through the pipes: within the airpipes were shutters to secure them, should any accident happen to the pipes, or the valves on their tops.

Whenever the external apparatus passed through the body of the Vessel, the joints were round and formed by brass pipes, which were driven into the wood of the Vessel; the holes through the pipes were very exactly made, and the iron rods which passed through them were turned in a lathe to fit them; The joints were also kept full of oil to prevent rust and leaking. Particular attention was given to bring every part, necessary for performing the operations, both within and without the Vessel, before the operator, and as convenient as could be devised: so that every thing could be found in the dark, except the watertight, and the compass, which were visible by the light of the phosphorus, and nothing required the operator to turn to the right hand, or the left, to perform anything necessary.

Description of a Magazine & its appendages, designed to be conveyed by the submarine Vessel to the bottom of a Ship.

In the forepart of the brim of the Crown of the Submarine Vessel, was a socket, and an iron tube passing through the socket; the tube stood upright, and could slide up and down in the socket, six inches: at the top of the tube, was a Woodscrew (A) fixed by means of a rod, which passed through the tube, and screwed the Woodscrew fast upon the top of the tube: by pushing the Woodscrew up against the bottom of a Ship, and turning it at the same time, it would enter the planks; driving would answer the same purpose; when the Woodscrew was firmly fixed, it could be cast off by unscrewing the rod, which fastened it upon the top of the tube.

Behind the Submarine Vessel, was a place, above the rudder, for carrying a large Powder Magazine; this was made of two pieces of oak timber,

large enough, when hollowed out, to contain one hundred and fifty pounds of Powder, with the apparatus used in firing it, and was secured in its place by a screw, turned by the operator. A strong piece of rope extended from the magazine to the Woodscrew (A) abovementioned, and was fastened to both. When the Woodscrew was fixed, and to be cast off from its tube, the Magazine was to be cast off likewise by unscrewing it, leaving it hanging to the Woodscrew: it was lighter than the water that it might rise up against the object, to which the Woodscrew and itself were fastened.

Within the Magazine, was an apparatus, constructed to run any proposed length of time under twelve hours; when it had run out its time, it unpinioned a strong lock resembling a gun lock, which gave fire to the powder. This apparatus was so pinioned, that it could not possibly move till, by casting off the Magazine from the Vessel, it was set in motion.

The skilful operator could swim so low on the surface of the water, as to approach very near a Ship, in the Night, without fear of being discovered, and might if he chose, approach the stem or stern, above water, with very little danger. He could sink very quick, keep at any depth he pleased, and row a great distance, in any direction he desired, without coming to the surface; & when he rose to the surface, he would soon obtain a fresh supply of air, when, if necessary, he might descend again and pursue his course.

The above Vessel, Magazine &c. were projected in the year 1771, but not completed until the year 1775.

David Bushnell

“Experiments made to prove the nature and use of a Submarine Vessel.”
No. 3.

The first experiment I made, was with about two ounces of gunpowder, which I exploded four feet under water, to prove to some of the first Personages in Connecticut, that powder would take fire under water.

The second experiment was made with two pounds of powder, inclosed in a wooden bottle, and fixed under a hogshead, with a two inch oak plank between the hogshead and the powder; the hogshead was loaded with stones as deep as it could swim; a wooden pipe descending through the lower head of the hogshead, & through the plank into the powder contained in the bottle, was primed with powder. A match put to the priming exploded the powder, which produced a very great effect, rending the plank into pieces, demolishing the hogshead, and casting the stones and ruins of the hogshead, with a body of water many feet into the air, to the astonishment of the spectators. This experiment was likewise made for the satisfaction of the Gentlemen abovementioned.

I afterwards made many experiments of a similar nature; some of them with large quantities of powder; they all produced very violent explosions, much more than sufficient for any purpose I had in view.

In the first essays with the submarine Vessel, I took care to prove its strength to sustain the great pressures of the incumbent water when sunk deep, before I trusted any person to descend much below the surface: and

I never suffered any person to go under water without having a strong piece of rigging made fast to it, until I found him well acquainted with the operations necessary for his safety. After that I made him descend and continue at particular depths, without rising or sinking, row by the compass, approach a Vessel, go under her, and fix the Woodscrew, mentioned in No 2, and marked A, into her Bottom, &c. until I thought him sufficiently expert to put my design into execution.

I found agreeably to my expectation, that it required many trials to make a person of common ingenuity, a skilful operator. The first I employed was very ingenious and made himself master of the business, but was taken sick in the campaign of 1776 at N. York, before he had an opportunity to make use of his skill, and never recovered his health sufficiently afterwards.

Experiments made with a submarine Vessel.

After various attempts to find an operator to my wish, I sent one, who appeared more expert than the rest, from N. York to a fifty gun Ship lying not far from Governour's Island. He went under the Ship and attempted to fix the Woodscrew into her bottom, but struck as he supposes, a bar of iron, which passes from the rudder hinge and is spiked under the Ship's quarter. Had he moved a few inches, which he might have done without rowing, I have no doubt, but he would have found wood, where he might have fixed the screw; or if the Ship were sheathed with copper, he might easily have pierced it: but, not being well skilled in the management of the Vessel, in attempting to move to another place, he lost the Ship. After seeking her in vain, for sometime, he rowed some distance, and rose to the surface of the water, but found daylight had advanced so far, that he durst not renew the attempt.

He says that he could easily have fastened the Magazine under the Stern of the Ship, above water, as he rowed up to the stern, and touched it, before he descended. Had he fastened it there, the explosion of one hundred and fifty pounds of powder, the quantity contained in the Magazine, must have been fatal to the Ship. In his return from the Ship to N. York, he passed near Governor's Island, and thought he was discovered by the Enemy, on the Island; being in hast to avoid the danger he feared, he cast off the magazine, as he imagined it retarded him, in the swell, which was very considerable. After the Magazine had been cast off, one hour, the time the internal apparatus was set to run, it blew up with great violence.

Afterwards there were two attempts made in Hudson's River above the City, but they effected nothing. One of them was by the aforementioned person. In going toward the Ship, he lost sight of her, and went a great distance beyond her, before he found her; when he arrived, the tide ran so strong, that as he descended under water, for the Ship's bottom, it swept him away. Soon after this, the Enemy went up the river, and pursued the boat, which had the submarine Vessel on board, and sunk it, with their shot. After I recovered the Vessel, I found it impossible, at that time to prosecute the design any farther. I had been in a bad state of health from the beginning of my undertaking, and was now very unwell; the situation of public affairs was such, that I despaired of obtaining the public attention,

and the assistance necessary. I was unable to support myself, and the persons I must have employed, had I proceeded. Beside I found it absolutely necessary, that the operators should acquire more skill in the management of the Vessel, before I could expect success; which would have taken up sometime, and made no small additional expence. I therefore gave over the pursuit, for that time, and waited for a more favourable opportunity, which never arrived.

Other Experiments made with a design to fire Shipping.

In the year 1777, I made an attempt, from a Whaleboat, against the *Cerberus* Frigate, then lying at anchor, between Connecticut River & New London, by drawing a Machine against her side, by means of a line. The Machine was loaded with powder, to be exploded by a gunlock, which was to be unpinioned by an apparatus, to be turned by being brought along the side of the Frigate. This Machine fell in with a schooner, at anchor astern of the Frigate, & concealed from my sight. By some means or other it was fired, and demolished the schooner, and three men, and blew the only one left alive, overboard, who was taken up very much hurt.

After this, I fixed several Keggs under water, charged with powder, to explode upon touching anything, as they floated along with the tide: I set them afloat in the Delaware, above the English shipping at Philadelphia, in December 1777. I was unacquainted with the River, and obliged to depend upon a Gentleman, very imperfectly acquainted with that part of it, as I afterwards found. We went as near the shipping as he durst venture; I believe the darkness of the night greatly deceived him, as it did me. We set them adrift, to fall with the ebb upon the Shipping. Had we been within sixty rods, I believe they must have fallen in with them immediately as I designed; but, as I afterwards found, they were set adrift much too far distant, and did not arrive, until after being detained some time by frost, they advanced in the day time, in a dispersed situation, and under great disadvantage. One of them blew up a boat, with several persons in it, who imprudently handled it too freely, and thus gave the British that alarm, which brought on the battle of the Keggs.

David Bushnell

1. Ezra Stiles Papers, NHCHS. Recipient's copy of the Bushnell to Jefferson letter, without enclosures describing the *Turtle* and underwater experiments, is in Papers of Thomas Jefferson, vol. 34, LC, and is printed in Boyd, ed., *Jefferson Papers*, 12, 303-04. Bushnell's description of the submarine and "Other Experiments" was published in *Transactions of the American Philosophical Society*, Philadelphia, 1799.

EZRA LEE TO DAVID HUMPHREYS ¹

Lyme 20th Feby 1815.

Dr. Sir.

Judge Griswold, & Charles Griswold Esq. both informed me that you wished to have an account of a machine invented by David Bushnell of Say. Brook; at the commencement of our Revolutionary war. In the summer

of 1776, he went to New York with it to try the *Asia* man of war:—his brother being acquainted with the working of the machine, was to try the first experiment with it, but having spent untill the middle of August, he gave out, in consequence of indisposition.—Mr. Bushnell then came to General Parsons (of Lyme) to get some one to go, and learn the ways & mystery of this new machine, and to make a trial of it.

General Parsons, sent for me, & two others, who had given in our names to go in a fire ship if wanted, to see if we would undertake the enterprize:—we agreed to it, but first returned with the machine down Sound, and on our way practised with it in several harbours.— we returned as far back as Say-Brook with Mr Bushnell, where some little alterations were made in it— in the course of which time, (it being 8 or 10 days) the British had got possession of Long Island & Governor's Island—We went back as far as New Rochelle and had it carted over by land to the North River.—

Before I proceed further, I will endeavour to give you some idea of the construction of this machine, *turtle* or torpedo, as it has since been called.—

(1) Its shape was most like a round clam, but longer, and set up on its square side—it was high enough to stand in or sit as you had occasion, with a (2) composition head hanging on hinges.—it had six glasses, inserted in the head, and made water tight, each the size of a half Dollar piece, to admit light—in a clear day, a person might see to read in three fathoms of water—The machine was steered by a rudder having a crooked tiller, which led in by your side, through a water joint.—(3) then sitting on the seat, the navigator rows with one hand, & steers with the other—it had two oars, of about 12 inches in leangth, & 4 or 5 in width, shaped like the arms of a wind-mill, which led also inside through water joints, in front of the person steering, and were worked by means of a wench (or crank) and with hard labour, the machine might be impelled at the rate of 3 nots an hour for a short time—Seven hundred pounds of lead were fixed on the bottom for ballast, and two hundred weight of it was so contrived, as to let it go in case the pumps choaked, so that you could rise at the surface of the water.—It was sunk by letting in water by a spring near the bottom, by placing your foot against which, the water would rush in and when sinking take off your foot & it would cease to come in & you would sink no further, but if you had sunk too far, pump out water untill you got the necessary depth—these pumps forced the water out at the bottom, one being on each side of you as you rowed—A pocket compass was fixed in the side, with a piece of light (4) wood on the north side, thus +, and another on the east side thus —, to steer by while under water—Three round doors were cut in the head, (each 3 inches diameter) to let in fresh air, untill you wished to sink, and then they were shut down & fastened—There was also a glass tube (5) 12 inches long and 1 inch diamater, with a cork in it, with a peice of light wood, fixed to it, and another peice at the bottom of the tube, to tell the depth of discent,—one inch rise of the cork in the tube gave about one fathom water,—It had a screw, that peirced through the top of the machine, with a water joint, which was so very sharp that it would enter wood, with very little force, and this was

turned with a wench, or crank, and when entered fast in the bottom of the ship, the screw is then left, and the machine is disengaged, by unscrewing another one inside that held the other. From the screw now fixed on the bottom of the ship, a line—led to & fastened to the magazine, to prevent its escape either side of the ship—the magazine was directly behind you on the outside, and that was faced from you by unscrewing a screw inside—Inside the magazine was a clock machinery, which immediately sets a going after it is disengaged & a gun lock is fixed to strike fire to the powder, at the set time after the Clock should rundown—The clock might be set to go longer or shorter—20 or 30 minutes was the usual time, to let the navigator escape—This magazine was shaped like an egg, & made of oak dug out in two peices, bound together with bands of iron, corked & paid over with tar so as to be perfectly tight, and the clock was bound so as not to run untill this magazine was unscrewed—

I will now endeavour to give you a short account of my voyage in this machine.—The first night after we got down to NewYork with it, that was favourable, (for the time for a trial, must be, when it is slack water, & calm, as it is unmanagable in a swell or a strong tide) the British Fleet lay a little above Staten Island We set off from the City—the Whale boats towed me as nigh the ships, as they dared to go, and then cast me off—I soon found that it was too early in the tide, as it carried me down by the ships—I however hove about, and rowed for 5 glasses, by the ships' bells, before the tide slackened so that I, could get along side of the man of war, which lay above the transports—The Moon was about 2 hours high, and the daylight about one—when I rowed under the stern of the ship, could see the men on deck, & hear them talk—I then shut down all the doors, sunk down, and came under the bottom of the ship, up with the screw against the bottom but found that it would not enter—(6) I pulled along to try another place, but deviated a little one side, and immediately rode with great velocity, and come above the surface 2 or 3 feet between the ship and the daylight—then sunk again like a porpoise I hove partly about to try again, but on further thought I gave out, knowing, that as soon as it was light the ships boats would be rowing in all directions, and I thought the best generalship, was to retreat, as fast as I could as I had 4 miles to go, before passing Governor's Island.—So I jogg'd on as fast as I could, and my compass being then of no use to me, I was obliged to rise up every few minutes to see that I sailed in the right direction, and for this purpose keeping the machine on the surface of the water, and the doors open—I was much afraid of getting aground on the island as the Tide of the flood set on the north point While on my passage up to the City, my course owing to the above circumstances, was very crooked & zig zag, and the enemy's attention was drawn towards me, from Governors Island—When I was abreast of the fort on the island 3 or 400 men got upon the parapet to observe me,—at leangth a number came down to the shore, shoved off a 12 oar'd barge, with 5 or 6 sitters, and pull'd for me—I eyed them, and when they had got within 50 or 60 yards of me, I let loose the magazine, in hopes, that if they should take me, they would likewise pick up the magazine, and then we should all be blown up

together, but as kind Providence would have it, they took fright, and returned to the island, to my infinite joy.—I then weathered the Island, and our people seeing me, came off with a whaleboat, and towed me in—The Magazine after getting a little past the Island, went off with a tremendous explosion, throwing up large bodies of water to an immense height. (7)

Before we had another opportunity to try an experiment our army evacuated Newyork, and we retreated up the North River as far as fort Lee—A Frigate came up and anchored off Bloomingdale. I now made another attempt upon a new plan—my intention was to have gone under the ship's stern, and screwed on the magazine close to the water's edge, but I was discovered by the Watch and was obliged to abandon this scheme, then shutting my doors, I dove under her, but my cork in the tube, (by which I ascertained my depth) got obstructed, and deceived me, and I descended too deep & did not track the ship, and I then left her—Soon after the Frigate came up the river, drove our *Crane* galley on shore, and sunk our Sloop, from which we escaped to the shore—

I am &c. E. Lee.

For General David Humphreys—

(1) This machine was built of oak, in the strongest manner possible, corked and tarred, and though its sides were at least six inches thick, the writer of the forgoing, told me that the pressure of the water, against it, at the depth of two fathoms was so great, that it oozed quite through, as mercury will by means of the air pump. Mr. Bushnell's machine was no larger than just to admit one person to navigate:—its extreme length was not more than 7. feet.—When lying in the water, in its ordinary state without ballasts, its upper works did not rise more than 6 or 7 inches out of water—

(2) This composition head, means of composition of Metals—something like bell metal, and was fixed on the top of the machine, and which afforded the only admission to the inside—

(3) The steering of this machine was done on the same principles, with ordinary vessels, but the rowing her through the water, was on a very different plan—These oars, were fixed on the end of a shaft like windmill arms, projected out, forward, and turned at right angles with the course of the machine, and upon the same principles that windmill arms are turned, by the wind these oars, when put in motion as the writer describes, draws the machine slowly after it—this moving power is small, and every attendant circumstance, must cooperate with it, to answer the purpose, calm waters & no current—

(4) This light wood is what we sometimes call fox fire, and is the dry wood that shines in the dark:—this was necessary as the points of the compass could not readily be seen without—

(5) The glass tube here mentioned, which was a sort of thermometer, to ascertain the depth of water the machine descended, is the only part that is without explanation—the writer of the forgoing, could not recollect the principles on which such an effect, was produced, nor the mechanical con-

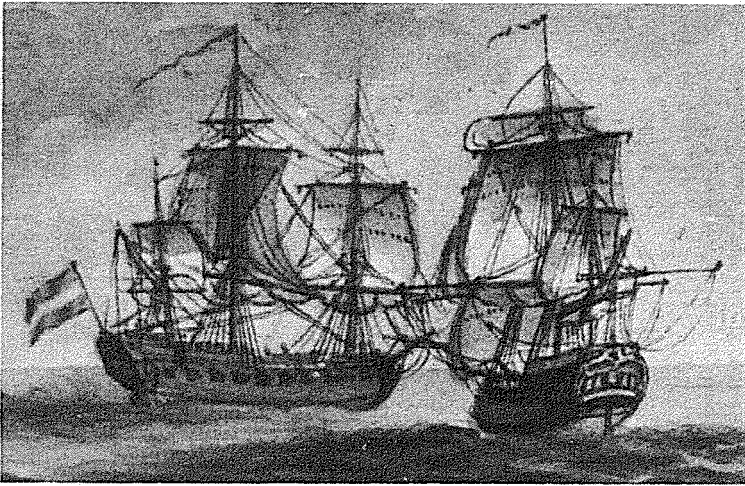
trivance of it—He only knows that it was so contrived that the cork & light wood rose or fell in the tubes, by the ascent or descent of the machine—

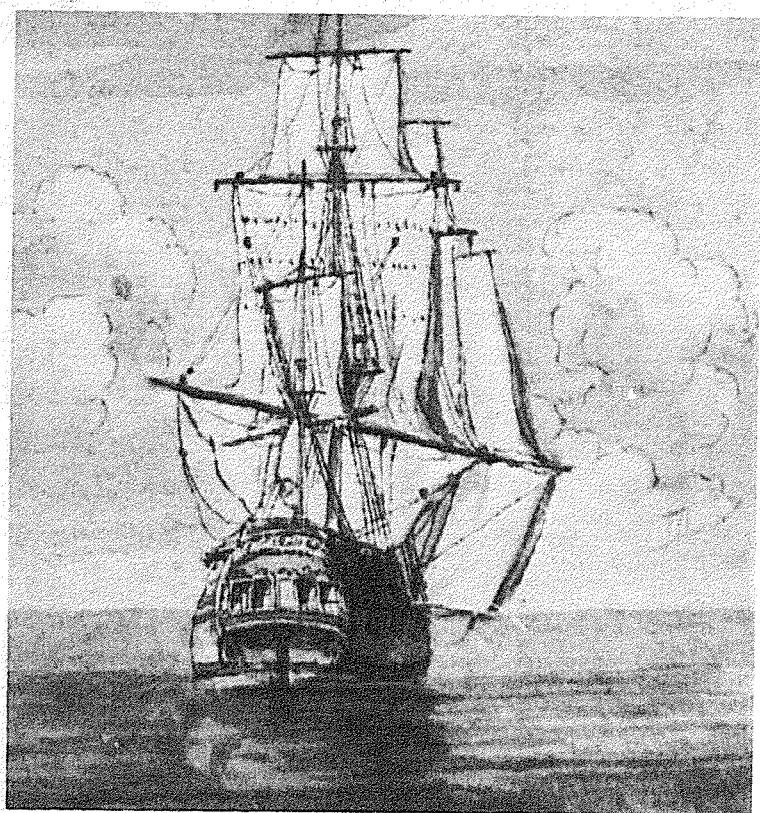
(6) The reason why the screw would not enter, was that the ship's bottom being coppered it would have been difficult under any circumstances to have peirced through it—but on attempting to bore with the auger, the force necessary to be used in pressing against the ships bottom, caused the machine to rebound off. this difficulty defeated the whole.—the screw could not enter the bottom, and of course the magazine could not be kept there in the mode desired—

(7) When the explosion took place, General Putnam was vastly pleased, and cried out in his piculiar way—"God's curse 'em, that'll do it for 'em."²

1. YUL. A slightly modified version of the letter was published in *The Magazine of American History*, XXIX, January-June, 1893.

2. These explanatory notes were apparently added by Humphreys.





APPENDIX C

"THE WAR IN AMERICA 1776 ORIGINAL MANUSCRIPT JOURNAL BY
ADMIRAL SIR GEORGE COLLIER." ¹

[Extract]

[Rather than a journal, Sir George Collier's experiences in H.M.S. *Rainbow* on the American station seem to be a series of letters, but to whom addressed is not apparent. The opening pages are missing, and then follow three pages describing cod fishing on the Newfoundland Banks.

The missing pages of the Journal may be paraphrased from a volume published in New York in 1835 entitled: *A Detail of Some Particular Services Performed in America During the years 1776, 1777, 1778, and 1779. Compiled from Journals and original Papers, Supposed to be Chiefly taken from the Journal kept on board the Ship Rainbow, Commanded by Sir George Collier.* The title page further states: "Printed for Ithiel Town From a manuscript obtained by him, while in London, in the summer of 1830." As Town, in his introduction, or "Advertisement," claims that he was presenting "a true copy," it is evident that he had purchased "at a public sale of autographs and manuscripts," some unknown author's monograph prepared from the original Journal.]

[From the Town volume]

The rebellion in America was come to so alarming a height, as threatened the entire loss of that continent to Great Britain, unless the most vigorous and effectual means were used to suppress it. Government, therefore, determined upon sending out a force so considerable, as should at once put an end to the machinations and evil designs of the king's enemies, and restore peace to that distracted country.

To carry this measure into execution, and to avoid sending away so great a number of the national troops, as would be necessary to effect it, a treaty with the Landgrave of Hesse was entered into, for his supplying Great Britain with a stipulated number of men, at a certain rate, whose deficiency by deaths, desertion, or any other cause, was to be supplied occasionally from Hesse; paying the prince for every soldier who should be killed in battle, or die by sickness, from the time of their leaving Germany till their return to it.

In consequence of this agreement, a number of transports, necessary to receive the first division of the Hessian troops, was sent to Stadt, where they accordingly embarked, and arrived at Spithead the beginning of May, 1776.

This first division consisted of 7,800 Hessians, and were commanded by Lieutenant-General *De Heister*, with some other General officers under him; together with a numerous and well-appointed train of artillery, wagons, field equipage, and every other necessary preparation for taking the

field. To these were added 1,000 of the English guards, under Colonel [Edward] Matthews, who, on the arrival of the Hessian troops at Spithead, immediately embarked in transports prepared for them.

Sir George Collier, in the *Rainbow* of 44 guns, Commodore Hotham, in the *Preston* of 50 guns, and four other men-of-war were appointed to escort this formidable force to America. The fleet having completed their water and provisions, and the wind admitting of their sailing, they left Spithead about the 20th of May, amounting in all to ninety-two sail, eighty-six of which were transports, and the rest men-of-war.

It was to be lamented that these troops were not ready to sail for America by the beginning of March, as it was the difference to Great Britain of almost a campaign. The easterly winds which prevail from February to the middle of May, would probably have made the passage out a very short one; and besides arriving in health from that cause, they would have been ready to take the *field almost as soon as they sailed from Spithead*. But by the injudicious protraction of their departure so late, they were subjected to contrary winds and calms, which made the voyage more than double what, in the other case, it would probably have been, and occasioned so powerful a reinforcement to be of very little use *that year*, by their arriving so late in the campaign.

The incidents of the voyage are little worth mentioning, except that some of the transports, by thick weather and other causes, separated from their convoy; the fogs on the banks of Newfoundland making it very difficult for the fleet to keep together. This disagreeable impediment continued till they arrived off the coast of Nova Scotia, and it was then found, upon coming into clear day light, that about seventeen sail of the convoy were missing.

[Collier's Journal begins]

Before the last War the French Newfoundland Fishery was pretty nearly equal to ours, but since we have taken away so much Country, & pent em up in such Narrow bounds, we have encreasd in the same proportion they have lost; at present from the best Informaiton I can get I apprehend our Fishery is double to that of the French, & that when this unhappy War with America broke out we catchd about 650,000 Quintals, three fourths of which we exported to Spain, Italy, & other Catholic Countries, the produce of which was not less than 300,000 Pounds, clear Profit every Year to England—how it may stand at present I know not but I think, the War must have advantagd rather than have hurt the Fishery of G.B. as the Americans are utterly excluded for the present, from participating in the Advantages arising from it.

We have again struck Soundings, & from the depth of Water & the Nature of the Ground, must have been within 5 or 6 Miles of that very dangerous Island, Sable whereon so many Mercht Ships are lost—the fogs have been for some Days so extremely thick, that it has made a continual Night, & what is more extraordinary have deadend Sounds So much, that the Sound of a Cannon cou'd not be heard 2 Miles off—it is not only unpleasant & uncomfortable but really unsafe to grope out the Road in the Dark in the

manner we are forced to do, especially as we are drawing near Dangers, & a Coast I am totally unacquainted with

Tho' I have taken every Precaut[ion] to preserve the Health of my People, I am concernd to find many Cases have answerd so indifferently—I have now Threescore on the Sick List occasiond by these penetrating Fogs, & there are some of em in great Danger, I hope a few Days more will bring us to Halifax that we may once more see Day light & clear Weather—

I have been seizd with the Fever that has prevaild & was confin'd a fortnight with a most severe illness; this is the first Time I have venturd out of my Cabin, & am reducd very low; we are at this Moment off the Harbour of Halifax, but from the Intelligence I reced from a Schooner an Hour ago, & wh[ich] I have sent to the Commodore, I imagine He will not go into Port, but proceed in Search of Lord Howe & the General who are gone with the Troops to New York. This will be a grievous Disappt to Many, but I am most sorry on Account of the Sick, who will suffer greatly by being forced to continue at Sea perhaps a Month longer; but there is no repining when the Kings Service makes the Measure necessary; here it is apparently so, as the going into the Harbor woud occasion a Delay of a Week or 10 Days at least.

The Commodore (as I supposd) has sent me word He means immediately to proceed for New York, & He has made the Signal for the Masters of Merchantmen, to give em directions acc[ordingl]y—We are just join'd by the [Carcass] Bomb & 15 Sail of Transports who parted Company at diff't Times, [dur]ing the Fog—the Hospital Ship is still missing, & we are apprehensive She is lost upon the Isle of Sable, as she was last seen very near it, & the wind blowing fresh—She will be a considerable Loss to the Fleet, & Governmt perhaps will wish they had not orderd a considerable Sum of Money on board Her, which to the universal Surprize of every body was sent down at Portsmouth, as she has not Men sufficient to work her, & must be ill navigated, & if attckd by a couple of Privateers not calculated to make any Defence—

It is now 5 Weeks since we saild from Halifax, for New York, & have not yet atchievd our Passage nor know I when we shall; Storms Calms & Currents have been our Foes, & drove us I know not where for by the Reckonings we ought to have gained our Port a Fortnight ago—The Troops begin to be Sickly, & the Hessian General peevish & Discontented, yet how vain is Mans Anger against the Elements, & how little will it avail; for my Part without pretending to more Philosophy than my Neighbours, I am certainly tranquil at the unexpected length of the Passage, & my Impatience I feel to get into Port arises from my Concern for the Sick People, & for the Wellfare of my Country who must suffer extremely from this unfortunate Delay.

Indeed I have another very material Reason for wishing to get into some Harbor, & that is to recruit our Water of which we have but a very small Quantity remaining, tho every body has been at a Quart a Man, from the Day we left Halifax

You will wonder to hear that all the Water I have usd at my Table since leaving England has been as limpid & as pure as what Moses procurd

the Child[re]n of Israel from the Rock; we have without a Miracle as excellent a Rill of Water every Day, as the Earth can furnish; not to keep You longer in suspense I have a Still on board by which I procure a certain Quantity of Fresh Water from Salt Water, every Day, from 10 Galls to 30 it is considerable lighter than any other Water in the World & consequently more wholesome, it washes, & Shaves, & has every superior Property to other Water, & I absolutely esteem it the greatest Discovery of the present Age

We are at length arrivd at our Place of Destination & have joind our Friends; a bad Pilot run my Ship aground at the entrance of the River leading to New York, but fortunately the Water was smooth & little Wind, so that we got off without any Damage—I had soon afterwards a Message from Lord Howe to take the Charge of the Men of War & Transports that were left below the Narrows, as Commodore Hotham was gone up to join the Vice Admiral off Staten Island Every Thing breathes the Appearance of War the Number of Transports are incredible I believe there are more than 500 of different kinds, besides the Kings Ships—a Force so formidable woud make the first Power in Europe tremble; Genl Howes army with the Reinforcement we have brot Him, consists of 23 Thousand effective Men, —besides an Artillery more considerable than were ever brought before into the Field—We have various Accounts of the Force of the Rebels, some make em 60 Thousand others not more than half that Number; but let their Force be what it will, it never can stand against veteran Troops commanded by the best Officers in Europe & supported by a respectable Fleet of Thirty Men of War of different Sizes.

I have just been viewing some of the Batterys of the Enemy erected towards the Sea, & which tis imagind the Men of War are to attack; We are too far off to form much Judgmt. about 'em, they are said to be no less than 13 with [sentence unfinished]

Poor old Genl (de Heister) the Com[mande]r of the Hessian Troops is quite Tird & dispirited with the length of his Voyage; He has wrote a letter to the Commodore in wh He says [“]I have been deceivd by false Representations, for I was assurd that the Voyage woud not be longer than 5 or perhaps 6 Weeks; I have been embarkd already no less than 13 Weeks, & yet See no end to it, or a Probability of our landing—I am a poor old Man covered with Wounds & Infirmities, & shall die if I remain out much longer &c &c[”] the Commodore begd of me to visit the old Veteran to comfort Him, which I did, having orderd a side of Mutton & some poultry to be put in the Boat, as I understood his fresh Provisions were exhausted—the old General receivd me in the Civilest manner He was capable of & obligd me to swallow repeated Potations of very good Hock to the Healths of our Sovereigns our Friends in Europe &c &c, this joind to the Musick of his Band which He called for exhilerated the old Gentlemans Spirits so much that He entirely forgot his Distresses, & Inconveniences & seemd perfectly Happy; I concluded my Visit rather sooner than I perhaps might have done fearing the Strength of his Hock which He pushed about without intermission.

New York 12 Augt [1776]

We are at length arrivd at this Place with most of the Convoy, but in coming in an unskilful Pilot run my Ship aground upon one of the Sands; there was luckily a very light Breeze of Wind & no Swell so we got off without Damage, & anchor'd with all the Convoy below the narrows & about 15 or 16 Miles from New York; we are in Sight of Lord Howes Flag, & Admiral Shuldhams, but the Numbers of Transports, Victuallers, &c are not to be counted appearing as thick as Trees in a Forest—the *Hyde* Packet Boat is just getting under Sail for England, so that I shall close this Letter to forward by Her; the incidents of a Sea Voyage are seldom replete with amusing Matter, & I fear that mine will afford no great Entertainment to You; it will however be a proof of my Remembrance, as I woud also have it of the warm Friendship & Respect with which I shall ever remain &c &c

Letter 7th

By the *Hyde* Packet I gave You an Acct of my arrival at New York which I hope will reach you I now go on with the narrative of our Proceedings.

Lord Howe having sent me Orders to join Him with the Convoy, I made the Signal for weighing, & in a short Time anchd off Staten Island near the *Eagle*, on which Ship his Lordships Flag is Flying. Every Thing breathes the Appearance of War, the Transports & Victuallers &c are extremely numerous I suppose (exclusive of the Kings Ships) there are 400 Sail, wh are protected by 33 Sail of Men of War. Genl Howes Army with the Reinforcements He has just receivd are not less than 24,000 Men besides an Artillery more considerable than was ever brought before into the Field. The Force of the Rebels is variously reported some making them 35 Thousand, & others averring they dont exceed 16 Thousand; I presume we shall know more exactly eer long, as the Genl will doubtless immediately, attack Washington, & as our Troops are veterans, & the finest in the World, Victory must declare for us, & if proper measures are pursued the Rebellion will very soon terminate.

The Troops I escorted here remaind the whole Voyage surprisingly Healthy; this was the more extraordinary considering we were 14 Weeks on our Passage—that few of em had ever seen the Sea before, & being Foreigners were naturally dirty, & unusd to the ways of a Ship; the Guards also arrivd with scarce a Man sick.

The Hessians were immediately landed, & formed a small separate Camp upon Staten Island; their Sick at that Time were not more than Thirty but wh was very extraor[dinar]y they had not been a Week on Shore before there was between 7 & 800 Men very ill, with Fevers, Diarrhea, & Scurvy, wh latter did not shew itself during our long Voyage tho' it did immediately on coming ashore.

I see with Indignation & Concern, the Rebel Colors insolently waving on the Batterys of New York, (which is about 6 Miles distant) they seem to have been attentive to their Security from the Number of Works they have constructed; I have just been up the River to reconnoitre them, & I reckon 13 Batterys & redoubts to obstruct our Approach; our People how-

ever are in high Spirits, the Ships are entirely cleared for Action, & we wait with Impatience for the Admirals Orders to proceed on the Attack.

I must own that the present Situation of this numerous Fleet is extremely critical as the Rebels have Six Fire Ships now in Sight lying close under the Cannon of the Town; the first dark night when the Wind blows strong down the River, they probably will send them in Flames to burn us, & I foresee if they attempt it the loss of half our Transports & Merchant Ships—who from Terror will cut their Cables, fall aboard of one another, & if not burnt will be wrecked on the Shore.

The Admiral has favored me with the Post of Honor, of lying advanced above all the Shipping & nearest to the Enemy; I therefore never go to Bed during the Night, nor do my Officers or Men; as our Safety (as well as the Fleets) depends on our Vigilance—Lord Howe has also taken the precaution to direct Ten armed Boats belonging to the Men of War to row guard about a Mile above us; this is certainly all that can be done, but it will prove very ineffectual (I am convinced) should the Rebels send down their Fire Ships favored by a strong Wind & Tide.

19th

The *Bristol* of 50 Guns is arrived this Morning with Sir P. Parker who has his broad Pendant hoisted on board Her; She is returned from South Carolina where She & some Frigates engaged a Battery belonging to the Rebels, which in my Opinion they had better have let alone—having been very roughly handled, & received something as like a Defeat as possible—the Main Mast of the *Bristol* was so much wounded they were obliged to take it out, & she arrived here, with Jury Main Mast.—a Rebuff at this Time is unlucky, as it raises the Spirits of the Rebels, renders them more insolent, recruits their Forces, & will cause em [to] defend their Batteries with greater obstinacy from finding Ships are not always victorious against them.

21st

I have this Morning rejoined the Comr in Chief, & the *Phoenix* of 44 Guns has taken my advanced Post; his Lordship communicated to me the intention of embarking the Army to morrow in Flat Boats & landing them in Gravesend Bay on Long Island.—abreast of the Narrows, (which they are to pass,) there is a Stone House, which the Admiral believes the Rebels [have] taken Post in & that they have Cannon mounted there, his Lordship therefore has ordered the *Rainbow* to place herself before it at dawn of Day, in order to silence those Guns before the Army lands; & the same Position will also enfilade the Road along which the Rebel Troops must march if they mean to oppose the landing.

23d Augt

The *Granicus* is passed,² & 15000 Men are landed on Long Island without a Drop of Blood spilt in opposition; I placed the *Rainbow* where Lord Howe directed, & the principal Engineer came on board to assist in directing our Fire, & to shew us such Americans as were Friends of Government whom we might otherwise possibly mistake for Rebels, & fire upon—

At Ten yesterday Morning the Grenadiers & light Infantry consisting of 4000 Men led by Genl Clinton landed, without a Shot being fired at them;

the Rebels drew in their out posts, & went off, setting Fire to every Stack of Hay & Corn they could meet with in their retreat; Genl Howe embarked with the second Division marchd to Utrecht a small Village near the place of Landing & establishd his Head Quarters there; Genl Lord Cornwallis commanded an advanced Post about 3 Miles further on.

The Detail of what passes on Shore is out of my Line, & I must refer You to the *Gazette* for the Movements of the Royal Army, except in those places where the *Rainbow* acted with them—Six Regimts of Hessians were embarkd at Staten Island, & joind Genl Howe—Skirmishes happend as the Troops advancd, who proceeded in 3 Columns allong different Roads led by Genls Clinton Lord Cornwallis & Grant—the latter surprizd a Rebel advancd Post in the Night, by having learnd their Parole & Counter sign; they were all put to Death by the Bayonet, as I observd the next Morning when I went to view the Place.

I must mention a very narrow Escape I had of being taken Prisoner by the Enemy, that very Evening, which being extremely pleasant, tempted me to walk in a pleasant Road which lay by the River side, imagining that Genl Grants Division had gone before; I had only one of my Lieutenants with me, & we saunterd on insensibly a considerable way in Conversation till we came to a large Sloop which being close to the Shore we luckily stoppd to look at; I suppose this might detain us a quarter of an Hour; when looking towards the Sun I observd that it was near setting & Time for us to return, which we did in safety; I learned our Danger afterwards for the Sloop we were looking at was within 50 Yards of an advanced Rebel Post, that was hid from us by a turn of the Road; this escape was not unuseful for I was afterwards more on my Guard, when I went on Shore.

The *Rainbow* moved upwards towards the Town as the Army advanced.

The Rebels constantly retreat before the Kings Troops, their Numbers upon Long Island are from 8000 to 10000 Men, all which from our great Superiority must be killd or taken Prisoners—many Skirmishes have happend, & the Enemy appear much frightend & disheartend; they abandon all their works as the Royal army advances—if we become Masters of this Body of Rebels (which I think is inevitable) the War is at an End; we have made Prisoners 2 of their Genls one calling himself Ld Stirling & the other Sullivan, besides many inferior Officers & about 1800 privates.

To my inexpressible astonishment & Concern the Rebel army have all escapd across the River to New York! how this has happend is surprizing, for had our Troops followd them close up, they must have thrown down their arms & surrenderd; or had our Ships attackd the Batteries, which we have been in constant Expectation of being orderd to do, not a Man could have escapd from Long Island,—now, I foresee they will give us Trouble enough, & protract the War, Heaven knows how long—

A perfect Panick seizd them from our Landing & they never dared make a stand any where to look our Troops in the Face, even their Batteries & different works on Long Island were all abandond with the least Defence—we, & some other of the Men of War are now lying just within Random Shot of

the Guns of New York—the Army are preparing to cross the East River & when they do so, I suppose we shall make an Attack with the Ships upon the Town—

I know not what Mr Washington & his army are doing, but ours have been totally inactive Since the retreat of the Rebels, which has occasioned universal Dissatisfaction in the Fleet & army—The Enemy have now Time to breathe & to throw up fresh Works to make our approach to the City more difficult—I understand the Ships will not be able to go close to their Batteries from their having placd sharp Stakes pointed with Iron (calld Chevaux de frise) by way of sinking our Ships if they should strike against them

6th Sept 1776

Lord Howe having receivd some Accounts that the Rebels meditate an Attack upon our very important Settlement of Halifax, has orderd me to Sail for that place directly, & given me the Command of the Squadron now there; I am therefore preparing to go the first Moment the Winds will permit, for tho we are Lords of the Ocean, we are not so of the Air, & we must patiently wait till Mr Boreas gives us a Passport to proceed.

adieu

Halifax Sept 1776

I found Halifax in perfect Quietness at my Arrival, & nothing worth mentioning occurr'd in the Passage, except our being very near wreckd on some sunken Rocks called Breakers in a Thick Fog which prevails constantly, in these Seas between April & November.

Mr Arbuthnot who [is] Lieut Govr here, is also Commissioner of the Navy, besides wh' He has a Commission from the Admiralty as Commodore to command the Kings Ships who might arrive in this Harbor—my arrival was therefore disagreeable both to Him & myself as I (tho a junior Officer) came to disposses Him of the Command of the Ships which of all His three Employments he was best pleas'd with—Lord Howe had undoubtedly strong Reasons for superceding Mr Arbuthnot, but it was no very agreeable Service for me to execute, & the more as it seemd rather doubtful whether the Commodore woud resign his Command, as I had no particular Commission from his Lordship my Powers being only expressd in my general Orders.

I arrivd before the Town during the Night, & next Morning sent one of my Officers to the Lt Govr & to the Genl with their publick Dispatches I added a private Letter to Mr Arbuthnot letting Him know the disagreeable errand I was come upon of superceding Him—that it was neither sought for, nor desird by me; that as matters then stood, I could only consider Him as a Captain in the Navy on half pay & as such not eligible to give Orders to those in Commiss[i]o[n]—& as Commissr of the Navy, He could have no pretensions to it—I added that on future occasions I should rejoice to serve under so old & good an Officer as Himself, but to do so in this Case, was impracticable.

I visited the old Gentn soon after who receivd me with Civility but wth apparent Concern; I repeated to Him the purport of my Letter, & added that all the difference He should find was having the troublesome

part of the Duty taken off his Hands, for that his Wishes woud ever be executed by me if I knew them whilst I had the Honor of commanding at this port. after appearing a short Time like a sulky froward Child, He laid down the Truncheon with as good a Grace as He coud, but seemed much exasperated agt Lord Howe, paying me at the same Time the Comp[limen]t of saying as his Lordship had thot proper to supercede Him no one was more agreeable to Him to commd here than myself.*

Tho' Ld H. did not assign publickly his Reasons for displacing Comodore A. tho they may be guessd at from his not declaring them It was not difficult to judge of—when the Army evacuated Boston, they proceeded under the protection of Vice Adml Shulldham & the Men of War to Halifax where they remaind from March till June & then saild to the Southward—Lord Howe arrivd there the latter end of July, & finding the Fleet & Army gone from thence did not enter the Harbor; Comr Arbuthnot went down to wait on the Admiral, & upon his being askd where the Ships & Troops were gone to, averrd He was ignorant of their destination, neither coud He guess which amazd Ld Howe inconceivably, as no doubt it ought—He askd if Adml S. had left no Orders where the Ships were to join Him, which Mr A. assurd his Lordship He did not—Ld Howe lifted up his Hands & Eyes at this Account.

Some Time afterwards I arrivd there with Com Hotham, & 90 Sail of Transports & Men of War; we forbore to enter the Harbor for the same Reason Ld H did not, but sending up to Com. A for the Place of Rendezvous, He wrote us word He coud neither tell or even form a judg[men]t where they were—Mr H[otham] as well as my self were astonishd at such uncommon proceedings of Adml Shulldham, & upon Consultation judgd it most eligible to proceed with the Fleet to New York, wh[ich] we did, tho still in the Dark whether we shoud meet Friends, or Enemies there

The unriddling this mystery is, that on Ld Howes joining Adml S. at N.Y. He reproachd Him with the very unofficer like Conduct of leaving no place of Rendezvous when He came away from Halifax; Mr Shulldham expressd amazement at the charge, telling his L[ordshi]p, He had left a large Sheet of Paper close written, with Directions to Mr A[rbuthnot] for such Ships of War as might arrive & particularly ordering they shd follow the Fleet to N.Y. that the Words N.Y. & Sandy Hook were expressd in 5 or 6 difft places in that Paper, which He sent to Com. A. by his Secretary the Day before he saild from H[alifax] & that at Breakfast He askd Him if He had receivd them, which the other acknowledgd—it came out in the End that Mr A[rbuthnot] had put this Letter unopend into his Pocket, & never rememberd it, till a considerable Time afterwards that He accidentally pulled it out, & for the first Time read those Orders the ignorance of which might have producd the most pernicious Consequences to the Kings Service

As it will probably be my Destination to remain a considerable Time on this Station, I will give you a slight Description of Halifax, & its Environs—

This place is to the Southward of England being situated in the Latd [blank] Longd [blank] W, & about 2500 Miles from London;—at the

entrance of the Harbor is a Light House to warn the approaching Marriner of the Rocks & Dangers which are near it; in proceeding up towards the Town the Harbor narrows to a kind of a River about the breadth of the Thames at Wes[illegible] which terminates about 12 Leags up in a round Bason remarkable for its amazing depth of Water having 80 or 90 F[atho]m in many parts of it, tho that of the Harbor is in general between 6 & 13. about 7 Leags from the Light House stands the Town of Halifax laid out in streight Streets which are intersected by others; the Ground is very irregular, & rises gradually to a ridge of high Hills, on the Summit of wh. is a Wooden block House surrounded by a Battery of 8 Cannon—this Place is calld the Citadel.

The Houses are all built of Wood except one, belonging to the Secretary of the Province, & tho they cut a very indifft appearance from without, there are few of them but have at least one good Room to entertain their Company in the Inhabitants are chiefly composd of People who hold Offices under the Crown; The Officers of the Army composing the Garrison, some of desperate Fortunes who call themselves Merchts (sevl of whom by buying & selling Prize Goods have amassd handsome Sums) & Shopkeepers who likewise assume the Name of Merchts—& Fleece those who deal with them pretty handsomely, to their great Emolument—

The Governors House tho built likewise of Wood is a handsome & very convenient Structure tis in the Centre of the Town, & has a pleasant view of the Harbor, Shipping, & opposite Shores—the lower kind of People were chiefly born in America, & from their Connexions with New England are not very well inclind to his Majs Govt however the number of Troops stationd here keep them in awe & they dare not publicly declare their rebellious Sentiments—many of em carry on a private Correspondence with Boston, & by that means supply the Rebels with Things they most stand in need of: I cant say that I took any great Pains to obstruct their Exportation of Goods from the Opinion that tho they were sent to the Rebels, it was ultimately an Advantage to G. Britain; because if they were not supplyd by us, the Americans woud get the Commoditys they wanted from the French, in any Quantitys, & when a Channel of Trade is once regularly establishd it is not very easily turnd into another Course; this consideration joind to knowing the return for those goods must be in Specie, made me as I observd before take no precaution to prevent their Exporting what they pleasd—

The Kings careening Yard is placd about half a Mile above the Town; there are large convenient arsenals & Store houses built of Stone, which contain the various Articles wanted for the Navy; a good House for the Commis[sione]r Stands in the Center of it.

Provisions are dear tho they are not scarce, meat in the Spring is from a Shillg to 10 Pence a Pound, at the cheapest Time it is Sixpence; Fish is very plentiful from May till October, but after that month they retire into deeper Water. The price of Labor is incredible; Six Shills a Day I have known frequently given for Laborers & for Artificers such as Carpenters or

Bricklayers &c they may make what Demand they please & look upon their Employer besides under an obligation to them for working for Him—

Fuel is another Article extremely dear, which considering the unlearned State of the Country seems at first, surprizing; but the Price of Labor to cut the Trees down & afterwards reduce em to proper sizes for burning, tog[ethe]r with the expence of Carriage makes it come to a great deal of Money especially when the length of the Winters is considered for the cold Weather begins in October & lasts till the end of May; I have myself seen in that Month a heavy & very severe snow Storm attended with piercing cold—

There is only one Road out of Town which leads to the interior Parts of the Province it is fit for a Carriage as far as the head of the Lake (or Bason before mentiond) which is about 12 Miles the rest of the Way is almost in its rude State & fit only to Travel on Horseback

They have cut down the Wood for 2 or 3 Miles round the Town, but all the rest of the Country is one rude Desart thick crowded as possible with Trees which principally consist of what they call Hemlock, good for few uses & not fit to burn

The Winters are dreary, long, & severely cold but it is not the settled wholesome Cold of Canada & Russia, where when the Frost once sets in the Weather remains settled & clear, & the Sun shines cheerfully; on the contrary, at Halifax you seldom have the same Weather for 3 Days together but deep Snows are succeeded by Rains, & those by Frosts so that those who walk out both Men & Women are obliged to have Galoshes over their Shoes, & at the bottom Spikes fix'd on (which they call Creepers) to prevent them from falling on the slippery Ground—

The Quantity of wild Strawberrys Rasberries & Gooseberrys in those Spaces in the woods where there are no Trees is astonishing You cant walk without treading upon the Strawberrys; the Gooseberrys are thin rind like our Grapes, & like em in Size; they are better than the Garden ones for Tarts, & for preserving.

There is no venomous Creatures nor Beasts of Prey in the Province but of wild ones there are the Moose, besides the Martin & many sorts of Squirrels & Beaver; Epicures praise highly the Moose's Nose, & the Tail of the Beaver, I have eaten of both, but admire neither—the Moose is a very large Creature of the Ox kind; but infinitely bigger.—

You will conclude me now as settled in the command & that I gave such Orders to the Men of War as appeared necessary; I will therefore spare You the Trouble of reading dull particulars of Ships sailing & Prizes bringing in, wh happend continually tho I reapd no Benefit from it.

But I must relate in as few Words as I can a disagreeable Difference wh happend between Major Genl [Eyre] Massey who commanded the Kings Troops in the Province, & myself, as it made a good deal of Noise, & ended at last in his Recal to England—

This Man was violent in his Temper brutal in his Manners, ignorant, & consequently overbearing, & insolent; He was generally disliked by the

Army, & when Genl Howe went away from hence He was glad to find a pretence to leave Massey behind at Halifax.

For about 2 Months after my Arrival He behaved with that fawning Civility which the low Irish frequently practice & wh is so fulsome & disagreeable, but it was not the Nature of the Animal to be upon good Terms with any body long, & He did not seem inclin'd to except me out of his general Rule.

To relate every particular of the rise, continuance & termination of our Dispute woud take up more of yr Time to read than I woud employ on so disagreeable a Subject; I will touch upon the Heads, & if hereafter you shd be inclinable to know more I shall present the Sheets to You which contain the full account of that Business—

The outposts of this Garrison are some of them more than 200 Miles distant, & not possible in the Winter to Supply them wth Provisions by Land, it was therefore allways usual to compleat them in July or at latest in August; Genl Masseys Neglect & forgetfulness had made Him omit this most necessary Supply & the Posts found themselves almost without Provisions in the beginning of Novr; Massey alarmed at the Consequences made Application to me for a Man of War to go up the Bay of Fundy upon this occasion—it was a bad & dangerous Service at that advanced Time of Year from the intense Cold Weather, continual Storms, & Tides so rapid that they rose & fell upwards of 70 Feet—I mentiond these difficultys to the Genl but I notwithstanding sent the Man of War—She was blown back & Massey was raving at the distress his Neglect had reducd the out posts to He swore, He cursd & behavd like a frantick Mad Man, blaming the Capt of the Man of War for not arriving at the Port He was bound to, tho Massey knew no more of Sea Matters than a Savage of the Woods—He behavd too with personal rudeness to the Capt When He went to wait upon Him, which the other came to complain of to me, & I mentiond it afterwards in a gentle manner to Massey reminding Him that Sea Officers were only accountable to me for their Conduct—

I took care however his neglect shoud be remedied & his Garrisons supplyd, & we rubbd on a little longer with the appearance of being upon tolerable Terms, however He took occasion to be offended at something or other (I really have forgot what it was) but He sent his Aid de Camp Capt Wade to desire me to meet Him the next Morning with Pistols behind the Citadel Hill—I must with Shame acknowledge his Folly made me so angry that I consented to meet Him, & went at the app[ointe]d Time accompanyd by Capt [Andrew] Barkley—the Genl & Capt Wade joind us as we were going to the Ground the 2 Seconds lamented that so slight a misunderstanding shoud have brot us into the Field, & wishd Matters might proceed no further—I own I saw the Impropriety of it, & the fatal Consequences which must follow from the 2 chief Officers of Navy & Army going out to fight at a Time, when we were surrounded by the Enemies of our Country—I made this Observation to Genl Massey & told Him I flatterd myself from wh[at] He saw That He woud not ascribe the Motive of what I was going to say since I was still ready to give him Satisfaction if He

desird it, but that I thought certain Ruin must attend whoever survivd, as his Majy woud certainly never pass over so great an Injury offerd to his Service & must naturally conclude both Parties undeserving to command who coud behave so very improperly I added that I was not in the least Conscious of having given Him Offence, or at least not intended it, & advisd Him to reflect for a few Minutes before He took his Resolution—in saying which I left Him by himself & walkd 20 Yards backward & forward with the 2 Seconds: When I rejoind Him he appeard irresolute & undetermind; I repeated what I had said, & He replyd that He woud not make any Ansr till the Lt Governor had given his Opinion upon it—

We all four accordingly walkd to the Lt Govrs & I let Massey tell [th]e Story his own way, the Govr blamd Him & was rejoicd to have the Termination left to his decision, He instantly obligd us to shake Hands, & promise to remain Friends for the future; this Reconciliation on my part was truly sincere, on Masseys I fear it never was, as the sequel shewd—

It was in about 2 Months after that He took the strange Resolution of turning all the sick Seamen from off Georges Island (abreast of the Town) where the Naval Hospital was under Pretence of fortifying it; had I been as mad as himself I coud by Force have prevented this inhuman Measure from being executed, but a Civil War of this kind woud have been as blameable as new; the poor sick Seamen were accordingly turnd off the Island & carried ashore below the Town in a heavy Rain—some of these unhappy Men were at the point of Death, others with Fevers & various other Disorders; there were amongst them Some whose Wounds were still open & dangerous; Wounds they had receivd in the Service of their Country, fighting like brave Men; their Treatment however from this frantic Madman was the same with the rest, all were indiscriminately forc'd into the Boats, & landed in heavy Rain in wh they remaind 24 Hours before any Shelter could be found by the Surgeons for them.

I was not the only Person who was filld with Indignation upon this occasion the Pity of the whole Town was calld up for the unhappy sufferers, & had I blowd the Coals or seemd to encourage it, I am persuaded Massey woud have been torn Limb from Limb—whatever I felt on this Account I kept it to myself, & endeavord to assuage the Storm that was on the point of bursting from the People. I was not however so tranquil as to take no Steps to prevent a Repetition of these Outrages; I orderd a Man of War to get ready to Sail for New York, in order to lay the Affair before Lord Howe & the General, & request that either this absurd Bedlamite or myself might be recalld—Whilst this Ship was getting ready, an armed Sloop belonging to Massey anchd near the *Rainbow*, & hoisted a large Pendant, which as She had no right to wear a Mark of Distinction designd only for Men of War, She was sent to, by the Officer who commanded on bd the *Rainbow* for I was on Shore, to have it down, wh was peremptorily refusd by the Sloop, who pleaded Masseys Orders for not striking it—

Upon my return on bd & being made acquainted with this Insult, I sent one of the Lieuts with Orders positively to strike it, & directed Him also to take with Him the King's Orders in Council to shew the Officer

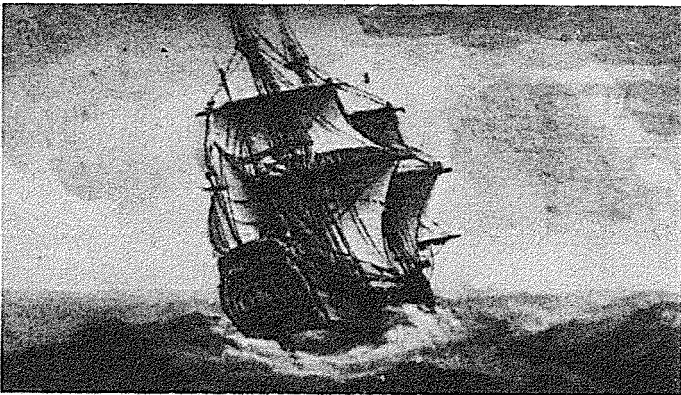
who commanded in the Sloop that what I did was by His Majs Authority; & that He had not the smallest right to wear a Pendant.

The Land Officer who was in the Sloop was of the Race of Wrongheads also, He refusd to read the Kings Order, & declard He woud put to Death any who should attempt to strike the Sloops Pendant—My Orders were peremptory, & they were executed without this Mans Threats being carried into Execution the Pendant was struck, & brot on Bd the *Rainbow*.

*I must at the Distance of 3 Years add a Note to mention, that notwithstanding these Civil professions, my superceding Him ever rankld in this Mans Heart, & He never forgave me for it; I was long a stranger to this, but Experience at length convinced me of it I must add that the substantial part He has still retained, tho I commanded I mean the Salary of 500 a Year for being Commodore; the labor ostensibleness & expence of that Office was sustained by me, without being allowd a Shilling from Government for it, tho it insuitably cost me treble Appointmts from the *Rainbow*

1. NMM.

2. Referring to the battle at the river Granicus (334 B. C.).



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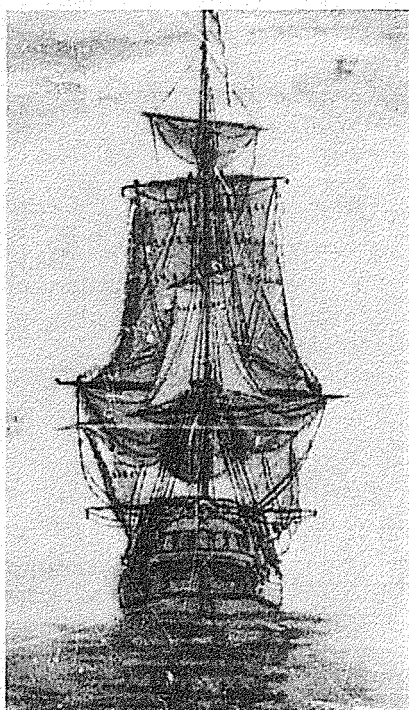
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