

Naval Documents of The American Revolution

Volume 2

AMERICAN THEATRE: Sept. 3, 1775–Oct. 31, 1775
EUROPEAN THEATRE: Aug. 11, 1775–Oct. 31, 1775
AMERICAN THEATRE: Nov. 1, 1775–Dec. 7, 1775

Part 1 of 9

**United States
Government Printing Office
Washington, 1966**

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

AS A WORK OF THE UNITED STATES FEDERAL GOVERNMENT
THIS PUBLICATION IS IN THE PUBLIC DOMAIN.

E271.4583 v.2 c.2

Newspapers



NAVAL DOCUMENTS
OF
The American Revolution



Drawn from an Original, Drawn from the Life by Alex. Campbell of Williamsburgh in Virginia.

GEORGE WASHINGTON, Esq.

GENERAL and COMMANDER in CHIEF of the CONTINENTAL ARMY in AMERICA

Published as the Act directs, on Sept. 5th 1775 by C. Shephard.

NAVAL DOCUMENTS OF
The American Revolution

VOLUME 2

AMERICAN THEATRE: Sept. 3, 1775–Oct. 31, 1775

EUROPEAN THEATRE: Aug. 11, 1775–Oct. 31, 1775

AMERICAN THEATRE: Nov. 1, 1775–Dec. 7, 1775

WILLIAM BELL CLARK, Editor

*For and in Collaboration with
The U.S. Navy Department*

With a Foreword by

PRESIDENT LYNDON B. JOHNSON

And an Introduction by

REAR ADMIRAL ERNEST McNEILL ELLER, U.S.N. (Ret.)

Director of Naval History

WASHINGTON: 1966

L.C. Card No. 64-60087

MARINE CORPS
HISTORICAL

AUG 12 1968

HIST REFERENCE SEC

12,090

NAVAL HISTORY DIVISION
SENIOR EDITORIAL STAFF

Rear Admiral Ernest McNeill Eller, U.S.N. (Ret.)

Rear Admiral F. Kent Loomis, U.S.N. (Ret.)

William James Morgan

ILLUSTRATIONS AND CHARTS

Commander Dermott V. Hickey, U.S.N.

W. Bart Greenwood

SECRETARY OF THE NAVY'S ADVISORY
COMMITTEE ON NAVAL HISTORY

William E. Lingelbach (Deceased)	Marion V. Brewington
John D. Barnhart (Emeritus)	Jim Dan Hill
Samuel Flagg Bemis (Emeritus)	Elmer L. Kayser
Waldo G. Leland (Deceased)	John Haskell Kemble
James P. Baxter, III	Leonard W. Labaree
Francis L. Berkeley, Jr.	Richard W. Leopold
Julian P. Boyd	Allan Nevins
Walter Muir Whitehill	

SPECIAL CONSULTANTS FOR
*NAVAL DOCUMENTS OF THE AMERICAN
REVOLUTION*

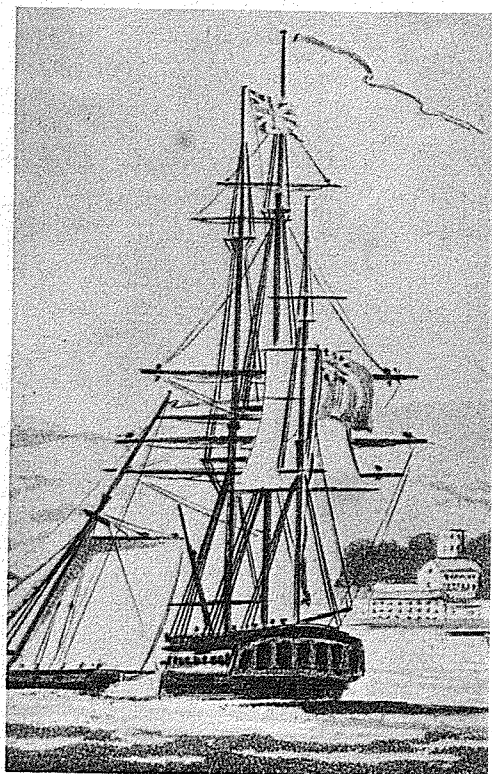
L. H. Butterfield
Oliver Wendell Holmes
Howard H. Peckham

The Spirit of America is incredible. . . . God knows they are very inferiour in all human rescources. But a remote and difficult Country, and such a Spirit as now animates them, may do strange things. Our Victories can only complete our Ruin.

EDMUND BURKE
1775

. . . the Cause of Virtue and Liberty is Confined to no Continent or Climate, it comprehends within its capacious Limits, the Wise and good, however dispersed and seperated in Space or distance.

GEORGE WASHINGTON
1775



THE WHITE HOUSE

WASHINGTON

December 7, 1965

FOREWORD

On Independence Day, 1963, President Kennedy wrote in his Foreword of Volume 1, Naval Documents of the American Revolution, that contemporary documents "make amply clear the critical role played by sea power in the achievement of American independence."

This second Volume of the series also shows the all-pervading influence of the sea in operations ashore.

In its pages we see revealed a deepening understanding of this significant truth by George Washington, in command before Boston, and a growing perception that the power of the sea brings important advantages to combined operations.

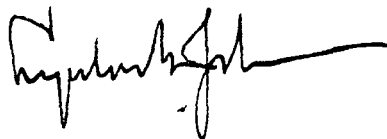
We recognize and honor George Washington as the first General of the American Revolution without whose leadership the Colonies would have had little chance to win independence.

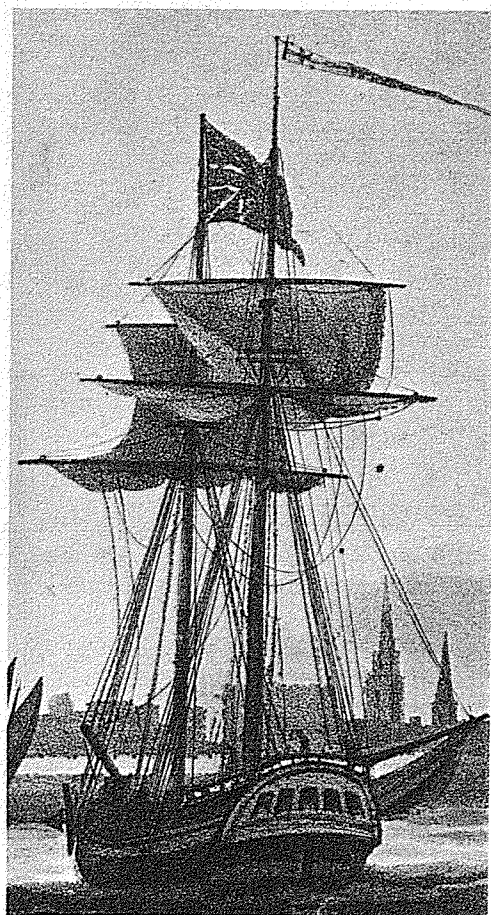
Few realize, however, that George Washington stands not only as the first general of our war for freedom, but also as the first strategist of the sea.

Indeed, without his clear comprehension of the meaning of the sea to ultimate victory, and his wise use of strength afloat, the Revolution would probably have failed despite his leadership ashore.

For example, these documents show that he formed the Colonies' first deep sea Navy even before Congress established the Continental Navy.

His handful of schooners, manned by courageous sailors, forecast what would happen six long years later when he at last obtained the large fleet he sought, won control of the seas and gained the decisive victory at Yorktown that brought independence.

A handwritten signature in black ink, which appears to be "Lyndon B. Johnson", written in a cursive style with a long horizontal stroke extending to the right.



INTRODUCTION

Only those who have sailed into horizons that ever recede can begin to comprehend the immensity of the sea or its power. That its influence upon history has been vast will not surprise them. A similar realization comes when one explores the oceans of documents we have assembled from throughout this country and overseas covering the influence of the sea in the American Revolution. This second volume of *Naval Documents of the American Revolution* follows in the wake of Volume 1 to make available more of this stirring story.

Those who understand the large role played by the U.S. Navy in the Nation's surge to world leadership of freedom and who see that role dramatically played for us in crises throughout the world today will find especially interesting the beginnings of our deep sea Navy portrayed in this volume. First came "George Washington's Navy" itself of small schooners, launched by John Glover's *Hannah* with a crew of hard bitten Yankee sailors enlisted in the Army.

A few weeks later Congress acted to establish a "Continental Navy." Beginning in October we find an increasing number of documents relating to the authorization and development of the national navy. This significant step was not without opposition as succinctly stated by Samuel Eliot Morison in his superb *The Oxford History of the American People*: "Congress, it must be admitted, had nerve to found a navy, as it did on 13 October 1775, not without opposition. Samuel Chase of Maryland said that it was 'the maddest idea in the world to think of building an American fleet'; but a Virginia delegate, Professor George Wythe, silenced him with an appeal to history. The Romans, he observed, built a fleet from scratch and managed to destroy Carthage."

The editor's Preface and the Introduction to Volume 1 explained our program, our catholic search and our editorial methods. These have continued for Volume 2 with few changes, but for convenience of readers we repeat in brief summary the highlights of the policy:

As stated in Volume 1, our editorial policy reveals itself in the text. We have sought to retain the spelling, punctuation and abbreviations of the original writer. Hence the editorial methodology is uncomplicated.

Document headings are our insertion unless quotation marks set off the heading indicating that it has been taken "as is" from the original manuscript.

To save space, superscriptions which repeat information in the heading are omitted or shortened, except in rare instances when the full one adds color or essential data to the document. For brevity we have used fewer of the latter than in Volume 1.

The standard [] indicates editorial insertions. On occasion (ordinarily in long entries), for clarity a paragraph break has been added where none existed in the manuscript.

Where only part of a letter has been selected, "[Extract]" appears at the top left of the entry. For continuing items such as legislative journals, ship logs, newspapers, or personal diaries which yield a number of individual items, it is clear that an entry on any given date is an extract from the source, hence we do not note it. Unpublished Crown copyright material in the Public Record Office, London, is reproduced by permission of the Controller of H.M. Stationery Office.

A brief highlight chronology for the period covered by Volumes 1 and 2 of this series is an added feature. Of more significance is a pictorial essay, "American Navigation During the Revolution," prepared at our request by an authority, and one of our advisors, Marion V. Brewington, Assistant Director, Peabody Museum, Salem, Massachusetts.

When Volume 1 appeared we had most of the manuscript of Volume 2 assembled by William Bell Clark. Since then the ever continuing search by all hands has uncovered new documents for his basic editing. We have also replaced many transcripts by originals that had made port, slightly modified our editorial policy as in more simplified headings, refined and added moderately to our large and unique collection of photographs of contemporary charts, maps, paintings, prints, cartoons, objects, and other iconographic items. Some of the richest additions have come from France under the able search of Madame Ulane Bonnel. Mr. and Mrs. Edwin A. Howe performed most valuable services in locating materials in the Public Record Office and other London depositories. They are representative of the hundreds of unselfish men and women who have assisted us. Their contributions spring from inherent interest in preserving the truth of the past that we may shape a better future, rather than from financial remuneration which has been mostly A.O.L. This dedication to learning alone, added to Mr. Clark's lifetime efforts, has made it possible for a handful of us in the project to produce this work. They multiply many times our hands and minds. Their contributions run through all that follows. We renew our warm appreciation to these helpful and generous friends, most of them named in the Introduction and Preface of Volume 1 and include among them others who have embarked to assist in Volume 2.

Professor Bernard P. Lebeau, U.S. Naval Academy, continued to render outstanding translations from the French. Additional welcome translation help came from the Office of Naval Intelligence where, through the fine cooperation of Miss Tatiana Sciugam, the following Naval Reserve officers, with recognized language ability, are doing excellent work for the project: Lieutenant Commander V. C. Guercio; Lieutenants Alfred Boulos, Russell Holmes, and Roland Reboussin; Lieutenant (junior grade) Jonathan Flowers.

Happily, we still have the same sound advice from our distinguished Advisory Committee whose names appear ahead of the Foreword. Also, our senior Editorial Staff has remained the same and fortunately only slight changes have occurred in the small group of devoted workers with us.

The following under the able direction of Dr. William J. Morgan have handled the search for original documents to replace transcripts and printed versions, the myriad editorial and composition details required to transfer an initial manuscript into the printed book, the painstaking reading and rereading of documents for textual accuracy, the selection and placement of illustrations, the processing of new materials, and shepherding the large work through the always helpful Government Printing Office: the very capable Lieutenant Richard H. Webber, his successor, Ensign Patrick A. Lyons; Chief Yeoman Frederick S. Coward; Yeoman Second Class Thomas E. Culbert; Frederick S. Hicks; Robert I. Campbell; and the uniquely devoted team, Mr. and Mrs. Henry J. Scheffenacker. In his brief tour of reserve duty we gained special profit from the perception and knowledge of Captain Francis L. Berkeley, Jr., USNR, one of our advisors.

Mr. W. Bart Greenwood with the charts and Commander Dermott V. Hickey and Lieutenant William F. Rope with the other illustrations have devoted a considerable portion of their busy hours to the project. Among their assistants the following have diverted hours from their normal duties to assist in an important way: Mr. Fred Meigs, Miss Mary F. Pickens, and Mr. Charles Weaver.

William Bell Clark steaming at flank speed has continued his phenomenal output, made possible only by his assiduous application, his skill and his uniquely prodigious knowledge of seagoing events of the American Revolution. Like others of us periodically he has found time to research for new documents with fruitful results. Primarily, however, he has worked indefatigably on the manuscript. Steadily as we send documents to him from collections long in hand, or from new ones uncovered, he has returned to us a flow of inserts for the basic manuscripts of Volumes 2 through 7 which we now hold. Ever forging ahead, he is an inspiration to the rest of us.

After reviewing part of the galleys of Volume 2, President Johnson has kindly taken time in his large and grave responsibilities to provide the Foreword as President Kennedy did for Volume 1. Conning the mighty Ship of State through the reefs and shoals and typhoons of our time, he must perceive daily the ceaseless influence of the sea interwoven through America's many other strengths and needs. As he said in the Spring of 1965:

"The sea and ships are an integral part of this country's past, present, and future."

His perception, like that of President Kennedy, follows in straight course that of the Father of our Country. And in perceiving the far reaching power of the sea, like President George Washington, he has understood its benefits as extending not solely to the United States but to all men.

In 1780 Washington said: "In any operation and under all circumstances a decisive Naval superiority is to be considered as a fundamental principle—and the basis upon which every hope of success Must ultimately depend."

Much earlier, however, as readers will see in this volume, on 6 September 1775, writing to the "Inhabitants of Bermuda," George Washington stated the even broader meaning for mankind in words that ring with the true spirit of

America and with the gales that sweep across the free unchained sea which knows no iron curtain nor imprisoning walls:

“As Descendants of Freemen and Heirs with us of the same Glorious Inheritance, we flatter ourselves that tho’ divided by our Situation, we are firmly united in Sentiment; the Cause of Virtue and Liberty is Confined to no Continent or Climate, it comprehends within its capacious Limits, the Wise and good, however dispersed and separated in Space or distance.”

EDITOR'S PREFACE

The genesis of the Continental Navy is revealed in the pages of this second volume of *Naval Documents of the American Revolution*. The volume embraces all early legislative steps in creating the first Continental Fleet, and establishing its rules and regulations; purchase and conversion of various merchant ships and brigs into armed vessels, and selection of a Commander in Chief, and a number of officers. Highlighting these achievements is the raising of the Grand Union flag on board the ship *Alfred*, by the senior lieutenant of the fleet, John Paul Jones. Legislation in the Continental Congress also establishes the legality of prize taking, either by Continent or Colony, of British war vessels and transports engaged in "the present cruel and unjust war," and the measures for trial and condemnation. Expansion to unrestricted capture of all British ships or vessels remains for future volumes to disclose.

This volume, however, encompasses far more than resolves and resolutions of Congress or Provincial bodies. It contains accounts of the initial success of George Washington's armed schooners in New England waters, including the capture by John Manley of the richly-laden ordnance brig *Nancy*, and the abortive raid on the island of St. John (present day Prince Edward Island) by two of His Excellency's over-zealous captains. It describes the taking of another St. John's, on the river Richelieu, and Montreal, on the road to Quebec, and the inception of Arnold's arduous march through the Maine and lower Canadian wildernesses towards the same objective. Included also is the sordid tale of the British burning of the little town of Falmouth (now Portland), Maine, and the Bermuda exploit, by two American schooners, of stealing the gunpowder from that island's royal magazine. There are likewise the records of naval forces raised in six Colonies for the protection of long coastlines, and the success of one of them, with military aid, in driving British vessels of war from the harbor of Charleston, South Carolina. Letters from royal governors, dated on shipboard, describe their plight in being chased from their respective capitals.

Consequences of the final step of the Continental Association—barring shipment of any cargo to Great Britain or her dominion effective September 10, 1775—are outlined in numerous documents and letters. Venturesome efforts by government or individual, after that date, to answer the growing need for gunpowder, saltpetre, arms and ammunition, by sending vessels to France or the foreign West Indies under special permission depict various results; some ships successful, others falling into enemy hands.

From the British side in American waters come lists of prizes taken, journals of long and, many times, fruitless pursuits of fleeing American vessels; disheartening letters from admirals and captains; and pleas for clearer instructions. From the Admiralty in London, goaded by the King and Secretary of State, issue letters demanding impossible steps to be taken by the commanders in America, and ordering Channel cruisers to intercept vessels with gunpowder and arms from Dutch, French and Spanish ports, bound, or suspected to be bound, for use of the Rebels. The recall of Admiral Graves and the dispatch of his successor, Admiral Shulldham, come within the scope of this volume, along with countless orders, by "his Majesty's pleasure," to seize all ships owned by the rebellious Colonies or any of their inhabitants. Growing determination to crush the rebellion is apparent in the instructions to navy and dockyards to speed commissioning of vessels of war; in the efforts to hire troops from the German princes and even from the Czarina of Russia; and in the decision to send an expedition against the Southern Colonies upon the representation of Governor Martin of North Carolina that a loyalist force would arise to support it.

These British activities were remarkably well understood and recorded in the manuscripts from French archives appearing throughout the European Theatre section of the volume, where, likewise, British concern over the attitude of France is fully apparent.

The editorial policy and the format of Volume 2 follow closely those of Volume 1. The material is divided into the American and European Theatres to solve the problem of time lapse because of slowness of communication. For this volume, the arrangement is

American Theatre: September 3, 1775–October 31, 1775

European Theatre: August 11, 1775–October 31, 1775

American Theatre: November 1, 1775–December 7, 1775

In each Theatre the sequence is from north to south, and documents and letters are presented in chronological order. Each day is identified in bold face type, and the beginning of each week is indicated by the word "Sunday." Ships' journals are adjusted from sea time to standard time, to reconcile them with letters relating to the same period or event. Extracts from letters and documents are made where the rest of the contents is not relevant to maritime matters. Every effort is exerted to discover the original manuscript, or a facsimile. Where this search fails printed documents are used. Printed material, however, has been utilized in lieu of original documents where there is definite evidence of scholarly workmanship, such as L. H. Butterfield's *The Diary and Autobiography of John Adams* and Worthington C. Ford's *Journals of the Continental Congress*. For more detailed explanation of the editorial policy, refer to the Introduction and Preface for Volume 1.

The editor wishes again to express his appreciation to the long list of individuals and depositories set forth in Volume 1, and to add a few more, whose contributions have since come to his attention:

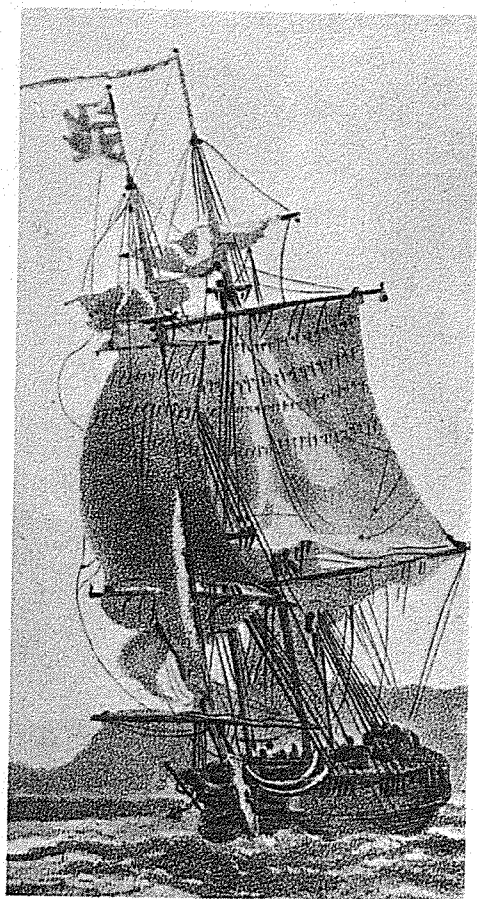
Archie Motley, Manuscript Librarian, and Mrs. Paul M. Rymer, Curator of Prints, Chicago Historical Society.

W. H. Bond, Librarian, The Houghton Library, Harvard University, Cambridge.

Lawrence C. Wroth, former Librarian, John Carter Brown Library, Providence.

Robert F. Cayton, Librarian, Marietta College, Marietta, Ohio.

Edwin H. Hunt, Archivist, State of New Hampshire, Concord.



DEPOSITORY LOCATION ABBREVIATIONS¹

AAS	American Antiquarian Society, Worcester
AMAE	Archives Du Ministère Des Affaires Étrangères, Paris
APL	Service historique de la Marine Archives du Port de Lorient, Lorient
APS	American Philosophical Society, Philadelphia
Bda. Arch.	Bermuda Archives, Hamilton, Bermuda
BHS	Beverly Historical Society, Beverly, Massachusetts
BM	British Museum, London
ChHS	Chicago Historical Society, Chicago
CL	William L. Clements Library, University of Michigan, Ann Arbor
ConnHS	Connecticut Historical Society, Hartford
ConnSL	Connecticut State Library, Hartford
CUL	Columbia University Library, New York
CW	Colonial Williamsburg, Williamsburg
DAC	Dominion (Public) Archives of Canada, Ottawa
DARL	Daughters of the American Revolution Library, Washington
DLAR	David Library of the American Revolution, Washington Crossing, Pennsylvania
EI	Essex Institute, Salem, Massachusetts
FDRL	Franklin D. Roosevelt Library, Hyde Park, New York
HL	Hayes Library, Edenton, North Carolina
HSD	Historical Society of Delaware, Wilmington
HSP	Historical Society of Pennsylvania, Philadelphia
HU	Harvard University Library, Cambridge
HUL	Henry E. Huntington Library, San Marino, California
JCBL	John Carter Brown Library, Providence
LC	Library of Congress, Washington
MarbHS	Marblehead Historical Society, Marblehead, Massachusetts
Mass. Arch.	Massachusetts Archives, Boston
MassHS	Massachusetts Historical Society, Boston
MCL	Marietta College Library, Marietta, Ohio
Md.Arch.	Maryland Archives (Hall of Records), Annapolis
MdHS	Maryland Historical Society, Baltimore
MeHS	Maine Historical Society, Portland
MHA	Marine Historical Association, Mystic, Connecticut
MNHP	Morristown National Historical Park, Morristown, New Jersey

Mor. Arch.	Moravian Archives, Winston-Salem, North Carolina
NA	National Archives, Washington
NCDAH	North Carolina Department of Archives and History, Raleigh
NHA	Nantucket Historical Association, Nantucket, Massachusetts
NHCHS	New Haven Colony Historical Society, New Haven
NHS	Newport Historical Society, Newport
NLCHS	New London County Historical Society, New London
NMM	National Maritime Museum, Greenwich, England
N.S. Arch.	Nova Scotia Archives, Halifax
NYHS	New-York Historical Society, New York
NYPL	New York Public Library, New York
NYSL	New York State Library, Albany
Pa. Arch.	Pennsylvania Archives, Harrisburg
PM	Peabody Museum, Salem, Massachusetts
PML	Pierpont Morgan Library, New York
PRO	Public Record Office, London
PUL	Princeton University Library, Princeton
R.I. Arch.	Rhode Island Archives, Providence
RIHS	Rhode Island Historical Society, Providence
SCHS	South Carolina Historical Society, Charleston
UNCL	University of North Carolina Library, Chapel Hill, North Carolina
USNAM	US Naval Academy Museum, Annapolis, Maryland
UVL	University of Virginia Library, Charlottesville
VHS	Virginia Historical Society, Richmond
VSL	Virginia State Library, Richmond
WPL	Public Library, Whitehaven, England
WSL	William Salt Library, Stafford, England
YUL	Yale University Library, New Haven

1. The list includes only those depositories from which manuscript selections appear in Volumes 1 and 2. Our collection includes materials from a number of other depositories which will appear in later volumes. The Descriptive List of Illustrations includes additional sources from which only graphic material has been used in Volume 2.

CONTENTS

Foreword	IX
Introduction	XI
Editor's Preface	XV
Depository Location Abbreviations	XIX
Descriptive List of Illustrations	XXIII
Some Events of Note in the Period Covered by Volumes 1 and 2 . .	xxxix
American Theatre, Sept. 3, 1775–Oct. 31, 1775	1
European Theatre, Aug. 11, 1775–Oct. 31, 1775	669
“American Navigation During the Revolution”	803
American Theatre, Nov. 1, 1775–Dec. 7, 1775	829
Appendices	
A. Accounts for Sundry Expenses Relative to the Captured Ord- nance Brig <i>Nancy</i>	1337
B. Records of the Port of Roanoke, North Carolina	1345
C. Accounts of William Watson, Washington's Agent at Ply- mouth, for Outfitting the Continental Schooner <i>Harrison</i> and the Continental Brig <i>Washington</i> in the Fall of 1775 . .	1363
D. “An Account of Ships and Vessels seized, and brought into Port by his Majesty's Squadron in North America under the Command of Vice Admiral Graves, between the 1st of June & the 31st of December 1775”	1373
E. Bills for Outfitting Washington's four Schooners at Beverly .	1379
F. The Journal of Robert Barwick During the Canadian Campaign	1387
Bibliography	1401
Index	1407



DESCRIPTIVE LIST OF ILLUSTRATIONS

	<i>Page</i>
A Chart of the World Upon Mercator's Projection	Endsheets
From <i>The American Atlas</i> , Thomas Jefferys (William Faden, compiler), London, 1776. (Collections of The Library of Congress, Washington.)	
General George Washington	Frontispiece
Mezzotint, by an unidentified engraver after "an Original Drawn from the Life by Alexr. Campbell, of Williamsburgh in Virginia," published by C. Shepherd, London, September 9, 1775. (Collections of The Library of Congress, Washington.)	
A Map of the coastline of the British Colonies in North America	XLIV
By an unidentified cartographer and engraver, published by John Kitchell, London, undated but probably contemporary. (Courtesy of The British Museum, London. British Crown Copyright.)	
A brace of British naval boarding pistols, of the Revolutionary period.	9
(Courtesy of Mr. Hamilton Cochran, Wallingford, Pennsylvania.)	
Cutaway port profile of a British ship-of-the-line (first rate), with four views of smaller vessels	20
Line engravings, by Andrew Bell, published in the <i>Encyclopaedia Britannica</i> (first edition), London, 1768. (Collections of The Library of Congress, Washington.)	
A letter of Captain Nicholson Broughton to George Washington, September 7, 1775. (Collections of The Library of Congress, Washington.)	37
An allegory, symbolizing the American Colonies, Peace and Britannia.	52
Line engraving, by an unidentified engraver, published as the frontispiece to the <i>London Magazine</i> , London, 1775. (Courtesy of The British Museum, London. British Crown Copyright.)	
A view of Port Royal and Kingston, Jamaica	64
Line engraving, by F. Cary, published by John Fielding, <i>et al.</i> , in <i>The European Magazine</i> , London, October, 1782. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
Copy of Instructions to Captain Abraham Whipple from the Committee of Safety of the Rhode Island General Assembly, September 11, 1775, with his acknowledgment of them. (Courtesy of The Rhode Island Historical Society, Providence.)	77

William Legge, Second Earl of Dartmouth	Page 86
Portrait in oils, by Nathaniel Hone, 1777. (Courtesy of the Trustees of Dartmouth College, Hanover, New Hampshire.)	
A Chart of the coast of North and South Carolina	103
By an unidentified engraver, from a survey of 1770 by Nicholas Pocock, published in <i>Atlas Amériquin Septentrional</i> , Georges L. Le Rouge, Paris, 1778–1792. (Collections of The Library of Congress, Washington.)	
Extract from Purdie's <i>The Virginia Gazette</i> , September 15, 1775 . . .	112
A View of Charleston, South Carolina	118
Painting in oils, by Thomas Leech, 1774. (Courtesy of The Museum of Early Southern Decorative Arts, Winston-Salem, North Carolina.)	
A view of Curaçao, Dutch West Indies, with shipping in the harbor . .	118
Painting in water colors, by an unidentified artist, c. 1780. (Courtesy of Ned. Hist. Scheepvaart Museum, Amsterdam.)	
A "Map of the Maritime Parts of Virginia Exhibiting the Seat of War and of Ld Dunmore's depredations in that Colony"	124
Engraved by Robert Aitken after an otherwise unidentified "P.E.D." (possibly Pierre E. DuSimitière), published in <i>The Pennsylvania Magazine</i> , Philadelphia, April, 1776. (Collections of The Library of Congress, Washington.)	
Log entries of HM Sloop-of-War <i>Tamar</i> , September 14–18, 1775 . .	141
(Courtesy of the Public Record Office, London. Adm. 51/968.)	
A letter of George Washington to John Langdon, September 21, 1775	170
(Courtesy of the Henry E. Huntington Library and Art Gallery, San Marino, California.)	
"A Plan of the Town of Newbern", North Carolina	185
Manuscript map, by Claude Joseph Sauthier, 1769. (Courtesy of Tryon Palace, New Bern, North Carolina.)	
Extracts from "The Midnight Consultations, or, A Trip to Boston." .	211
A mock-heroic poem, written in 1775. From <i>The Poems of Philip Freneau</i> , Philadelphia, 1786. (Collections of The Library of Congress, Washington.)	
Log entries of HM Sloop-of-War <i>Viper</i> , September 26–29, 1775. (Courtesy of the Public Record Office, London. Adm. 51/1039.) .	230
"A New and Accurate Map of Quebec and its Boundaries"	237
By an unidentified cartographer and engraver, published in <i>The Universal Magazine</i> , London, July, 1781. (Courtesy of the Frederick S. Hicks Collection, Washington.)	

Major General John Burgoyne	Page 251
Line engraving, by Thomas Cook, published by John Fielding in <i>The European Magazine</i> , London, February, 1786. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
Major General Sir William Howe	251
Line engraving, by John Goldar after Robert Dodd, published in <i>The History of the War with America</i> , etc., John Andrews, London, 1785-1786. (Courtesy of the Frederick S. Hicks Collection, Wash- ington.)	
Major General Sir Henry Clinton	251
Line engraving, by Thomas Cook, published by John Fielding in <i>The European Magazine</i> , London, April, 1786. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
Money of the Revolutionary period	288
A three dollar bill of the Continental Congress, 1775. (Courtesy of The Money Museum, Detroit, Michigan.)	
A five dollar bill of the New York Provincial Congress, 1775. (Courtesy of Mr. Frederick S. Hicks, Alexandria, Virginia.)	
A coin of the reign of George III, of unknown denomination. (Courtesy of Tryon Palace, New Bern, North Carolina.)	
A five pound note of the North Carolina Assembly, 1771. (Courtesy of Tryon Palace, New Bern, North Carolina.)	
Christopher Gadsden	310
Portrait in oils, by Rembrandt Peale, <i>c.</i> 1795-1797. (Courtesy of Independence National Historical Park, Philadelphia.)	
John Hancock	313
Mezzotint, by an unidentified engraver after Littleford, which may be a fictitious name, a not uncommon occurrence in the period, and published by C. Shepherd, London, October 25, 1775. (Courtesy of the Henry Francis duPont Winterthur Museum, Winterthur, Delaware.)	
An "Exact Plan of General Gage's Lines on Boston Neck in America" .	325
By an unidentified cartographer and engraver, published in <i>The Hibernian Magazine</i> , Dublin, September, 1775. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
Major General Thomas Gage	335
Portrait in oils, by John Singleton Copley, <i>c.</i> 1768-1769. (Courtesy of Mrs. Ronald V. C. Bodley, Newburyport, Massachusetts.)	
"A Dose for the Tories"	344
An anonymous poem, originally printed in Ireland and reprinted in the American colonies in 1775. (Collections of The Library of Congress, Washington.)	

	<i>Page</i>
A View of Fort Royal, Martinique, and the Roadstead	353
Line engraving, by Jeanne F. Ozanne after Nicolas Ozanne, the original drawing dated 1780. (Courtesy of The Mariners Museum, Newport News, Virginia.)	
Sheer draft and a section from the body plan of HMS <i>Rose</i> , 20 . . .	364–65
(Courtesy of the Trustees of the National Maritime Museum, Greenwich, England.)	
A View of HMS <i>Rose</i> , 20	364
Detail from a larger aquatint, by Dominic Serres after Captain Sir James Wallace, published by The Admiralty, London, in the <i>Atlantic Neptune</i> , under the direction of Joseph F. W. DesBarres, 1763–1784; this view was issued on April 2, 1778. (Courtesy of The Mariners Museum, Newport News, Virginia.)	
A letter of George Benson to Nicholas Brown, October 9, 1775 . . .	377
(Courtesy of The John Carter Brown Library, Brown University, Providence.)	
“A Plan of the City of New York & its Environs”	380
Engraved by P. Andrews, from the cartography of John Montresor, published by Andrew Dury, London, 1775. (Collections of The Library of Congress, Washington.)	
A letter of Nicholas Cooke to George Washington, October 10, 1775 .	389
(Collections of The Library of Congress, Washington.)	
A Map of New Jersey	403
Engraved and published by William Faden, London, December 1, 1777, from the cartography of Bernard Ratzer. (Collections of The Library of Congress, Washington.)	
Major General Artemas Ward	406
Portrait in oils, by Charles Willson Peale, c. 1794–1795. (Courtesy of Independence National Historical Park, Philadelphia.)	
“The Contrast.”	414
An allegorical view depicting the difference between the harshness of the scene on the left, where the American colonies are represented as a cow being drained of her blood, and the serenity of that to the right, the cow garlanded and standing on a yoke while being milked. It is intended as an appeal for conciliatory measures toward the colonies in the interests of British trade. By an unidentified engraver, c. 1775. (Courtesy of The British Museum, London. British Crown Copyright.)	
Minutes of a Meeting of the Town Council of Newport, Rhode Island, October 12, 1775	423
(Courtesy of The Rhode Island Historical Society, Providence.)	

	Page
Brick hearth, as installed on board a small American armed vessel of the Revolutionary period	432
(Courtesy of The Smithsonian Institution, Washington.)	
A View of Quebec from the St. Lawrence River	439
Line engraving, by Royce, published as an illustration in <i>The History of America</i> , etc., William Russell, London, 1778. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
Governor Sir Guy Carleton	439
Line engraving, by an unidentified engraver, published in <i>The Hibernian Magazine</i> , Dublin, August, 1782. (Collections of The Library of Congress, Washington.)	
John Adams	444
Portrait in oils, by John Singleton Copley, c. 1783. (Courtesy of The Fogg Art Museum, Harvard University, Cambridge, Massachusetts.)	
A Map of Connecticut and Rhode Island	453
By an unidentified cartographer and engraver, published in <i>The Universal Magazine</i> , London, October, 1780. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
Inset: A View of New London, Connecticut	453
Pen-and-ink sketch, by an unidentified artist, c. 1776. (Facsimile in the Navy Department Library, Washington.)	
"A Newe Map of North & South Carolina, & Georgia."	458
Engraved by Robert Aitken, from an unidentified cartographer, published in <i>The Pennsylvania Magazine</i> , Philadelphia, June, 1776. (Collections of The Library of Congress, Washington.)	
A letter of Colonel John Glover to George Washington, October 15, 1775	460
(Collections of The Library of Congress, Washington.)	
Colonel John Glover	473
Silhouette, by an unidentified artist, date unknown but probably contemporary. (Courtesy of the Peabody Museum, Salem, Massachusetts.)	
Examples of typical cannon of the Revolutionary period, as mounted on board a small American armed vessel. (Top) A 12-pounder bow chaser; (Bottom) a 9-pounder	481
(Courtesy of The Smithsonian Institution, Washington.)	
Colonel Joseph Reed	493
Stipple engraving, by an otherwise unidentified "B.B.E.", published by R. Wilkinson, London, May 15, 1783. (Courtesy of the Frederick S. Hicks Collection, Washington.)	

	<i>Page</i>
Governor Jonathan Trumbull and Mrs. Trumbull	497
Portrait in oils, by John Trumbull, the subjects' son, 1775. (Courtesy of the Connecticut Historical Society, Hartford.)	
Whitehead Hicks	507
Portrait in oils, by John Singleton Copley, date unknown. (Courtesy of the Museum of the City of New York, New York.)	
A View of Philadelphia from the East	510
Line engraving, by an unidentified engraver, 1778. (Courtesy of the Henry Francis duPont Winterthur Museum, Winterthur, Delaware.)	
A broadside proclamation of Governor Jonathan Trumbull of Connecticut, imposing a ban on the exportation by water from that colony, until June 1, 1776, of an enumerated list of provisions, New Haven, October 19, 1775	522
(Collections of The Library of Congress, Washington.)	
Brigadier General Richard Montgomery	532
Portrait in oils, by Charles Willson Peale, <i>c.</i> 1785, probably after a miniature in oils by an unknown artist. (Courtesy of Independence National Historical Park, Philadelphia.)	
Peyton Randolph	543
Portrait in oils, by John Wollaston, date unknown. (Courtesy of the Virginia Historical Society, Richmond.)	
"A Plan of New Haven and Harbour 1775"	552
Manuscript map, by Ezra Stiles. (Courtesy of the New Haven Colony Historical Society, New Haven.)	
A Plan of Philadelphia	560
By an unidentified engraver, from the cartography of Benjamin Easburn, published by Andrew Dury, London, November 4, 1776. (Collections of The Library of Congress, Washington.)	
Typical edged weapons of the Revolutionary period	566
English boarding axe. (Courtesy of Mr. Hamilton Cochran, Wallingford, Pennsylvania.)	
English hunting sword, used by Marine officers. (Courtesy of The Smithsonian Institution, Washington.)	
German Grenadier's sword, used by Marine non-commissioned officers. (Courtesy of The Smithsonian Institution, Washington.)	
A British war vessel (sixth rate) on the building ways	580
Painting in oils, by John Cleveley, 1752. (Courtesy of the Trustees of the National Maritime Museum, Greenwich, England.)	
A model of a 64-gun British ship-of-the-line, <i>c.</i> 1775	580
(Courtesy of the Trustees of the National Maritime Museum, Greenwich, England.)	

	<i>Page</i>
“A Map of Falmouth Neck, As It Was When Destroyed By Mowatt, October 18th 1775”	591
Originally drawn by Captain Lemuel Moody, apparently an eye- witness to the burning of what is now Portland, Maine. By an unidentified lithographer, published as an illustration in <i>The</i> <i>History of Portland</i> , William Willis, Portland, 1831–1833. (Courtesy of the Maine Historical Society, Portland.)	
“An Express Just arrived from General Washington”	594
Two accounts, in one broadside, of the burning of Falmouth (present- day Portland), Maine, by a small British force under Lieutenant Henry Mowat, RN, on October 18, 1775. Addressed to Deputy Governor Nicholas Cooke of Rhode Island on October 24, 1775, an apparent typographical error dates the report as received by General Washington from Falmouth two days prior to the event it describes. (Courtesy of the Boston Public Library, Boston.)	
A letter of Lord Dunmore to Wilson Miles Cary, October 24, 1775 . .	598
(Courtesy of the Henry E. Huntington Library and Art Gallery, San Marino, California.)	
“Six-Pence A Day”	610
One of a number of British anti-recruiting satires, the view showing an emaciated British private being shot at by two Americans, both their caps inscribed, “Death or Liberty”. The Britisher is being appealed to by his pregnant wife and three small children, while two members of “the lowest Trades”, a chairman and a coachman, stand at the left. Engraved and published by William Humphrey, London, October 26, 1775. (Courtesy of The British Museum, London. British Crown Copyright.)	
“A Compleat Map of the West Indies”	615
By an unidentified engraver, from the cartography of Samuel Dunn, published by Robert Sayer, London, January 10, 1774. (Collections of The Library of Congress, Washington.)	
A View of Portsmouth, New Hampshire	618
Aquatint, by an unidentified engraver, published in the <i>Atlantic</i> <i>Neptune</i> by The Admiralty, London, under the direction of Joseph F. W. DesBarres, 1763–1784; this view was issued in 1781. (Cour- tesy of the I. N. Phelps Stokes Collection, Prints Division, The New York Public Library, New York.)	
“Plan of the Town of St. Augustine the Capital of East Florida” . . .	632
Engraved by Thomas Jefferys, published in the <i>North American</i> <i>Atlas</i> , William Faden, London, 1777. (Collections of The Library of Congress, Washington.)	
A 32-pounder British cannon of the Revolutionary period, at Fort Frederica National Monument, Georgia	632
(Courtesy of the National Park Service.)	

A letter of William Watson to George Washington, October 30, 1775 . (Collections of The Library of Congress, Washington.)	Page 643
Commodore Marriot Arbuthnot Mezzotint, by Charles H. Hodges after John Rising, 1792. (Courtesy of the Trustees of the National Maritime Museum, Greenwich, England.)	656
A Map of Europe, "divided into it's Empires, Kingdoms, Provinces, &c. by J. Palairret, Geographer", with improvements and addi- tions by L. Delarochette By an unidentified engraver, published by Carington Bowles, London, undated but probably contemporary. (Collections of The Library of Congress, Washington.)	668
A Map of "The River Avon From the Severn to the Citty of Bristoll" . By an unidentified cartographer and engraver, published in <i>Great Britain's Coasting Pilot</i> , compiled by Captain Greenville Collins, London, 1785. (Collections of The Library of Congress, Washing- ton.)	675
Edmund Burke Mezzotint, by James Watson after Sir Joshua Reynolds, published by Robert Sayer, London, May 1, 1771. (Courtesy of the Pierpont Morgan Library, New York.)	677
A View of the Basin at Le Havre, France Line engraving, by V. le Gouaz after Nicolas Ozanne, date unknown. Included in the scene are two ships careened, one of them in the process of "breaming" (having her bottom cleaned). Another vessel is shown on the stocks and still another is being retimbered and caulked. (Courtesy of the Musée de la Marine, Paris.)	680
Letterbook copy of a letter from Philip Stephens to Vice Admiral Samuel Graves, August 22, 1775 (Courtesy of the Public Record Office, London. Adm. 2/550.)	683
George III Portrait in oils, from the studio of Sir William Beechey, date un- known. (Courtesy of the National Portrait Gallery, London.)	688
"The Council of the Rulers, & the Elders against the Tribe of ye Americanites" The view shows the Speaker attempting to call the House of Com- mons to order while, on the wall, a map of North America bursts into flame; in the lefthand foreground, Lord North slips money to an unidentified figure. By an unidentified engraver, published by W. Gillman, Rochester, England, 1775. (Collections of The Library of Congress, Washington.)	693
A letter of Captain Richard Pearson, RN, to Philip Stephens, August 31, 1775 (Courtesy of the Public Record Office, London. Adm. 1/2302.)	696

Count de Guines	Page 698
Mezzotint, by an unidentified engraver, London, 1774. (Estampes Bibliothèque Nationale, Paris.)	
A View of a dockyard at Southampton, England, by moonlight . . .	707
Line engraving, by an unidentified engraver, published by Carington Bowles, London, May 19, 1783. (Collections of The Library of Congress, Washington.)	
A View of HMS <i>Phoenix</i> , 44, in chase of a French privateer	710
Line engraving, by an unidentified engraver, published by Carington Bowles, London, April 16, 1781. (Courtesy of Colonial Williams- burg, Williamsburg, Virginia.)	
"A Perspective View of the Cities of London & Westminster"	714
Line engraving, by an unidentified engraver, published by John Fielding, <i>et al.</i> , in <i>The European Magazine</i> , London, December, 1782. (Courtesy of The Mariners Museum, Newport News, Virginia.)	
A broadside petition, "which was to have been delivered to His Majesty the 14th of July, by the Lord Mayor and Livery of London"	717
The petition, a copy of which was brought by the ship <i>Samson</i> "in 8 Weeks from London" to New York, was reprinted there on Septem- ber 8, 1775. (Collections of The Library of Congress, Washington.)	
A View of Deptford Dockyard, England	720
Line engraving, by William Woollett after Richard Paton and John H. Mortimer, London, February 14, 1775. (Courtesy of The British Museum, London. British Crown Copyright.)	
A Map of France, "divided into Military Governments"	725
By an unidentified engraver, from the cartography of Samuel Dunn, published by Robert Sayer, London, January 10, 1774. (Collections of The Library of Congress, Washington.)	
"Private Signals for knowing each other, to be observed by the Ships and Vessels under the Command of the [British] Admiral command- ing in chief in America", September 22, 1775 (contemporary copy). (Courtesy of the Hall of Records, Annapolis, Maryland)	728
A View of Portsmouth, England	734
Line engraving, by an unidentified engraver, published by Carington Bowles, London, March 2, 1773. (Courtesy of The Mariners Mu- seum, Newport News, Virginia.)	
Lord George Germain	738
Line engraving, by an unidentified engraver, published in <i>The European Magazine</i> , London, September, 1785. (Courtesy of the Frederick S. Hicks Collection, Washington.)	

John Montagu, Fourth Earl of Sandwich	Page 738
Mezzotint, by Valentine Green after Johann Zoffany (or Zauffely), published by the engraver, London, August 30, 1774. (Courtesy of The Victoria and Albert Museum, London.)	
Rear Admiral Molyneux Shuldhham	741
Mezzotint, by William Dickinson after Sir Nathaniel Dance, London, 1780. (Courtesy of the Trustees of the National Maritime Museum, Greenwich, England.)	
A "Draught of Portsmouth Harbour [England], shewing the number and disposition of the harbour moorings with the sands, shoals, and depth of water, 1774"	746
By an unidentified cartographer and engraver, published in an un- specified English source. (Courtesy of The British Museum, Lon- don. British Crown Copyright.)	
A View of Dublin	748
Line engraving, by an unidentified engraver, published in the <i>Lady's Magazine</i> , London, October, 1774. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
"The British Channel including the Coasts of England and France" . . .	751
By an unidentified cartographer and engraver, published in <i>History of the War with America</i> , etc., John Andrews, London, 1785-1786. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
Extracts from an edict of King Christian VII of Denmark, prohibiting the exportation of munitions in Danish vessels to any Danish colonies in America, October 4, 1775. (Courtesy of the Public Record Office, London. Sp. 75/131.)	759
A View of Chatham Dockyard, England	766
Line engraving, by Pierre C. Canot after Richard Paton and John H. Mortimer, London, February 14, 1775. (Courtesy of The British Museum, London. British Crown Copyright.)	
Lord George Germain	770
A caricature of the British Secretary of State for the Colonies, an unpopular figure in Great Britain and widely reviled for his alleged cowardice at the Battle of Minden in 1759. By an unidentified en- graver, date unknown but probably contemporary. (Courtesy of The Lewis Walpole Library, Farmington, Connecticut.)	
"A General Map of the Southern British Colonies in America" . . .	773
Engraved by Bernard Romans, from the cartography of deBrahm, <i>et al.</i> , published by Robert Sayer and John Bennett in <i>The American Military Pocket Atlas</i> , London, October 15, 1776. (Collections of The Library of Congress, Washington.)	
A View of a Mast House at Blackwall, England	780
Line engraving, by an unidentified engraver, published in <i>The</i>	

<i>Universal Magazine</i> , London, June, 1795. From such structures as these, large sailing vessels of the period received their masts as they were secured alongside, below the projecting catwalk shown at the top of the house. (Courtesy of the Frederick S. Hicks Collection, Washington.)	Page
“An Accurate Map of England and Wales”	784
By an unidentified engraver, from the cartography of Eman Bowen, published by Robert Sayer and John Bennett, <i>et al.</i> , London, June 1, 1777. (Collections of The Library of Congress, Washington.)	
Charles Gravier, Count de Vergennes	787
Line engraving, by Thomas Holloway after Antoine F. Callet, published in <i>The European Magazine</i> , London, March, 1786. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
“A Compleat Map of North-Carolina”	794
Engraved by L. Bayly (a pseudonym for John Collet), published by L. Hooper, London, May 1, 1770. (Courtesy of Tryon Palace, New Bern, North Carolina.)	
“American Navigation during the Revolution”	801–25
(Illustrations for this essay are all by courtesy of the Peabody Museum, Salem, Massachusetts, unless otherwise indicated in the caption.)	
A Map of the Western Hemisphere	828
By an unidentified engraver, from the cartography of L. R. P. Charlevoix, M. de la Condamine, <i>et al.</i> , published in <i>Atlas Amériquain Septentrional</i> , Georges L. Le Rouge, Paris, 1778–1792. (Collections of The Library of Congress, Washington.)	
“Carleton’s Defeat, and Arnold’s Success.”	847
A broadside report, from La Prairie, Quebec, announcing the surrender of “the fortress of St. John’s to our army” under the command of Colonel Benedict Arnold, dated November 3, 1775. (Courtesy of The New-York Historical Society, New York.)	
A View of St. John’s, Quebec	849
Line engraving, by an unidentified engraver after a drawing by Lieutenant Henry Rudyard of the Royal Engineers, published by William Lane, London, January 1, 1789. (Collections of the Curator of the Navy Department, Washington.)	
<i>The English Pilot</i> , etc. (Fourth Book), London, 1773, showing its title page and one of its illustrations, “The Harbour of Casco Bay, And Islands Adjacent”	854
(Courtesy of the Peabody Museum, Salem, Massachusetts.)	
Vavious plotting instruments, <i>c.</i> 1780, including an ivory scale and sector used in solving problems in trigonometry and logarithms	854
(Courtesy of the Peabody Museum, Salem, Massachusetts.)	

	<i>Page</i>
"A Map of the Present Seat of War on the Borders of Canada." . . .	868
Engraved by Robert Aitken, after an unidentified cartographer, published in <i>The Pennsylvania Magazine</i> , Philadelphia, October, 1775. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
"A portage Bill of the Voige in the Schooner <i>Britaney</i> to the West- indies & Back to Newbury port again"	880
(Courtesy of the Secretary of the Commonwealth of Massachusetts, Boston.)	
Major General Philip Schuyler	892
Miniature portrait in oils, by John Trumbull, 1792. (Courtesy of the Trumbull Collection, Yale University Art Gallery, New Haven.)	
William Bartlett	892
Portrait in oils, by an unidentified artist, date unknown. (Courtesy of the Peabody Museum, Salem, Massachusetts.)	
Stephen Hopkins	908
Detail, from the painting in oils of the signing of the Declaration of Independence, by John Trumbull, c. 1789-1796. (Courtesy of The Architect of the Capitol, Washington. Photo courtesy of The Library of Congress, Washington.)	
A broadside proclamation of the Earl of Dunmore, Governor of Virginia, imposing martial law in that colony, and declaring "all indentured Servants, Negroes, or others, (appertaining to Rebels,) free that are able and willing to bear Arms, they joining His Majesty's Troops as soon as may be, for the more speedily reducing this Colony to a proper Sense of their Duty"	921
This proclamation was issued on November 7, 1775, on board the British ship <i>William</i> , to which Dunmore had previously fled for refuge. (Courtesy of the Tracy W. McGregor Library of the Uni- versity of Virginia, Charlottesville.)	
A model of the 74-gun British ship-of-the-line <i>Ajax</i> , 1767	941
(Courtesy of the Trustees of the National Maritime Museum, Greenwich, England.)	
Silas Deane	954
Miniature portrait in oils, on ivory, attributed to Charles Willson Peale, c. 1776. (Courtesy of The Connecticut Historical Society, Hartford.)	
A model of a 12-gun British revenue cutter, c. 1778	974
(Courtesy of the U.S. Naval Academy Museum, Annapolis, Maryland.)	
A Map of "The Most Inhabited Part of New England"	986
By an unidentified cartographer and engraver, published by Caring- ton Bowles, London, undated but probably contemporary. (Col- lections of The Library of Congress, Washington.)	

	<i>Page</i>
Samuel Adams	999
Line engraving, by an unidentified engraver, published in <i>The Hibernian Magazine</i> , Dublin, February, 1776. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
Benjamin Franklin	1012
Portrait in oils, by David Martin, 1767. (The White House Collection, Washington.)	
A Map of the World, "laid down from the latest observations" . . .	1034
By an unidentified cartographer and engraver, published by Carington Bowles, London, May 15, 1780. (Collections of The Library of Congress, Washington.)	
"A Perspective View of Montreal in Canada"	1055
Line engraving, by an unidentified engraver, published in the Supplement to <i>The Universal Magazine</i> , London, July-December, 1765. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
A British seven-barrelled flintlock volley-gun, invented by James Wilson and made by Henry Nock, London	1085
(In the Armouries, H. M. Tower of London, courtesy of the Master of the Armouries, London. British Crown Copyright.)	
A bullet mold of the Revolutionary period	1085
(Courtesy of the Museum of the Society of the Cincinnati, Washington.)	
A British ¾-pounder swivel gun of the Revolutionary period . . .	1085
(Courtesy of The Smithsonian Institution, Washington.)	
A broadside proclamation of Governor Sir Guy Carleton of Canada, expelling from the City of Quebec all those residents who "have contumaciously refused to enroll their Names in the Militia Lists, and to take up Arms in Conjunction with their Fellow Citizens" for the city's defense, Quebec, November 22, 1775. (Courtesy of The New-York Historical Society, New York.)	1097
A ship's gun and carriage of the Revolutionary period	1110
Line engraving, by an unidentified engraver, published in <i>A Treatise of Mathematical Instruments</i> , John Robertson, London, 1775. (Courtesy of The Navy Department Library, Washington.)	
Bar and round shot of the Revolutionary period	1110
(Courtesy of The New-York Historical Society, New York.)	
A model of a 22-gun British sloop-of-war, c. 1780	1121
(Courtesy of the U.S. Naval Academy Museum, Annapolis, Maryland.)	
"A General Map of the Northern British Colonies", showing the "Seat of War" there	1126
By an unidentified engraver, from the cartography of Major Holland, <i>et al.</i> , published by Robert Sayer and John Bennett, London, August 14, 1776. (Collections of The Library of Congress, Washington.)	

	<i>Page</i>
Views of the Entrance to New York Harbor	1147
Aquatints, by an unidentified engraver, published in the <i>Atlantic Neptune</i> by The Admiralty, London, under the direction of Joseph F. W. DesBarres, 1763–1784; these views were issued in 1777. (Courtesy of The Mariners Museum, Newport News, Virginia.)	
Extracts from a letter, Major General Philip Schuyler to George Washington, November 28, 1775. (Collections of The Library of Congress, Washington.)	1172
A table of provision allowances for crews of Continental Navy vessels, c. 1775	1179
(Courtesy of the Hall of Records, Annapolis, Maryland.)	
Broadside address, dated November 29, 1775, to Governor William Franklin (Benjamin Franklin's son) from the Representatives of the New Jersey General Assembly, seeking to assure him of his personal safety, and that "There is Nothing we desire with greater Anxiety than a Reconciliation with our Parent State on Constitutional Principles"	1191
Despite his parentage, Governor Franklin remained a confirmed Loyalist throughout the Revolution. (Collections of The Library of Congress, Washington.)	
A View of Boston and the Harbor	1201
Pen-and-ink drawing, by an unidentified artist, 1775. (Collections of The Library of Congress, Washington.)	
A Chart of the Entrance to Charleston Harbor, South Carolina . . .	1212
Manuscript chart, by Philip (not otherwise identified), December 30, 1776. (Courtesy of the William L. Clements Library, the University of Michigan, Ann Arbor.)	
British gunners' calipers of the Revolutionary period	1223
(Courtesy of the John M. Browning Memorial Museum, Rock Island Arsenal, Rock Island, Illinois. U.S. Army Photograph.)	
A cannon "worm" of the Revolutionary period	1228
(Courtesy of The New-York Historical Society, New York.)	
"A Draught of the Harbor & River of Piscataqua With the Island's of Shoal's"	1243
Anonymous manuscript chart, undated but probably contemporary. (Courtesy of the William L. Clements Library, the University of Michigan, Ann Arbor.)	
A letter of Jonathan Glover to George Washington, December 3, 1775 .	1246
(Collections of The Library of Congress, Washington.)	
Plan of the lower deck and starboard profile of HM Sloop-of-War <i>Viper</i> , 10	1252–53
(Courtesy of the Trustees of the National Maritime Museum, Greenwich, England.)	

	<i>Page</i>
Extracts from a letter, Elbridge Gerry to John Adams, December 4, 1775	1262
(Courtesy of the Massachusetts Historical Society, Boston.)	
Broadside appeal from Governor William Tryon addressed, through Mayor Whitehead Hicks of New York City, "To the Inhabitants of the Colony of New-York", expressing his wish that "some Measure may be speedily adopted" looking toward "the Cultivation of a sincere Reconciliation and Friendship, which might yet be improved for the Purpose of restoring the general Tranquility and Security of the Empire."	1271
This appeal was issued on December 4, 1775, on board the British packet ship <i>Dutchess of Gordon</i> , to which Tryon had transferred on October 30 from the packet <i>Halifax</i> , both vessels being in New York Harbor. (Courtesy of The New-York Historical Society, New York.)	
Colonel Benedict Arnold	1279
Mezzotint, by an unidentified engraver, published by Thomas Hart, London, 1776. The portrait shows a part of the City of Quebec in the left-hand background. (Courtesy of the John Carter Brown Library, Brown University, Providence.)	
Log entries of HMS <i>Fowey</i> , December 4–5, 1775	1289
(Courtesy of the Public Record Office, London. Adm. 51/375.)	
A View of the State House, Philadelphia	1294
Line engraving, by an unidentified engraver, published in the <i>Gentleman's Magazine</i> , London, September, 1752. (Courtesy of the Frederick S. Hicks Collection, Washington.)	
A View of Cape François, Santo Domingo	1298
Line engraving, by Jeanne F. Ozanne after Nicolas Ozanne, the original drawing dated 1780. (Courtesy of The Mariners Museum, Newport News, Virginia.)	
A model of the 12-gun Continental Sloop-of-War <i>Providence</i> , date unknown	1306
(Courtesy of The Mariners Museum, Newport News, Virginia.)	
Leg irons, handcuffs and a "cat", all of the Revolutionary period	1318
(Courtesy of the Peabody Museum, Salem, Massachusetts.)	
Extract from the Instructions to Richard Harrison from the Council of Safety of Maryland, Annapolis, December 7, 1775, relative to his obtaining munitions and other supplies in Martinique	1328
(Courtesy of the Hall of Records, Annapolis, Maryland.)	

	<i>Page</i>
Henry Laurens	1332
Portrait in oils, by John Singleton Copley, 1782. (Courtesy of the National Portrait Gallery, The Smithsonian Institution, Washington.)	
Extracts from the "Records of the Port of Roanoke, North Carolina", 1771-1776	1344
(The James Iredell Papers, courtesy of the Southern Historical Collection, the University of North Carolina, Chapel Hill.)	
A Map showing "the Wilderness through which General Arnold marched to Quebec"	1386
Engraved by Neele, after an unidentified cartographer, published in <i>The Life of George Washington</i> , John Marshall, London, 1806. (Cour- tesy of the Frederick S. Hicks Collection, Washington.)	

SOME EVENTS OF NOTE IN THE PERIOD COVERED BY VOLUMES 1 AND 2

1774

- Dec. 1 Continental Association goes into effect, banning importation of British goods into the colonies after February 1, 1775.
- Dec. 3 HMS *Scarborough* arrives at Boston with Order in Council prohibiting exportation of munitions to the colonies.
- Dec. 9-10 Patriots remove cannon and gunpowder from Fort George, Newport, to Providence.
- Dec. 13 British Admiralty authorizes 16,000 men, including 4,284 Marines, for North American Station for coming year.
- Dec. 14 Colonials storm Fort William and Mary, New Hampshire, and, after a few shots from the garrison, seize munitions.

1775

- Jan. 23 London merchants petition House of Commons to "apply such healing remedies as can alone restore and establish the commerce between Great Britain and her colonies on a permanent foundation."
- Feb. 2 Ship *James* arrives at New York from Glasgow; a popular uprising prevents the landing of her cargo.
- Feb. 16 Armed patriots in Savannah, Georgia, carry off molasses and sugar previously seized by Collector of Customs.
- Feb. 26 British troops thwarted in attempt to take away ordnance stored at Salem, Massachusetts.
- Mar. 8 House of Commons passes New England Restraining Act.
- Mar. 20 States General of the Netherlands prohibits exportation of military stores to American colonies.
- Mar. 21 Patriots at Charleston, South Carolina, seize munitions from public stores and gunpowder from the magazine.
- Mar. 22 Edmund Burke's famous conciliation speech in the House of Commons.
- Apr. 15 British troops from HM Schooner *Diana* land at Fort Pownal, Penobscot River, Maine, and remove arms and ammunition.
- Apr. 19 Battles of Lexington and Concord initiated by water transport in ships' boats; final stage of British retreat covered by HMS *Somerset's* guns.
- Apr. 20 Party from HM Schooner *Magdalen* removes gunpowder from Williamsburg, Virginia.
- May 10 Ticonderoga captured by Colonels Ethan Allen and Benedict Arnold.
- Second Continental Congress meets at Philadelphia.

1775

- May 11 Major Philip Skene, Royalist sympathizer, captured at Skenesboro (now Whitehall), New York; his boat is seized and named *Liberty*.
- May 12 Crown Point, on strategic Lake Champlain, is captured by colonials.
- May 18 Colonel Benedict Arnold's men capture St. John's on the Sorrel River, Quebec; a sloop is taken and named *Enterprise*.
- May 27 Boat attack made on two Boston harbor islands; stock is destroyed, and HM Schooner *Diana* burned.
- May 31 "Mecklenburg Resolves" in Mecklenburg County, North Carolina, declare British laws null and void.
- June 2 Governor Josiah Martin of North Carolina flees New Bern to HM Sloop *Cruizer* in the Cape Fear River.
- June 8 Lord Dunmore, Governor of Virginia, flees from Williamsburg to HMS *Fowey* off Yorktown.
- June 12 HM armed tender *Margaretta* engaged and taken by Jeremiah O'Brien and his men off Machias, Maine.
- June 15 George Washington appointed Commander-in-Chief, Continental Army.
Rhode Island, first colony to do so, commissions two sloops for its "Navy."
- June 16 Sloop *Diana*, tender to HMS *Rose*, driven ashore by Rhode Island sloop *Katy*, Captain Abraham Whipple.
- June 17 Battle of Bunker Hill; British troops supported by gunfire from the fleet.
- July 3 General Washington assumes command of Continental Army at Cambridge, Massachusetts.
- July 18 Continental Congress resolves that each colony provide armed vessels to defend harbors and sea coast.
Fort Johnston, North Carolina, attacked and burned by colonials.
- July 31 Patriot boat expedition burns Boston lighthouse.
- Aug. 2 Major General Thomas Gage ordered home; relieved by Major General William Howe.
- Aug. 4 General Washington urges Rhode Island to send armed vessel to seize Bermuda's gunpowder.
- Aug. 7 South Carolina sloop *Commerce* captures *Betsey* with large quantity of gunpowder off St. Augustine.
- Aug. 8 HM Sloop *Falcon*, attempting to capture a schooner in harbor, bombards Gloucester, Massachusetts.
- Aug. 11 Rear Admiral Gayton ordered to station ships in lower Bahama Islands "to intercept and seize North American Vessels" which have been secretly loading "great Quantities of Arms & Ammunition."

1775

- Aug. 22 Lord North concludes that "if America is ever brought to own the authority of Great Britain, it must be by the Fleet, but . . . a Large land force is necessary to render our Naval operations effectual."
- Aug. 23 Royal Proclamation for "suppressing Rebellion and Sedition" published in London.
- Aug. 24 HMS *Asia* fires upon New York but fails to prevent seizure of "King's cannon" by patriots.
- Aug. 26 Rhode Island instructs its delegates in Congress to urge creation of a Continental Navy.
- Aug. 29 British warship ordered to African east coast to seize American vessels trading in area.
- Aug. 30 HMS *Rose* exchanges fire with patriots at Stonington, Connecticut.
- Sept. 2 General Washington directs Colonel John Glover of Marblehead to convert fishing vessels into armed ships to prey upon British supplies entering Boston harbor.
- Sept. 5 Captain Nicholson Broughton, in Washington's armed schooner *Hannah*, sails from Beverly, Massachusetts, and two days later captures *Unity* with naval stores.
- Sept. 10 Continental Association forbids exports to Great Britain or British West Indies after this date.
- Sept. 12 Continental Congress reconvenes at Philadelphia; Georgia delegation present for first time.
- Sept. 14 Colonel Arnold ordered by Washington to command an expedition against Quebec.
- Sept. 15 Lord William Campbell, Governor of South Carolina, flees to HMS *Tamar* off Charleston.
- Sept. 29 Admiralty orders Vice Admiral Samuel Graves to return to England.
- Oct. 4 Under British pressure, King Christian VII of Denmark forbids Danish ships to carry ammunition or other "war-like armaments" to American colonies.
- Oct. 5 Continental Congress appoints committee to prepare plan for intercepting two vessels bound for Canada with munitions.
- Oct. 7 Bristol, Rhode Island, bombarded by British warships for refusal to supply provisions.
Vice Admiral James Young, commanding Leeward Islands Station, complains that American vessels are obtaining munitions from Martinique, French West Indies.
- Oct. 10 Prize Agents appointed by Washington to dispose of prizes taken by armed schooners.
- Oct. 13 Continental Congress enacts first naval legislation; Naval Committee is appointed to provide two armed vessels.

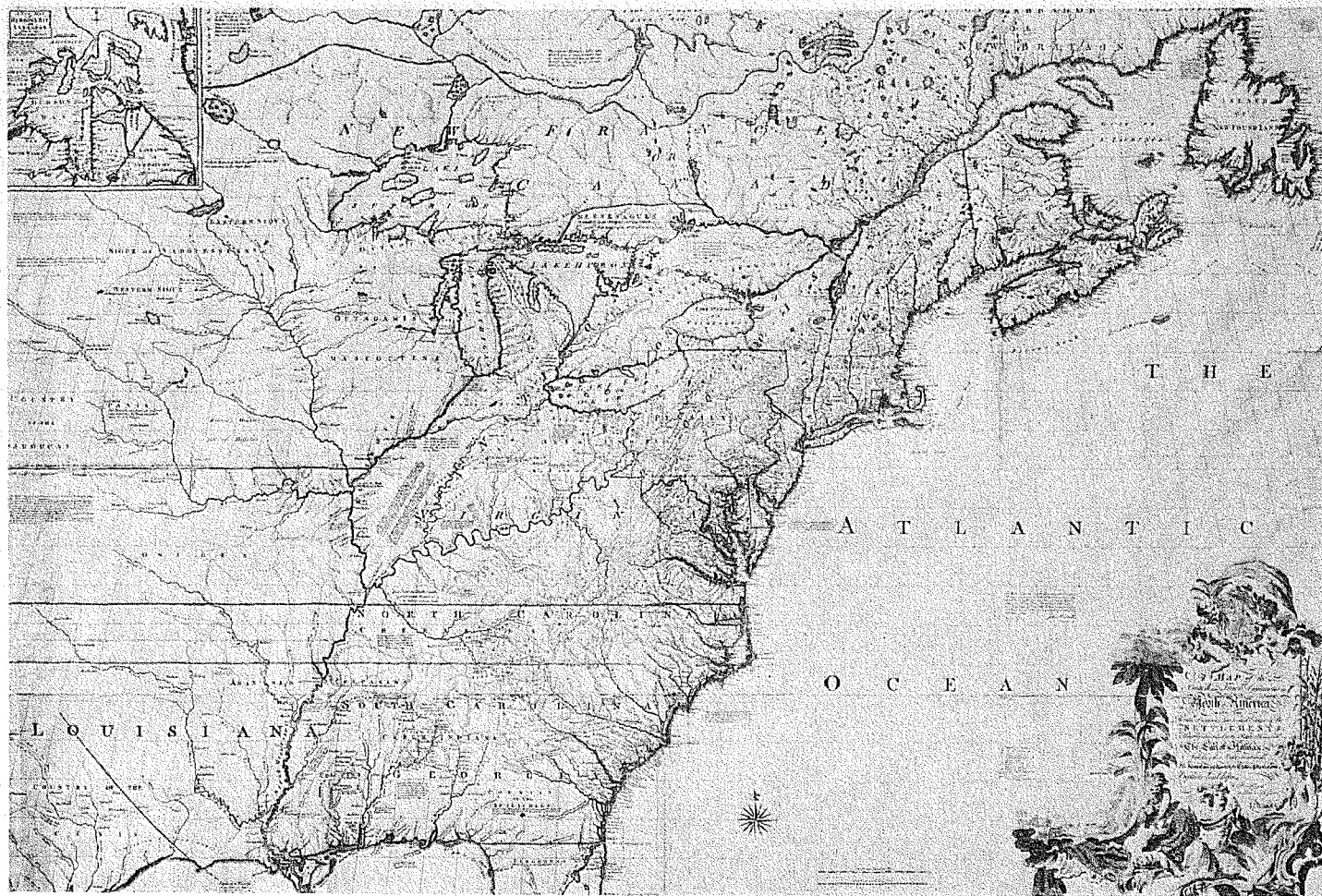
1775

- Oct. 18 Falmouth (present-day Portland), Maine, bombarded by British squadron for refusal to give up arms.
Governor William Tryon of New York takes refuge on board ship *Halifax*, New York harbor.
- Oct. 20 North Carolina resolves to send vessels from Edenton, New Bern and Wilmington to procure arms and ammunition.
- Oct. 30 Continental Congress authorizes four armed vessels "for the protection and defence of the united Colonies"; vessels were *Alfred*, *Columbus*, *Andrew Doria* and *Cabot*—first ships of the Continental Navy.
- Nov. 1 Massachusetts authorizes privateer commissions and prize courts.
- Nov. 5 Esek Hopkins of Rhode Island appointed by Congress to command the Continental Fleet.
- Nov. 6 Washington's armed schooner *Harrison*, Captain William Coit, carries two prizes into Plymouth, Massachusetts.
- Nov. 7 Governor Dunmore proclaims martial law in Virginia; on November 17, he offers freedom to slaves who pledge allegiance to the Crown.
- Nov. 10 Congress votes to raise two battalions of Continental Marines.
- Nov. 13 Montreal surrenders to General Montgomery.
- Nov. 17 Captains Broughton of Washington's armed vessel *Hancock*, and Selman of *Franklin*, make unauthorized raid on Charlottetown, St. Johns Island (present-day Prince Edward Island).
- Nov. 25 Continental Congress authorizes privateering.
- Nov. 28 Continental Congress adopts first "Rules for the Regulation of the Navy of the United Colonies," largely drafted by John Adams.
Washington's armed schooner *Lee*, Captain John Manley, captures British ordnance brig *Nancy*.
- Nov. 29 Continental Congress appoints Committee of Secret Correspondence, "for the sole purpose of corresponding with our friends in Great Britain, Ireland, and other parts of the world."
- Dec. 2 Continental Congress orders commissions printed "for the Captains and Commanders of the ships of war in the service of the United Colonies."
- Dec. 3 Lieutenant John Paul Jones raises "Grand Union" flag for the first time on board *Alfred* at Philadelphia. (Exact date has long been disputed; there is also evidence that it was on December 7.)
Rhode Island sloop *Katy*, Captain Abraham Whipple, arrives Philadelphia and is taken into Continental Navy as *Providence*.

1775

Dec. 4

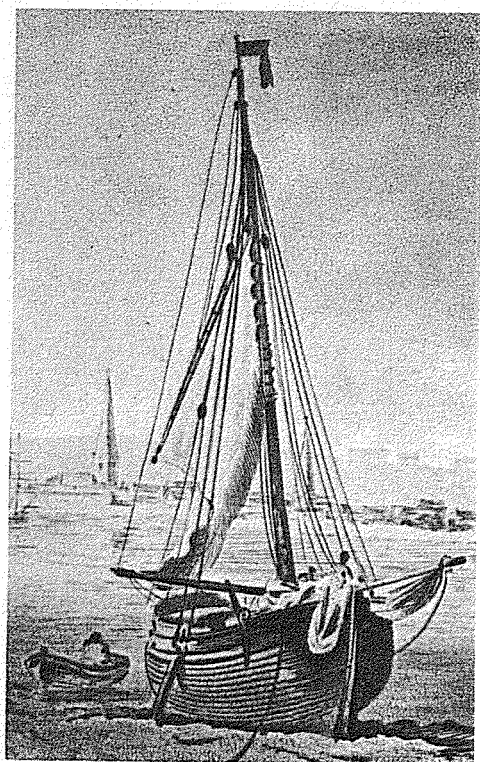
Washington's armed brigantine *Washington*, Captain Sion Martindale, captured off Cape Ann, Massachusetts, by HMS *Fowey*.



Map of the coastline of the British colonies in North America, date unknown.

AMERICAN THEATRE

From September 3, 1775, to October 31, 1775



AMERICAN THEATRE

From September 3, 1775, to October 31, 1775

SUMMARY

The Delegates to the Continental Congress, Georgia now included, were journeying towards Philadelphia as August ended and September began. They had adjourned on August 1, 1775, to reconvene on September 5. In the month elapsing there had been no governing body to guide the destinies of the United Colonies, but each Provincial Congress or Committee of Safety had functioned well.

The army surrounding Boston had been strengthened by reinforcements from Pennsylvania and Virginia. While not yet ready to attack, it was set to repel any enemy effort to break out of its confined lines. A second army, of newly-raised regiments from New York, Pennsylvania, Connecticut and New Jersey, was poised for an invasion of Canada by water ways of Lake Champlain and the Kennebec.

Local military forces of considerable strength were coping well with five royal governors, who had sought to stem the rising tide of American militarism. Wentworth, of New Hampshire, and Martin, of North Carolina, had fled to safety on board ships of war; Campbell, of South Carolina, was preparing for a similar flight; Dunmore, of Virginia, was pinned down in Norfolk, supported by the guns of British Naval vessels, and Tryon, of New York, sat uneasily in Manhattan, backed also by the formidable cannon of a 64 riding in the Hudson.

Optimism was in the air for all save the merchants to whom the tenth day of September loomed ominously ahead – the last day upon which exports from American ports for Great Britain and her domains could be shipped. Wheat, flour, corn, from New York, Pennsylvania and Maryland; tobacco from Virginia and North Carolina, and rice and indigo from South Carolina and Georgia, were being rushed by cart and lighter to the shipping points, each merchant striving to meet the inexorable dead-line, set by Congress in October 1774, and reiterated forcibly at adjournment in August, 1775.

The British situation in Boston had remained static. No offensive moves had been made because it seemed best, in the minds of four generals, to pursue a policy of safety, hold the lines and wait for the heavy reinforcements expected to arrive for a Spring campaign. Also, the lesson learned on the slopes of Breed's Hill in June had had a sobering effect upon the British military mind. Likewise, accounts filtering through to the American army indicated a lack of harmony between the military and naval commanders.

Acutely aware of the colonial need for all forms of military stores, General Washington undertook the conversion of small vessels to armed cruisers in Massachusetts ports for the purpose of intercepting "Vessels, laden with Soldiers, Arms, Ammunition, or Provisions" destined for the British. Soldiers with sea experience

were ordered to man the cruisers. The *Hannah*, first of "Washington's Navy," put to sea on September 5th.

Increased interest in naval affairs was also demonstrated by Congress, which, acting upon a report that two unescorted munition ships were bound from England to Quebec, resolved on October 13th to fit out two swift vessels, "to cruize eastward, for intercepting such transports as may be laden with warlike stores and other supplies" for the British. This was the first naval legislation enacted by Congress and, as such, is a truly significant event in the genesis of American naval power.

3 Sept. 1775 (Sunday)

ORDERS OF GEORGE WASHINGTON TO REUBEN COLBURN ¹

Head Quarters at Cambridge, September 3, 1775.

You are to go with all Expedition to Gardnerstone upon the River Kenebeck and without Delay proceed to The Constructing of Two Hundred Batteaus, to row with Four Oars each. Two Paddles and Two setting poles to be also provided for each Batteau.

You are to Engage a Company of Twenty Men consisting of Artificers, Carpenters, and Guides to go under your Command to Assist in such Services as you, and they, may be called upon to Execute:

You are to purchase Five Hundred Bushells of Indian Corn, to provide the Workmen employ'd in Building The Batteaus:

You are to bespeak all The Pork and Flour, you can from the Inhabitants upon the River Kennebeck, and a Commissary will be immediately sent from the Commissary General, to agree, and pay for the same; you will also acquaint The Inhabitants, that The Commissary will have Orders to purchase Sixty Barrells of Salted Beef, of Two hundred and Twenty pounds each Barrell.

You are to receive Forty Shillings Lawfull Money for each Batteau, with the Oars, Paddles, and Setting poles included, out of which you are also to pay The Artificers and for all the Provisions, Nails &c. they shall expend.

1. John C. Fitzpatrick, ed., *The Writings of George Washington* (Washington, 1931-44), III, 471. Hereafter cited as Fitzpatrick, ed., *Writings of Washington*.

SIMEON POTTER TO LIEUTENANT COLONEL WILLIAM TURNER MILLER ¹

[Extract]

Bristol Sept 3th 1775

But what figuer would Our Government made had it not been for me who was the Sole progeter in the Scheem in Procuering the Powder, and what Thanks have I had for atvancing 1000 Dollers to purches it at a time When thear was not a Doller in the tresurea nether Culd the tresurey hyer it upon aney termes & I atvanced it in Johaneses by which the Goverme[nt] Ganid 10 p. Ct & the powder purchased [10] pr Ct Cheper than aney Sence & this Government would not have had a Cornel of Powder now if it hadent been for me and what thanks do you think I have had [f]or all this, Why truley for asken for the Same Sort of money

as I atvanced I am Culd a Torey, and refused aney other pay but paper, I have been against the Pasin Sum Extravent Acct & Bilding Men of war (at Lest for the present) and [have] shewn my Self Very Desieros of Compremisin the Onhappea Diferance between Grate Briton & this Cuntrea upon the first good Opening when it Culd be Dun In a Constetuneal way, & who Ever is not for Settling it, I have Declared as Inemies to thear Cuntrea, this Ill minded people has taken the atvantag of and Reperesented me as Enemical to the Common Co[u]se But let them put thear hands upon their harts and Say who is Enemical to thear Cuntrea thay or me, who would Ruen thear Cuntrea by a Long & Expenceive warr, and by Multen the Government in pasen Extravent Accts because thay may git thear one [own] past in the Same way, And by Esuean fluds of paper Currence to pay off the Solderea and not take proper Methods to Esuea it upon a Good footen and to Coule it in Seasonable to Keep the Credit of it up – I have been Told in publick Companey by one of the Cummetea of warr (or of Safty) That I was two ritch, that thay was Determined to put me upon a Level with the rest of Mancoind, this is the princeples I fear two Maney gos upon But I Sea non that Dus busines for this Government But try to git as much as thay Can,

1. Rhode Island Historical Society Manuscripts, RIHS.

JONATHAN TRUMBULL TO MATTHEW GRISWOLD ¹

Sir

Lebanon 3d Sepr 1775

I received your's of yesterday by Mr Mervin, observe the Contents, have ordered a Meeting of my Council, on the Morrow Shall take the matter of your Security and Defense, into Consideration; and thereon shall make such Orders as I hope may be necessary and Acceptable – Should have been glad of your Assistance but conclude your Attendance is called to the Superiour Court at Hartford; the last I heard of our Enemies, they were at the N W Point of Fisher's Island – On Friday morning [September 1] Two Tenders about 12 or 1 O.clo – came into the Habour at Stonington sounding the Depth of Water, they came so near as to be spoken to, but made no intelligible Answer – They soon withdrew – The Man badly wounded in the Attack there is in a fair way to recover – The Damages done the Houses not so great as was at first Apprehended. –

Shall send the Answer to yr request to Majr [Jonathan] Latimer at New London, where you may expect to find it on Tuesday Morning – I hope the utmost Care and Watchfulness will be used to prevent Ravage and Damages from them, who rise up against us to Deprive us of Our Substance, as well as our Liberties – I am, [&c.]

Jonth Trumbull

The Honble Matthew Griswold, or in his Absence, to The Gentlemen of the Comittee at Lyme

1. YUL. Trumbull was Governor of Connecticut.

AMERICAN THEATRE

MASTER'S LOG OF H.M.S. *Mercury*¹

<p> Sepr 1775 Sunday 3d </p>	<p> Remarks On Bd His Majt. Ship <i>Mercury</i> [off Norfolk] At 4 A M Moor Mod[era]t between Do and Noon Fresh Breezes and fair W[eathe]r Employd Breaking up the holds & Starting the remainder of the water and Sending the Empty Casks on Shore got the Main Yard Rigged out redy for getting the guns out at Noon Came Alongside a Sloop for the Guns &c P M got 18 of the Guns into the Above Sloop and the Shott and hauld the Sloop off to an Anchor, Empd Starting our water and Sending the Casks on Shore, Came Down and anchored here His Majts Sloop <i>Otter</i> </p>
-----------------------------------	---

1. PRO, Admiralty 52/1866.

JOURNAL OF H.M. SLOOP *Otter*, CAPTAIN MATTHEW SQUIRE¹

Septemr 1775 Elizabeth River [Virginia]
 Sunday 3 at 9 A M took up the Sheet Anchor & stowd him and hove in on the small Bower and new moored the Ship. During the Gale much damage was done, many Vessels being on shore, others dismasted and some entirely lost. We lost in the Gale Six Hogsheads & two Puncheons compleatly hooped, washed off the watering Wharf.
 at 2 P M unmoored, at 4 Weighed & run down close to the *Mercury* as did the *William* in order to protect and assist her. The *William* moored a Cables length below her, we about half a Cables length above her.

1. PRO, Admiralty 51/663.

4 Sept.

MINUTES OF THE ROYAL COUNCIL OF NOVA SCOTIA ¹

At a Council holden at Halifax on the 4th of September 1775

Present

His Excellency The Governor The Honorable Jonathan Belcher, Richard
Bulkeley, Henry Newton, John Butler, James Burrow, Counsellors

The Governor laid before The Council a letter from Mr [Joseph] Winniett & Mr [Thomas] Williams Magistrates at Annapolis [Royal] giving account of a Sloop belonging to the Pirates of Machias, having landed a number of Men at St John's River where they burnt the Fort & Barracks & took a Brig of 120 Tons loaded with Sheep, Oxen &c for the King's Forces at Boston, which Brig they took away threatening an attack on Annapolis & therefore requesting that The Governor wou'd take such Measures as may be necessary for their security. And Sempill one of the Owners of the Brigantine & David Ross one of the Navigators, both of whom had been on board the Vessell when she was

taken having been examin'd & having Asserted & corroborated the relation of the facts set forth in the foregoing letter; It was,

Resolv'd, that application be made to Capn [Edward] Le Cras Commander of His Majesty's Ships in this Harbour that he wou'd Order His Majesty's Ship *Tartar* to proceed as soon as may be to Annapolis & there give such Countenance & Protection to that place as may be consistent with his Orders. And further it was

Resolved that application be made to The Admiral requesting that for the safety of the Province he wou'd Order two Sloops of War to be kept Cruizing in the Bay of Fundy.

And it was further thought proper that the following Proclamation be publish'd Vizt

By His Excellency Francis Legge Esqr Captain General & Governor in Chief in & over His Majesty's Province of Nova Scotia & it's dependencies Vice Admiral of the same &c &c &c

A Proclamation

Whereas by certain and positive accounts; it appears that a descent has been made on St John's River by Rebels from Machias who have seized & carried away a Vessell laden with Cattle & committed other Hostilities there; & whereas other parts of this Province are threatned with the same depredations – I have therefore thought fit with the Advice of His Majesty's Council to publish this Proclamation hereby declaring that from the date hereof the Militia of this Province will be deem'd subject to & be Govern'd by an Act of this Province entitled “an Act for the better regulating the Militia on actual Service in the time of War.” Of which all Persons concern'd are to take due Notice. Given &c &c &c (sign'd) FRAN^s LEGGE

1. Minutes of the Executive Council of Nova Scotia, January 2, 1775 to October 6, 1783. Public Archives of Nova Scotia, Halifax, N.S. Hereafter cited as Council Minutes, N.S. Arch.

RICHARD BULKELEY TO JOSEPH WINNIETT AND THOMAS WILLIAMS ¹

[Extract]

Gentlemen

Secys Office Halifax 4th September 1775.

The Governor has receiv'd your letter respecting the depredations and Hostilities committed on St Johns River, also the Copy of a letter from some of the Rebels of Machias to the Justices on that River, which were laid before the Council, on which it was Resolv'd that application; be made to the Officer Commanding His Majestys Ships in this Harbour, that His Majestys Ship the *Tartar* may be directed to proceed as soon as may be to Annapolis, and give such Countenance and protection to that place, as shall be in his power.

Also that the Admiral be requested to Station two Sloops of War in the Bay of Fundy there to Cruise.

Enclos'd are two Newspapers containing Proclamations, to which you will pay due attention.

Rich^d Bulkeley.

1. Council Letter Book, 221, N.S. Arch. Bulkeley was secretary of the Nova Scotia Council. Winniett and Williams were residents of Annapolis Royal.

FRANCIS LEGGE TO GENERAL THOMAS GAGE ¹

Sir.

Nova Scotia Halifax 4th September 1775

I have the honor of transmitting the Copy of a letter relating an Account of Hostilities and depredations committed on St Johns River in this Province, the truth of which was confirm'd before me in Council, by the Evidence of one of the Owners of a Brigantine which was taken, and one of the Navigators, who were both on Board at that time, there is also the Copy of a letter, wrote by certain persons, said to belong to Machias, to the Magistrates on that River, from whence, and from all Accounts, it appears that these depredations, & those which are threatned, are to Terrify and prevent the people of this Province, from providing or sending any supplies to the King's Forces at Boston, & that untill there is a sufficient Force, to Awe these Rebels & to Countenance the people well dispos'd, all supplies will be prevented and Cutt off, & the Province from actual Rebels and disaffected persons will be expos'd to imminent danger; as there can be little or no dependance on the greater part of the Militia who are too well dispos'd to the Cause of their Countrymen.

It was therefore resolv'd in Council, that Application should be made to the Admiral, that he woud Order two Sloops of War to the Bay of Fundy for the protection of those parts of this Province. I have the Honor to be &c.

(Sign'd) Fran^s Legge.

1. Council Letter Book, 222, N.S. Arch. Legge was Royal Governor of Nova Scotia.

Boston Gazette, MONDAY, SEPTEMBER 4, 1775

Watertown, September 4.

Early last Wednesday morning [August 30] the *Rose* Man of War, with three Tenders, was observed chasing several small Vessels into the Harbour of Stonington, supposed to be from Block Island; one of the Inhabitants being down on the shore with a Trumpet, attempting to pilot the Vessels into the Harbour, was ordered by one of the Tenders to desist, or he would fire on the town; he returned for Answer, he might do as he pleased. Immediately the Tender ran alongside of the Wharves, and fired a whole Broadside on the Town and People, which was returned by a Volley of Small Arms from the People, and after exchanging several vollies, the Tender bore away and join'd the man of war and two Tenders, and before Ten oClock the *Rose* ship of war and the three Tenders were close within 60 or 80 Rods of the Wharves, and began a heavy Fire on the Town and Inhabitants until the Middle of the Day, when they ceased for two Hours; in which Interval Application was made to know the reasons of these Hostilities, Answer was returned, that they began the first Fire on him, (than which nothing can be more false) and after about two Hours, the fire began again, and continued till Night. – Thursday Morning they took sundry Vessels out of the Harbour, one from Surranam belonging to Patuxet with Molasses, and appeared as if going into New-London. It is supposed there hath been no Stock yet taken from Block-Island. It is surprizing that during this whole Action there was only one man wounded, it is feared mortally. Our People

killed two Men and wounded several others belonging to the Man of War and Tenders. – There is 250 Men now arrived and are on Block-Island, for the Purpose of guarding the Stock.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES ¹

[Boston] 1775 Sepr 4

The General now sent the following Answer to the Admirals Letter of the 1st instant.²

In Consequence all the Carpenters and Caulkers of the Ships were immediately employed in fitting the *Symmetry* Transport and *Spitfire* Sloop, under the Direction of Lieut. [Henry] Mowat Commander of the *Canceaux*, whom the Admiral designed for the Command of the Expedition.

There appearing no probability of manning the Fleet at Boston, either by pressing or Voluntiers, as the Trade of the Colonies was almost, and would soon be entirely, at an end, the Admiral being unwilling to leave any means unessayed for so desirable an Object, now applied, through captain Le Cras, by the Way of Halifax, to the Governor of Newfoundland for the purpose.

1. The Conduct of Vice Admiral Samuel Graves in North America in 1774, 1775 and January 1776, British Museum, Mss. 14038 and 14039; I, 116–117. Hereafter cited as Graves's Conduct, BM. Graves was Vice Admiral of the White and Commander-in-Chief on the North American Station.
2. See Gage to Graves, September 4.

GENERAL THOMAS GAGE TO VICE ADMIRAL SAMUEL GRAVES ¹

(Copy)

Boston September 4th 1775.

Sir, In your Letter of the 1st Instant you apply to me for Men, Ordnance and Vessels, together with a small Detachment from the Royal Regiment of Artillery, and a Detachment of other Troops under the Command of a Steady Experienced Officer, as you purpose to lay waste such Sea Ports Towns in the New-England Governments as are not likely to be useful to His Majesty's Forces, and to Destroy all the Vessels within the Harbours.

I shall readily supply you as far as is in my Power to do, but if by Men you mean Sailors the Transports are already very poorly Manned, many of them out, and more going out to procure Articles Necessary for the Maintenance and Subsistence of the Garrison. The Commanding Officer of Artillery has Orders to give you an account of such Quantities of Ordnance and Stores as he shall be able to furnish, and it's necessary to be informed of the Places to be Attacked before any Judgement can be formed of the Number of Troops that will be required for such a service

The *Symmetry* and *Spitfire* you may fit up as you please, but as the Transports here are few, of Course few Carpenters can be had from them, I will enquire of them what Number they can provide, and of the Officer Commanding the Royal Artillery, whether the Artillery Carpenters can be taken off the work they are upon.

It is to be wished that something of this kind had been proposed at an earlier Period, when it would have been more in my Power to have furnished the Supplys

you demand, however I shall do all I am able in the present Moment, to forward the Plan you have formed, you have been acquainted with the Projects of the People to the Eastward from Casco Bay to Machias to make some Attack upon Nova Scotia, I hope the Naval Force in the Bay of Fundy and at Halifax will Effectually prevent all attempts of that Nature. I am with the greatest Regard and Esteem Sir &ca

1. Gage Papers, CL; copy in Graves's Conduct, I, 116-117, BM. Gage was Royal Governor of Massachusetts and commanded British military forces in North America.

VICE ADMIRAL SAMUEL GRAVES TO FRANCIS LEGGE ¹

Sir,

Preston Boston 4 Sepr 1775

I have received your Excellency's Letters August 15 and 16 with Copies of Lieutt Governor Franklyn's and Mr Dechamps inclosed. It was certainly a proper measure to send the *Senegal* to the Bay of Fundy, and Captain [Edward] Medows acted very right in not leaving Halifax Harbour upon the uncertain information given by Captain Duddingstone.

By the latest Accounts from Windsor and Annapolis [Royal] I do not find there is a pirate in the Bay, the one thought to be about the Bason of Minas is at Mechias, from whence I have no Doubt the Rebels will give your Excellency's Government what disturbance they can. I am greatly concerned to find you have those amongst you who are not to be trusted. However your Excellency may rely upon having every Support in my Power.

I beg leave to introduce to your Acquaintance Captain Le Cras of his Majs Ship *Somerset*, who is gone to Halifax to refit a leaky Ship; This Gentleman is a very active and experienced Officer, and I am persuaded your Excellency will have great Pleasure in carrying on his Majs Service with him, as he will readily co-operate in and pursue such Measures for the general Safety as shall be judged adviseable on any Emergency.

I have sent the *Merlin* with Convoy to the Bay of Fundy, so that there are now two large Sloops and two armed Schooners there, and as the *Tartar* will go to Annapolis, I have not sent the *Scarborough* as I at first intended. His Majesty's Ships shall keep on the Coast as long as possible, but your Excellency must be sensible how extremely difficult it will be to prevent Insults from the Rebels with Ships alone. I am therefore in hopes, should you not have sufficient Succours from General [Thomas] Gage, that a good Body of Militia will be found whose fidelity can be depended on. I am &c

Sam^l Graves

1. Graves's Conduct, Appendix, 84-85, BM.

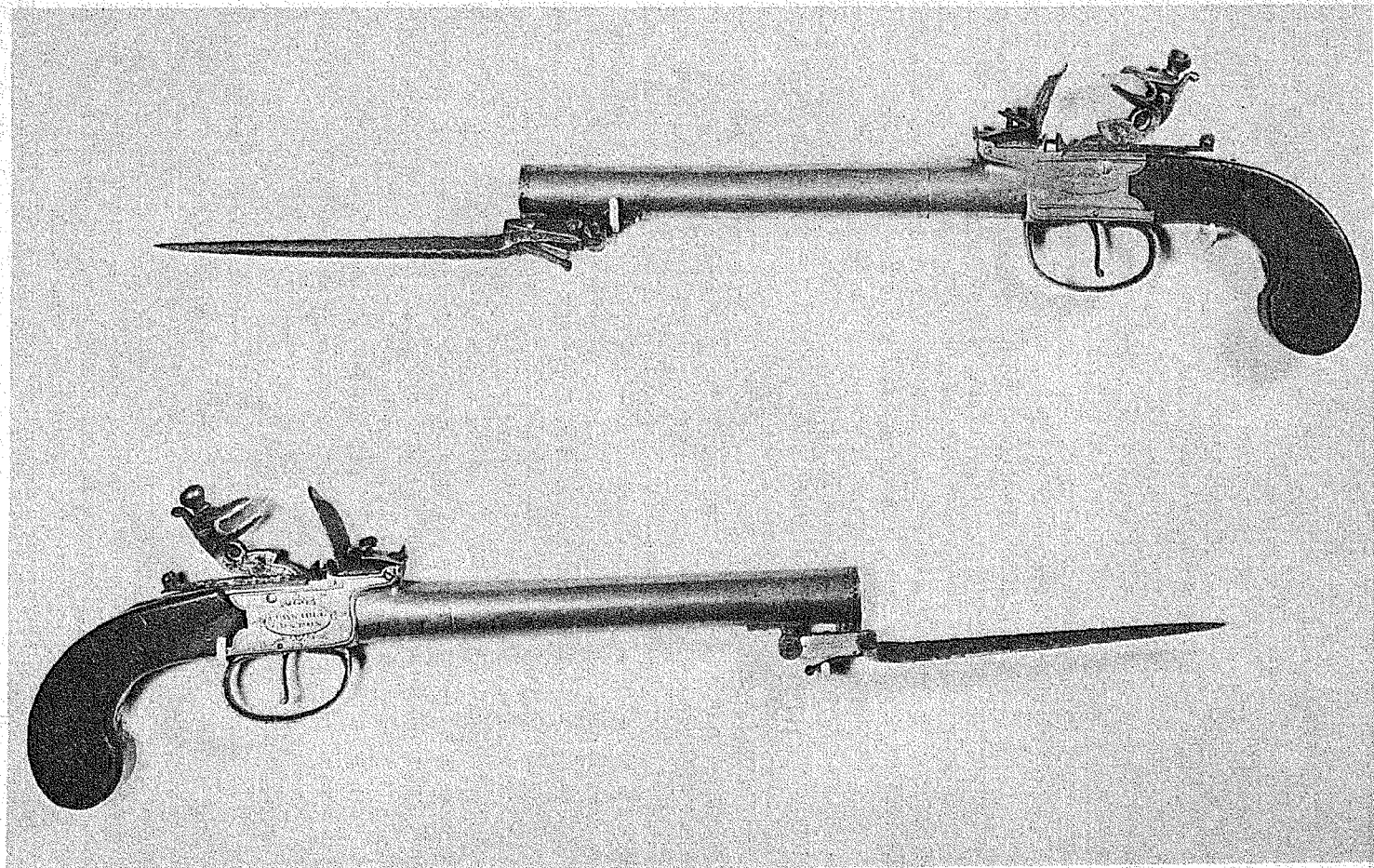
VICE ADMIRAL SAMUEL GRAVES TO REAR ADMIRAL ROBERT DUFF ¹

Sir

Preston Boston 4 Sepr 1775

Your known Zeal for his Majesty's Service encourages me to make known to you the Condition of the King's Squadron under my Command with respect to men, and to hope for such Assistance as you can afford.

Besides the common losses by Sickness and by Desertions which have lately much prevailed, we have been unfortunate in having a great many good men



A brace of British boarding pistols of the Revolutionary period.

taken prisoners by the Rebels, and some killed and wounded, which has so reduced our Numbers that I am sometimes under the necessity of manning the Sloops and smaller Vessels from the large Ships; but these have generally so many detached on Harbour Duty, that they can ill afford to be further weakened; and although ever since I have had the honor to command on this Station we have endeavoured by pressing to Keep compleat yet the Ships are still many short of Complement.

I should not have troubled you on this Occasion had we the usual Resources of Merchantships to get Men from, but Commerce on this Coast will very soon be in a manner annihilated, The Congress forbidding what the restraining Acts permit; and I am persuaded you are too well acquainted with the Dispositions of these People to doubt their paying implicit obedience to Congressional Directions; so that there is almost a certainty of our losing men, and little or no prospect of replacing them in the ordinary Method. The Kings Authority is entirely at an End throughout the Continent, except in Canada, Nova Scotia and the Floridas; even Georgia has sent Delegates to the Congress and entered deeply into the Rebellion. The Spirit of Revolt begins also to be discovered in Nova Scotia. It is almost certain that something is planning against that Government, but whether by way of Insult and Depredation or of a more serious Nature is not yet known; however I have sent the *Somerset* to Halifax for its Security, and hope to effectually prevent any Designs the Rebels may have from taking effect against the King's Yard and Stores.

The Rebels have armed Vessels on the Coast, who at present confine their Operations to stoping Supplies coming to us from the Bay of Fundy, and we have Reports of many Pirates of Force being out; but are only certain of those from Mechias, and from Providence near Rhode Island. I believe by this time not a Ship on the Coast can get supplies, or refreshments of any kind, but what are taken by force or Stratagem, At New York excepted where the *Asia* is allowed what is sufficient for herself. The New England Contracts are broke up, those to the Southward I suppose will soon fail. Already we have received Supplies from England, and our sole reliance for Provisions must be from thence.

Our situation the approaching winter will be truly critical as the Ships will be exposed to the Insults, and, if frozen up, to the Attacks of the most ungenerous and implacable Enemy; but under all these disadvantages if we can but get Men, and they continue healthy, we shall do tolerably well.

I flatter myself that as your situation enables you to get young healthy fellows, you will be so good to send me as many as can be spared, and if you can add a few Marines, when you return to England, it will be doubly serving us, at a time when his Maj's Service requires our utmost Exertions.

I do not exactly know who will have the Honour to deliver you this Letter, having directed Captain Le Cras to send it by the first Sloop or Schooner that could be got ready at Halifax, for at Boston I have not a Vessel of any kind to spare, which makes me wish the Kings Service may admit of your ordering one of your Squadron to bring the men to Boston. It is farther necessary to acquaint you that the Lighthouse at Boston, and those on Thatchers Island, commonly called Cape Ann lights, are destroyed; that no lights will be shewn this Winter, and that all Ships coming this way must beware of false Lights, and also

have an Eye on the Conduct of any Pilots they follow or may take on board; an Attempt has been already made to mislead one of the Transports coming to Boston.

I beg you to accept my hearty Congratulations on your promotion, and my sincerest Wishes for your Health and safe return to England, which I suppose will begin as customary the beginning of November. I am &c.

Sam^l Graves

1. Graves's Conduct, Appendix, 86-88, BM. Duff was Commander-in-Chief on the Newfoundland Station.

VICE ADMIRAL SAMUEL GRAVES TO CAPTAIN EDWARD LE CRAS, H.M.S. *Somerset*,
HALIFAX ¹

Sir Preston at Boston 4 Sept 1775,

Herewith you will receive a Letter for Rear Admiral Duff at Newfoundland, requesting, at his going away, to let me have what Seamen and Marines he can conveniently spare, the former I suppose may be had, or at least young healthy Fishermen, at the breaking up of the Season. I would have you send the Letter to the Admiral either by the *Savage* or *Hinchinbrook*, as you shall think best; and if the *Hinchinbrook* goes put the *Savage's* Guns into her and let that Sloop take the four Pounders, if you think them too heavy for the Schooner. The sooner one of them sails the better, and order the Officer to return to Halifax from whence you will either send him on to Boston or otherwise as shall then be found best for the Service.

I am informed the Congress have given an Appointment of Admiral to a Mr [Jeremiah] OBrien at Mechias, that this Admiral has increased his Squadron to six Sail including the *Diligent*, and that some Plan is certainly forming against Nova Scotia, but at what place he means to begin first is not yet known.

The Rebels have many friends in that Government, Persons of property and influence, and capable of doing great Mischief, but I hope the Governor will get a good body of loyal Militia on the Western Coast of his Government, and that with our Assistance the Rebels will be disappointed in their Views. But we must be attentive and vigilant. These and other Circumstances have determined me to let you winter at Halifax and to put the *Savage* and *Cruizer* under your Command, and I am satisfied you will give the utmost Dispatch to the Ships fitting out, and not suffer any of them to lie unnecessarily in Port. I am &c

Sam^l Graves

1. Graves's Conduct, Appendix, 85-86, BM.

VICE ADMIRAL SAMUEL GRAVES TO LIEUTENANT WILLIAM HUNTER, H.M. BRIG
Gaspee ¹

Whereas it appears to me from your Letter August 6, 1775, that in pursuance of a requisition from General [Guy] Carleton for that purpose, you have proceeded to Montreal in his Majesty's Brig under your Command to co-operate with his Majs Land forces in the Defence of the Province: You are hereby required and directed to remain on that Service as long as Governor Carleton, or the Command-

ing Officer at Quebec for the time being, shall think necessary for the purpose aforementioned, or until you receive my further Orders; And you are to afford every Assistance in your Power for the King's Service.

Given under my hand on board his Maj's Ship *Preston* at Boston 4 Sepr 1775

Sam¹ Graves

1. Graves's Conduct, Appendix, 88, BM.

JOURNAL OF H.M.S. *Rose*, CAPTAIN JAMES WALLACE ¹

Sepr 1775

Moor'd in Rhode Island Harbour

Monday 4

at 11 A M Anchd in Rhode Island Harbr 9 fm soft bottom, Moor'd N E and S W found riding here H M Ship *Glasgow* [P.M.] came in and Anchor'd all our prizes, except a small Hay Schooner, which put into New London in distress and was taken by the Rebels with Wm Hayes Seaman, and 3 Black Men.

1. PRO, Admiralty 51/804.

Newport Mercury, MONDAY, SEPTEMBER 4, 1775

Newport, September 4.

A sloop was lately carried into Boston, with live-stock from Connecticut, which was taken by a cruiser, which vessel and cargo was condemned in Boston as forfeited; the Captain of which left Boston last Tuesday [August 29].¹ . . .

1. The sloop *Polly*, Samuel Perkins, master, from New Haven for Barbados, with cattle, horses and corn, taken by the *Kingsfisher*, August 3, 1775, and condemned and sold in Boston. Graves's Conduct, Prize List, II, 36-39, BM.

MINUTES OF THE CONNECTICUT COMMITTEE OF SAFETY ¹

[Lebanon] Monday, 4 September.

On information by letter from Maj. [Jonathan] Lattimer, that one of the vessels lately taken by Cap. Wallace of the *Rose* man-of-war &c. at Stonington was by stress of weather drove back to New London with one white man a petty officer, and three negroes on board, and were in his custody, and asking directions to dispose of them &c. And by other information it appears, that two of the negroes belong to D. Gov. Cook of R. Island, and were lately seized and robb'd from him with and on board a vessel, by said Wallace, and that the other belonged to one Cap. Collins. And on consideration voted and ordered, the major give information to the owner of the vessel and on his request deliver her up to him, and send the white man to the goal at Windham and the three negroes to the care of and to be employed for the present by Cap. [Robert] Niles at Norwich, who is fixing out a small armed vessel ² &c., until the Governor shall advise D. Gov. Cook of the matter, that they may, on proper notice, be returned to their owners.

1. Charles J. Hoadly, ed., *Public Records of the Colony of Connecticut, 1636-1776* (Hartford, 1850-90), XV, 124. Hereafter cited as Hoadly, ed., *Connecticut Records*.

2. The Connecticut schooner *Spy*.

MORGAN LEWIS TO MAJOR SAMUEL BLACHLEY WEBB¹

[Extract]

New York, 4th September, 1775.

You doubtless have by this time heard that the *Asia* Ship of War, Ct [George] Vandeput, has fired eight and twenty cannon, besides grape and cannister shot, into our City in consequence of our People's moving some cannon from off the Battery by virtue of an order from the P[rovincial] Congress. *Our* People returned the salute with their musquetry, by which means one of their People was killed and (as we supposed) several others were wounded. Three of *our* People were wounded, none killed. But how will you be surprised when I inform you that our pusillanimous Congress, notwithstanding these daring Insults, have been driven by their fears to a compromise, and have promised to supply the ship as usual with provisions. But we have more virtue out of Doors, than in the Cabinet. The People, roused by a just sense of their Injuries, have burnt two long boats that were seen coming from the Man of War, and yesterday had the pleasure of taking a large sloop with twelve Tories on board, who were supplying one of the Transports with provisions for Boston. The scene was really diverting, and our taking her with so much ease rather Providential. – A very heavy gale came on Saturday evening [September 2] which lasted till Sunday morning at ten o'clock, about which time the sloop parted her cables, and the wind blowing hard up the River, after several fruitless attempts to reach the *Asia*, she bore away before it. Our People immediately pursued her in small boats. The *Asia's* tender with about 70 marines besides seamen pursued her. But Vandeput, seeing us mounting some twelve pounders upon two sloops and manning them very strong, guessed at our Intentions and prudently hove out a signal for the Tender's return, which to our great mortification she instantly obeyed. After a ten miles chase they came up with the Boat, and altho' every man on board was doubly armed, took her without exchanging a single shot. When they got her to the shore, it being very wet and cold, their compassion induced them to set her on fire, by way of warming the Passengers Fingers.

1. Worthington C. Ford, comp. and ed., *Correspondence and Journals of Samuel Blachley Webb* (New York, 1893), I, 101–103. Hereafter cited as Ford, comp. and ed., *Webb Papers*.

JOSEPH BELTON TO THE PENNSYLVANIA COMMITTEE OF SAFETY¹

Gentlemen, Not long since having laid a plan under your consideration, and have not since been able to obtain your Oppinions on the same. Wheather you have judged that some conciliatory plan will soon be adopted, for which reason there will be no occasion, to encourage any harsh, or destructive meathod whatever, if so there is no more to be said. But if otherwise you have concluded, that the plan itself might prove abortive, either through the inability of the undertaker, or the imperfection of the plan itself, and you by encouraging it with the publick's money, would become liable to be censured by the publick for so doing, which to remove as well as all other Objections; I will now assert what I will undertake to Perform, which is as follows, (viz.) I will make a Machine by the help of which, I will carry a loaded cannon, two or three miles up or down any of our

harbours without any other assistance, and all the way there should nothing appear above the surface much larger than a man's hat, and by attracting [*sic* contracting] my Machine, would wholly descend under water for some time, and by expanding, would rise to the surface at pleasure, and by this means, to avoid any discovery when I had arrived within an hundred and fifty, or two hundred yards of a Ship, I could descend under the surface, and go along side of her bottom against which, I could discharge the Cannon, that should be prov'd large enough to send a ball through any ships side. Now perhaps Gentlemen, there will many Queries arise in your minds, as how should I be able to stop myself, in a rapid tide with all this Machinery? To which I answer, that I would have a small Grappling, which by letting go, I could stop when and where I pleased. But how should I be able to see or discover any thing? I would have a thick clear glass in front, and my head just touching the top of my Machine, so that when my eyes was just at the surface, all the Machine that would naturally be above would not be larger than what I have before mentioned, and it would be only requisite now and then to see, that I was floating in a true direction for the object I had in view, and the rest of the time, I might be immersed more, so as not to appear larger than a man's fist, so by this means beginning to float in the Evening at a large distance, just keeping my object in view, which being large I could easily do, when they on board could not possibly discover any thing of me, and if I found that I floated too fast, and was likely to get up before it was dark, and by that means be liable to be discovered, I would drop my grappling and ride by it, till I thought proper to proceede, by this means dropping up with the tide, when I had come within an hundred yards of the ship, I would drop my grappling and by pay-out line gently drop up under the wake of her Bowsprit, and under her bows, and so long side; and chouse what part I thought most conducive to effect my purpose. But how should I be able to move myself with all this Machinery? I would have fins like fixed at my feet, & arms which by pushing from me would naturally expand and take large hold of the water, and when drawn to me would attract & take little or none, by this means I could move considerable fast, & even venture to stem a small tide. And perhaps you may think that one gun would not be sufficient. To which I reply, that two or three may be convey'd in the same box, & all discharged by the same lock. And you may think that by any accident I should suddenly immerge myself I should thereby be liable to be drowned, to which I answer, that the little pipe, which need not exceed two or three inches in length, through which I have a communication with the air, at the top of this I would have a valve, which should be kept about half open with a feable spring, which by any sudden immersion the natural pressure of the water, would shet perfectly tite, and only take in a spoonfull or two, but allowing I had at sundry times, taken in considerable water, I could be expanding, & keeping a little motion with my feet, raise myself higher above the surface than common, & by turning a cock just below my chin, I would let out all the water. For the part which my body was in, it being the part which I expanded, should be perfect tite of itself, and should have no communication with the apartment of my head, so that a person in one of these Machines need never be in danger of

drowning. As hearing as well as seeing might in the night be advantagious, so likewise I would have a small doar in front, which I could open & shut at pleasure, by which I could hear perfectly well. But to conclude as experiments will speak plainer than words, and being conscious of my own abillities, I will engage to shew experimental all that I have herein asserted, and upon my non performance, I will become obligated to reimburse all that you may advance; so that the whole expence should then fall upon myself, and not the publick. And if I performed according to what is asserted, then I should be intitled to such, as you thought my ingenuity and plan merited, though at the same time Gentlemen, I can assure you, that I am not excited so much with the view of incurring premiums, as that of sarving my country in so glorious a cause. And would readily engage, after making a few experiments, to sink, or destroy, the admirals ship now in Boston, or any other ever so difficultly situated, as I can readily conceive, of several other destructive meathod might be pursued, some by the Machine only, & some by the Gun only, which I shall omit at present, but shall be allways ready to inlarge on, and would likewise prepare similar Machines, for as many men as there were Ships of force, and after they had become acquainted with the Machine and the effects of it, by makeing several experiments, we would all retire to where the ships were, and each man pitch upon a ship, & at a proper time attempt to sink; each man his ship, which I can prove might be put in execution at the same minute of time, though there might be twenty or thirty ships, & to lay in different parts of the harbour, which if this plan succeeded so well as to effect the destruction of the ships, the whole army of course, would very easily fall into our hands, & those ministerial tooles, who are now impowered, and authorized, to take the heads of our land, & drag them to an ignominious death. I say these very tooles would now fall into our hands to be held out to the redemption of Great Britain. Methinks this nuse would appear to our King, as the hand writing did to the grand monarch of old, conscious guilt, of shedding the innocent Blood of his loyal people, would now instantly seize him, convulsive terrour shake his whole frame, chilling horror freeze his blood, (perhaps never more to circulate,) dire dismay & confusion overtake his wicked Counsellors, be the happy means of opening the eyes of the deluded people, and work out a glorious revolution in favour of us now distressed Americans, fix perminent our Liberties, reestablish that union which once so happily subsisted between the Parent state and these her Colonies, so great, so noble an undertaken, has often almost reduc'd me to dispare, but being ever supported with the conscious knowledge, that the overruling hand of Providence, attends all the actions of men, and to mannifest its power, it has often been pleased to make use of small and obscure means, to effect wondrous revolutions, in defecting armies that were engaged in a wrong cause, (even so small as the sling of a stone.) Which to be maid anyway enstrumental, of effecting so glorious a revolution, is of itself abundant reward. And as the Plan is form'd not to shed Blood, or to trifle with the lives of men, but merely to destroy some floating, wooden engines, which are sent to our distruction, Methinks Saints and Angles would encourage such a plan, and Heaven itself smile upon it, and if that is for it, who can be against it. Pardon, Gentlemen, the intrusion of these so natural reflections; at the same time, permit

me, to beg your candid sentiments upon what is here disclosed, which will be acknowledged as a favour by Your most Obediant [&c.] Joseph Belton.

Dated Philadelphia, Sept. 4th, 1775.

1. Samuel Hazard, *et al.*, eds., *Pennsylvania Archives*. (Philadelphia, 1852-56 and Harrisburg, 1874-19—), 1st series, IV, 650-652. Hereafter cited as Hazard, *et al.*, eds., *Pennsylvania Archives*.

MINUTES OF THE BALTIMORE COMMITTEE ¹

The Committee again met P.M. on the 4th Sept 1775

A Memorial was laid before the Committee by Mr Jonathan Hudson, representing, that a New Ship, which he had built at Anamassic on the Eastern Shore, was attempted to be launched on the 20th August, but had miscarried therein, that the said Vessell being chartered by Mr Kelly, and a Cargo of Wheat now purchased by him, and ready to load said Vessell; He prayed for Indulgence to load the said Cargo after the 10th of Septemr, provided it could not be done sooner —

The Committee having considered the Memorial of Mr Hudson, and the Difficulty of his Case by the above Misfortune, agreed to grant the Prayer of his Memorial, And that the said Memorialist should be allowed ten Working days to load the said Ship, after she shall be ready to recieve her Cargo onboard —

Two Memorials were then laid before the Committee by Mr Samuel Purviance Junr,² and Mr David Stewart, setting forth, as by said Memorials will appear, which being taken into Consideration, it was

Resolved, That the Prayers of said Memorials be complied with, under the same Restrictions, as were allowed to Mr Jonathan Hudson under similar Circumstances, and Messrs Isaac Griest, Ab. Vanbibber, S. C. Davy, and Thos Elliot are appointed to superintend this Business in the same Manner as in the Case of Mr Hudson, and said Gentlemen are directed to lay before the Committee, which shall meet on Monday next, a true and full Account of all such Lading, as shall be procured for said Vessells before the 10th Day of this Month —

1. Baltimore Committee, LC.

2. *Ibid.*, at a meeting on September 11, 1775, Mr. Purviance "reported to the Committee that the Vessel particularized in his Memorial, was lost when coming round from Philadelphia to this Town."

DEPOSITION OF JAMES REID ¹

The Deposition of Jas. Reid of the City of Annapolis who being duly sworn, saith that on or about the 29th Day of Augt: in Conversation with a certain Wm. Gordon, who had a Warrt to serve on Robt. Ridge at the suit of Wm. Nevin, that said Gordon informed this Deponent, that at the Time he served the said Warrt. on Ridge, he heard Ridge say that Wm. Nevin had wrote a Letter to Lord Dunmore, offering his Service to his Ldsp in any thing that lay in his power, acquainting him of the Situation of the City & where he might land his forces, and that the said ridge further said, that he knew something further of sd Nevin, which he would discover & tell, upon being properly called upon
[September 4, 1775] ²

James Reid

1. Red Book, IV, Md. Arch.
2. Approximate date.

DEPOSITION OF WILLIAM GORDON¹

The Depo of Wm Gordon, who being duly sworn, saith that some time last week Wm Nevin having sworn the Wrt agt Robt Ridge, this Dept. by a Constable served the warrt that at which Time he heard Robt Ridge say that he would not give Bl, but would go to Jail, and that He the said Ridge said he would not [blurred], for he never wrote Letters to Ld. Dunmore, informing him or others to Land – and upon this Depo asking him, what he meant by those Insinuations, he said that Wm Nevin had wrote to Ld. D. informing him that it would be a good place to land his Forces abt 1 mile above Thomas Pt & that he also would be there & make a Fire as a Signal to show him the Spot if he knew when he would come – This Depo further sayth that he asked Ridge upon what authority he made those Assertions, who enformed that Nevin wanted Robinson the Governor's [blurred] man to carry the Ltr, who refused upon Ridge's informing him of the Contents. –

[September 4, 1775]²

W^m Gordon

1. Red Book, I, Md. Arch.

2. Approximate date.

WILSON MILES CARY TO ALEXANDER PURDIE, PRINTER OF THE
*Virginia Gazette*¹

Mr. Purdie,

You will be pleased, through your paper, to return capt. Squires, of his majesty's ship *Otter*, my warmest thanks for his very kind hospital treatment of my two slaves Aaron and Johnny, from the county of King and Queen, during their stay on board his ship. The publick may be informed, that upon notice given me that they were on board, I applied by my overseer on wednesday last, through mr. [Andrew] Sprowle, and obtained leave to search for them; but as the captain had taken them upon a cruise, they were not then to be found. Providentially, however, on saturday evening, during the gust, a tender was drove on our shore, upon Back river, commanded by Matthew Squires, esq; in which came on shore the two fellows above-mentioned, with a number of other people, who immediately ran off into the woods. On sunday morning, two of my neighbours brought into me Aaron, taken up near the wreck; and in the evening, Johnny was delivered me from the captain's division. I herewith send you some depositions, taken in the presence of gentlemen of reputation in town, which I beg the favour of you to publish in your next paper. The originals may be seen at any time.

Wilson Miles Cary.

Hampton, September 4, 1775.

[First enclosure]

The deposition of Archibald Campbell and Angus Fisher, being of lawful age, depose and say, that on the 24th of August last they were impressed from the ship *Thomas*, James Crawford master, and put on board a tender belonging to the *Otter* sloop of war, Matthew Squires, esq; commander; and when they went on board the tender, there were three negro men, and one mulatto, two of which (Aaron and Johnny, since taken) are claimed by Wilson Miles Cary, esq;

and are the same negroes that came on board the tender. The mulatto man, named Joe Harris, escaped from the tender after she was cast away, and appears to be the property of mr. Henry King of Hampton. And these deponents farther say not.

Archibald Campbell.
his
Angus X Fisher.
mark

Elizabeth City, ss. SWORN to before us, September 4, 1775.

Walter M'Clurg.
Henry King.

[Second enclosure]

The deposition of George Gray, gunner of the sloop *Otter*, being of lawful age, deposeth and sayeth, that between six and eight weeks ago, while the *Otter* sloop of war, commanded by Matthew Squires, esq; lay in York river, there came on board the said sloop two negroes, Aaron and Johnny, who have been employed by capt. Squires, and were cast away in a tender with the said Squires on saturday the 2d of this instant. They have been since claimed by Wilson Miles Cary, esq; and are the same negroes that were on board the *Otter* sloop of war.—This deponent farther sayeth, that about a month ago, a small mulatto man, by the name of Joe Harris, came on board the said sloop of war, who he believes was entered on the ship's books, and has been employed by capt. Squires on board the tender as pilot; he was in the tender with capt. Squires when cast away, the 2d instant. And farther this deponent sayeth not.

George Gray.

Elizabeth City ss. SWORN to before us, September 4, 1775.

Walter M'Clurg.
Henry King.

1. Purdie's *Virginia Gazette*, Supplement, September 8, 1775. Cary was Naval Officer for the Lower James River. Purdie published one of the *Virginia Gazettes*.

MASTER'S LOG OF H.M.S. *Mercury*¹

Sepr 1775	Remarks On Bd His Majt. Ship <i>Mercury</i> [off Norfolk]
Monday 4th	A M Empd Breaking up the Ground Tear & sending the Casks on Shore Loosd Sails to Dry hauld the Sloop Alongside & got part of the Guners Stores into her Little wind Entermixt with Calm and fair W[eathe]r P M got the wood Staves and Iron Hoops into the Sloop Unbent the sails hauld the Sloop off into the Stream got a Schooner a Longside and put the two Inner Best B[owe]r Cables inner Sheet Cable and Spair Cable on board her, At 8 Cleard the Decks of Lumber and Set the watch at 10 Christopher Nelson Seaman Jumpd Over Board and got on Shore fired Seven Musquetts at him Sent Som Men on Shore to look After him but could Not find him

1. PRO, Admiralty 52/1866.

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

September 1775

In Rebellion Road So Carolina

[Monday] 4

A M unmoored Ship Shifted our Birth further down the road and Moored a Cable each way in 6 fm Water the high Steeple in Charles Town W B N Fort Johnson S W and Sullivans Isld E $\frac{1}{2}$ S $\frac{1}{2}$ a Mile at 2 P M came on board the boat from Market who Informed us of an Armed Schooner Comming down $\frac{1}{2}$ past clear'd Ship At 3 the Armed Schooner boarded a Sloop from Georgia bound to St Augustine put in here in distress & Carred her up to Town

1. PRO, Admiralty 51/968. *Tamar* frequently spelled *Tamer* in contemporary documents.

5 Sept.

"A LETTER FROM HALIFAX, DATED SEPT. 5" ¹

By a letter from a Gentleman at Boston, we are informed that an armed sloop from the eastern part of New England, with 40 men on board, had taken the brigantine *Loyal Briton*, at St. John's river, in the bay of Fundy, laden with oxen, sheep, &c. from Boston. Also that the Americans had burnt his Majesty's fort at the mouth of the river, and carried off three soldiers with their arms and provisions.

1. *London Chronicle*, November 14 to November 16, 1775.

JOURNAL OF H.M.S. *Lively*, CAPTAIN THOMAS BISHOP ¹

Septr 1775

Thatchers Island S S W 5 Leags

Tuesday 5

at $\frac{1}{2}$ past 5 P M Fired a Shott and brot to a Brig Sent the Boat on board found her to be from Piscataway with Lumber bound to St Vincents Sent a Petty Officer & 3 Men onboard her & took her hands out ²

1. PRO, Admiralty 51/546.

2. The *Unity*, owned by John Langdon of Portsmouth, N.H., was recaptured September 7 by the armed schooner *Hannah*, Captain Nicholson Broughton, of Washington's fleet.

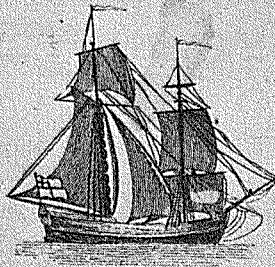
CAPTAIN JOHN COLLINS, R.N., TO VICE ADMIRAL SAMUEL GRAVES ¹

Copy

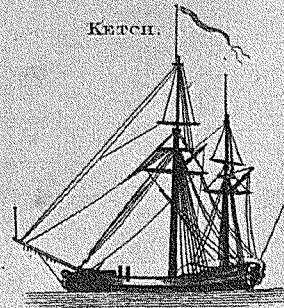
Nautilus in Nantasket Road the 5th of September 1775.

Sir In pursuance of your Orders of the 11th of June, after sending the Transports to Boston, Entered Delaware Bay the 20th July, the 22d Anchored off New-castle in the River, as the best Situation for inspecting the Trade, and having Command of the Town, did by that means obtain Refreshments, two of the Congress being Inhabitants, yet the Spirit of Opposition at Philadelphia and the Country round was such, that they expressed great dissatisfaction at my being there, and were ready to enter into any violent Act that should be pointed out to them, this with the intricate Navigation of upwards of 30 Leagues from the Sea, and being solely at the Mercy of a Philadelphia Pilot, kept us in a constant

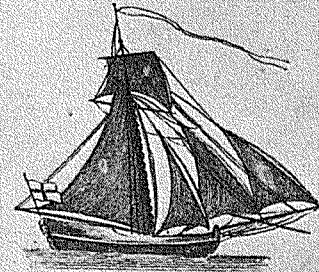
BRIG or BRIGANTINE.



KETCH.



SLOOP.



SNOW.

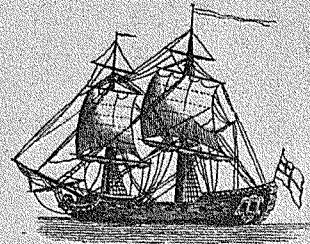
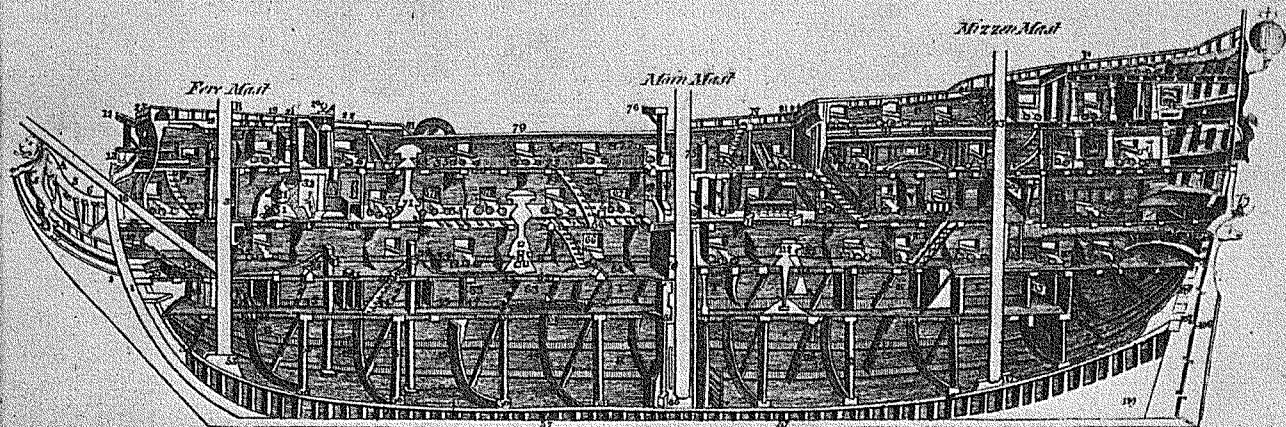


Fig. 1. The Section of a First Rate Ship of War, Shewing its various Timbers and Apartments



alarm, but I was daily in expectation of some Reinforcement from You, Sir, or at least a Schooner by whom we might have made our Situation known. – On the 13th of August at Night, as I have been informed, the Ship *Hope* passed us with a fresh of Wind and strong Flood Tide, with Major [Christopher] French, [a] 1st Lieutenant and a Volunteer, with Packages of Military Cloathing on board; ² upon hailing, they told the Officer on Deck, that they had nothing but Ballast in, and was Eleven Weeks from Ireland: had I had the least intimation from the Major or his Party of their Situation, should certainly have slip'd and followed her up, but at the time I was acquainted with it, twas too late for me to demand Restitution, they were then in the Hands of the Philadelphians who were determined to support this hostile Act, had my Orders permitted me to have Attacked the Town. Have ever since endeavored to prevent any future fraud by making every Vessel Anchor; as I had but one Eight Oar'd Boat, the others being of insufficient Force to prevent being run away with, it was a very difficult and tedious task, as the Trade carried on in the Delaware at this time is equal to all the rest in America, and this to a great City of 50,000 Inhabitants, with several other Towns near to its Banks; this delay made them talk high, my Seizing the *Tryall* Schooner belonging to one of their Committee, Mr Miffling, and a Sloop with Coffee, gave them a pretext, and brought them all in Arms; the Son of the Owner who I had given leave to come onboard, after giving him my reason for Stopping the Schooner, desired he might be permitted to speak with the Master, which I granted; sent Lieutenant Browne onboard after him, who on his going away heard him confirm that the People were in Arms, and that 4,000 had offered their Service to his father to make the Attack, and that some Lives should be lost on the occasion; I wanted no confirmation of their readiness or Numbers to remove any one Single Deck Ship, and therefore with the general Voice of my Officers, thought it most adviseable for the good of His Majesty's Service not to put it to the trial, but to make the best of our way to Boston with our Prizes, and make a Report of the Situation and preparations making at Philadelphia to oppose his Majesty's Arms.

At this time by our Purser's Account and others, two row Gallies carrying one 18 Pounder in the Bow and 40 Men each, including Twenty Rowers, Seven more finished, and to be compleated to Twenty as soon as possible; an Establishment of £90,000 is appropriated for Building and Manning them during the open Season: their Trade stops the 10th of September, and the Seamen will be taken up for that Service and Artillery &c – Two fire Ships Compleat, near four hundred Sail of Shipping, about Thirty of them from 4 to 500 Tons burthen, several of them with Ports to take Guns in, with about 2000 Seamen; Twelve Pieces of Cannon mounted in the Market Place from 12 to 24 Pounders ready to be carried to any Spot by the Sailors and one Company of Artillery; Twenty large Cannon in a tier and Carriages ready for Mounting them; Three Battalions making about 2200 Men well Cloathed and Armed for the Guard of the Town; and I am told that from the Entrance of the Capes to the Town, not less than 3 or 4000 more meet and exercise Twice a Week, at Gloucester Point they have Triangles almost finished, which 'tis supposed will effectually stop up the Passage of the Narrows, and may be effected in one Tide.

I am satisfied Sir, that if a sufficient Force can be spared to enforce Obedience from the Town, 'twould be a means, from the great Number of People of Consequence residing there, and many Friends that dare not at this time shew themselves with their very great Attachment to the Town of Philadelphia, of making the Colony of Pennsylvania very quiet, and a great Number might be Recruited for His Majesty's Service. The Taxes Levied by the Congress, has caused no little dissatisfaction, for they say if they are to pay Taxes why not to the King, and save the Cutting of their Countrymen's throats; there being a great Number of Old England People in the Province, Emigrants and Servants from Ireland, that would with some little Encouragement join, but now Kept under by the Congress, and their violent Partizans: A Squadron would remove the first and Checque the Spirit of the Latter, and I should be very glad to have the Honour of shewing the Way. I am Sir, [&c.]

(Sign'd) John Collins.

1. PRO, Admiralty 1/485.

2. Collins' date is wrong; see Minutes of Pennsylvania Committee of Safety for August 12, 1775; Volume 1, 1125-1126.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES ¹

[Boston] 5 [September]

The *Nautilus* returned from the Delaware, where an Army Transport had passed in the Night, gone up to Philadelphia, and fallen into the hands of the Rebels.

1. Graves's Conduct, I, 117, BM.

JOSEPH WANTON TO CAPTAIN JAMES WALLACE, R.N. ¹

(Copy)

Newport September 5th 1775.

Sir The Town Council communicated your Letter to the Inhabitants at a Town Meeting held on the 29th of last Month and as the President of the Council has since informed me, took the same into consideration and as they had no knowledge of the Acts of the last Assembly declared they would not take any part in the Matter; And I have the satisfaction to inform you that from the best information I am able to obtain they have not directly nor indirectly been aiding or Assisting in the removal of any of the Stock from the Islands in the Bay; And the Town this Day at a very full Meeting by a large Majority have resolved not to send a Memorial to the Congress which at a former Meeting had been Ordered. I am with respect Sir [&c.]

J. Wanton

1. PRO, Admiralty 1/485. Wanton was Royal Governor of Rhode Island.

JONATHAN TRUMBULL TO GEORGE WASHINGTON ¹

[Extract]

Lebanon 5th September 1775

We are infested by Ministerial Ships and Transports – I gave your Commissary General a Narrative yesterday – beg leave to refer to him, for the haste of this express – Our Coasts are kept in continual Alarm, Three Ships of War

with thirteen other Vessels of divers sorts were seen off Fisher's Island and in the Sound yesterday, they have gained no provisions from the Main – have heard nothing from Montaug or any part of Long-Island – New London is in great fears, and Stonington expect another Attack – I have Ordered The New raised Levies to Guard and defend those two places, and the Coasts as far as Connecticut River – there are likewise four Companies of them beyond the river for Defence in those parts – This appears absolutely necessary for their Security at present – Hope this use of them 'till these dangers are over, will neither injure nor hinder any of your Operations. –

Whether these are the same Ships your Excellency noticed us off remains uncertain – Yesterday Ordered the best intelligence to be gained to render that matter more certain.

Lords day morning [September 3] constrained by the Weather came into the Harbour at New London, a Schooner taken by the *Rose*, Capt Wallace at Stonington four hands on board One a White Man sent to Windham Goal, the Other Three Negroes, two belonging to Govr Cook, & one to Newport Ordered to be returned to their Masters – And The Schooner to her Owner.

1. Washington Papers, LC.

WILLIAM TRYON TO LORD DARTMOUTH ¹

My Lord,

New York 5th Sept 1775

As I was on Long Island at the time of the disturbances in this city occasioned by the citizens removing in the night of the 23rd of last month Twenty one peices of Ordnance, nine pounders, that were mounted on the Battery under Fort George I transmit to your Lordship copies of the correspondence that passed between the Mayor of the City and Captn Vandeput of his Majesty's Ship *Asia* on the occasion as the best evidence I can collect of that affair.

On my receiving intelligence the twenty fourth in the evening of what had passed, that a mob had searched my house the same evening though they said for Captn [Edward] Foy, and that a party of Provincials had been on Long Island in quest both of Captain Foy & myself, I nevertheless the next morning came into Town and got together (not in Council) as many of the Gentlemen of the Council as were on the spot, and proposed to them to meet the principal inhabitants of the city and country that were in Town in the Council Room at the City Hall, Including the corporation, Provincial officers, Committees and Provincial Congress, in order to persuade them to desist from carrying things to farther extremities. This measure considering the high ferment of peoples minds, my friends approved of and I met the Gentlemen the next morning accordingly. When after lamenting the present unhappy controversy, and alarming situation to which the public affairs of the Country was reduced I recommended to them for the present public safety, that the Guns taken from the battery might remain on the Common That no further attempt should be made on the Kings Stores as I was confident a fresh attempt would produce fresh disturbances & endanger the city as Captain Vandeput had those stores under his protection and must do his Duty. That the

town should furnish the Kings ship with fresh provisions, but to prevent disorder the Boats from the city might carry the provision on Board. I urged how important it was to their own Interest to preserve a temperate conduct, and not wantonly to draw down calamity upon themselves but wait the determination of Great Britain, as some further plan of accomodation might be held out for the ground of a reconciliation. Since I knew it was the warmest wish of the Royal Breast to see us again a happy and united people. This was nearly the substance of what I said to them. I was heard with Temper and attention. The city has remained quiet since, and fresh provisions are to be delivered on the Governors Island for the *Asia*.

I sent Captn Vandeput a letter the 25th a copy of which is herewith enclosed to inform him of my intention to meet the principal Inhabitants of the Country Since which there has been no direct communication between the *Asia* and the Town. A Boat which carried only some milk on Board was burnt on her return to shore as was last Sunday [September 3] a country Sloop for having put some provisions on Board of the man of war. Such is the rage of the present animosity. For further particulars of our Situation I beg leave to refer you to Captn Foy, who from the Frenzy of the times has been pursued and drove from this distracted Country.

At least one third of the citizens have moved with their effects out of Town and many of the Inhabitants will shortly experience the distresses of necessity and want. I am, with great Respect, My Lord [&c.]

W^m Tryon

1. E. B. O'Callaghan, ed., *Documents Relative to the Colonial History of the State of New-York* (Albany, 1856-1887), VIII, 631-632. Hereafter cited as O'Callaghan, ed., *Colonial New York*. Tryon was Royal Governor of New York.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY ¹

[New York] Die Martis 9 HO. A.M. September 5th, 1775.

Dr. McClean of this city, attending at the door, requested the sense of this committee whether he be at liberty to supply the ship *Asia* with drugs and medicines as he has heretofore done.

Agreed, That Dr. McClean be at liberty to supply the said ship with drugs and medicines in the same manner, and under the like restrictions that Mr. [Abraham] Lott is directed to observe in supplying the said ship with beer and water.

The committee having ordered some of the persons now in custody, and who were taken on board of the sloop commanded by one Dop, seized (by order of the Provincial Congress) last Sunday [September 3] by Col. [John] Lasher, proceeded to the examination of Daniel Rivers, one of them. Henry Acker, Jr. next examined; Abraham Freeligh next examined; Timothy Doughty next examined.

Ordered, That the letter of application from William McAdam, for a permit for the sloop *Jean*, to proceed to sea, and the inventory of her lading sent into Congress, and the short notes of examination of David Morris, the pilot, be delivered to the committee of the city of New-York, as a matter within their particular province, to which they are competent; and that the said committee be

informed that David Morris, a pilot, is a material witness to be examined with respect to the sloop *Jean*.

1. *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York, 1775-1776-1777* (Albany, 1842), I, 138. Hereafter cited as *New York Provincial Congress*.

GILBERT BARKLY TO SIR GREY COOPER¹

[Extract]

[Philadelphia] 5th September 1775

Sir Since my last 10th. Ultimo, a large Schooner with Arms, and military stores is taken by a man of war in the river Delaware, with which she has proceeded to Boston: ² a Small Vessel with Ten ton's of gunpouder came up the river the night before the schooner was taken whether it was part of her cargo or not I cannot say, but I am told the pouder is marked with the French kings mark: ³ this confirms me in the Certainty of what I wrote in my letter 10th. Ultimo, and should the unhappy differences continue, a watchful eye must be kept on the Ports of that Perfidious Nation, who's professions of friendship cannot be depended on, nor are the dutch, or hardly any other Nation, when interest prompts their Subjects to adventure.

1. Sir Henry Barkly Papers, Collection of Mrs. Mona Macmillan of Long Whittenham, Berkshire, England; printed in *Pennsylvania Magazine of History & Biography*, LXXXV, 17, 18.
2. The schooner *Tryal*, James Warden, master, taken by H.M. Sloop *Nautilus*. See Graves's Conduct, Prize List, II, 36-38, BM.
3. The small vessel was probably the one described by James Biddle, in the draft of a memorial he prepared in memory of his brother Nicholas. It reads "Mr. Biddle was applied to for the purpose [to secure powder] and dispatch'd with a pilot boat to Hispaniola which he procured a Cargo of powder with which he return'd in a very short time. Soon after he was appointed to the Command of the *Franklin Galley* then just built." Nicholas Biddle Papers, HSP.

MASTER'S LOG OF H.M.S. *Mercury*¹

Sepr 1775 Rem[ark]s on Bo His Majts Ship *Mercury* [off Norfolk]
 Tuesday 5th A M got all the Spair Sails & Banding Do into a Schooner, Empd
 Breaking up the ground Teer and Starting the water and Sending
 the Casks on Shore and getting the Iron Ballast out of the Fish
 Room Forward
 Little wind and fair W[eathe]r P M Empd Triming the Shingle
 Ballast forward got the End of the *Otters* Cable on bd and began
 heaving to try to heave the Ship off but Could Not

1. PRO, Admiralty 52/1866.

JOURNAL OF H.M. SLOOP *Tamar*, CAPTAIN EDWARD THORNBROUGH¹

September 1775 In Rebellion Road, So Carolina
 [Tuesday] 5 A M People Variously Employed First pt Modt. & Cloudy
 Middle & latter Squally with rain at 7 PM. unmoored & hove
 in to ½ a Cable on the Small Br & Got Springs ready on an
 Information that the Provincials was Dertimined to Surprise
 the Ship if Possible

1. PRO, Admiralty 51/968.

HENRY LAURENS TO WILLIAM ERVEN ¹

[Extract]

Charles Town So Carolina 5th September 1775—

Yesterday our Grenadier Company Commanded by Capt. B. Elliott were detached into Rebellion Road in order to take certain deserters from on board a Sloop lying under protection of the *Tamar* Man of War – the deserters it seems had fled on board the Man of War but Capt Elliott brought the Sloop up to Charles Town this is the vessel which took in part of Capt [Richard] Maitland's Cargo for St Augustine & put in here in distress—

1. *South Carolina Historical and Genealogical Magazine*, I, 196, 197. Laurens was president of the South Carolina Council of Safety and chairman of the South Carolina General Committee.

HENRY LAURENS TO WILLIAM HENRY DRAYTON ¹

[Extract]

Charles Town 5th Septem. 1775—

. . . We are not under the least doubt of your ability to defeat any Plots which [Moses] Kirkland may have concerted against Fort Charlotte or Augusta, & since you have thus seriously entered upon a contest with him, it will be absolutely necessary to subdue him, or drive him out of the Country . . .

We have Resolved to equip three Schooners to be mounted with two Nine pounders each, for defence of this Harbour & have named Commissioners for the purpose – Captains [Edward] Blake [Clement] Lempriere & [Benjamin] Tucker – We have also Ordered the Militia throughout the Colony to be held in readiness as in time of Alarm . . .

1. *South Carolina Historical and Genealogical Magazine*, I, 197–199. Drayton was a prominent South Carolina patriot who became president of the South Carolina Provincial Congress on November 1, 1775.

6 Sept.

JOURNAL OF H.M.S. *Lively*, CAPTAIN THOMAS BISHOP ¹

Sept'r 1775

Thatchers Island W N W Dis 7 Miles

Wendy 6

at 10 Mand & Arm'd the Pinnacle & sent her ahead in Chace of a Sloop at 2 P M sent the Pinnacle onbd of a Sloop from St Lucia bound to Cape Ann with Cocoa Took the Men out of her ²

1. PRO, Admiralty 51/546.
2. As this sloop was not carried into Boston for trial, Bishop's reference to taking out her men probably refers to impressments.

GEORGE WASHINGTON TO NICHOLAS COOKE ¹

[Extract]

Camp at Cambridge, September 6, 1775.

Sir: Your Favor of the 30th August and 2d Inst. are duly received; The Concurrence of the Committee in the Bermuda Voyage is very agreeable and I hope will prove a happy Earnest of its Success; Inclosed is a Letter to the Inhabitants of that Island of the tenor you have Suggested; but I shall depend upon Capt. [Abraham] Whipple's not making use of it, except in Case of real Necessity.

I am to acknowledge your kind assistance to Capt. Bayler in his late Errand, and must desire you to make known to Messrs. Clark & Nightingale, that I am very sensible of the Patriotic and disinterested Part they have acted on this Occasion. . . .

The Removal of the Stock from the Coast and Islands, will I hope have its Effect, in sending the Ministerial Plunderers empty home. We have yet no Accounts of the last Fleet, except 6, who return'd from Louisburgh with Coal, a few Days ago.

I need not mention to you the vast Importance of gaining Intelligence of the Enemy's Motions and Designs as early as possible; The great saving to the Continent both of Blood and Money; a Detection of our secret and most Dangerous Enemies, with innumerable other Advantages, would result from the Interception of their Correspondence at this Juncture; I have therefore thought Proper to propose to you the Seizing the Mail by the next Packet; She is Hourly expected from England; her Force of Men and Guns inconsiderable; none but Swivels and only mann'd with 18 men.

If the Vessel proposed to go to Bermuda should cruize for a few Days off Sandy Hook, I have no Doubt she would fall in with her; In which Case she might with little or no Delay land the Mail, in order to be forwarded to me and proceed on her Voyage; But if there are any material Objections to this Mode, I am still so anxious upon the Subject, that I would have it tried with another Vessel at the Continental Expence and will for that end direct, that any charge which may accrue in this Service shall be paid by the Paymaster here, upon being duly liquidated.

It will be necessary that some person well acquainted with the Packets should be on Board our Vessel, or the Stopping inward bound Vessels indiscriminately will give the Alarm and she may be apprised of her Danger; The choice of a proper Officer with the care of providing a suitable Vessel &c. I must leave to you. should it meet with the desired Success there can be no doubt the Honble. Continental Congress will distinguish and Reward the officer and men who shall have done so essential a Service; Nor shall I fail in making known to them how much the Public Service is indebted to you for your Zeal and Activity on all occasions. I am Sir &ca.

1. Fitzpatrick, ed., *Writings of Washington*, III, 476-478. Nicholas Cooke was Deputy Governor of Rhode Island.

GEORGE WASHINGTON TO THE INHABITANTS OF BERMUDA ¹

Camp at Cambridge 3 Miles from Boston,
September 6, 1775.

Gentn: In the great Conflict, which agitates this Continent, I cannot doubt but the Assertors of Freedom and the Rights of the Constitution, are possessed of your most favorable Regards and Wishes for Success. As Descendents of Freemen and Heirs with us of the same Glorious Inheritance, we flatter ourselves that tho' divided by our Situation, we are firmly united in Sentiment; the Cause of Virtue and Liberty is Confined to no Continent or Climate, it compre-

hends within its capacious Limits, the Wise and good, however dispersed and seperated in Space or distance. You need not be informed, that Violence and Rapacity of a tyrannick Ministry, have forced the Citizens of America, your Brother Colonists, into Arms; We equally detest and lament the Prevalence of those Councils, which have led to the Effusion of so much human Blood and left us no Alternative but a Civil War or a base Submission. The wise disposer of all Events has hitherto smiled upon our virtuous Efforts; Those Mercenary Troops, a few of whom lately boasted of Subjugating this vast Continent, have been check'd in their earliest Ravages and are now actually encircled in a small Space; their Arms disgraced, and Suffering all the Calamities of a Siege. The Virtue, Spirit, and Union of the Provinces leave them nothing to fear, but the Want of Amunition, The applications of our Enemies to foreign States and their Vigilance upon our Coast, are the only Efforts they have made against us with Success. Under those Circumstances, and with these Sentiments we have turned our Eyes to you Gentlemen for Relief, We are informed there is a very large Magazine in your Island under a very feeble Guard; We would not wish to involve you in an Opposition, in which from your Situation, we should be unable to support you: – We knew not therefore to what Extent to solicit your Assistance in availing ourselves of this Supply; – but if your Favor and Friendship to North America and its Liberties have not been misrepresented, I persuade myself you may, consistent with your own Safety, promote and further this Scheme, so as to give it the fairest prospect of Success. Be assured, that in this Case, the whole Power and Execution of my Influence will be made with the Honble. Continental Congress, that your Island may not only be Supplied with Provisions, but experience every other Mark of Affection and Friendship, which the grateful Citizens of a free Country can bestow on its Brethren and Benefactors. I am &c.

1. Fitzpatrick, ed., *Writings of Washington*, III, 475, 476.

COLONEL JOSEPH REED TO THE MASSACHUSETTS COUNCIL ¹

Gentlemen

Camp at Cambridge Septemr 6. 1775

The Bearer has under his Guard Seven Prisoners 5 taken at the Light House some Time ago, and Two yesterday. He is ordered to take the Direction of the Honourable Board as to the Disposal of them. –

I have the Honour to be Gentlemen [&c.]

Jos Reed Secrety

[Endorsed] In Council Sept 6th 1775

Read & ordered that the Captain of the P. Guard be ordered to carry the sd Prisoners to Taunton Goal There to remain till further Order –

P. Morton Dpy Secry

1. Mass. Arch., vol. 164, 73. Reed was an aide and secretary to George Washington.

GEORGE HUSSEY TO THE MASSACHUSETTS COUNCIL ¹

To the Honble his majs Council now Sitting at Watertown

The petetion of George Hussey Jur of Nauntucket humbly sheweth that your petetoner is owner of several Vesels that have bin employed in the whale fishing business, but by reason of a resolve that lately pased by the Genll Court all whale vessels are prohebeted from going to sea on that business without a permit from sd. Court or a Commette that should be appointed for that purpos, Your pertitiner is further informed that a Resolve is since pased said Court which has impower'd this honble Council to give a permits for Vessels to proseed on a whaleing Voige under sertain restrictions, your pertetioner therefore prays Yr honours to grant him permits for four Vessels to proseed on the whaleing business under such restrictions and regelations as you in your wisdom Shall think fit, as in duty bound shall ever pray

Watertown Septr the 6th 1775

George Hussey Jnr

[Endorsed] In Council Septr 6th 1775 Read & ordered that the Petitioner have leave to send such of his Vessels to Sea in the whaling Business, as he shall give sufficient Bonds for their faithfully complying with a Resolve of the General Court, to have their Oyl & Bone landed in some port in this Colony, other than Boston or Nantucket.

P Morton Dpy Secry

1. Mass. Arch., vol. 164, 71.

VICE ADMIRAL SAMUEL GRAVES TO PHILIP STEPHENS ¹

SIR

Preston Boston September 6, 1775

In my last Letter dated August 17th I mentioned the Appointment of the honorable Captain Tollemache to the Command of the *Scorpion*, and my intention to send that Sloop to relieve the *Cruizer*. Captain Tollemache sailed accordingly the 23d with the *Palliser* Transport under his Convoy with Directions to put into her all the Cannon and Ordnance Stores at Fort Johnson in North Carolina. I sent Orders likewise for the *Tamer* to call at Cape Fear, and proceed in Company with the *Cruizer* and the Transport to Boston.

On the 25th the *Scarborough*, *Canceaux* armed Ship and *Spinckes* Tender anchored at Nantasket; Governor [John] Wentworth came in the *Scarborough* from his Government.

On the 26th the *Lively* returned from convoying the *Charming Nancy* Transport over St Georges Bank, and his Majesty's Sloop *Hunter* arrived from England. By Captain [Thomas] Mackenzie I received their Lordship's Orders to take him under my Command.

On the 27th the *Savage* Sloop arrived from New Providence, and the next day the *Charlotte* hired Sloop returned from carrying Dispatches along the Continent as low as Charles Town, and over to New Providence. By Captain [Hugh]

Bromedge I received Letters from Lieutenant [William] Grant of the *St John* Schooner, who sailed from [New] Providence to Georgia the 22d May; from that time until his Departure in the middle of July for [New] Providence again, I find he has been pretty usefully employed at St Augustine and Savannah, And that having no opportunity of Conveyance to Boston, he had acquainted you with his proceedings by Letter dated St John, Cockspur Road June 19, 1775. Upon his Arrival at [New] Providence Captain Bromedge (in pursuance of my directions) sent him to Pensacola to bring back Governor [Mountfort] Browne. Lieut. Grants Letters contain very long Accounts of the People of Georgia's Proceedings in sending Delagates to the Congress, tumultuously assembling in the Cause of Liberty, threatening those who do not join them, and even vowing to destroy the *St John* Schooner. But we are so accustomed to this language that I will not trouble you with the relation of what Mr Grant experienced at Savannah.

On the 28th I ordered the *Lively* to cruize from Piscatagua to the Isle of Shoals and Cape Anne; and the *Savage* from Cape Ann to Cape Cod in Boston Bay. The new *Halifax* Schooner arrived the 1st instant from Halifax, she is an exceeding commodious, fine Vessel with many good Qualities, but I find much too large for her low Complement, therefore at present I allow her Commander to bear ten Supernumeraries, for with less than forty men she cannot safely be navigated. I hope their Lordships will be pleased to increase her Establishment to that number of Men. Immediately on her Arrival I ordered Lieut. [John] De-la Touche to cruize in the Bay of Boston. On the third Instant some Transports arrived from Quebec with live Cattle and Forage for the Army; I received a Letter from Lieut. [William] Hunter acquainting me that being at Quebec to compleat his provisions, General Carleton had requested him to proceed up the River to assist the Kings Land forces against the Rebels, which he immediately complied with. I inclose a Copy of General Carletons Letter to Lieutenant Hunter. By a Vessel on the point of sailing from hence to Quebec I sent an Order to Lieut. Hunter to remain in the River and assist Governor Carleton to the utmost of his power, until he received further Orders. The Wind for several days blowing strong easterly prevented the *Lively*, *Savage*, and *Halifax* from getting out of Nantasket Road till Yesterday.

When the *Charlotte* hired Sloop returned from [New] Providence I received Intelligence that a quantity of Gunpowder, many fine Cannon, Mortars, Howitzers, Shells, Shot, and other Ordnance Stores on the Island, would certainly be removed to the Continent if not secured. I therefore proposed to General Gage to send Transports to bring away the whole immediately; the General consented; Two Transports were ordered for this Service, I manned the *Falcon* from the *Preston*, ordered Captain [John] Linzee with the Transports on this Duty, and he sailed with the other Ships the 5th instant from Nantasket.

The 4th I wrote a Letter to Rear Admiral Duff at Newfoundland generally informing him of the Situation of the Kings Affairs on this Continent, of the destruction of Cape Anne and Boston Lighthouse, that it was suspected Gunpowder, Arms, and Ammunition were smuggled into North America from the Islands of St Peter and Miquelon, that the King's Squadron under my Command

was in want of Seamen, and proposed to Mr Duff on his leaving the Station to send me as many young healthy Fishermen as he could, and part of his Marines. I sent this Letter by the *Savage* to Captain [Edward] Le Cras at Halifax with Directions either to send that Sloop or the *Hinchinbrook* with it to Newfoundland, which he should find fittest for that Service.

Last Night the *Nautilus* anchored in Nantasket Road, and I received a Letter from Captain [John] Collins (a Copy of which is inclosed). Extremely concerned to find the *Hope*, with Major [Christopher] French and the Cloathing of the 22d Regiment had passed the *Nautilus* without farther Notice than common hailing;* tho' Captain Collins was stationed in the Delaware to strictly examine all Vessels he met with; And dissatisfied with him for leaving his Station without Orders, because the Rebels were making preparations and boasting they would attack the Kings Ships; for these reasons and apprehending bad consequences to his Majestys Service, if such Conduct passed without publick Reprehension, I have ordered Captain Collins to be forthwith tried at a Court Martial.

The *Scarborough* came from Piscatagua principally with a Ship which arrived there from the Grenades, the Master of whom upon being questioned said he had Guns in the Hold; Captain Barkley detained him, but it appears that this Vessel was formerly his Majesty's Sloop *Albany*, upon her being sold to the Merchants was in 1771 fitted out for a Privateer, afterwards turned into a Guineaman and her Guns put into the hold with the Shot, Carriages &c, and where they are now said to remain. Captain Barkley has libelled this Ship in the Admiralty Court; in the mean time the Cargo shall be taken out and the Vessel searched. I am &c.

Sam. Graves

*[Graves's Note:] whereby she went up to Philadelphia & fell into the hands of the rebels.

1. Graves's Conduct, I, 117–119, BM. Philip Stephens was Secretary of the British Admiralty.

JONATHAN TRUMBULL TO GEORGE WASHINGTON¹

Sir

Lebanon 6th September 1775

I have received no further intelligence concerning the Ships which infest our Coasts – it is most probable they are not those your Excellency Notified to me. –²

This afternoon received Intelligence from Mr [Nathaniel] Shaw of New London, That he had by Capt [George] Champlin who arrived and landed safe at New London last Evening³ about Three Tons of Powder for this Colony – I have Ordered it to Norwich, excepting a present supply for our Armed Sloops. –

Please to give me directions relative to such part thereof as may be thought fit to be spared for your Camp – I have the Honor to be most respectfully Sir [&c.]

Jonth Trumbull

1. Collection of Autographs and Letters left to Cabell Gwathmey, UVL.

2. See Washington to Trumbull, August 23, 1775, Volume 1, 1212.

3. In the brig *Nancy*.

Connecticut Journal, WEDNESDAY, SEPTEMBER 6, 1775

New-Haven, September 6.

Last Sunday came to Town from Boston Cpts. [Samuel] Perkins and [Amos] Munson, belonging to this Port: – The former was taken outward bound, and the latter inward bound, about 3 Weeks ago, in the Sound, by some Ministerial Cruiser, and carried into Boston.¹

1. The sloop *Polly*, Captain Samuel Perkins, from New Haven for Barbados, with a cargo of cattle, horses and corn, was taken by H.M. Sloop *Kingsfisher*; the sloop *Cherry*, Captain Amos Munson, with a cargo of molasses and sugar, was taken by H.M.S. *Rose*. The sloop *Polly* was condemned and sold in Boston, and the sloop *Cherry*, with her cargo, was bought for the British army. Graves's Conduct, Prize List, II, 36–38, BM.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY¹

[New York] Die Mercurii, 9 HO. A.M.

September 6th, 1775.

Ordered, That Mr. Thomas Grennell be, and he is hereby appointed a commissioner, (in addition to the number heretofore appointed,) to superintend the erecting and finishing the fortifications on Hudson's river, in the Highlands.

Ordered, That Peter Van Brugh Livingston, Esq. pay to Mr. William Bedlow, one of the commissioners, for erecting fortifications on the banks of Hudson's river, in the Highlands, the sum of two hundred and fifty pounds on account, to be expended in preparing necessities and in erecting the said fortifications.

The committee having ordered the commanding officer at the barracks to cause the following persons, viz: Daniel Rivers, Abraham Freligh, Henry Acker and Peter Dop, all taken on board the sloop seized last Sunday by Col. [John] Lasher, to be brought before this Committee to be examined; also James Hicks and Thomas Cares, who were taken by the city guard last night, as they were landing from on board the packet.

Peter Dop, a lad of about fourteen years of age, was examined. Henry Acker, Abraham Freligh, and Daniel Rivers were duly sworn on the Holy Evangelists, by alderman Blagge, who came into the Committee for that purpose, and their examinations being taken in writing, they were discharged.

And thereupon an order was made to captain Beauman, requesting him to deliver one chest and one bed belonging to him, which was taken out of a sloop last Sunday.

Die Mercurii, 4 ho. P.M. Sept. 6, 1775.

The Committee proceeded to the examination of other of the prisoners taken on board the sloop last Sunday by Col. Lasher. – Martin, Simeon and Christian Dub were respectively examined, and after a severe reprimand from the chair, and also particular advice from many of the members, were respectively discharged.

1. *New York Provincial Congress*, I, 139, 140.

TURBUTT FRANCIS TO JOHN HANCOCK¹

Sir I received this Letter² on Saturday last [September 2] just as I was leaving Albany after compleating the business with the six Nations as I must go on

slowly I think proper to send it by the Post but hope to be in Phila by Sunday next [September 10] at farthest, & on Tuesday be able to present to the Congress an Account of our proceedings I have the Honor to be Sr [&c.]

Turbutt Francis

Pawlous Hook Opposite [New] York Sepr 6th 1775—

[Endorsed] Read before Congress 13th Sept

1. Papers CC (Letters of Major General Philip Schuyler), 153, I, 122, NA. Hancock was president of the Continental Congress; Francis, one of the Indian Commissioners for the Northern Department.
2. Schuyler's letter of August 31, 1775, describing the imprudent conduct and killing of Remember Baker.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

[Philadelphia] Wednesday, September 6, 1775

Mr. Clement Biddle made proposals to the Board to furnish the Officers and Men to be employed on board the Armed Boats, with Provisions and Rum, or Beer in lieu of Rum, agreeable to the quality and quantity allowed them by a resolve of this Board the 1st instant, at a rate of ten pence half penny per Ration, or one day's allowance for a Man.

Resolved, That the Board accept the proposal of Mr. Biddle, and agree that he be appointed to furnish the Provisions and Rum, agreeable to the said resolve, at the said rate of ten-pence half penny per Ration.

1. *Pennsylvania Colonial Records* (Harrisburg, 1852), X, 331. Hereafter cited as *Pennsylvania Colonial Records*.

DANIEL ROBERDEAU TO JOHN THOMAS ¹

Sir

Philada Sepr 6th 1775

Since my worthy friend Winn left me he has meet with the accident of having his mast struck with Lightning which (as he writes me a few days ago from Reedy Island) would oblige him to put into New York if he could get there otherwise he would return into our river for a new Stick ²

He informed me fully of the Circumstances of my affairs and notwithstanding the Credit of 3, 6 & 9 months that he had left Orders with you to accomodate me in remittance as you should have it in power from money of his as he had not the least doubt of Receiving from the Gentlemen who gave bond when due. It would be no particular service to me to receive money early than due than from the Circumstances of time and the approaching inhospital Season, from these Considerations you will oblige me by as early and large a Remittance in Spanish milled Dollars by the first very good Conveyance if such offers before the Season is too far advanced, otherwise to remit in that way as the money becomes due. If possible give me also notice of your Remittances. Your zeal and friendship in serving me I shall acknowledge & am Sir [&c.]

Daniel Roberdeau

P.S. Being of the Committee of Safety for this province I can assure you with certainty that all Exports from hence will stop the 10th Instant except in Exchange

of produce for Gunpowder Salt petre & Sulphur of the former 4 times as much of the latter & Brass Cannon & Muskets

Mr. John Thomas

Attorney to Isaac Lascelles Winn Esqr

Montego Bay, Jamaica

1. PRO, Colonial Office, 5/122, 66f. Roberdeau was a Philadelphia merchant engaged in the West Indies trade. His was one of the letters found on board the brig *Sea Nymph*, Joseph Bradford, master, taken by H.M.S. *Mercury*, September 20, 1775.
2. Henry Lascelles Wynne, master and owner of the sloop *Hannah*, with a cargo of rum and sugar, en route to London, put into Philadelphia for a meeting with Roberdeau. He was forced to continue to New York for his "new Stick" and, sailing from there, was intercepted by H.M.S. *Scarborough*, but was allowed to proceed. Graves's Conduct, Prize List, II, 36-38, BM.

DANIEL ROBERDEAU TO CHARLES SYDEBOTHAM, KINGSTON, JAMAICA,
MERCHANT ¹

Sir

Philada Sepr 6th 1775

Since your favor I have had the pleasure of my worthy friend Winn's Company for eight & forty hours which together with my many avocations in publick life will excuse a more particular or early notice of your letter as he superceeded the necessity by information of the arrangement of my Affairs different from what you wrote as the change took place afterwards. I shall be glad to serve you here & am Sir [&c.]

Daniel Roberdeau

P.S you may rely on all Exports being excluded from hence afther the 10th Inst. except in exchange for Gun powder brass Cannon field pieces, Muskets, & Salt Petre & Sulphur, the former vizt Salt Petre to be 4 times as much in proportion to the latter. Being of the Committee of Safety for the Province I do not speak by hear say. —

1. PRO, Colonial Office, 5/122, 66h. See also Roberdeau to John Thomas, this same date.

ROBERT CARTER TO WILLIAM LEE ¹

[Extract]

[September 6] ²

River rose higher then, was ever known — and large Breaches were then, made, in all the Mill Dams in these parts — It is said that several Wharfs & Store-Houses at Norfolk, are totally demolished; that the *Mercury* Man of War there, is now lying in two feet water,³ and that many ships & County Craft are much damaged — It began to rain on tuesday the 29th day of last month [August] & continued raining till sunday morn about 4 oClock — I refer you to the several provincial Gazettes [for ar]ticles of news inserted therein —

1. Miscellaneous Letters to William Lee, VHS. First page missing. Lee, an American merchant, played an active role in London politics.
2. *Ibid.*, the date is established by Lee's endorsement of the letter, "Virga. 6 Sept 1775 Honble. R. Carter rec'd April 1776."
3. See journal of the *Mercury* for this period.

MASTER'S LOG OF H.M.S. *Mercury*¹

Sepr 1775 Rem[ark]s on Bd His Majts Ship *Mercury* [off Norfolk]
 Wednesday 6th A M got the Carpenters Stores into a Schooner and Empd
 Clearing the After hold got Another Sloop Alongside and
 Put the provishons on Bd her, got up the ground Teer out
 of the After hold started it and Sent the Casks on Shore,
 Empd getting the Iron Ballast Into the Sloop
 First part Little wind and fair Middl Calm P M Empd
 getting the Iron Ballast into the Above Mentioned Sloop and
 Som of our Bread at 6 Began to heave Uppon the *Otters*
 Cable and our Own but Could Not heave the Ship off.

1. PRO, Admiralty 52/1866.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN FRANCIS GRANT
 GORDON, H.M.S. *Argo*¹

Whereas I have been informed (since the 30th August last, the date of the Order you will receive from me herewith) that the last Packet from England hath been lost in a Violent Gale of Wind at Barbadoes, but that the Mails containing the Letters She brought from England, have been saved; and are now lying at the Post Office at Barbadoes; you are therefore hereby required and directed, to deliver the Letter you will receive from me, herewith, to the Post Master at Barbadoes, and apply to him to deliver you, the Antigua Mail of Letters, which having received & likewise the Governors Answer to my Dispatch you are then notwithstanding former Orders, to return immediately, and without a moments loss of time to me at English Harbour, with said Mail of Letters.

But should you find on your Arrival at Barbadoes, that the intelligence given me is not true, or the Antigua Mail is already sent away from thence; you are then to proceed to the Island of Grenada; and fully execute my Order to you, dated the 30th August last, and in Addition thereto are hereby further required and directed in your way to English Harbour, to call in at St Pierres Bay in the Island of Martinique, and make strict search there and inquire after the Anchors and Cable left there in the Gale of Wind the 26th August last, by his Majesty's Sloop *Pomona*, and finding the same you are directed to take them up and receive them on board the Ship under your Command, but should you be informed, they have been already taken up by the French, you are then to apply to the Governor, to cause them to be delivered to you, and if Salvage is required for the taking them up, you are to give Bills for the Sum demanded upon His Majesty's Naval Officer at this Yard together with proper Vouchers for the same.

You are on no Account, to remain a longer time at any of the places you are directed to call at, than is absolutely necessary to execute the Business you are Ordered on; and are afterwards to use all possible expedition to join me at English Harbour, for which this shall be your Order.

Given under my Hand on board the *Portland* in English Harbour Antigua the 6th September 1775

By Command of the Admiral Geo. Lawford

Jams. Young

1. PRO, Admiralty 1/309. Young was Commander-in-Chief on the Leeward Islands Station.

7 Sept.

CAPTAIN NICHOLSON BROUGHTON TO GEORGE WASHINGTON ¹

Glouster September 7, 1775

To his Excellency George Washington Esq Captain General in and over the Confederate Army of the united Colonies in America

May it please your Excellency

I beg leave to acquaint your Excellency that I sailed from Beverly last Tuesday [September 5] at 10 oClock with a fair wind, proceeded on my Cruise; ² on the same day about 5 oClock saw two ships of War, they gave me Chace, I made back towards Cape Ann but did not go in, next morning I saw a ship under my lee quarter she giving me Chace I run into Cape Ann harbour, I went out again that night about sunsett, and stood to the southward, next morning saw a ship under my lee quarter ³ I perceived her to be a large ship, I tack'd & stood back for the land, soon after I put about & stood towards her again and found her a ship of no force, I came up with her, hail'd & asked where she came from, was answer'd from Pescatugua, & bound to Boston, I told him he must bear away and go into Cape Ann, but being very loth I told him if he did not I should fire on him, on that he bore away and I have brought her safe into Cape Ann Harbour, and have deliver'd the ship and Prisoners into the hands & care of the Committee of Safety for this town of Glouster, and have desired them to send the Prisoners, under proper guard, to your Excellency for further orders

Also have sent the Captain of the ship we took for your Excellencys examination, and I shall proceed immediately in the further execution of your Excellencys orders And am your Excellencys [&c.]

Nicholasson Broughton

1. Washington Papers, LC.

2. See Washington's instructions to Broughton, September 2, 1775, Volume 1, 1287-1288.

3. The *Unity*.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

Camp at Cambridge Sepr 7 1775

I propose to do myself the Honour of writing in a few Days fully and particularly on several Heads, to which I must now refer. In the mean Time I have only to inform the Congress that I have received a small Supply of 7000 lbs of Powder this Week from Rhode Island, and in a few Days expect 7 Tons of Lead and 500 Stand of Arms, being a Part of the same Importation; and to request that more Money may be forwarded with all Expedition, the military Chest being nearly exhausted. I am with greatest Respect Sir [&c.]

G^o Washington

1. John Hancock Papers, II, LC.

Gloster September 7, 1775

To his Excellency George Washington Esq. Captain General
in and over the Confederate Army of the United Colonies in
America.

May it please your Excellency

I beg leave to acquaint your Excellency that I sailed from
Beverly last Tuesday at 10 o'clock with a fair wind, proceeded
on my Cruise; on the same day about 5 o'clock I saw two ships
of War, they gave me Chase, I made back towards Cape Ann
but did not go in, next morning I saw a ship under my lee
quarter she giving me Chase I run into Cape Ann harbour,
I went out again that night about sunset, and stood to
the Southward; next morning saw a ship under my lee
quarter I perceived her to be a large ship, I tacked & stood
back for the land, soon after I put about & stood toward
her again and found her a ship of no force, I came up with
her, hauled & asked where she came from, was answered from
Piscataqua bound to Boston, I told him he must bear
away and go into Cape Ann, but being very loth I told
him if he did not I should fire on him, in that he bore
away and I have brought her safe into Cape Ann
harbour; and have delivered the ship and Prisoners
into the hands of the Committee of Safety for this
town of Gloster, and have desired them to send the Prisoners
under proper guard to your Excellency for further orders
also have sent the Captain of the ship we took in
your Excellency's examination, and I shall proceed im-
mediately in the further execution of your Excellency's orders
and am

your Excellency's
most Obedient
Humble Servant
Nicholson Broughton

COLONEL JOSEPH REED TO NATHANIEL TRACY, NEWBURYPORT¹

Sir

Camp at Cambridge Sept 7. 1775

Colo [John] Glover has just informed the General that there are 5 Vessells at Beverly & two at Newbury which were fitted out for another Purpose, but will answer the Present equally well – as they are completely equipp'd with Platforms, Wood, Water &c – It will be a saving both in Time & Expence to make Use of these, You will therefore be pleased in your Transaction of this Matter to consider these seven Vessells as a Part of the Transports, & only extend your Care to the Remainder.² Whatever Expence may have accrued in preparing any Vessells which will not be necessary by this Arrangement must be carried to the General Account. But you will be careful not to add any Thing to it after this Comes to hand – I am Sir Your [&c.]

J R

1. Washington Papers, LC.

2. Transports for Benedict Arnold's expedition to Quebec via the Kennebec River.

New England Chronicle, THURSDAY, AUGUST 31 TO THURSDAY,
SEPTEMBER 7, 1775

Cambridge, September 7.

Governor Wentworth has left his Retreat at the Mouth of Piscataqua River, and taken Refuge in Boston.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES¹

[Boston] 7 [September]

His Majesty's Sloop *Viper* (which arrived yesterday from England) was ordered to proceed as soon as possible to New York and her Captain to put himself under the Command of Captain Vandeput of the *Asia*.

1. Graves's Conduct, I, 120, BM.

ELISHA COBB TO COLONEL JOSEPH OTIS¹

Sir

Wellfleet 7th Sept 1775

I herewith Send Thomas Sparks, Richd Caswell & Francis a Negro man taken in a Schooner who was supplying the Navy with fresh Provisions & refreshments, as you will see by the Papers herewith sent you,² as we are in a Defenceless State it would be best not to have this affair Publish'd in the Publick Papers. and the same Reason induces me to think it best to send these Persons to you, that you may secure them at Barnstable or send them to Head Quarters in Order that they may not be able to feed our Enemies or to take revenge by coming here with an arm'd Force – [&c.]

Elisha Cobb

P S the Negro belongs to Thomas Talbot of Salem Richard Caswell is an Apprentice to a Rope Maker in Boston after Examination perhaps you will think it advisable to send the Negro to his Master as he now [s]eems inclined to go there – yours &c

E. C–

P. S. I think it further necessary to inform you that Sparks hath been at the Cape several times and hath carried some fresh Provisions – said Sparks hath brought out several Persons belonging to the Cape that were press'd on board of the Enemy's Ships and hath landed them on the Cape –

1. Otis Collection, CUL.

2. See permits dated August 4 and 16, 1775, Volume 1, 1060, 1161.

CLARK & NIGHTINGALE, PROVIDENCE, TO COLONEL BENJAMIN LINCOLN ¹

Sir

Providence Sept 7. 1775

We are favrd with yours of the 6th Inst. in answer to which we must inform you we wrote on the 3d by Capt [George] Baylor, wherein we mentioned General Washington's Sending up for the Powder & arms requesting they might be immediately sent down, which request we complyd with in hopes it would be agreeable to you & most conducive to the Public good We desired the General to settle the matter with you as soon as we could give him in the accounts, which has not been in our power to do as yet as the Captain has not been able to get his papers in order, One of us propose being down next week when we will end[e]avour to have all the papers ready for your Inspection We are with due respect Sir [&c.]

Clark & Nightingale

1. Mass. Arch., vol. 205, 80. Lincoln was a member of the Massachusetts Council.

GURDON SALTONSTALL TO SILAS DEANE ¹

[Extract]

New London, Sept. 7th, 1775

Capt. Champlin, in a small sloop of Shaw's, brought from the Mole all the *Macaroni's* Powder, about four tons, arrived two days since; and [Captain William] Packwood tarries, expecting powder from France to the Mole every hour.

1. *Collections of the Connecticut Historical Society*, II, 302. Deane was a Connecticut delegate in the Continental Congress. Saltonstall, member of a prominent New London family, was a colonel in the Connecticut militia.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY ¹

[New York] Die Jovis, 9 HO. A.M. September 7th, 1775.

A letter from the commissioners for erecting fortifications in the Highlands, requesting the instructions of this Committee with regard to the plan and expense of the said fortifications.

Mr. [William] Bedlow, one of the commissioners, attending at the door, was called in and informed that it was the sense of this Committee to have a conference with the commissioners, and the engineer who is expected from Philadelphia, previous to the giving them any instructions.

The Committee having sent for the persons belonging to and taken on board the North river sloop last Sunday [September 3], proceeded to their examination. After some time spent therein,

Ordered, That they be taken back to jail, and there confined until further orders.

Thursday 4 o'clock P.M. September 7th, 1775.

Mr. Isaac Sears informed the committee that by an order from the General committee, he had been with several others in quest of Capt. Isaac L., Winn, who sailed in a sloop bound to the eastward, and suspected of a design of furnishing the army and navy with necessaries; that they overtook the said sloop above Hellgate, and that Capt. Winn requested to be examined by this Committee. Whereupon Mr. [John Morin] Scott and Mr. [Gilbert] Livingston were appointed to examine Capt. Winn, who reported that Capt. Winn had given them such sufficient satisfaction of his friendly disposition to the liberties of America, as induced them to believe the suspicions against him to be entirely groundless.

Capt. Winn informed the Committee that a paragraph had appeared in Mr. Holt's journal of this day, to his prejudice, and requested that a certificate be given to him certifying the sense of this Committee with respect to his conduct.

Thereupon a certificate was prepared, read and approved of, and ordered to be signed by the chairman and delivered to Capt. Winn.

In Committee of Safety for the Colony of New-York, during the recess of the Provincial Congress, September 7, 1775.

Whereas the necessities of the times have rendered it prudent to detain Captain Isaac L. Winn and his vessel for examination, and whereas an article has been inserted in Mr. Holt's *New-York Journal* of this day, that may be prejudicial to Captain Winn's reputation, it is hereby certified that, after full examination, this Committee is entirely satisfied that he still maintains his former well known friendly sentiments to the liberties of America; and that he is therefore fully and freely permitted to prosecute his intended voyage, without any interruption or molestation whatsoever; of which all the friends of America are requested to take due notice, and govern themselves towards him accordingly. By order;

John Haring, Chairman

Attest: Robert Bensan, Secretary.

1. *New York Provincial Congress*, I, 141. The certificate is from Force, comp., *American Archives*, 4th, III, 884.

New York Journal, THURSDAY, SEPTEMBER 7, 1775

New York, September 7.

Friday Afternoon a Sloop with Dispatches from General Gage, lying near the Man of War, sent her Boat ashore with four Men and one Woman, who being observed by some of our People, they were all taken Prisoners and carried to the Guard House; the Woman was discharged, but the Men are detained for further Examination. The Boat was stove to Pieces on the Beach near Greenwich, and then burnt.

Tuesday se'nnight a small Sloop came down the North River from a Place called Little Esopus, and anchored along side the *Asia* Man of War, in order 'tis supposed to supply that Ship with Necessaries: A strict Watch was kept on her from that Day until Sunday Morning, when she set Sail and stood up the River, attended by an armed Sloop and some Boats from the *Asia*, but she was immediately

pursued by a Number of Boats from the City, and soon taken, with 12 Men in her, who were committed to Gaol.

Since our last several vessels with provisions &c. have been stopped and detained by the man of war, who put his own price upon whatever he thought proper to take — on the other hand, several vessels which had been on board the man of war, have been seized by our people, the men examined; some were discharged and others confined, and the vessels destroyed. Twelve persons from one vessel were confined and still remain so.

Yesterday afternoon, two sloops, Captains Holley and Hazard, from New Fields or Poquanock, loaded with grain, flour, provisions, and live stock, came, down the sound to this city, and having no clearance or other necessary papers to produce, were taken into custody on suspicion of being intended for Boston or to fall into the hands of the men of war. In their defence they said, that the committee of Fairfield knew of and did not disapprove their design; and that the reason of their want of clearance &c. was that they could not obtain them in Connecticut, by reason of a an embargo there upon all vessels, and that they came to New York to clear out.

The same Evening, Information was given by two Sailors, that the Sloop *Hannah*, Capt. [Isaac L.] Winn, lying here some Time, but not entered, lately from the West Indies, via Philadelphia, where it is said he was not allowed to enter, had just sailed with a West India Cargo for Boston — The Committee was immediately called, but we have not yet heard the Result of their Deliberations.¹

1. See New York Committee of Safety Minutes, this date.

SAMUEL MORRIS TO CADWALADER MORRIS, JAMAICA ¹

My Dear Brother

Philada Septemr 7. 1775

Capt Paplay I am told sails this day ² I have nothing material to add to what I have already wrote you I wish I cou'd advise of some Vessells to your House — but as yet can hear of none — Mr [Robert] Morris is so busy that there is no speaking to him — the City was yesterday amused with Isaac Hunt & Doctor [John] Kearsly Paradded in a Cart through all the Streets to their great Mortification and unpitied by every person who saw them — their Crimes were speaking disrespectfully of the present Measures — the Doctor made some resistance and was wounded in the hand with a Bayonet — People are ripe for everything great confusion must of course follow—

Yours

S¹ M

1. PRO, Colonial Office, 5/122, 66e. This letter was found on board the *Sea Nymph*, taken by H.M.S. *Mercury*.

2. Captain John Papley of the snow *Proteus* which cleared the port of Philadelphia just ahead of the September 10, 1775 deadline.

PINKNEY'S *Virginia Gazette*, Thursday, September 7, 1775

Williamsburg.

The late heavy wind and rain have been productive of great mischief to the mills, corn, &c. &c. in and about this neighbourhood . . . We are informed that

the devastation at Norfolk is inexpressible. Four or five and twenty sail of ves[sels] are run on shore there, many of which are irrecoverably gone. The *Mercury* ship of war is also aground, and it is thought will remain so for some time. One of the tenders, that was in the same predicament, is burnt by some of the people of Hampton, whom, we are told, have taken six of her men prisoners, among whom is the gunner. Master Squires, the *magnanimous* commander of this *mighty* vessel, nearly escaped. He was obliged to take shelter under the trees that *agreeable* night, and in the morning went in disguise to some negro's cabin, from whom he borrowed a canoe, by which means he got off. We have intelligence likewise of a brig that was drove ashore on Curratuck, just beyond the Capes, which stove to pieces, when two passengers, and every hand on board, except the captain and an apprentice, perished. Messieurs Eilbeck and company have sustained great loss on account of this dreadful weather.

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

Septemr 1775 Elizabeth River [Virginia]
 Thursday 7 at 3 P M took in the end of the *Mercurys* stream Cable in order to assist her to heave off. At 4 began to heave at 5 She came off on which we gave her three cheers which She answerd. She moored in the Stream below us.

1. PRO, Admiralty 51/663.

MASTER'S LOG OF H.M.S. *Mercury* ¹

Sepr 1775 Rem[ark]s on Bd His Majts Ship *Mercury* [off Norfolk]
 Thursday 7th At 6 A M got Another Sloop Alongside and put the Remainder of the Iron Ballast and Bread on Bd her – First part Mod[er]at Breezes and fair Middl and Lattr Little wind and fair W[est]r
 At 1 P M Carried out the Kedge Anchor to heave the Sheet Anchor and Cable out by Do hauld out the Sheet Anchor and backed it with the stream, got the End of the Stream Cable on Board the *Otter* and brought it to their Capston got a purchas on the Sheet and *otters* Cable and at 1/2 past 5 Began to heave on them at 6 the Ship goot off from the Shore got her into the Stream and moord.

1. PRO, Admiralty 52/1866.

8 Sept.

JAMES LIVINGSTON TO MAJOR GENERAL PHILIP SCHUYLER ¹

Dear Sir,

St Teresa Sepr 8th 1775.

It is with inexpressible Regret we are under the Necessity of demanding a Party of Men from your Army to cut off the necessary Communication between St Johns & Laprairie Chamblee &c Your Manifesto came safe to Hand, & dispatched them off to the different Parishes with all possible Care and Expedition. The Canadians are all Friends and a Spirit of Freedom seems to reign

amongst them. Col [Ethan] Allen, Major [John] Brown, and myself set off this Morning with a Party of Canadians with Intention to go to your Army; but we having a Party of Indians waiting for us the same Side of the River, we thought it most prudent to retire, in order if possible, to raise a more considerable Party of Men. The Canadians, at any Rate, are determined not to take up Arms *against* you, but immediately upon the Arrival of a Party from your Army, I make no Doubt of joining you with a considerable Party of Canadians. Our Attempt in getting to your Army, and the Failure thereof, has deprived me of the Honour of seeing you for the present. We shall drop down the River Chamblee as far as my House, where a Number of Canadians are waiting for me, and expect a Party of your Men before they will stir. I shall notwithstanding keep up a Spirit of Faction amongst them, till I can hear what Advances you are making towards a general Attack upon St Johns. I had the pleasure of acquainting you in my former of the absolute Necessity of taking the armed Vessels at the Mouth of Sorrel River which will effectually prevent the Escape of the Troops of Chamblee & Montreal going to Quebec. There are still Provisions and warlike Stores on Board said Vessels, and apprehend the taking the same to be of as much Consequence, as blocking up the Communication between Montreal & St Johns &c. They are but slenderly manned, and make no Doubt a Dozen of Men might take one of them without Bloodshed. I can easily furnish any Party you may send with what Provisions they may want. We wait with the utmost Impatience your Answer, till when I am with sincere Wishes for the Success of your Arms. Yours &c

James Livingston

[Endorsed] Read in Congress Octr 9th 1775.

1. John Hancock Papers, III, 72-73, LC. Livingston was serving as a volunteer and was enlisting Canadians for the service. On November 20, 1775, he was commissioned colonel of the regiment he had raised, or was raising. Schuyler played a major role in the 1775-76 campaign against Canada.

MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK ¹

Dr Sir

Isle aux Noix September 8th 1775. —

General [Richard] Montgomery having received the enclosed Information on the 25h ult., And being justly apprehensive, that the Enemy's armed Vessels might get into the Lake, unless an immediate Movement was made to this Place, resolved to proceed with what Force he could carry, of which he advised me by Express, which I received at Albany, where I was attending at the Indian Conference, on Sunday the 27 Ult. I arrived very much indisposed at Tionderoga on the 30th And left it on the 31st, after having given the proper Orders for bringing up the Artillery &c &c &c, on the 4th instant I joined General Montgomery at Isle-La-Motte, where he had arrived the preceeding Day, having been detained by Adverse Winds and rainy Weather, On that Day we moved on, and arrived at this Place, And agreeable to a Request that had been made us, we fired three Cannon to give Notice to the Canadians of our Arrival, who were to collect on the Occasion. On the fifth, I drew a Declaration (a Copy of which is en-

closed) & sent it amongst the Inhabitants, And as we judged, that going to St Johns weak as we were, (our Numbers not exceeding one Thousand) might have a good Effect on the Canadians and encourage them to join Us, we resolved upon the Measure, and accordingly landed our Provisions, Baggage &c. and Early on the 6th embarked, and without any Obstruction proceeded towards St Johns. When we arrived in Sight of and at the Distance of about two Miles, the Enemy began a Fire from their Fortress, but without doing any Damage, we approached half a Mile nearer & then landed without Opposition in a close deep Swamp, after being formed, we marched in the best Order we could in Grounds marshy and covered with Woods, in Order to approach & Reconnoitre the Fortresses. Major [Thomas] Hobby & Capt [Matthew] Mead of the Con: Forces being on the left and a little advanced, were attacked in crossing a Creek by a Party of Indians, from whom they received a heavy Fire, but our Troops gallantly pressing on them, they soon gave Way & left us – the Ground, in this Reencounter we lost a Serjeant, a Corporal and three Privates killed, one Missing and Eight wounded, three of whom are since dead. – Besides these Major Hobby was shot thro the Thigh, but not dangerously and Capt Mead received a slight wound thro' the Shoulder, as did Lieut [Bezaleel] Brown in the Hand, Our Surviving wounded are in a fair Way of Recovery; Night now coming on we drew our Men together, and cast up a small Intrenchment to defend Ourselves in Case of an Attack in the Night. –

In the Evening, a Gentleman whose Name I am not at Liberty to commit to paper, came to me and gave me the following Account, – that there were no Regular Troops in Canada but the 26th Regiment, that all these, except fifty at Montreal, were at St Johns and Chamblee, that there were then at St Johns about one hundred Indians, that there was a considerable Body with Colo: [Guy] Johnson, that the Fortifications were compleat and strong and plentifully furnishd with Cannon, That The Vessel was launched & had one Mast in & the Other ready to raise; that she would be ready to sail in three or four Days and is to carry sixteen Guns, That he does not believe that our Army will be joined by one Canadian, that they wish to be neuter upon the Occasion, but if we should penetrate into Canada, it would not displease them provided their Persons and Properties were safe & we paid them in Gold and Silver for what we had; That in the Situation we were in, he judged it would be imprudent to attack St Johns & advised Us to send some Parties amongst the Inhabitants & the Remainder of the Army to retire to the Isle aux Noix, from whence we might have an Intercourse with La Prairie. –

He told me that in the Afternoon's Engagement five Indians were killed & four badly wounded, besides several Others, the Condition of whose Wounds he did not know, & Capt Tyce of Johnstown, who was wounded in the Belly.

On the 7th in the Morning (having been undisturbed thro' the Night excepting by a few Shells which did no other Damage than slightly wounding Lt Mills) I called a Council of War of all the Field Officers present, to whom I communicated the Information I had received. –

I inclose a Copy of their Opinion, which being perfectly consonant to my own, I immediately ordered the Troops to embark & we retired to this Place

without any Molestation, where we propose to secure Ourselves in the best Manner we can, so as to prevent the Enemy from going up the Lake & also to enable us to take the Advantage of any Events, that may happen in Canada, from whence I hope to hear in a Day or two from Col. [Ethan] Allen & Major [John] Brown, who went to deliver my Declaration. –

I cannot estimate the Obligations I lay under to General Montgomery, for the many important Services he has done & daily does, in which he has had little Assistance from me, as I have not enjoyed a Moments Health since I left Fort George & am now so low as not to be able to hold the Pen – Should we not be able to do any Thing decisively in Canada, I shall judge It best to move from this Place, which is a very wet & unhealthy Part of the Country, unless I receive your Orders to the Contrary. –

The Sloop we hear is in the River & has on Board besides Provisions & Other Stores, three Pieces of Field Artillery & two Mortars & we are joined by three hundred Connecticut Troops, & four hundred Yorkers, so that we are about seventeen hundred strong, with five Pieces of Cannon and two Mortars, I am Dear Sir [&c.]

Ph: Schuyler

[Endorsed] Read in Congress 18th Sept 1775

1. Papers CC (Letters of Major General Philip Schuyler), 153, I, 125–128, NA.

Essex Journal, FRIDAY, SEPTEMBER 8, 1775

Newbury Port, September 8.

By a Gentleman just arrived from Marblehead, we learn, that a ship which sailed from Portsmouth last Tuesday [September 5] bound for the West Indies, was taken by one of the piratical ships of war, viz. the *Lively*: and yesterday morning was retaken by a Schooner from Marblehead, with a midshipman and six sailors on board, and carried into Cape-Ann, with a considerable quantity of fish, beef, &c. on board ¹ There were also at the same time a Brig and Sloop taken and carried into Boston.

1. The *Unity*, taken en route to the West Indies, and retaken by Washington's schooner *Hannah*, Captain Nicholson Broughton.

JOURNAL OF H.M.S. *Lively*, CAPTAIN THOMAS BISHOP ¹

Septr 1775

Friday 8

Thatchers Island No 80 West Dist 33 Leags

at 3 A M brot too a Sloop from Newbury bound to Montserat took her Men out and sent an Officer & 5 Men onboard her at ½ past 5 Saw 4 Strange Sail to the S E. Send the Pinnace Mann'd & Arm'd ahead to Chace a Brig & a Ship at 9 fired a Gun at the Chace who Tack'd & Stood towards us ½ past 9 Tack'd Fired a Gun at a Brig to windward she bore down she provd to be Loaded with Lumber from Piscatague at 10 fired a Gun at a Sloop to Windward she bore down Sent the Boat onboard her.

She proved to be Loaded with Horses from Casco Bay for the West Indies Empd Exchanging the Prisoners ²—

1. PRO, Admiralty 51/546.
2. The final prize was the sloop *Woolwich*, Benjamin Crocker, master, with lumber and horses, from Falmouth for Grenada. Part of the cargo was taken for the Army and the vessel condemned at Boston. The various other vessels taken are identified under date of September 11, 1775. Graves's Conduct, Prize List, II, 36-38, BM.

GEORGE WASHINGTON TO THE MAJOR AND BRIGADIER GENERALS ¹

Gentlemen:

Camp at Cambridge, September 8, 1775.

As I mean to call upon you in a day or two for your opinions upon a point of a very Interesting nature to the well being of the Continent in general, and this Colony in particular; I think it proper, indeed an incumbent duty on me previous to this meeting, to intimate to the end and design of it, that you may have time to consider the matter with that deliberation and attention which the Importance of it requires.

It is to know whether, in your judgment, we cannot make a successful attack upon the Troops in Boston, by means of Boats, coöperated by an attempt upon their Lines at Roxbury. The success of such an Enterprize depends, I well know, upon the all wise disposer of Events, and is not within the reach of human wisdom to foretell the Issue; but, if the prospect is fair, the undertaking is justifiable under the following, among other reasons which might be assigned.

The Season is now fast approaching when warm, and comfortable Barracks must be erected for the Security of the Troops, against the inclemency of the Winter; large and costly provision must be made in the article of Wood, for the Supply of the Army; and after all that can be done in this way, it is but too probable that Fences, Woods, Orchards, and even Houses themselves, will fall Sacrifices to the want of Fuel, before the end of the Winter. A very considerable difficulty, if not expence, must accrue on acct. of Cloathing for the Men now ingaged in the Service, and if they do not enlist again, this difficulty will be Increased to an almost insurmountable degree. Blankets I am inform'd are now much wanted, and not to be got, how then shall we be able to keep Soldiers to their duty, already impatient to get home, when they come to feel the Severity of Winter without proper Covering? If this Army should not Incline to engage for a longer term than the first of January, what then is to be the consequence, but that you must either be obliged to levy new Troops and thereby have two Setts (or partly so) in pay at the same time, or, by disbanding one set before you get the other, expose the Country to desolation, and the Cause perhaps to irretrievable Ruin. These things are not unknown to the Enemy, perhaps it is the very ground they are building on, if they are not waiting a reinforcement; and if they are waiting for succours, ought it not to give a Spur to the attempt? Our Powder (not much of which would be consumed in such an enterprize) without any certainty of Supply, is daily wasting. and to sum up the whole, in spite of every saving that can be made, the expence

of supporting this Army will so far exceed any Idea that was form'd in Congress of it, that I do not know what will be the consequences.

These among many other reasons which might be assigned, induce me to wish a speedy finish of the dispute; but, to avoid these evils we are not to loose sight of the difficulties, the hazard, and the loss that may accompany the attempt, nor, what will be the probable consequences of a failure.

That every circumstance for and against this measure may be duely weightied, that there may be time for doing of it, and nothing of this Importance resolved on but after mature deliberation, I give this previous notice of the Intention of calling you together on Monday next, at Nine o'clock, at which time you are requested to attend at head Quarters. It is unnecessary I am perswaded, to recommend Secrecy, as the Success of the Enterprize, (if undertaken) must depend in a great measure upon the suddenness of the stroke. I am with the greatest esteem, etc.

1. Fitzpatrick, ed., *Writings of Washington*, III, 483-485.

GENERAL THOMAS GAGE TO VICE ADMIRAL SAMUEL GRAVES ¹

(Copy)

Boston September 8th 1775 -

Sir, By Letters I have lately received from Governor [Patrick] Tonyon, he acquaints me, that he has great Apprehensions for the Safety of St Augustine, and therefore begs any Succur that can be given him, I have some Time ago Ordered three Companies of the 16th Regiment to him, and am told by General [James] Grant that a Small Vessel will secure the Harbour, a large Ship not being able to pass the Bar, and I hope you will be able to give this Assistance. The Rebels have Seized one Ship with Ammunition bound to St Augustine, and Governor Tonyon is under apprehensions of others expected there, both on the Account of Government and of the Merchants.²

I have certain Advices by two Deserters, that about 1500 Men have Marched from Cambridge which are said to be gone to Canada, and by way of Newberry, but by that Route they may be intended for Nova Scotia;³ I should therefore think it exceedingly necessary some small Vessel should be immediately sent to Watch their motions, and to use every Effort to Surprise, some of the Rebel Small Vessels, which would be by much the best Method to get Intelligence, which if the Officer should think certain, he might give Notice to the Ships of War in the Bay of Funday, and Intelligence may be sent by Land from Annapolis [Royal] to Halifax --

I should hope that the Naval Force you have in that Province would with timely Notice be able to defeat any Attempts the Rebels can make at Sea for a Descent there I am [&c.]

1. Gage Papers, CL.

2. See John Hatter's Journal, August 7, 1775, Volume 1, 1091-1092.

3. Benedict Arnold's force bound for Quebec.

GENERAL THOMAS GAGE TO VICE ADMIRAL SAMUEL GRAVES¹

(Copy)

Boston September 8th 1775 –

Sir, I have the Honor to Transmit to you Copy of a letter from Mr [Benjamin] Hallowell to me,² its Contents I know little of, but as his Complaints are intirely of Officers in your Department, I have sent his letter to you, that you may make Enquirys into them as I am very certain you know nothing of them.

I am with Regard and Esteem – Sir, &ca,

1. Gage Papers, CL.

2. See Hallowell to Gage, September 2, 1775, Volume 1, 1292–1293.

JOURNAL OF H.M.S. *Rose*, CAPTAIN JAMES WALLACE¹

Sept'r 1775

Moor'd in Rhode Island Harbour

Friday 8 A M came in the *Charlotte* T[ende]r with the Sloop *Neptune* from Turks Island with Sugar and Salt.²

1. PRO, Admiralty 51/804.

2. The *Neptune* was taken off New Haven. She was condemned and sold at Boston. Graves's Conduct, Prize List, II, 36–38, BM.

MINUTES OF THE CONNECTICUT COMMITTEE OF SAFETY¹

[Lebanon] Friday 8 September, 1775.

Ezr Williams, Esqr, one of the committee to fix out the armed brig *Minerva* &c., moving to have the officers all appointed, as she is nearly ready &c. And this Board do appoint James Hopkins 1st Lieutenant, instead of [Thos.] Horsey, who has declined; Jehiel Tinker 2d Lieutenant in room of said Hopkins; Andrew Johonnot Steward, in room [of] Timo. Larrabe, sal'd; William Plummatt Master; Wm. Warner Mate; Benj. Cranston, of Providence, Gunner. And ordered that she be supplied with 5 bbs of powder and ball suitable from N. London, to be delivered at Saybrook, and 300 weight of lead, from Weathersfield.

Voted, That Col. Jz. Huntington be desired to enquire about 12 blunder-busses bro't in by the master of the vessel who lately bro't in three tons of powder, on account of said N. Shaw for the Colony, and, if to be had at a reasonable rate, purchase the same for the use of the Colony's arm'd vessel, the *Spy*, under the command of Cap. [Robert] Niles.

Voted on motion, That an order be drawn on the Pay-Table for the sum of £ 100 in favor of Cap. Robt Niles of the armed vessel or schooner *Spy*, fixing out at Norwich, to be improved for the expence of fixing the same and paying the wages of the men &c., if any surplus there be: he giving his receipt for the same and proper bond for proper disposition of said sum and whatever money he may receive in capacity of captain of said vessel or schooner and well accounting for the same.

1. Hoadly, ed., *Connecticut Records*, XV, 125, 127.

NATHANIEL SHAW, JR. TO JONATHAN TRUMBULL AND THE CONNECTICUT
COMMITTEE ¹

Gentlemen,

New London, September 8, 1775.

This will be handed to you by my brother Thomas who will show you two letters I have received from Guadeloupe relative to powder, and the steps I have taken to procure it. Capt. [William] P[ackwood] is now at Hispaniola, and Ships me about 3 tons which is landed, (say one ton here and two tons at Norwich Capt. [John] M[ackibbin] in a Brig, and Capt. [Elisha] Hinman in a Sloop sailed from here July for Martinico, and will purchase what they can.

I have received from the Treasury £ 3645, the money sent out in these 3 vessels with what powder I have delivered is £ 5000. L.M. If its your minds that we shall make provision to get the powder our deceased friend laid a plan for, I must begin in time, its difficult to get hard money, the importance of the object, I think is such that we had much better gitt three times as much as we think we shall want rather than fall short. Our Towns are all Destitute almost, and success in our present undertaking depends on it. And I can truly say that nothing in my power has been omitted.

I wrote my deceased friend E.P. the day we heard of the Battle of Bunker Hill that all the Interest I had of mine to lay out in powder, also all his own, and take up as much money on my credit as he could. His plan was good and by letter from my other friends they imagined he would succeed, For that reason he detained a vessel that I had sent him six weeks. His brother Josiah is a very promising young man, and I flatter myself we shall not be deceived. — have not to add only I think our armed vessells should be fitted as soon as possible. There is now two small Tenders at Montaug, not more than forty tons each, a few swivels, and about twenty hands each. I am, yours, Gentlemen, &c.

Nathaniel Shaw. Jun.

1. Force Transcripts, LC. Shaw, a prominent New London merchant, procured gunpowder for the Connecticut forces.

JOSHUA T. DE ST. CROIX TO CHRISTOPHER CHAMPLIN ¹

Sr

New London Sepr: 8 1775

sense my last by Capt Linsey these are to inform you that your Ship ² is Sailed and got Clare of the Land last monday with a plesent brese at N:W all well thanks God when I Return to New York i shall Send your account nothing more at present from your frend [&c.]

Joshua T: DeSt. Croix

1. Ships Papers, Ship *Peggy*, NHS.
2. The ship *Peggy*, William Barron, master.

Connecticut Gazette, FRIDAY, SEPTEMBER 8, 1775

New London, September 8.

We mentioned in our last that the *Rose* Man of War, with her Fleet of Tenders and Prizes, lay near the West End of Fisher's Island — On Friday [September 1] between 3 & 4 o'clock, P.M. the whole, ten in Number, made

Sail, stretched across the Mouth of this Harbour, then bore away and went round the West End of Fisher's Island. About an Hour before they came to Sail they took a Sloop (Capt. M'Gibbon) bound out from this Harbour, with a Cargo of Horses, regularly cleared for Jamaica, whom they carried into Newport, where she still remains.¹ On Saturday one of the Men of War's Tenders got on Shagwagoneck Reef, when the Guns were taken out by another Tender, and she afterwards drifted on Plumb-Island.

Last Wednesday Se'nnight a two Mast Boat, with a Number of young Men and Women in her, went from this Place to Fisher's-Island, where they landed, and soon after a Tender came alongside of the Boat, when three of the Men who had been in her, returned on board, for the Protection of some Things they had left in her; but they were carried on board the *Rose* Man of War, and the Boat pillag'd of every Thing in her, (among which was a Parcel of Women's cloathing) they also stole from one of the Men two 40s. Bills, and five Dollars. On Application being made by the Father of one of the young Men and another Person, for their Discharge, they were only answered by captain [James] Wallace, with Oaths and Execrations, and threatened with being detained on board themselves.

1. The sloop *Black Joke*, John Mackibbin, master, owned by Nathaniel Shaw, Jr. She was sent to Boston and there condemned and sold. Graves's Conduct, Prize List, II, 36-38, BM.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

[Philadelphia Friday,] September 8th.

Resolved, That Capt. [Robert] White purchase of Mr. Binks, thirty Cartridge Boxes, for the use of the armed Boats.

1. *Pennsylvania Colonial Records*, X, 333.

JOHN SMITH & SONS TO MILDRED & ROBERTS, LONDON ¹

Gent

Balt[imor]e 8t Sepr 1775

We wrote you the 29th Ult^o Copy of which you have above. we hope Capt [William] Frost will have arriv'd Ere this goes to Hand. —²

A few Days more & Oppty to write will not be for England ³ we therefore take the Liberty to inclose you Invoices of the diff[eren]t Cargoes of produce we Shipp'd in which we were Concern'd, except Such as are already Settled for & must beg you'll write the diff^t Gent to hand you the Accot Sales & Curr[en]t of Such Cargoes as they have, the Ballances of which they are to remit to you. press them if they prove dillatory as 'twill Seldom be in our power to write them. when you receive their accot & any Oppty offers you'll please inclose them to us. The Invoice of the *Sidney's* Cargo you have already. we expect it will yield a profit with the unlucky Ship we beg you'll act between us the Underwriters & Murray & Sons of Gib[raltar]. as you would do for yourselves. if M[urray] & S[on]s Charges are allow'd to be just we expect the Underwriters must pay them, ⁴ We See no probability of the present Disputes being at an End Soon & must therefore be much Oblig'd to you to Act for us in our Business on your Side the Water. —

Mr Robert Buchanan intends visiting New Orleans & Florida & will have Occasion perhaps to draw on you for as far as £100 Stg Should he you'll please pay due Honour to his drafts & place it to our Accot Inclosed you have Bills [of] Excha as at Bottom amotg to £533.1.8 Stg which when pd apply to our Credit. We are Gent [&c]

Edwd Wheeler on W. & R. Molleson for	£45. 0. 0
Nathan Beall on ditto	20. 0. 0
Danl & Sam Hughes & Co on Mildred & Roberts	60. 0. –
Ditto on ditto	100. 0. –
John Payton on Maurice Griffith	71. 13. 9
Thos Ewing on Allan Mastar & Co	173. 11. 3
Will Deakins junr on Thos Eden & Co	50. 0. –
David Lewis on James Russell	12. 16. 8
	<hr/>
	£533. 1. 8

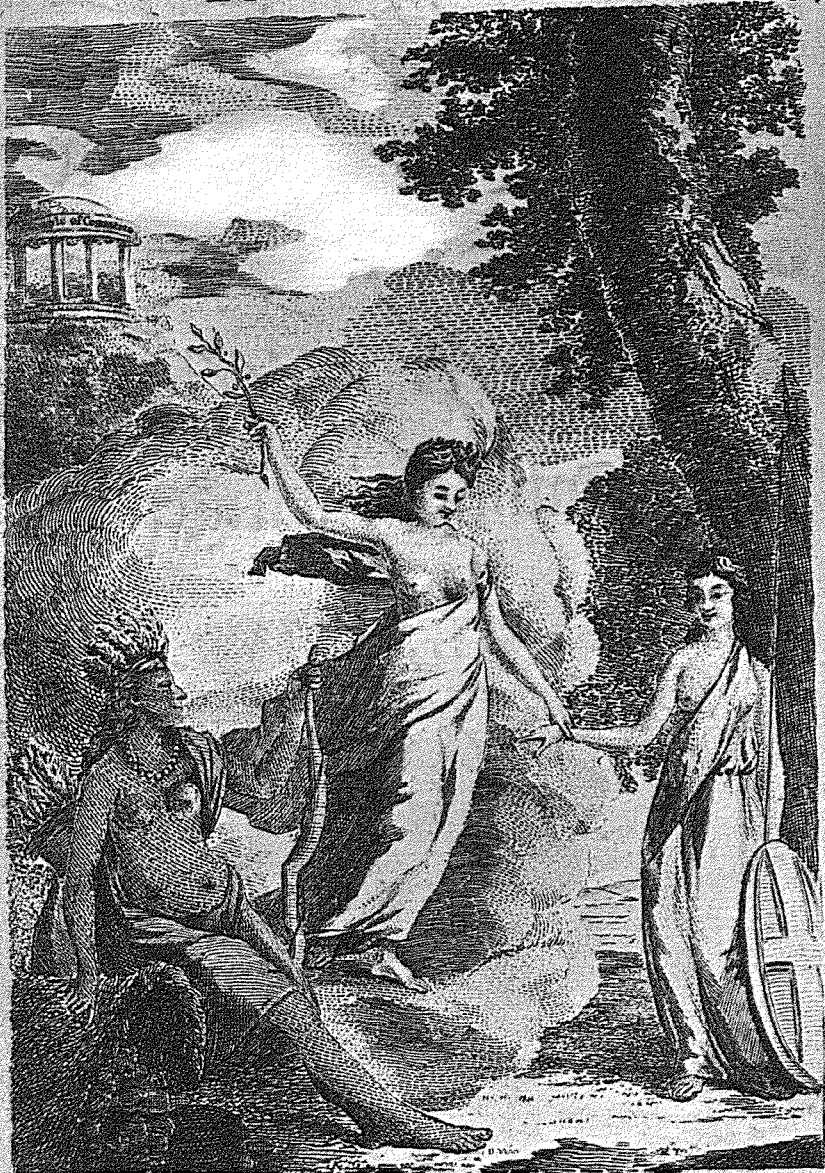
1. Letter Book of John Smith & Sons, Merchants of Baltimore, 1775–84, MdHS. Hereafter cited as Smith Letter Book, MdHS.
2. Frost was master of the 200 ton ship *Friendship*, which had arrived at Annapolis, June 12, 1775, and apparently was dispatched to London after July 19, 1775. See Appendix A, Volume 1, 1381.
3. The second stage of the Continental Association, September 10, 1775, prohibiting exports to the British Empire.
4. The ship *Sidney*, Thomas Drysdale, master, sailed from Baltimore December 22, 1774, with a cargo of wheat for Nice, in the kingdom of Sardinia. Just after clearing the Virginia Capes, she sprung a leak and put back into Norfolk harbor, where, in order to make repairs, it was necessary to remove part of her cargo. Drysdale had a dispute with the first mate, who left the ship. The captain's young brother-in-law, Joshua Barney, who, at fifteen years of age, was second mate, took over the post of first mate. A few days after the *Sidney* put out from Norfolk, Captain Drysdale fell ill, and died within a week. The command passed to Barney, who took the ship safely across the Atlantic, but a heavy gale as they were entering the Mediterranean so damaged the *Sidney*, that he was forced to put into Gibraltar. There he applied to Murray & Son, and, after a survey, the ship was found to require extensive repairs. These took three months before the vessel was fit to proceed; the firm of Murray & Son advancing £700 sterling for the work. Barney executed a Bottomry bond to that firm for the amount, reloaded his cargo of wheat and sailed for Nice. Letters from Gibraltar had advised Smith & Sons that the cargo was in good shape when the *Sidney* left that port. Mary Barney, ed., *A Biographical Memoir of the late Commodore Joshua Barney* (Boston, 1832), 11–16. Hereafter cited as Barney, ed., *Life of Joshua Barney*. See: Smith & Sons to Vienne & Veillon, Baltimore, September 22, 1775.

JOHN SMITH & SONS TO JOSEPH JONES & SON, BRISTOL, ENGLAND ¹

Gent

Balt[imor]e 8t Sept 1775

We wrote you the 9t Ultio Since which are without your favours. we are inform'd by a Brig who left Bristol the 26t June ² that Wheat was at a Stand ther[c], which has prevented us from Speculating on the New Wheat. Numbers have but we fear will Suffer from its not being Sufficiently dry. we were yesterday offer'd a Cargo at 3/10 Stg on Board but the above advices deterr'd us from doing any thing. – As 'twill be very Seldom (perhaps not at all) that we Shall have Oppty to write or receive any of your favours, we must beg you'll hand



*When fell Debate & civil Wars shall cease,
 Commerce shall spread her Sails o'er all the Seas.
 ENGLAND unwall'd in the liberal Arts,
 Shall bear her Genius to remotest Parts,
 Take to thy Breast, AMERICA again,
 Thou mayst defy imperious FRANCE & SPAIN.*

our Accot Sales & Accot Curr't for the diff[eren]t Cargoes we Shiph'd you, to our friends Mildred & Roberts if any Opptys Should offer for this Country we expect you to hand us Copies that we may Settle your Accots – At present we See no probability of an Accomodation taking place between G.B. & America, for you may rest assur'd that this Country will Struggle hard for their Liberty. We wish you all Happiness & prosperity & are Gent [&c.]

1. Smith Letter Book, MdHS.

2. The brig *Mary*, Robert Wallace, master, which arrived from Bristol, August 31, 1775; see Appendix A, Volume 1, 1385.

JOHN SMITH & SONS TO PARR, BULKELEY & CO., LISBON ¹

Gent

Balt[imor]e 8t Sepr 1775

Yours of the 10t 14t & 30t June & 3d July lays now before us. we Note what you have done in Regard of the Snow *Betsey* ² are well pleas'd with her Sale. altho: it would been more profitable to us had She return'd as we could have loaded her for England before the 10th Inst at which time we Stop our ports against an[y] Export to any of the Dominions of G.B., our J.S. Junr expected his Accot Curr't p Capt [William] Waud who is return'd, as 'twill be out of our power to write you Soon or perhaps to receive any of your favours we must beg you'll hand our Accot Sales & Accot Curr't to Messr Mildred & Roberts & make them quick Remittances, but Should any Oppty offer for this Continent we expect you'll Send us Copies. we hope Ere this goes to hand you will have made Sale of our Cargoes, if not we think it will be for our Interest to Sell immediately as (we Say it in Confidence to you) 'tis more than probable Mercht[s] will run Risques & perhaps fill your port, – 'Tis impossible for us to execute Mr [Anthony] Gisperts Order, as there is not even a probability of an Accomodation taking place, determin'd we are to Support our Libertie as long as in our power, which Power England will find is not So weak as they expect. We wish you all Happiness & are Gent [&c.]

1. Smith Letter Book, MdHS.

2. Snow *Betsey*, William Waud, master, 100 tons, cleared out at Annapolis, December 29, 1774, with 1200 barrels of flour for Lisbon; see Appendix A, Volume 1, 1362.

JOHN SMITH & SONS TO OLIVER POLLOCK, NEW ORLEANS MERCHANT ¹

Sir

Balt[imor]e 8t Sepr 1775

This will be handed you by Mr Robt Buchanan who goes to See Florida, & will most probably visit your place. perhaps his Stay may be longer than he now intends, & will, if So, have Occasion for more Money than he Carries with him. Should he, you'll please Supply him with as far as £100 Stg & take his draft on us for the Amot or on Messr Mildred & Roberts of London, which you may depend Shall meet with due Honour, we would preferr if Convenient to have it drawn for on us, but if 'tis not So Convenient, on our London friend will Serve. we are with Tenders of our best Services Your [&c.]

1. Smith Letter Book, MdHS.

JOHN SMITH & SONS TO GEORGE C. FOX, BRISTOL, ENGLAND, MERCHANT ¹

Sir

Balt[imor]e 8t Sepr 1775

Yours of the 10t June lays now before us, we are Sorry the Bristol Market was glutted Capt R carried the Cargo of Corn & flour must have arriv'd at that time there. yours of the 6t April we never recd 'twas impossible it Should arrive in time but 'tis extraordinary it Should have miscarried. Hope your friends may have order'd it to Lisbon where it would have Yielded a Handsome profit. we hope when Trade returns to its usual Channell that we may be able to do Something to mutual Advantage, We are now advising our friend Mr Hugh Young of this place to address a Snow he has ready to Sail to you,² but are at a Loss not knowing what your Charges for forwarding are. — As 'twill be out of our power to write or receive your Answers we beg you'll render an Accot Sales & Accot Curr't for the *Union's* Cargo³ to Mildred & Roberts. if Oppty Should offer we expect to hear from you. Our J.S. begs his Comps to Mrs Fox. We wish you all Happiness & are Sir [&c.]

1. Smith Letter Book, MdHS.

2. *Ibid.*, the snow *Baltimore*, Captain James Clark; see Smith to James White, September 12, 1775.

3. The brig *Union*, 85 tons, David Ross, master, which cleared from Annapolis May 20, 1775, for Bristol, with a cargo of 4764 bushels of wheat and 263 barrels of flour. See Appendix A, Volume 1, 1370.

WILLIAM GOODWIN TO CHARLES RIDGELY ¹

Dr Sir

[Baltimore] Sept. 8th 1775

Mr Giles Vessel will be here this Evening or to Morrow and wants 20 Tons of Pig Iron, she will be immediately ready to take in on her Arrival — Yr [&c.]

Wm Goodwin

1. Ridgely Papers, MdHS.

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

Sepr 1775

At Single Anchor in Hampton R[oad]

Friday 8

At 1 P M Weighed & Came to Sail At 4 Anchored Abreast of the Town of Norfolk in 5 fms H.M.S. *Mercury* & *Otter* riding here At 10 Came on bd Ld Dunmore Saluted him wth 11 Guns on his Coming on Bd & at his return

1. PRO, Admiralty 51/506.

MASTER'S LOG OF H.M.S. *Mercury* ¹

Sepr 1775

Rem[ark]s on Bd His Majts Ship *Mercury* [off Norfolk]

Friday 8th

A M Empd getting the Bread & Iron Ballast out of the Sloop, Stowed Som of the Iron Ballast in the After hold and Fish Room Anchored here the *Kings Fishers* Tender, Came on Bd. Lieut Graeham² Read his Order to Act As Captn and put Captn [John] Macartney Under areast pr. Order of Vice Admiral Graves—
First and Latr parts Mod[era]t and fair Middl Light Airs and fair W[eathe]r

1 P M hauled the Above Sloop off and got Another Alongside Employed getting the Iron Ballast and Bread in and Stowing it away.

1. PRO, Admiralty 52/1866.

2. Lieutenant Alexander Graeme. See Graves to Stephens, August 17, 1775.

JOURNAL OF H.M.S. *Mercury*, LIEUTENANT ALEXANDER GRAEME¹

September 1775

Moored off Norfolk in Virginia

Friday 8

Modr & fair Wr at 11 A M I took the Command of his Majestys Ship *Mercury* and put Captn [John] McCartney under Arrest in Pursuance of an Order from Vice Adm [Samuel] Graves dated the 11th August 1775 found the People Empd getting the Iron Ballast & Bread out of a Sloop along side every thing having been put out of the Ship to lighten her when drove on Shore the 2d Instant

1. PRO, Admiralty 51/600.

PURDIE'S *Virginia Gazette*, FRIDAY, SEPTEMBER 8, 1775

Williamsburg, September 8.

It is reported, and generally believed, that Lord Dunmore is called home, with what view we have not yet learned, but probably it is to render an account of his *sagacious* and *spirited* conduct in Virginia; which can hardly fail to attract the *admiration* of lord North and the Butonian juncto, so as to have his *eminent* services recompensed with some higher department in the state, perhaps lord Dartmouth's. His lordship has this satisfaction upon his departure, that he will leave the colony with the *universal consent* of the inhabitants, of all ranks and denominations.

It is reported at Norfolk, that the remainder of the troops which lord Dunmore expected from St. Augustine are taken and carried into Charlestown, a vessel having been fitted out from thence for the purpose.

By a gentleman from London, who came passenger in the ship *Baltimore*, bound for Maryland, we learn, that a certain major John Campbell, son in law to mons. St. Luke Le Corne, who was the French superintendent of Indian affairs in Canada, sailed for Quebeck about the middle of May last, with 40,000 l. from government to disperse among the Canadian Indians, to induce them to fall upon the colonies; and he is to be this fall at Michillimachinack, and the Illinois, to meet the different tribes of Indians.¹

Every day last week it rained more or less, and sometimes continued chief part of the night; but on saturday [September 2] it never ceased pouring down, and towards noon the wind began to rise, which increased soon afterwards to a mere hurricane, it blowing most furiously from the N.E. till near 10 o'clock at night. Infinite damage has been done to the crops of corn and tobacco, much wheat spoiled in barns, a great number of trees blown down, and almost every mill-dam in the country given way. — Capt. Robertson and capt. M'Cunn, both lying at York town, bound for London, and laden with tobacco, were drove ashore, and

must unload before they can be got off; but the *Prospect*, Norwood, likewise for London, with tobacco, had the good fortune to ride out the storm, and has received no injury. At Norfolk, all the small craft were drove ashore, besides some ships, which have been chiefly got off, except the *Mercury* man of war, capt. [John] M'Cartney, who lies in two feet water only; and *there may he stick fast, fast!* – Capt [Matthew] Squires, of the *Otter* sloop, going round to York in his tender, had very near perished in the storm, being cast away upon Back river, near Hampton; where his vessel was burnt by the people thereabouts, in return for his harbouring gentlemen's negroes, and suffering his sailors to steal poultry, hogs, &c. Two of the crew were runaway slaves from col. Wilson Miles Cary's quarters in *King & Queen*, who were taken soon after they got ashore; and his pilot, a mulatto man, was the property of Henry King, esq; of Hampton, with whom, after skulking in the woods about 48 hours, he found means to paddle off in a canoe.

From Hampton we learn, that they begin to receive melancholy accounts of the loss of lives, &c. in the late storm. Mr. Roberts's vessel, of Portsmouth, was castaway, and every soul on board perished, except the master and a boy. Two ships from Ireland are likewise lost.

Lord Dunmore, we hear, keeps cruising about, and at the time of the storm was up in James river, on a reconnoitring party.

1. The first three paragraphs are from Purdie's *Virginia Gazette*, Supplement, of this date.

South-Carolina and American General Gazette, FRIDAY, SEPTEMBER 1 TO
FRIDAY, SEPTEMBER 8, 1775

Charlestown, Sept. 8.

Yesterday arrived here in his Majesty's armed Ship *Cherokee*, from England, William Gerhard de Brahm, Esq; Surveyour General of the Southern-District of North-America, with his Family.

9 Sept.

CAPTAIN NICHOLSON BROUGHTON TO GEORGE WASHINGTON ¹

Sir As there is several Matters of Complaint turnd up (since my Capture of the Ship *Unity*) against the Capt of sd Ship, I think proper to acquaint you of the Particulars, viz as follows – On my sending of an Officer on Board Sd Ship, his Treatment was such as I would rather have expected from a polite Enemy than a Friend to our Cause as Americans – I would acquaint your Excellency in the next Place, that there is on Board said Ship a much greater Quantity of Naval Stores than is customary to export from our Ports – There is likewise as I understand some considerable Quantity of Provisions, much more (in my Opinion) than is necessary for Ship's Crew. I would likewise inform your Excellency that the Capt contrary to the Resolves of our General Assembly has taken on Board a Considerable Quantity of raw Fish. And from those, And many other Circumstances, I conclude that Capt Flagg, was designd for the Port of Boston instead of any one of the West India Isles – From this Consideration Sir, I (with the greatest Deference to your own Judgement) should think it

proper, that the ship should be remov'd to Beverly, as a Place of much greater Security, than her present Port; the Lumber which she has on Board is considerable & might be much easier remov'd to Head Quarters, for Service, from thence, than the present Port – I shall leave the Ship with the Committee of Safety, 'till further Orders – With the greatest Respect, I am Sir, [&c.]

Nicholasson Broughton

P.S. I would not neglect acquainting Your Excellency (in Excuse for my making a Short Stay Here,) that my first Lieutnant Was accidentally wounded; for the Particulars of which, or the Circumstances relative to my takeing the Ship, your Excellency will be pleased to inquire of the Bearer –

Gloucester Sepr 9th 1775

1. Washington Papers, LC.

NICHOLAS COOKE TO GEORGE WASHINGTON ¹

Sir

Providence Septemr 9th 1775.

I am to acknowledge the Receipt of your Excellency's – Letter of the 6th instant, and to inform you that, Zealous to do every Thing in our Power to serve the common cause of America, the – Committee have determined, instead of the small armed Sloop, to send the large Vessel with Fifty Men upon the Bermuda Enterprise; with Orders to Capt. [Abraham] Whipple to cruize Ten Days off Sandy-Hook for the Packet expected from England; and if he is so fortunate as to meet her to put the Letters ashore at South-Hampton and send them by Express to your Excellency. – She will sail Wind and Weather permitting the Beginning of the Week.

There is in this Town a Mr Du Ville, a Frenchman, who hath made several Voyages from this Port during the last Four or Five Years, and is esteemed a Person every Way well qualified, and to be depended upon, for the Execution of the Plan he proposes. He was with Capt. [John Burroughs] Hopkins the last Voyage when he imported the Ammunition & lately purchased of Messrs Clark & Nightingale for the Army; and hath brought with him a Set of Papers to qualify a Brig as a French Bottom. – His Scheme is to proceed to Bayonne in France, where he is well acquainted, and there take in a Load of Powder, which he says can be effected in Three Days. This Dispatch will be so great that intelligence of the Vessel cannot be sent to England timely enough for any Measures to be taken to intercept her upon her Return. – I think the Plan practicable and likely to be attended with Success. – We have here a Brig, a fast Sailer, and otherwise a suitable Vessel for the Voyage, which will bring about Eighty Tons: And we will undertake to fit One Quarter of her, and to supply the Money to purchase One Quarter Part of that Quantity of Powder; which is the most we can do here.

I have written to Governor [Jonathan] Trumbull upon this Subject, and desired him, if the Plan meets with his Approbation, to dispatch a trusty Person to confer with you upon it, who can return through Providence and let me know the Result, so that we may immediately aquip the Vessel for the Voyage.

I have communicated to Messrs Clark & Nightingale – that Part of your Letter which related to them. They desire me to present to you their respectful Thanks for the polite Notice you have taken of them.

I have the Honor to be [&c.]

Nicho^{ls} Cooke

1. Washington Papers, LC.

CAPTAIN JAMES WALLACE, R.N., TO VICE ADMIRAL SAMUEL GRAVES ¹

(Copy)

Rose Rhode Island Sept^r 9th 1775.

Sir, Intelligence being given me that the Assembly of Rhode Island had passed an Act for taking the Stock off the Islands with intent to prevent the Kings Forces from being Supplied, I wrote the inclosed Letter to the Town of Newport to prevent (if possible) their giving any Assistance. And as I was informed at the same time 250 Men were at Stonytown ready to embark to Block Island for that purpose – I got under way the 29th Ult^o with His Majesty's Ship *Rose*, Tender and two Sloops whom I manned in Order to prevent them (leaving the *Glasgow* at Rhode Island) – About 7 o'Clock PM I saw a Sloop and Schooner off Block Island, gave Chace, lost them in the dark. Next Morning the 30th the Tenders Chaced these Vessels into Stonytown, the Tenders returned and acquainted me, the Town fired upon them. We stood in, the Tenders going ahead. One of the Tenders attempting to board a Vessel, a firing begun from the Town, the Tenders returned it, about this time we came to an Anchor off the South end of the Town – the Tender and the Town continuing the fire, About 10 Minutes after we were at an Anchor we received three or four Musket Shot from the Windmill, right abreast the Ship about 2 Cables and half distant, upon which I ordered one of our Guns to be fired into the Town, and waited some time expecting that would put a stop to it – They took no Notice but continued firing from all parts of the Town – Then we began and fired about 120 Shot during which time they sent off to me two Letters (which I send inclosed with my Answers) we took every Vessel that was afloat from the Warves, Consisting of a Schooner from Surinam loaded with Molasses and Sugar, a Schooner that was Employed carrying the Rebels over to Block Island to take the Stock, in this Vessel they left a Drum, two Firelocks and some Haversacks – a Schooner with Hay and two Sloops, they ceasing fire about an hour after we weighed and came further out in Company with the Vessels. At the beginning of this Action there was about 300 Rebels in the Town, at the latter end more than 3,000 Skulking behind Hills and Rocks and fences. All the Country about came in, We had three Men Wounded, can't learn what damage is done the Town. – New London and all the Coast is greatly alarmed and 500 Rebels were stop'd, that were under Orders for the Camp. On the 4th instant Arrived at Newport the Governor returned me the inclosed Answer from the Town to mine of the 28th of August – it appears by this Town Meeting the late transactions have had such an effect as to almost destroy the Rebel faction, they passed a Vote to have nothing to do with the Continental Congress, and not to be concerned in taking away the Stock from the Islands in consequence of which upwards of 40 Rebel families have left the Town.

The 8th Arrived here the *Swan* from Convoying a Brigg clear of the Islands. We have just got an Account that one of the Schooners loaded with Hay we took at Stonytown and who parted from us in a gale of Wind off Fishers Island is seized at New London and the people made Prisoners.

The 30th Ulto the day or the day after the *Nautilus* Sailed from Philadelphia three Vessels Arrived there, one from Bermuda belonging to Philadelphia which had broke open in the Night and taken out of the Magazine of that Island 126 Barrels of Gunpowder, One from So Carolina with a quantity of Powder taken from a Storeship bound to Saint Augustine the third from St Croix with Arms and Powder, these three Cargoes supposed to be almost 19 Tons. I have the Honour to be [&c.]

Ja^s Wallace

1. PRO, Admiralty 1/485. Wallace commanded a small British squadron in Rhode Island waters.

CAPTAIN GEORGE VANDEPUT, H.M.S. *Asia*, TO ABRAHAM LOTT¹

[Extract]

New York 9th of Sept. 1775

Will you do me the favour to contradict a paragraph in Mr. *Holt's* paper, in which he says that the man of war had stopped several vessels with provisions, and that we had set our *own price* upon whatsoever we chose to *take*?² The truth is, that we have not *taken* or *bought* any sort of provisions from any vessel, except three hundred oysters which I bought yesterday, and for which I gave the owner two shillings more than what he told me was the market price. The transport has, I believe, got a few fowls and ducks for their sea stock, not being able to procure any from the shore; but I am well assured, that whatever price was asked for them, was paid, and that the officer in the transport has receipts for whatever few things he has bought. I should not have taken notice of this, as I scarcely suppose any one who knows me would believe it; but I think it would be blame-worthy in any one not to contradict any such report, which, if credited, might serve to inflame.

1. *New York Gazette*, September 18, 1775. Mr. Hugh Gaine, the printer, was asked to insert it "with a view to correct a paragraph in Mr. *Holt's* last week's *Journal*." Lott was a contractor for supplying British ships.

2. *New York Journal*, September 7, 1775.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY¹

[New York] Die Saturnii, 9 HO. A.M. September 9th, 1775.

It being represented to this Committee that Mr. William Becker, a citizen of this city, is confined in irons on board the *Asia* ship of war;

Ordered, That Messrs. [Isaac] Roosevelt and [James] Beekman wait on His Worship the Mayor, and request him to demand the immediate discharge of the said William Becker, and to assure Capt. Vandeput, that unless such discharge be immediately made, this Committee will take proper measures for resenting the indignity offered to this city, and the injury done to one of its inhabitants.

1. *New York Provincial Congress*, I, 143.

"EXTRACT OF A LETTER FROM PHILADELPHIA, SEPT. 9"¹

A number of galliots and floating batteries, mounting from 18 to 32 pounders, carrying two latteen sails, and from 16 to 32 oars each, with a number of swivels, small arms, &c. are launched, and fit for immediate service; a boom is making to be laid across the harbour; our magazines are filled with military stores – great quantities are daily arriving, and every preparation is making here for carrying on a vigorous campaign.

1. *London Evening Post*, November 9 to November 11, 1775.

THOMAS HARPER TO HARPER, DICK & MILLIGAN, KINGSTON, JAMAICA¹

Gentn

Philada Sept 9. 1775

Inclosed you have Bill Lading & Invoice for sundry Merchdz ship'd p the Briga *Sea Nymph* Joseph Bradford Mastr on our Joint Accots to your address which you will please to receive & dispose of to the best advantage

As very little provision will go from hence but what will be under your Notice we would advies you not to be very hasty in the Disposal of this Cargo you may be Assured no Vesslls with Goods will be allow'd to sail from hence after this day save those Adventurers who Import Powder,

Our frd Mr Howell sends a Pcell of Staves in hopes it will be the Means of Getting his Ship a freight, in that Case, you will please to pay the frt & Draw on him in our favr for the amot he may in future be a valuable Correspondant

If you have not purchased the Powder T H wrote you about we request you will do it on our Joint Accot to amot of 40 or 50 Bbls,

the Owners of the *Sea Nymph* address the freight Money to you if you can help her to a freight it will serve them and oblige us – We are, Gentn [&c.]

Tho^s Harper

By return of this Vessell Ship us what Good Sugars & Jamaica Hydes you can procure –

1. PRO, Colonial Office, 5/122, 66i. One of the letters found on board the *Sea Nymph* when taken by H.M.S. *Mercury*.

SAMUEL MORRIS TO CADWALADER MORRIS¹

[Philadelphia] Septemr 9th 1775

I have now wrote by every Vessel that I have heard was going to your port those going this day (the last upon which any can go to the West Indies) affords me the only Oppoy I may for a long time have of writing you – the resolutions of the Congress will be most sacredly kept, and shou'd any one offer to break thro' them, the popular Vengeance will be shewn in an exemplary manner – this I mention to convince you that no Island British or Foreign will from this day be supplied with any comodities of this Country, untill the present Controversy is ended. – I am to the last degree distressed at the prospect that presents itself at the present Crisis; it is perhaps as important as ever was agitated, and big with consequences that may involve a great Empire in the most inextricable difficulties. – the Suspension of Trade with every part of the World will be attended with the most terrible Effects, and Plunge thousands

who once lived in Affluence into the most poignant distress, – this great City will sensibly feel it; and what to do with those who have always maintained themselves by their daily labour is very difficult to say – some Employments must be found out for them, but of what nature is yet to be determined on – Upon this very day have a whole Continent shut up all their Trade and by this Step will Convince the World that they will Sacrifice everything in defence of the rights of Freemen – since the Creation of the World there has never been perhaps a more remarkable union in so large a Country and of so great a Number of People; by the lowest Calculations not less than three Millions – and is it to be supposed they will tamely surrender up their rights to any power on Earth – believe me they will not, and whatever you may hear of disunion do not attend to it as there is not one in a thousand in this Continent but will stake his Life in the Contest. – We have good information that Genl Schuyler has before this time proceeded to the Reduction of St. Johns with 7000 Men – this is the Key of Canada and if he succeeds, the Way will be open to Montreal and the Reduction of all Canada must inevitably follow – Genl Carlton has an Army at St Johns and Genl Schuyler it [is] imagined will have a bloody piece of Work of it before it is accomplished – the Regulars have not above 1000 there but strongly fortified – we now daily look for Intelligence from that Quarter. – but as after this day no Vessells will go for your Island, you will not be acquainted with any of our proceedings – this is Saturday and on Monday we shall not have 10 Sea Vessells in Port – the purchase of Flour, wheat &c. is now ceased and the Price is now down to nothing – the Country People offer it on any Terms even at 11/ or 12/. and everything else in proportion – Corn 2/. wheat 4/ or 5/. but no purchasers appear. – Mr. Cuthbert carries this, going in Shield's old Brig consigned himself – Mr Morris's Brig is gone to Windward – Howell & Douglass's Brig is supposed will be lost and the *Cesar*, Miller, will not get away for sometime being entirely unloaded at Reedy Island. – ² I wish I cou'd inform you of some Vessells to your Address – but there is none – I am half Mad at the Circumstance and hardly dare to trust myself with Thinking on it – you must be as calm as possible as it will be to no purpose to fret – I preach philosophy to you but do not practice it myself. – I confess it hurts me more than I can describe to see so many Vessells going out and none to your Shore. – I cannot help thinking rather hardly of two Houses here who have always flattered you with great support – I must think it cruel and especially at a time when there was so good a prospect of a Market. – I tremble at the Consequences of these Matters, but cannot paint my feelings so sensibly as you may easily conceive them to be on these most alarming occasions. –

Our Good Father now writes you also, the last perhaps that he may for a long time have an Oppo of writing you and informs you that we are all well.³ –

there is only one matter that may possibly keep open some kind of a communication between your Island & us, but it is a way that notwithstanding all its Risks will be adopted by some adventurous Spirits amongst us. – it is this the Congress well considering that every Incouragment ought to be given to the Importation of Powder into the Colonies has agreed that every Importer of that Article shall be allowed a profit of £ 4 P hundred weight and have the Liberty

of Exporting the Value of any quantity thereof in the Produce of this Country to the Country or Island from whence he has brought it – this with all Risks will be attempted as the Encouragement is great and the prospect of a market to any of the Islands after a little time will be much greater. – this Intelligence you may Rely on – Jos. Whitall told me of it and I believe will make some bold attempts towards affecting it – I wish something of the kind cou'd be adopted by you in conjunction with some persons of capital in your Place. – Willing & Morris in this Place wou'd be the best House to send it to here, as Mr. R[obert] Morris is one of the foremost in the Cause and wou'd do everything in his power to Effect it – however it is worth thinking of – I am pressed for time as the Vessells will be going in a few Hours and I must send a Copy of this by Blowers Brig in case of Miscarriage – Adieu – My Love to Tommy & Beleive me always Your most affe Brother
 Sam^l Morris

1. PRO, Colonial Office, 5/122, 66e. One of a number of letters found on board the *Sea Nymph*, when taken by H.M.S. *Mercury*.
2. The ship *Caesar*, W. Miller, master, which cleared Philadelphia a few days before the writing of the above letter. *Pennsylvania Journal*, September 6, 1775.
3. A copy of Samuel Morris, Sr.'s letter of the same date, was also found on the *Sea Nymph*. It contains nothing of maritime interest.

JOHN ROSS TO ARCHIBALD & DUGALD THOMSON, KINGSTON, JAMAICA ¹

[Extract]

Philadelphia 9th Septemr 1775.

Cou'd You but devise a Method of geting some Gun Powder sent here, You, or your Agent, shoud have liberty to carry off the Vallue in any of the Produce of these Colonies. – Therefore if you are disposed to Risque, and become Adventurers, And that you can command a clever handy fast Sailing Vessell to be employed in this Scheme – I shall Join you as farr as five hundred Pounds. – A Good Correspondent, in some of the French or Spanish Setlements coud Mannage the purchase of such quantity of the Powder as might be ordered from time to time, and am confident, the Advantage derived from such schemes woud prove an Object of Attention. Because, in the first Place, a very handsome Price is already fixed on, to be given for the Article wanted here, to encourage Adventurer's, [&] the State of your own wants in the Provision way, must determine what prospect of Advantage can be lookt for from the Return's – The success depends in a great Measure on the prudence & Mannagement of the Master of the Vessell. If he is known on this Coast, or in our River in Particular. It will be only Necessary to keep clear of any Ships of War and how soon the Pilote can be got on Board, Let him request of the Pilote to carry him to the first place of Safety (as Near Philada as the Situation & circumstan[ces] peculiare to his voyage will admit of.) And how soon he can get his Vessell to an Anchor, Let him go on Shore with the Pilote and apply to the Committee of any of the Provinces, or Countys, he can first meet, And upon giving them information of his Cargo, they will immediately receive it on Accot of the Public, and give the Captain Receipt for the quantity delivered. – which Receipt he is to forward, or Bring to me, to enable me to get the Money – I wou'd not advise you to lose time in the Prosecution of this Plan shou'd you be disposed to Risque, At same time shoud you decline takeing any concern in this way – don't Make an improper

use of this Part of my Correspondence. I beg your Sentiments however as soon as Possible for my government. – if it engages you[r] Attention, You might Possibly with prudence, Purchase or procure out of the Kings stores about a hundred (or 150.) Barrels, as if for some other scheme, And in a private Manner, dispatch some small Vessell immadiately therewith. – The returns could be sent in a Larger, as soon as it came to hand. – Much Mannagement & secessie is Necessary in the Execution of this business – That being the case, the Purchase should be Made in Smals (& at certain Periods) to guard against every possible suspicion . . . I hope to have some liberty to Export in the Course of the Winter, and Shoud your situation encourage me, my attention shall in great Measure be governed by your return to this. – Wish however it suited you to adopt the Plan herein described, the Plan favouring of Mutual advantage, in case the Present contest shoud prove Lasting . . . I beg your Views may be conducted Privately and executed immadiatly after this gets to hand, Particularly if you shoud find it Practicable, to accomplish any of the purchase in your Island. – Posibly before the Ariveal of such Adventure as you may engage in, I may have it in my Power to cover your Interest & my own, if timeous Notice should come to my hand. – Don't however depend on this, what you Risque, shoud not exceed, what you woud chuse to hazard & Lose conveniently. Interest one half concern, but don't exceed [a] thousand or fifteen hundred pounds Cargo, on one Joint Accot I am [&c.]

Jn^o Ross

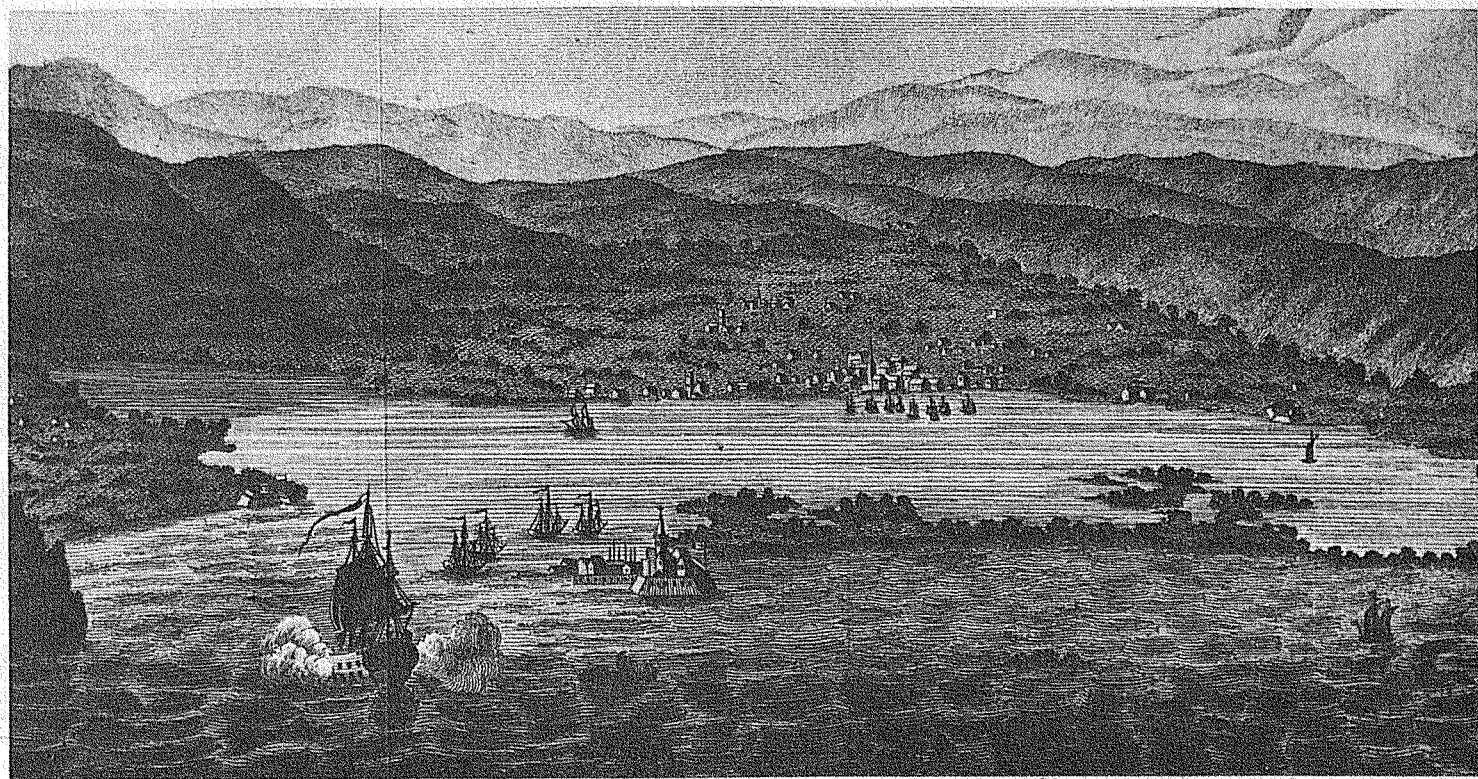
1. PRO, Colonial Office, 5/122, 66d. This letter also found on board the *Sea Nymph*.

AUTOBIOGRAPHY OF CHARLES BIDDLE¹

[Philadelphia, September 9]

Congress had declared that, if the British Acts of Parliament they complained of were not repealed by this day, they would not, after it, export anything whatever to Great Britain, Ireland, or the West Indies. It was a very fine day. The river covered with ships and the wharves crowded with inhabitants was a pleasant sight, if you could look at it without reflecting on the occasion that drove the country into the measure. Several of the vessels had arrived but a few days before, two or three only the day before. They were unloaded and loaded with great dispatch – they had as many hands as could work night and day. It would, perhaps, have been better policy in Congress to have prohibited any trade to Great Britain or her possessions. We should then have kept many a gallant seaman that sailed in this fleet and never returned to America; for many of the vessels were sold abroad, and the crews not being able to return were obliged to enter into foreign service.² The trade should have been stopped, or the owners obliged to bring back the crews they sent out. I went to town, the day after the fleet sailed, on business; the wharf was clear of everything except a few melancholy looking people.

1. James S. Biddle, ed., *Autobiography of Charles Biddle Vice President of the Supreme Executive Council of Pennsylvania, 1745–1812* (Philadelphia, 1883), 75–76. Hereafter cited as Biddle, ed., *Charles Biddle Autobiography*.



View of PORT ROYAL and KINGSTON HARBOUR in the Island of JAMAICA.

2. *Pennsylvania Journal*, September 13, 1775: "Saturday last [September 9] being the day, after which our exports to England, Ireland and West-Indies are to cease, agreeable to the resolution of the Honourable Continental Congress, all the vessels which were intended for sea (to the amount of 52) sailed from this place, and has left us with hardly a vessel in port. — Several of the above vessels arrived or were taken up and loaded within the last 48 hours."

ROBERT EDEN TO LORD DARTMOUTH ¹

[Extract]

Annapolis 9th Sept 1775

This will be delivered to your Lordship by my particular Freind the Recd Mr [Jonathan] Boucher,² whom I took the Liberty of mentioning in the most favourable Terms in my last — should that, by any Accident, which I scarcely apprehend, being in a very good Ship, never arrive, Mr Boucher, from having long been occasionally, a confidential Secretary to me, as well as from his own Knowledge of American Affairs in general and those of Virga & Maryd in particular, is exceeding able to give Your Lordship the fullest Information to any Questions you may propose. And should your Lordship have Occasion to employ him, you will find him a Man of Ability; and willing to do His Majesty any Service. — Leaving a comfortable Estate, and a good Living to avoid persecution here, I hope that from the different Recommendations he carries with him, he may procure at home some Church Preferment equal to his Merit.

I shall conclude with informing your Lordship that I propose to continue here as long as I can be of the least Service to His Majesty, unless driven away, or in danger of being seized as an Hostage. Boucher can communicate some Inducements I had to come away some time ago and my doubts thereon, which yet remain. Tomorrow is the last day of Our ports remaining Open. So that, exct by a few Ships yet to go, we shall have few Opportunities of writing — Your Lordships Dispatches by the June packet were opened before I received them — and if they contained any thing, (besides the late Acts, with the Letter on, and Order for Mourning for the Qn of Denmark) it was taken out.

I am with great Respect, My Lord [&c.]

Rob^t Eden

1. Eden Transcripts, MdHS. Dartmouth was Secretary of State for the Colonies until November 1775 when he was appointed Lord Privy Seal. Eden was Royal Governor of Maryland.
2. Extract from the *Reminiscences of Jonathan Boucher*, MdHS.: "On the 10th September, 1775, in company with Mr. Addison and his younger son, and a Mr. Braithwaite from Annapolis (attended also to the ship by my wife's younger brother and my sister) we left the Lodge, amidst the tears and cries of our slaves, and went on board a small schooner called the *Nell Gwyn*. Our accomodations here were but bad, and such, as I told my poor wife, as were, I feared, too ominous of the hardships she was about to encounter. She and I slept, I remember, on one of the miserable bunkers in the miserable cabin, with a piece of an old sail for our coverlid, and a small bag of hominy for our pillow . . . After a day and a night spent in this vessel we reached our destined ship, the *Choctank frigate*, then lying off Quantico. Here we stayed one day; and nothing material happened to us, save that here our two friends, Jack Addison and my sister, took their leave of us. At the mouth of the Potomac we stayed several days, and went often ashore, and were hospitably and genteely entertained by Mr. Wolstenholme. At length the wind came fair, and we sailed with a fine fresh breeze down the Chesapeak; and on the 20th of the month, just about sunset, in a charmingly fine evening, we lost sight of the capes of Virginia, never to see them more."

DIXON AND HUNTER'S *Virginia Gazette*, SATURDAY, SEPTEMBER 9, 1775

Williamsburg, September 9.

In the heavy storm of wind and rain, which came on last Saturday [September 2], and continued most part of the night, the *Mercury* man of war was drove from her station abreast of the town of Norfolk, and stuck fast aground in shoal water; it is thought she will not be got off without a great deal of trouble.¹ The *Otter's* tender went ashore in the night, near Hampton; a number of the inhabitants boarded her next day, secured the rigging, guns, &c. and then burnt the vessel. Six of the tender's men were made prisoners, but have since been released in consequence of some threats from the Governor.

1. The *Mercury* had already been refloated. See the journal of H.M. Sloop *Otter* and the master's log of H.M.S. *Mercury*, September 7, 1775.

CAPTAIN MATTHEW SQUIRE, R.N., TO JOHN HUNTER HOLT¹

Sir,

Otter sloop, Norfolk river, September 9, 1775.

You have in many papers lately taken the freedom to mention my name, and thereto added many falsities. I now declare, if I am ever again mentioned therein, with reflections on my character, I will most assuredly seize your person, and take you on board the *Otter*. I am &c.

Matthew Squire.

1. Holt's *Virginia Gazette*, September 13, 1775.

10 Sept. (Sunday)

MAJOR GENERAL PHILIP SCHUYLER TO LIEUTENANT COLONEL RUDOLPHUS RITZEMA¹

Sir,

Isle Aux Noix Sepr 10th 1775.

You will proceed with the Detachment under your Command to the Road leading from St Johns to La Praire, and post yourself in such a Manner as most effectually to cut off the Communication between the Garrison of St Johns and the Country. This will most probably be best effected by approaching that Post as near as the Enemies Artillery will admit.

You will be very watchful of the Garrison of Chamblee by Means of detached Parties from your main Body, or which is preferable, by some trusty Canadians, lest any Supplies of Provisions or Men should be thrown into St Johns. —

As you cannot march with entrenching Tools, you must purchase or borrow from our Friends in the Country, should you stand in Need of them.

Col. [Ethan] Allen and Major [John] Brown have Orders to request that Provisions may be brought to you, which must be punctually paid for, for which Purpose I have furnished you with the Sum of £318.1.10 in Gold.

Genl Montgomery will probably remain on the Ground where he lands you, till the eleventh towards Night. You will perhaps have it in your Power before that Time, to report your Situation, and the Reception you may have met with.

You will, as frequently, as Opportunity admits, furnish me with such Intelligence as may seem of Consequence by good Woodmen of your own Detachment, or by Canadians who are trusty.

I must recommend not only to you Sir but every Officer under your Command the strictest Attention to good Order, that our Friends may not suffer in their Property – that you cultivate the Friendship of the Canadians by all Manner of Means; and should any Person sustain Damage that you make him ample Satisfaction.

You will not fail to procure the best Accomodation for the Troops your Situation admits with Respect to Lodging, Medicines, & Refreshments. Some Rum also will be necessary, if to be had.

If possible you will endeavour to establish a Correspondence at Montreal. If any of our Friends in Canada will furnish you with the Cash necessary to carry on the Service, your Orders upon me in their Favour shall be duly honoured.

[Endorsed] Read in Congress Octr 9th 1775.

1. John Hancock Papers, III, 73–75, LC.

JOURNAL OF H.M.S. *Lively*, CAPTAIN THOMAS BISHOP ¹

Sept'r 1775 Thatchers Island W ½ S 43 Leags
Sundy 10 at ½ past 9 [P. M.] fired a Swivel & brot too a Schooner from
 Portsmo bound to Dartmo in England Sent a Petty officer & 3
 Men to take Charge of her.²

1. PRO, Admiralty 51/546.

2. The schooner *Recourse*, Steel, master, which "being the property of Friends to Governmt had the Admiraltys leave to depart but was detained by Gen. Howe." Graves's Conduct, Prize List, II, 36–38, BM.

GEORGE WASHINGTON TO JOHN AUGUSTINE WASHINGTON ¹

Dear Brother: Camp at Cambridge, September 10, 1775.

So little has happened since the date of my last, that I should scarce have given you the trouble of reading this Letter, did I not imagine that it might be some satisfaction to you to know that we are well and in no fear or dread of the Enemy. Being, in our own opinion at least, very securely Intrenched, and wishing for nothing more than to see the Enemy out of their strong holds, that the dispute may come to an Issue.

The inactive state we lye in is exceedingly disagreeable, especially as we can see no end to it, having had no advices lately from Great Britain to form a judgment upon.

In taking possession about a fortnight ago, of a Hill within point blank (Cannon) shott of the Enemy's Lines on Charles Town Neck we expected to bring on a general Action, especially as we had been threatened by reports from Boston several days before, that they (that is the Enemy) intended an Attack upon our Intrenchments, nothing, however, followed but a severe Cannonade for a day or two, and a Bombardment afterwards for the like time; which, however, did us no other damage, than to kill two or three men, and wound as many

more. Both are now at an end, as they found that we disregarded their Fire and continued our Works 'till we had got them compleated.

Unless the Ministerial Troops in Boston are waiting for reinforcements, I cannot devise what they are staying there after; and why (as they affect to despise the Americans,) they do not come forth, and put an end to the contest at once. They suffer greatly for want of fresh Provisions, notwithstanding they have pilaged several Islands of a good many Sheep and Cattle. They are also scarce of Fuel, unless, (according to the acct. of one of their Deserters,) they mean to pull down Houses for Firing. In short, they are, from all accts. suffering all the Inconveniences of a Siege. It is true, by having the entire Command of the Sea, and a powerful Navy; and moreover, as they are now beginning to take all Vessells indiscriminately, we cannot stop their Supplies through that Channel; but their Succours in this way hath not been so powerful as to enable them to give the Common Soldiers much fresh meat as yet. By an Acct. from Boston of the 4th Instt. the Cattle lately brought in there, sold at publick auction from Fifteen to £34.10 Sterg. apiece; and the Sheep from 30/ to 36/ each; and that Fowls and every other Species of Fresh Provisions went in proportion. The expence of this, one would think, must soon tire them were it not that they intend to fix all the Expence of this War upon the Colonies, if they can, I suppose we shall add.

I am just sending off a Detachment of 1000 Men to Quebec, by the way of Kennebec River, to co-operate with General Schuyler who by this is, I expect, at or near St. Johns, on the North end of Lake Champlain; and may, for ought I know have determined the Fate of his Army and that of Canada, as he left Crown point the 31st of last Month for the Isle-au-Noix, (within 12 Miles of St. Johns, where Govr. Carleton's principal force lay.) If he should succeed there, he will soon after be in Montreal without opposition; and if the Detachment I am sending (though late in the season,) from hence should be able to get possession of Quebec, the Ministrys Plan, in respect to that Government will turn out finely.

I have only to add my love to my Sister and the little ones, and that I am with the greatest truth, Dr. Sir Yr. Most Affecte. Bror.

1. Fitzpatrick, ed., *Writings of Washington*, III, 487-489.

VICE ADMIRAL SAMUEL GRAVES TO CAPTAIN WILLIAM DUDDINGSTON, H.M.S.
*Senegal*¹

Whereas there is great Reason to apprehend the Rebels will make a Descent upon some part of Nova Scotia either to plunder and destroy along the Sea Coast or for more serious purposes; And whereas there is certain information that at Mechias they have a Number of Pyrate Vessels fitted and armed, which may either serve to cover an Embarkation or take and destroy Vessels trading to the Bay of Fundy; And whereas it is requisite that the utmost Care should be taken to prevent Attempts upon any part of Nova Scotia: You are hereby required and directed, notwithstanding any former Orders, to remain in the Bay of Fundy for the protection of our Vessels trading there and for the Security of the Province of Nova Scotia; And you are for these purposes to cruize off Mechias

and between Pasamaquoddy and Grand Menan And in the Passage, which ever you think the most likely place to intercept the Rebel Vessels, but you are at Liberty to proceed to Annapolis or Windsor, or to any other part of the Bay, as you shall see best for the King's Service.

When you are in Want of Provisions you are to repair to Halifax, and having compleated return to your Station or otherwise as Captain Le Cras shall direct. You are at all times to send me an Account of your Proceedings; And you are also to correspond with Captain Le Cras and obey all Orders he may send you for his Majesty's Service, unless superseded by mine.

Given under my Hand on board his Majs Ship *Preston* at Boston the 10 September 1775

Sam^l Graves.

1. Graves's Conduct, Appendix, 89-90, BM. Duddingston's name was variously spelled; often as Dudington in Admiralty dispatches and records.

VICE ADMIRAL SAMUEL GRAVES TO CAPTAIN EDWARD LE CRAS, H.M.S.
*Somerset*¹

Whereas during the Rebellion unfortunately subsisting in North America, It is probable a very considerable Reinforcement will be sent to his Majs Squadron under my Command, and the utmost Dispatch will therefore be required in careening and refitting his Majs Ships; And whereas I have by an Order dated this day directed you to remain at Halifax in his Majs Ships under your Command the ensuing Winter, as well for the purposes already mentioned as for the defence and protection of his Majs Yard and Stores against any Designs of the Rebels, and as much as in you lies for the Security of the whole province; And whereas for the above reasons I think it will be for the Honor and good of His Majesty's Service that you should wear a distinguishing Pendant, while you are employ'd upon a Service of so much importance to the Nation: You are therefore hereby required and directed to hoist and wear a broad Pendant on board his Majs Ship *Somerset* until further Order, or until you leave the Coast of Nova Scotia when you are to strike it.

Given under my Hand on board his Majs Ship *Preston* at Boston the 10 Sepr 1775

Sam Graves.

1. Graves's Conduct, Appendix, 89, BM.

NARRATIVE OF VICE ADMIRAL SAMUEL GRAVES¹

[Boston] Sepr 10 1775

Particular Orders were . . . issued for Capt Le Cras whom the Admiral now appointed to wear a broad Pendant at Halifax, and for Captain Duddingstone of the *Senegal*, who was directed to obey the Orders of Commodore Le Cras and to winter in the Bay of Fundy from whence the *Hope* and *St Lawrence* Schooners returned this day with a Convoy of Vessels laden with live Stock, hay, &c. for the Army.

1. Graves's Conduct, I, 121, BM.

VICE ADMIRAL SAMUEL GRAVES TO CAPTAIN THOMAS MACKENZIE, H.M. SLOOP
*Hunter*¹

Whereas the Rebels have invaded his Majesty's Province of Canada, and taken the Kings Vessels on the Lakes; And his Excellency General Carleton hath required the Assistance of some of the Kings Squadron.

You are hereby required and directed to proceed in his Majesty's Sloop under your Command without a Moments Loss of time to Quebec, and on your Arrival you are to acquaint his Excellency the Governor, or the Commander in Chief of the sd Province for the time being, that you are ready to co-operate with and assist his Excellency against the Rebels to the utmost of your power, which you are hereby strictly required to do on every occasion. And you are to proceed to Montreal, or to any other part up and down the River as shall be thought best for the Kings Service, endeavouring in all things to demonstrate your Zeal for it by an active and steady discharge of your Duty. And his Majesty's Brig *Gaspee* being also stationed in the River St Lawrence for the purpose of co-operating with his Majestys Land Forces against the Rebels, you are hereby required and directed to give Lieut. [William] Hunter such Orders for his Guidance as the Kings Service may require.

You are both to remain stationed in the River St Lawrence for the purposes aforementioned until further Orders, giving me from time to time the most particular Accounts of your whole proceedings, with such further Remarks and Intelligence as are proper and necessary for me to be acquainted with. If at any time it shall become necessary or you shall be ordered to leave the River and go to any other part of this Continent, you are to be sure to compleat your Provisions at Quebec to four Months of all Species or as much as you can conveniently stow.

And you are further strictly ordered to be very particular in putting into Execution the Acts of Parliament for restraining the Trade of the Colonies, and all other Orders and Directions you have received, that the Rebels may have no Resources we can possibly deprive them of.

Given under my hand on board his Majs Ship *Preston* at Boston the 10th September 1775

Sam Graves

1. Graves's Conduct, I, 121, BM.

VICE ADMIRAL SAMUEL GRAVES TO CAPTAIN GEORGE VANDEPUT, H.M.S. *Asia*¹

[Extract]

Preston Boston 10 September 1775,

Sir Your Account of the Cannon being taken from the saluting Battery at New York, the death of one of your Boats Crew, and your firing upon the Town, gives me very great Concern. I cannot at present determine upon the propriety of your Conduct in this Affair, but must immediately advert to the probable consequences of it; And some of these will be the withholding Supplies of Provisions from the Kings Ships and using every secret and perhaps op[en] means to destroy or injure them. Should this be the case, I would have you acquaint the Mayor of New York for the Information of its Inhabitants that as his Majesty has been pleased to order a part of his Fleet to be stationed there for the protection of his dutiful and loyal Subjects and their property, and to support legal Authority, I hope they

will take Care that it receives no insult, and that the proper persons be not hindered or molested in furnishing such Supplies of Provisions as shall be required for the Kings Ships as usual. If provisions are sent without further trouble I shall be happy; If on the contrary you find that by threats or persuasion, the Contractors Agent does not supply, and that pretences are formed to evade without giving a positive Denial; you are again to acquaint the Mayor that I do insist upon his Majesty's Ships receiving every Supply of Provisions they may want, paying for them at the customary reasonable Rates. And in Order to take away all pretences for refusing to furnish you with provisions, if the Contractors Agent does not serve the Navy, you are at liberty to contract with any other person or persons for that purpose on the usual terms, or at such a reasonable advance as these unfortunate times make absolutely necessary. And you are accordingly to draw Bills of Exchange on the Commissioners for victualling his Majesty's Navy for the amount of all such provisions as shall be so purchased and received on Board: It's being delivered on board in good Order to be the condition of payment. But if notwithstanding this moderation on your part they obstinately refuse to supply the Kings Ships, you are to send to the Mayor an Account of such Provisions as will then be necessary to compleat your proportion to four Months at whole allowance for your Complement, giving him Twenty four hours to return an Answer whether the Demand shall be complied with or not, and fix the third day for receiving the provisions and no longer. And you are also to inform him that if your requisition is not punctually attended to that at the expiration of the third day you will begin to fire upon the Town. Should Supplies be still withheld you are hereby required and directed to fire upon the House of that Traitor, [Isaac] Sears, which I am told stands very conspicuous, and beat it down, to convince the Inhabitants you will put your Threats into Execution.

And it being uncertain what Effect this Proceeding may have upon the Inhabitants, you are to provide against the worst by shortening your mens allowance of Provisions and keeping your Ship in the best condition possible for Action, least the City of New York should prefer you as Enemies rather than friends and fellow Subjects; and in case they oppose, and endeavour by firing from the Shore or from Shipping to distress or annoy you, or preparations are discovered to be making for that purpose; You are to intreat them to desist, and upon a Refusal take the speediest and most effectual methods in your power for your own Safety. And at first these I think will be to burn or sink every Vessel of consequence near to or about the Town, to suffer none to pass up or down the River, and, if it is possible to distinguish the Houses of Rebels, from those well affected to Government, to destroy them. I sincerely hope there will be no necessity for such severe usage. I trust the Inhabitants of New York will no longer suffer a few wicked Men to usurp the Government of, and bring destruction upon, the City and its Inhabitants; but, let what will be the Event, his Majesty shall not be refused supplies where 'tis possible for his Fleet to command them.

Supposing matters to be driven to Extremeties aforescribed, your own discretion must govern your proceedings afterwards. Keep your Station as long

as possible, as I shall send you another Ship soon, but should anything unforeseen oblige you to leave the River you are to repair to Boston and either leave or not the smaller Ships on the Station as his Majesty's Service may be best promoted. I am &c

Sam Graves.

1. Graves's Conduct, I, 121-122, BM.

GENERAL THOMAS GAGE TO LORD DUNMORE ¹

[Extract]

(Copy)

Boston 10th September 1775-

My Lord, I have had the honor to receive your Lordships letter of the 22d August, and another without date by Mr [John] Connolly, and am sorry to find you are still in so disagreeable a Situation, and heartily wish it was in my Power to give you that assistance you want. Your Lordship is the best Judge, as to the probability you may have of raising Provincial Troops; should you have such a thing in your Power, I don't doubt, Government will gladly defray your Expence: At present I can neither assist you with Men, Money, Arms or Ammunition, for I have them not to Spare; should you draw upon me I have not Cash to pay your Bills, and I have found it difficult to gather as much Money as would Pay the Subsistence of the Army, and that at a very great loss in Exchange. I daily expect Money from England, but no more than will defray the Subsistence, and Contingent expences of the Army, and very small Sums will in future be had for Bills here.

The Detachment of the 14th Regiment is so formed and Employed here, that they can't at present be Spared, and if they could they would be to your Lordship but as Marines, as I understand from the Situation of affairs in Virginia, and from what Mr Connolly tells me that there is no probability of landing the Men, there being no Fort or Strong hold to throw themselves into, and having neither Cannon or Ammunition. As for the Remainder of the 14th Regiment at St Augustine, they will not be able to leave it, without they are Relieved by three Companies of the 16th Regiment, I have long since Ordered there from Pensacola, but I have as yet had no Answer to my letter.

I would willingly send your Lordship a Transport, but at present there is scarce any unemployed, they are gone various ways in search of Subsistence for the Garrison, so that it is impossible now to spare one: I have had Applications from other Provinces Similar to your Lordships, but never have been able to Comply with them; as you have lately sent a Vessel home, and I suppose Represented your Situation: I hope you will soon from thence have the Assistance you want, and which, I am very sorry is not in my Power to give You, for I am not supplied in the manner your Lordship may Imagine. . . .

The Troops with your Lordship are to be fed by the Contractors from St Augustine; and any person your Lordship may appoint for that purpose must draw on the Contractors for Pay, who will not Pay you may be assured, if the Ration amounts to more than is allowed by Government; In case of difficulties, and where no Provision is to be had we must do as well as we can, but I am not

allowed to purchase a single Ration, no Commissary is now Employed to feed the Troops, they are only to see the Contracts put in Execution. I am [&c.]

1. Gage Papers, CL. John Murray, 4th Earl of Dunmore, was Royal Governor of Virginia.

JOHN MACPHERSON TO THE COMMANDING OFFICER OF THE SLOOP
*Enterprise*¹

Camp at Isle aux Noix 10 Sepr 1775

The Commanding officer on board the sloop will receive on board her as a passenger Captain James Smith now at Crown point & land him where the officer is ordered to land the sloop's Cargo next voyage –

By order of the General
John Macpherson Aide de Camp

1. Gunther Collections, ChHS. See Volume 1 for numerous references to both the *Enterprise* and the schooner *Liberty* which operated on Lake Champlain.

AUTOBIOGRAPHY OF CHARLES BIDDLE¹

[Philadelphia, September 10]

. . . I was spoken to by Mr. [Samuel] Mifflin to go to France to purchase powder and arms . . . on the 10th of September, 1775, sailed in the brig *Chance*, Captain John Craig, for L'Orient² . . .

A schooner under the command of Capt. Ash sailed in company with us for Portugal. He was to dispose of his cargo there, and pay the net proceeds to me in France. We were armed so as to keep off any boat or small vessel, and my orders were to speak no vessel, if we could avoid it.

1. Biddle, ed., *Charles Biddle Autobiography*, 75, 76.

2. Captain Craig cleared ostensibly for Jamaica, according to the Custom House entry as printed in the *Pennsylvania Journal*, September 13, 1775.

WOOLSEY & SALMON TO DAVID GAUSSAN, THOMAS MCCABE AND
GEORGE SALMON, DUBLIN¹

[Extract]

[Baltimore] 10th Sepr 1775

the Quantity of wheat & Seed that Came to Market on the 7th & the Scarcety of Ships to take it in lowerd the prices: Wheat to 3/6 a 4/ flaxceed 3/6 a 4/ & flour 13/ & had there been handy Vessells that Could have been loaded in two Days here, we Suppose Six of them would have got 18d sterl p bushell freight & we think there must have been upwards of 20,000 bushells of Wheat not Sold. the Brig that Carries this takes 400 hhds Seed to Belfast, and we think as near as we Can Guess, there will be 500 Shipped to Different ports in England for want of a Vessell for Ireland. we shall write you again & give you fuller information.

this is the last day for Shipping and tho Sunday the town is all busy, that is them that are backward in Loading there Vessells fore the[y] will not get Liberty to Ship a Bushell tomorrow.

1. Mercantile Letter Book of Woolsey & Salmon, Baltimore merchants, LC. Hereafter cited as Woolsey & Salmon Letter Book, LC.

CAPTAIN MATTHEW SQUIRE, R.N., TO HAMPTON TOWN COMMITTEE ¹

Gentlemen,

Otter *Sloop*, Norfolk river, September 10, 1775.

Whereas a sloop tender, manned and armed on his majesty's service, was on Saturday the 2d instant, in a violent gale of wind, cast onshore in Back river, Elizabeth county, having on board the under mentioned king's stores, which the inhabitants of Hampton thought proper to seize; I am therefore to desire that the king's sloop, with all the stores belonging to her, be immediately returned, or the people of Hampton, who committed the outrage, must be answerable for the consequence. I am, gentlemen, your humble servant,

Matthew Squire.

Swivels 6; musquets 5; cutlasses 5; powder horns 2; cartouch boxes 2; swivel shot 36; seine and rope 1; an anchor and grapnel, with two cables and hawser; iron stove [1;] with some lead.

1. Printed in Pinkney's *Virginia Gazette*, September 14, 1775; in Purdie's *Virginia Gazette*, September 15, and in Dixon and Hunter's *Virginia Gazette*, September 16, 1775.

THOMAS ROBERTS TO ST. GEORGE TUCKER ¹

[Extract]

Virginia Norfolk Sepr 10th. 1775 -

Dear Sir I Recd yours Sometime Last Month & was Extreemly glad to hear that you had so fine a Passage & safe home among your Friends I Could Wish myself along with you, if Coul'd get their Easy. Every thing is in Grate Confusion & a Much Heavier Cloud seemes to hang over us then when you was here, the Man of Wars Tender got Burnt the other Day at Hampton, & they seem to Threaten Verry Much,² one of the Captns. of the Man of War is Turn'd out³ & one Man of War more sent here she is Cal'd the *Kingfisher*. he seemes to Threaten a good Deal, God knows how Long the Town will Stand. for my Part I Coul'd wish my Self with You, & will Indeavour to get their if the times grow worse, Almost Every Body is moov'd their things out of Town, I have had the Misfortune in this Severe Gale on the 7 Day of this Instant to Loose the Brigg & Cargo which is 1000 £ Sterg Loss I had the Good Luck to Save one of our Vessells in 13 fathoms Water, with upward of 100 hhds of Rum & Sugar, only some Little Loss of Sails But Seven People Perished in the Brigg the Captn & my Boy was Sav'd & they got a shore as they came in the Worl'd not the Least thing Sav'd out of her,⁴ She would have made a Verry Grate Voiage if she had got in Safe, I have two Vessells now Laided & Sails Tomorrow, the Schooner, that Come in Last was but three Days before the Ports was Stop't & I Discharg'd her Load & Loaded hur Again. tho was oblig'd to be up Day & Night - Please to give my Compliments to all the Family . . .

Thomas Roberts

1. Tucker-Coleman Papers, CW. Tucker was a prominent Bermuda resident.
2. The tender of the *Otter*; see Matthew Squire to the Committee of Hampton, September 10, 1775.
3. Captain John Macartney, placed under arrest by order of Vice Admiral Samuel Graves upon the complaint of Lord Dunmore.
4. For a description of the storm, which also drove the *Mercury* ashore, see Pinkney's *Virginia Gazette*, September 7, 1775, and the master's log of H.M.S. *Mercury*.

11 Sept.

JOURNAL OF H.M.S. *Lively*, CAPTAIN THOMAS BISHOP¹

Sept 1775 [In Boston Bay]

Mondy 11 at 7 A M Cape Ann N B W 7 Leags [P. M.] Fresh Breezes and clear Weather Running up to Boston in Company seven Sail² at 6 P M Light House W $\frac{1}{2}$ N 4 Leags

1. PRO, Admiralty 51/546.
2. The seven vessels, all loaded with lumber from "Newbury Falmouth and other Ports to the Eastward of Boston," and "Cleared for the British Islands in the West Indies," were brig *Joseph*, Enoch Pike, master; brig *Abigail*, Jno Wheelwright, master; ship *Two Brothers*, Elias Warner, master; brig *Unity*, Mark Fernauld, master; sloop *Betsey*, master not named; ship *Crisis*, John Salter, master; schooner *Recourse*, Steel, master. All were condemned and sold, the cargo of the brig *Unity* being taken for the use of the navy; the schooner *Recourse* remained at Boston. Graves's Conduct, Prize List, II, 36-39, BM.

Boston Gazette, MONDAY, SEPTEMBER 11, 1775

Watertown, September 11.

A large Ship of about 300 Tons, laden with Lumber, &c. bound from Piscataqua for the West-Indies, which was lately taken by Capt. Bishop in the *Lively*, and ordered for Boston,¹ was on Friday last [September 8] retaken by a Privateer from Beverly, and carried into Cape Ann. The Master, one Midshipman, and 6 or 8 Sailors Prisoners arrived at Cambridge last Saturday.²

1. The *Unity*.
2. Retaken by the *Hannah*, Nicholson Broughton, commanding.

COURT-MARTIAL PROCEEDINGS AGAINST CAPTAIN JOHN COLLINS, R.N.¹

At a Court Martial assembled and held on board His Majesty's Ship *Boyne*, at Boston in New England, the 11h day of September 1775.
Present

Brodrick Hartwell Esqr Commander of His Majesty's Ship *Boyne*, and Senior Captain of the King's Ships at Boston President

Captains Andrew Barkley
John Robinson
George Montagu
David Price Master & Commander

Who being all duly sworn

The Court pursuant to an Order from Vice Admiral Graves Commander in Chief of His Majesty's Ships and Vessels in North America, dated the 6h Instant proceeded to try Captain John Collins Commander of His Majesty's Sloop *Nautilus* upon a Charge exhibited against him by the said Commander in Chief Vizt That being stationed in the River Delaware last August with orders to prevent Smuggling the Importation of Arms and Ammunition, to carry into Execution the Acts restraining the Trade of the Colonies, and to strictly examine all Vessels, did in the Night of the 13h of the said Month, suffer the Ship *Hope*

to pass up the Delaware without being examined, and without even an attempt to follow her whereby two Officers and some Cloaths of the 22d Regiment fell into the hands of the Rebels – and for leaving his Station in the Delaware contrary to the said Commander in Chiefs Orders – And the Court having examined all the Witnesses brought and maturely and deliberately weighed and considered the whole that the Prisoner had to offer in his defence are of opinion, that the Charges are proved in part, but in consideration of his good Character and it appearing to the Court before he had taken this Step of leaving his Station, that he had consulted his Officers, and their opinions being that it was for the good of His Majesty's Service, and from other favourable Circumstances: The Court do only adjudge him to be mulcted of Six Months Personal Pay, and to be reprimanded. And he is hereby adjudged to be mulcted of Six Months Personal Pay, and reprimanded accordingly.

Brodrick Hartwell
 Andrew Barkley
 J: Robinson
 Geo: Montagu
 David Pryce

Evan Nepean appointed to execute the Office of Judge Advocate on this Occasion.

1. PRO, Colonial Office, 5/122, 35k.

INSTRUCTIONS FROM NICHOLAS COOKE TO CAPTAIN ABRAHAM WHIPPLE ¹

By the Committee appointed by the General Assembly of the Colony of Rhode Island and Providence Plantations to act during the Recess of the General Assembly.

Instructions to be observed by Captain Abraham Whipple – Commander of the Sloop *Katy* in the Service of the said Colony.

You are to embrace the First suitable Wind and Weather and proceed immediately with the said Sloop, and the Officers and Men to her belonging under your Command, off Sandy-Hook and there cruize Fourteen Days for the Packet expected from England at New-York with the Ministerial Dispatches, the Mail &c – During the Cruize off Sandy-Hook you are to speak with no Vessel unless it appears probable to you that she is the Packet. – If you are so fortunate as to meet her you are to take all the Letters out of her, land them at South-Hampton and send them by Express to the Deputy Governor in this Town. – You are also to take out of her all the Arms Ammunition and warlike Stores she may have on board, and light Sails if you shall have Occasion for them for the said Sloop's Use, and then dismiss the said Packet to pursue her Voyage. – In Case she makes any Resistance you are to take her by Force.

After taking the Packet, or the Expiration of the said Fourteen Days, you are immediately to proceed to the Island of Bermuda to possess yourself of a Quantity of Powder in a Magazine upon the said Island, and to take the same on board your said Sloop, and immediately return therewith. – In conducting this Enterprize every Thing is submitted to your Judgment & Discretion with Respect to the most prudent Measures to be taken to become Masters of the Powder. We only recommend to you to effect it, if possible, without desiring any other Assist-

L. S.
By the Committee appointed by the General Assembly of the
Colony of Rhode Island and Providence Plantations to act during the Absence
of the General Assembly.

Instructions to be observed by Captain Abraham Whipple
Commander of the Sloop Katy in the Service of the said Colony.

You are to embrace the first suitable Wind and Weather and proceed
immediately with the said Sloop, and the Officers and Men to her belonging
under your Command, off Sandy Hook and there cruise fourteen Days
for the Packet expected from England at New-York with the Merchants
Dispatch, the Mail &c. During the Cruise off Sandy Hook you are to speak
with no Vessel unless it appears probable to you that she is the Packet. — If you
are so fortunate as to meet her you are to take all the Letters out of her, land them
at South-Hampton and send them by Express to the Deputy Governor in this Town.
— You are also to take out of her all the Iron Ammunition and warlike Stores
she may have on board, and light Shells if you shall have Occasion for them for
the said Sloop's Use, and then dismiss the said Packet to pursue her Voyage. —
In Case she makes any Resistance you are to take her by Force.

After taking the Packet, or the Expiration of the said fourteen Days, you
are immediately to proceed to the Island of Bermuda to possess yourself of a
Quantity of Powder in a Magazine upon the said Island, and to take the same on
board your said Sloop, and immediately return thence. — In conducting
this Enterprise every Thing is submitted to your Judgment & Discretion with
Respect to the most prudent Measures to be taken to become Masters of the
Powder. We only recommend to you to effect it, if possible, without deriving
any other Assistance from the Inhabitants than being piloted in and having
a Guide to the Magazine; and of course you will make no Use of General
Washington's Address to the Inhabitants unless it be absolutely necessary.

At the Request of the Committee I have humbly set my Hand and
Seal at Providence this Eleventh Day of September A.D. 1775.

Nich. Cooke Chairman

Providence September 12. 1775.

I acknowledge the above to be a true Copy of the Instructions given me by
the Committee aforesaid for my Conduct as Commander of the Sloop Katy

Abraham Whipple

ance from the Inhabitants than being piloted in and having a Guide to the Magazine; and of Course you will make no Use of General Washington's Address to the Inhabitants unless it be absolutely necessary.

At the Request of the Committee I have hereunto set my Hand and Seal at Providence this Eleventh Day of September A.D. 1775.

Nich^s Cooke Chairman

Providence September 12th 1775.

I acknowledge the above to be a true Copy of the Instructions given me by the Committee aforesaid for my Conduct as Commander of the Sloop *Katy*

Abraham Whipple

1. Mss. Col., RIHS.

Newport Mercury, MONDAY, SEPTEMBER 11, 1775

Newport, September 11.

Capt. Evan Malbone, arrived here, in 54 days from London Derry in Ireland. . . . — Capt. Malbone was detained on board the *Rose* man of war till last Thursday, and his ship is still in her custody.

The fore part of last week, one of the men of war's tenders having taken a sloop from the West Indies, bound to Connecticut, a number of boats boarded the sloop, up the sound, and carried her in to her right owner, with 7 or 8 of the tender's men.¹

Last Friday [September 8] the *Swan* sloop arrived here, from a cruize, and brought in several vessels, taken on the coast, in a legal trade.

The same day sailed, for Ireland, the brig *Britannia*, Capt. Fare, and the next day sailed, for the same place, the sloop *New-York Packet*, Capt. John Fryers.

The same day sailed, for London, the ship *Francis*, Capt. John Buckley; with whom went passengers Mr. Richard Smith, late of Boston, and family, Mr. Francis Rotch of Dartmouth, and Mr. Vassal.

The same day sailed, for London, the snow *Flora*, Capt. Thomas Forrester, with whom went passengers Capt. John Knowles, Mr. John Bell, and Mr. Gilbert Stuart, of this town.

All the above vessels, except the *Britannia*, were stopped by the men of war in this harbour, and are still detained contrary to acts of parliament. There are now upward of 20 sail of vessels, great and small, stopped by Capt. Wallace, and riding at anchor between Coaster's harbour and Brenton's-point.

1. The Narrative of Captain Charles Bulkeley, for September 1775, covers this incident as follows: "In September 1775 I was from the West Indies bound to New London in the Sloop—Capt. Daniel Starr. We were captured by a tender belonging to the *Rose* Man of War off Block Island, and soon after it became calm, and remained so all that day and night. Just at night a Block Island boat with two men and a boy came off and within hail and they were ordered to keep off. I then ran out on the squaresail boom and jumped over board and swam to the boat and then went ashore on Block Island and arrived there in the night and manned that boat and got another boat to assist us to recapture the Sloop. We went off and lay until daylight and after day broke we discovered the Sloop and retook her and brot her in to New London." The Bulkeley manuscript is in NLCHS.

JOHN POTTER TO NICHOLAS COOKE ¹

Sir

S Kingston Sept 11th 1775

I have between eight & nine hundred Sheep, in my possession which has been lately brought by our people, from New Shoreham, have endeavoured to put them from me to pasture, but can't prevail, to get any of them pastured in this Town, and as I am unable to pasture so great a Number of Sheep, Therefore by and with the advice of the principal Men of the Neighbourhood, have undertaken to send about Four hundred of them to and for the use of our Camp near Boston, and as the people who have undertaken to drive them, have not Money to bear their Expences & the expences of forwarding the Sheep to the Camp [ne]ither do they nor I know, who must be applied to, to [re]ceive the Sheep, must therefore request, & rely on you, to supply the people who drive the Sheep with Money, for defraying the Expences to and from the Camp, & also give them particular directions, who to deliver them to at the Camp, and should be very much obliged to you for directions relative to the Sheep, I yet have from New Shoreham, as I can't possibly pasture them long, nor get them pastured elsewhere must be obliged to forward them soon to the Camp, under your directions, begg you'd be so kind, as soon as may be to forward further Instructions to me about the Sheep, yet remaining in my possession – I am [&c.]

John Potter

1. Nicholas Cooke Papers, RIHS.

JOSEPH BELTON TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

[Philadelphia] September 11th, 1775.

Permit me Gentlemen, once more to trouble you since you have thoughts of encourageing my plan by Premiums, or by giving a bounty upon every ship which I should distroy in any of our Harbours, either by sinking or burning, &c. Which bounty is to be twenty pounds upon every gun, which said Ship or Ships doth carry. And likewise, a further encouragement perhaps you will be willing to certify (i.e.) If any Ship, or Ships, so sunk, should by any succeeding plan be rais'd & maid fit for service, you will become obligated to give a generous price for the same, or any part thereof which might be serviceable to the Country, all which and in what particular manner you will become obligated to encourage me; please to certify at large; and when communicated, will be acknowledged as a favour by

Your Humble Servant,

Joseph Belton.

P.S; As you have a number of armed boats to give in charge to such men, as has commanded by sea, I would readily engage in one of those in the defence of our Country, in which (I think) I could make several experiments that might be of infinite service, provided (I saw) I could imbrace this engagement without depriving myself of the liberty of prosecuting my preconceived plan. And as I am a Stranger to you Gentlemen, my Character (as well as that of my family) may be

well known from Governour [Samuel] Ward, one of the Gentlemen Diligates from the province of Rhode Island.

Yours to serve,

J. Belton.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 654.

JOHN SMITH & SONS TO JOHN SPEAR¹

Sir

Balt[imor]e 11t Septr 1775

We inclose you Invoice & B.L. [Bill of Lading] of 132 Bbls flour Shipp'd by us in the Sloop *Industry* Stephen Pearce Master which you'll please Sell in any part of the West Indies & at what time you may think will be most to our Interest & [in]Vest the Nt proceeds in Cotton, Rum & Coffee, procure us for our Use, one Bble of the best pick'd Coffee. We wish you Success in your Voyage a pleasant passage & are Your [&c.]

1. Smith Letter Book, MdHS.

12 Sept.

VICE ADMIRAL SAMUEL GRAVES TO CAPTAIN JAMES WALLACE, H.M.S. *Rose*,
RHODE ISLAND¹

Sir

Preston Boston 12 September 1775—

I have received your Letters August 9, 12, & 26, the first mentioning the Transports only, who, thro' your assistance brought the Army a comfortable Supply. The second accompanied the Rebel Letters; Those from [John] Adams and [Benjamin] Harrison no longer leave us a pretence to doubt the Intentions of this ungrateful people. I cannot sufficiently express how much I am pleased that we were so fortunate as to intercept them.

The Brig *Seaflower* shall undergo the severest Scrutiny, but as the Court of Admiralty, with which and a Customhouse, we are yet plagued, takes Cognizance of Breaches of Acts of Trade only, what can be done, after she is cleared, but to detain her? which I shall certainly do and the Master also.

The *Hunter* and *Viper* from England have brought A Parcel of Press Warrants, but I have accounts of some good Frigates coming out which may be daily expected. Provisions are also coming. I intend you shall have the *Bolton* armed Brig, and that the *Swan* shall come to Boston, therefore when the *Swan* sails leave but a months provisions in her, or as much as is necessary to bring her round without great Risque.

The Store Ship so long expected is not yet arrived; We are in want of many kinds of Stores, as well as Slops, Beds and Paper, which is the reason you have not been furnished with what was demanded; however let me know all the wants of your little Squadron, and they shall be supplied as soon as it is in my power.

Captain [David] Price has a Transport with him; the *Bolton* shall bring another; And, as for the first time, I appropriate them for the Fleet, I must desire you will fill them with Wood and Cattle, Sheep &c. Take from the Rebels when and where you can; but we will pay for every thing we have from known friends to Government.

The Squadron will be in want of Wood, can you command a Quantity? I am told many Vessels pass to Rhode Island laden, and that the Town now contains a great deal; it will give me much pleasure to find it so, for otherwise it is difficult to say where we shall get that necessary Article. But I must in confidence acquaint you that the General and I intend next month to send you a great many Transports, that, with some additional Force I shall also send, you may make a general Sweep from all the Islands, or wherever you can command, therefore I would not wish the loading the two Transports should prejudice what we meditate: Indeed I think with your usual management you may fill these for the Squadron without much noise; Send me what information you can of the Quantities of provisions and fuel you think we could procure by force or purchase this Winter, and whether Block Island or any other of the Islands can be so guarded all the Winter that our Stock may graze secure from the Rebels.

It is said General [Charles] Lee is gone to Canada, some say to Halifax. By intercepted Letters (Copy of one I inclose) we find that 7000 men are gone to Canada, that the whole province, Indians and all, are against us, and that that whole Country will be in the Rebels possession by the end of April; so sanguine are their Expectations! All their Letters agree that no Vessel will sail from the Continent after the 10th instant, so that I suppose a great many have already sailed. We have brought in many outward bound with Lumber, Horses, Fish &c. I will appoint some Vessel to cruize in the Sound the moment it is in my power. In the mean time attend to the information I send you of Vessels from abroad for Newbury Port and Dartmouth, which it seems are the favourite places for Vessels to push for.

Captain Vandeput has had the misfortune to have one of his men shot, in alarming the *Asia* upon the Rebels stealing the Guns from the saluting Battery. And he fired from the Ship, not I think to any great effect. This I apprehend has produced on their part a prohibition of supplying his Majestys Ships. I will have them furnished where it is to be had and they can command it, and have accordingly sent Captain Vandeput Orders to that Effect; therefore if he sends for assistance, you are to give him all in your power. I am &c

Sam. Graves.

1. Graves's Conduct, I, 123-124, BM.

VICE ADMIRAL SAMUEL GRAVES TO SAMUEL HOLLAND ¹

Sir

Preston at Boston 12 Sept 1775

Your Letter of the 27th of July, delivered to me this day, confirms my Opinion that we are risking the Loss of all your Drawings, Plans, Instruments &c, and perhaps the Liberty if not the Lives of all concerned by continuing to prosecute the business of the Survey you are employ'd on: I have therefore ordered Captain Vandeput to receive on board the *Asia* all your Instruments, Plans, Drawings, Charts &c for their Security, in Order that the Publick may not lose the Benefit of your Labours purchased at so considerable an Expence.

It is impossible for me to spare the *Canceaux*, But Captain Vandeput is ordered upon your Requisition to give you every Assistance he can in getting your things on board, & also to receive such of the Gentlemen and People employed

on the Survey as may prefer being secure in the Kings Ship to remaining among the Rebels. It is of very great consequence to send the abovemention'd Valuables immediately on board the *Asia*. You may assure yourself that Affairs are growing worse, and that hostilities will not continue to be carried so partially as at present.

When all your Matters are safe on board the *Asia* they can be removed at Leisure; and I shall gladly suit your Convenience in that or any thing in my Power. I am &c

Sam^l Graves.

1. Graves's Conduct, Appendix, 90, BM. Holland, a Surveyor General, was working in the vicinity of Perth Amboy at this time.

VICE ADMIRAL SAMUEL GRAVES TO PHILIP STEPHENS ¹

Sir

Preston Boston Sepr 12, 1775.

By Captain [David] Pryce of his Majesty's Sloop *Viper*, who arrived here the 6th instant from England, I have received their Lordships Order May 20, 1775, to send a Reinforcement of Ships and Vessels to Rear Admiral Duff upon his application, their Lordships Order June 20 Duplicate to take the *Viper* under my Command, your Letter June 24 on the subject of Press Warrants, with a List of such Captains and Commanders of his Majestys Ships and Vessels for whom Sixty seven Press Warrants are made out, and which number I have received, with four instructions, and some blank Press Warrants to be filled up and delivered as the Service may require; Your Letter the 24 inclosing an Act passed the last Session of Parliament, wherein a Clause of the 6th of Queen Anne is repealed which forbid the impressing of Seamen in America; And a Copy of a Letter from Mr Grant the Contractor concerning the furnishing provisions to his Majesty's Squadron under my Command in North America. I beg leave in this place generally to say that the utmost Attention and Obedience shall be paid to all their Lordships Commands signified to me in the several Orders and Letters abovementioned and I will endeavour to reply as distinctly to each as possible. And first with regard to Press Warran[ts.] I flatter myself that although we have missed no opportunity of getting Seamen, yet they have been constantly taken with that Moderation, and the Officers have so studiously avoided distressing any legal Trade, that neither their Lordships or the Parties immediately concerned will ever be troubled on that head. I am exceedingly happy however in receiving their Lordships authority for manning the Fleet by pressing, and I am satisfied it will give no small pleasure to the Captains and Lieutenants to whom I shall distribute the Warrants as the Kings Service may require: Such of them as from death or Removals of the Officers they are directed to, are become null, I shall not fail to send home by the first opportunity of a Kings Ship.

His Majesty's gracious intention to indulge the province of New York being entirely defeated by the Rebels taking possession of the City, overturning all legal Government, and compelling Adherence to the Designs of the Congress, will also prevent New York being a Rendezvous for his Majestys Fleet the ensuing Winter. I presume their Lordships are well informed that from the time the Ice begins

to run until the River is again open in the Spring, and whether sooner or later depends wholly upon the Severity of the Winter, no Ship can lie in the River except a long side the wharf at New York. As things now are I cannot think of putting his Majestys Ships in the power of Rebels, therefore the *Asia* must leave that place when the Winter begins, and come to Boston. But as the Navigation of this River and the Delaware are shut up only a few months, their Lordships may depend that Ships shall be ready to enter them the moment it is possible to anchor with Safety in the Stream; and that in the mean time preparations shall be made, and measures concerted if possible, to prevent the Rebels receiving Succours from the Southern Colonies by the passes of Hudsons River in the Spring.

Neither of the four Frigates mentioned in your Letter are yet arrived; It is particularly unfortunate at this Juncture, for, exportation ceasing by order of Congress after the 10th instant, the Merchants have hurried out their Vessels from every part, and by good information I learn that no provisions are now shipped but in return for Powder.

From every Intelligence I get, and from the known disposition of this ungrateful people, I have not the least Doubt of their resisting until an effectual exertion of our power compels them to be just and obedient.

With this persuasion and having besides many reasons to apprehend an attempt to destroy Halifax Yard, and indeed overrun the whole province of Nova Scotia, on the 10th instant I ordered Captain Le Cras to remain at Halifax, and acquainted him that he should winter there for its greater Security, and to forward the Equipment of his Majesty's Ships. I need not mention how necessary such an active Officer is for this Service; In order to give weight to his Command I at the same time ordered him to wear a broad Pendant while he remained on that Service, but to strike it when he left the Coast of Nova Scotia. I trust their Lordships will approve my placing on that Station an Officer of Captain Le Cras' Experience, so well acquainted with the Country and Climate; therefore I cannot think of sending the *Somerset* to England this Fall.

Though the *Boyne* and *Asia* are by much too large for this Harbour, one at least must stay here this Winter. The Frigates and Sloops coming out are by no means sufficient to answer all the purposes of Government, several must immediately go to Savannah, South and North Carolina; Bermudas and [New] Providence should this Winter be kept in Order; a small Squadron must winter in the Bay of Fundy: Upon the whole, if the four Frigates and three Sloops you have mentioned are all that are to come to America, I cannot send home the large Ships. I shall moor them before the Town. One or two Frigates must lie in Nantasket; Sloops in other passes of this Harbour. Rhode Island and the Sound should be well guarded; the present force there is not sufficient by four Sail.

At Boston the Boat Duty is extremely hard; it will continue so all the Winter. In the large Ships we have many resources: we should have been greatly distressed this Summer without the assistance of their men and Stores. I do assure you, Sir, we are every way more harrassed than if on an Enemy's Coast; but my patience is nearly exhausted, and I will not much longer suffer the Rebels

with Impunity to insult and annoy us. I will now finish this Letter and reply to that part of yours respecting provisions in my next. I am &c

Sam^l Graves

1. Graves's Conduct, I, 125-127, BM.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY ¹

[New York] Tuesday, 4 ho. P.M. Sept. 12th, 1775.

Ordered, That Messrs. Jacobus Van Zandt, Henry Remsen and Lewis Pintard, be a committee to employ a vessel and despatch her with proper directions to purchase gunpowder and arms. And,

Ordered, That those gentlemen be supplied with four thousand pounds, by Peter V. B. Livingston, Esq. Treasurer of the Congress of this Colony for that purpose, and that a certified copy of this entry be a sufficient warrant to the said Peter V. B. Livingston, Esq. as Treasurer as aforesaid, to deliver to the gentlemen above named the sum of four thousand pounds for the purpose above mentioned.

New York Provincial Congress, I, 145.

JOHN SMITH & SONS TO JAMES WHITE, LONDON MERCHANT ¹

Sir

Balt[imor]e 12t Sept 1775

Inclos'd you have Bill Lading for 21 Hhds flaxseed which Mr John Kearns of Alexandria has desir'd us to address to Some of our friends. we therefore take the Liberty to trouble you to pay the fr[eigh]t & reship it to any port in Ireland you may think best & order the proceeds into your own Hand, you have also Bill Lading of 60 Hhd Shipp'd in the Snow *Baltimore* Capt James Clark for Derry & Liverpool. Should She unload at Derry, Messr Patterson & fletcher will Sell the Seed & remit you the proceeds. If She proceeds to Liverpool, Mr [Hugh] Young the Owner has engag'd to Send it to our friend Lawton & Brown in Cork in the Said Snow, who will have the same Orders, you'll please Correspond with these Gent & take Care they make due Remittances. - Make Insurance on the 60 Hhds £100 Stg as p B[ill]. L[ading]. -

Mr Kearns means to place this Money in your Hand that you may Send him Goods to the Amot when Trade again Opens, perhaps he may want the Money Sooner if So he will draw for it. We are Sir [&c.]

1. Smith Letter Book, MdHS.

LORD DUNMORE TO VICE ADMIRAL SAMUEL GRAVES ¹

(Copy)

Sir

Ship *William* in Elizabeth River
by Norfolk 12 Septemr 1775.

I am favoured by the receipt of yours of the 7th and 9th of August by Captain Montagu of the *Kings Fisher*. When I wrote to you on the 17th of July I really did not mean or wish that Captain Macartney should be brought to a Court Martial my only desire was that he might be removed or Superceeded in his Command here tho' I do acknowledge on my reexamining the first part of my Letter that such an inference might be drawn from it as I think will admit of the Construction you have put on it, and therefore am much obliged to you for

the attention you have been so good as [to] pay to it, at the same time I am really sorry for the disagreeable Consequences it has drawn upon Captain Macartney who is I really believe as you describe him a most exceeding diligent, punctual good Officer and perfectly well qualified to Command any of his Majesty's Ships, but I am now of the Opinion I was then, that tho' capable of Commanding a Single Ship, when he has only to obey Orders, that he is very unequal in these exceeding difficult times to Command his Majesty's Squadron here in a very extensive Colony like this and where there is a very Artful, Subtle set of people to deal with as perhaps any on the Continent, and I really believe the inprudencies he has been guilty of proceeded more from a want of knowledge of Mankind than from any bad intention, this being the case I hope you will not only reinstate him in his Ship but also in your former good Opinion. Capt. Squire who now Commands here I have been much obliged to for every mark of attention and I make no doubt he will do as much as can be expected in this very extensive Colony for the good of His Majesty's Service with the very small force under his Command.

I am much obliged to you for your good intention of reinforcing us here whenever it is in your power, I trust in God it may be soon for this unhappy Country is at present in a very deplorable State.

If you and the General were of my Opinion you would all come and Winter here as Nature will block up all the Northern Ports for three or four Months at least. I am Sir [&c.]

Dunmore.

1. PRO, Admiralty 1/485.

JOSIAH MARTIN TO LORD DARTMOUTH¹

[Extract]
My Lord

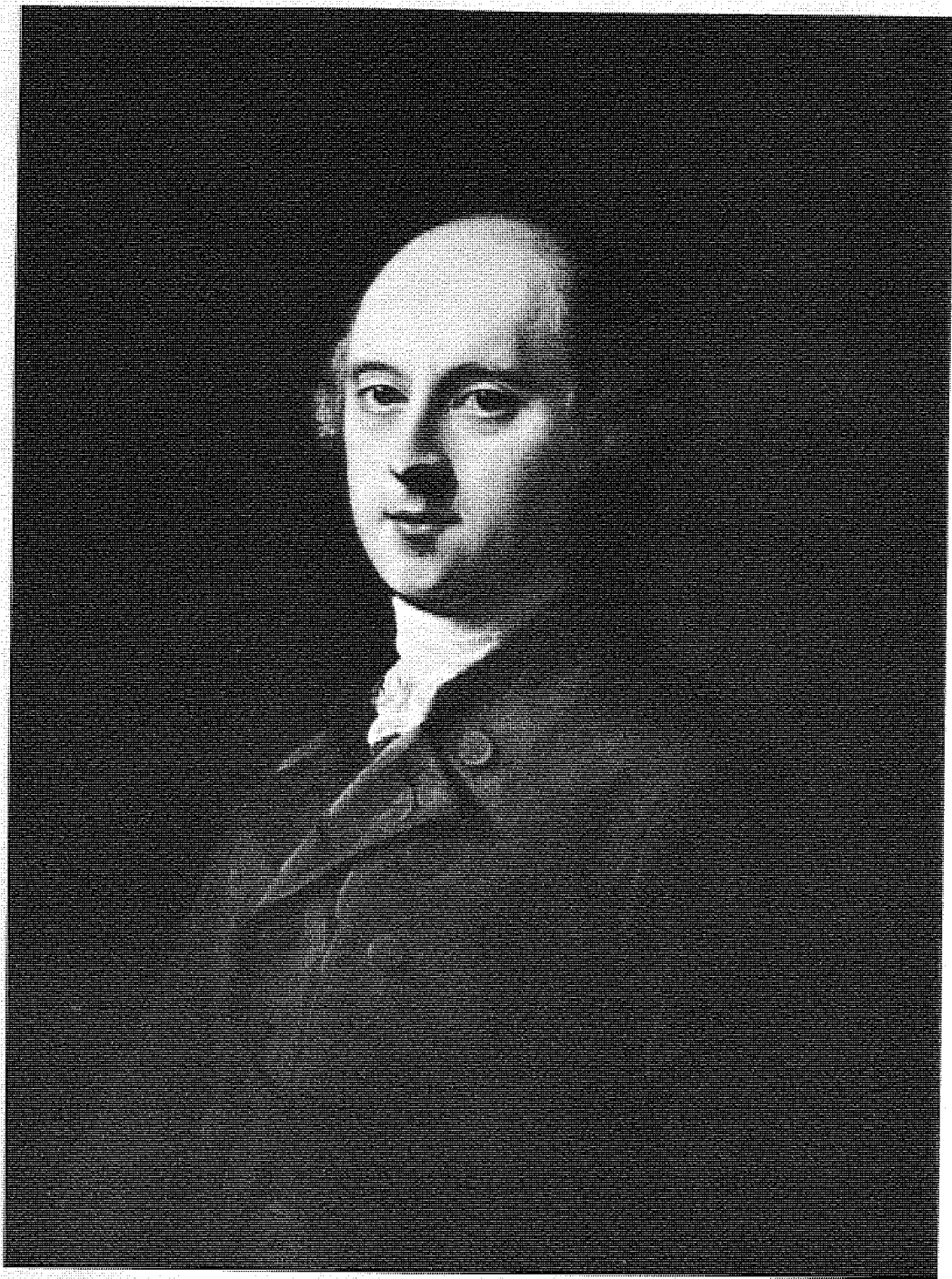
No Carolina *Cruizer* Sloop of War
in Cape Fear River Sept 12th 1775.

I do myself the honor of writing to Your Lordship by the present opportunity although I have nothing authentic to add to my late representations of the state of this Country, in relation to the disorders that now most unhappily prevail in it, as in all other the Provinces of this Continent, because I would not omit to give Your Lordship the latest advices, and that I know not, as my communication with Charles Town is totally cut off, when I may have opportunity to avail myself of the Packet or to communicate with Your Lordship by any other channel, if I miss this, that a Merchant Ship bound to Plymouth,² now affords me; it being the last vessel that will go from hence to England, until Peace is restored here, if the people permit in their present humour of conforming to the decrees of the Philadelphia Congress, and rejecting the favour that Government has shewn them by the exception of this Province in the Act restraining the Trade of many other of the Colonies.

P.S. I have the honor to transmit to Your Lordship a material piece of evidence agst Mr Day in the Deposition of Mr John Stephen Purser of the *Cruizer* Sloop of War. Your Lordship will also receive herewith two more Depositions of Masters of Ships with regard to Mr Ashes expedition to Fort Johnston.

1. PRO, Colonial Office, 5/318, 427-433, LC Photocopy. Martin was Royal Governor of North Carolina.

2. Probably the *Unity*, Samuel Cooper, master.



William Legge, Second Earl of Dartmouth. By Nathaniel Hone, 1777

13 Sept.

GENERAL ORDER OF MAJOR GENERAL PHILIP SCHUYLER ¹

After General Orders

Camp at Isle aux Noix 13th Sepr 1775.

The Artillery to be embarked tomorrow – The Guns & Mortars on board Batteaux and the Cariages in the Row-Galleys – The Army will move down the River on the day following – thirty six Barrels of Pork & 36 of Flower to be put on board the two Petiaugres – The Axes & other intrenching Tools to be also put on board those Petiaugres – The Schooner [*Liberty*] will proceed with the Army – Capt [William] Douglas & Lieut [Samuel] Lockwood will chuse out determined Volunteer Crews & good Rowers for the Gallies.

1. Papers CC (Letters of Major General Philip Schuyler), 153, I, 156, NA.

VICE ADMIRAL SAMUEL GRAVES TO CAPTAIN GEORGE VANDEPUT, H.M.S. *Asia* ¹

Whenever it may be in your Power, you are hereby required and directed to seize and keep in safe custody the Persons of any of the Delegates to the Congress at Philadelphia, and any of the Rebel General Officers, or [John Morin] Scot, [Isaac] Sears, Espinard [Leonard Lisperard] the Brewer at New York, who are some of the most active Leaders and Abettors of the Rebellion.

By narrowly watching the Ferries from New York to the Jersey's and Long Island, you will, if your Intentions are kept secret, most likely take some Prisoners of Consequence.

In Case of your seizing any of the People aforementioned, you are to send them to me by the most safe and expeditious Conveyance.

Given under my hand on board his Majs Ship *Preston* at Boston the 13 Sepr 1775

Sam^l Graves

1. Graves's Conduct, Appendix, 91, BM.

CAPTAIN DAVID PRYCE, R.N., TO VICE ADMIRAL SAMUEL GRAVES ¹[*Viper*, Boston Harbor] Sepr 13 1775

I am very much distressed for petty Officers as well as Warrants; my Carpenter infirm and past Duty; my Gunner made from a Livery Servant, neither Seamen nor Gunner; my Master a Man in years, never an Officer before, made from A.B. on Board one of the Guard Ships, he then keeping a publick House at Gosport: Petty Officers I have but one, who owns himself mad at times. A Masters Mate I have not, nor any one can make a Boatswains Mate. I have not one person I could trust with the Charge of a Vessel, I might take, to bring her in.

I thought it my Duty to inform you of the real State of the Ship before she proceeded to Sea. I am &c

David Pryce.

1. Graves's Conduct, I, 127, BM.

EZEKIEL WILLIAMS TO THOMAS SEYMOUR AND OLIVER ELLSWORTH ¹

Wethersfield 13th Sepr. 1775

Messrs. Thos Seymour & Oliver Elsworth, Com[mit]tee &c

Gentn. We have expended for the Brigantine already about £530 pounds, have had an order for three hundred only, Mr. [Titus] Hosmer ² has now sent up to me for the remainder of the Monies, beg the favour you would draw for Two hundred & thirty five pounds, as we are Certain some small Expences more will Arise. And send it by Mr. [Andrew] Jehonnet, & Also be so good as to take Mr. Jehonnet's &c Bond who is appointed Stuart for the Brig and let him have an order for £50 – which I suppose will be enough for the present Am Gentlemen very respectfully [&c.]

Ez^l Williams

1. Conn. Arch., 1st series, III, 488a, ConnSL.

2. Williams and Hosmer, along with Captain Giles Hall were appointed a committee to take up and employ the brig *Minerva* in the service of Connecticut. See Minutes of the Connecticut Council of Safety, August 3, 1775.MINUTES OF THE NEW YORK COMMITTEE OF SAFETY ¹

[New York] Die Mercurii, 9 HO. A.M., September 13th, 1775.

William Ritchie requests permission from the Committee of Safety to employ a small vessel commanded by himself in carrying provisions and such articles as may be wanted at the camp from this port, to be landed at Dartmouth, Sandwich, or such port as he may find most safe and convenient.

Ordered, That Mr. William Ritchie be at liberty to employ a small vessel commanded by himself in conveying such articles (except provisions) as may be wanted at the camp at Cambridge, to be landed at Dartmouth, Sandwich, or such other port as he may find most safe and convenient.

1. *New York Provincial Congress*, I, 146.*Constitutional Gazette*, WEDNESDAY, SEPTEMBER 13, 1775

New-York, September 13.

On Monday the following well known enemies to American Liberty, transported themselves from this city, in the *Rebecca and Frances* transport, Duncan Campbell, commander, in the service of Gen. Gage, for Boston, viz. Jonathan Simpson, merchant, and Samuel Waterhouse, addressers of Gage and [Thomas] Hutchinson, Doctor Benjamin Loring, late of Philadelphia, appointed house surgeon to one of the ministerial hospitals there, and Mr. Sheaf, also the famous, or rather infamous George O'Sullivan; they had on board 67 recruits, 10 women, and 14 children; the recruits were supposed to be procured by one Campbell, a surveyor, who went on board recommended by W[illiam] T[ryon] Esq; ¹

On Sunday last the *King Fisher* sailed for Virginia, in order to take on board Capt. M'Carty [John Macartney], commander of the *Mercury*, who is suspended on account of shewing (what they call) too much lenity to the rebels, for which he is to take his trial at Boston. This was the Captain who refused protection to a large body of run-away negroes from the town of Norfolk, who wanted

to enter on board his ship; he received the public thanks of the magistrates of the town for his conduct, and this is supposed to be the cause of his present disgrace.

1. For the eventual fate of the *Rebecca & Frances*, see Worthington C. Ford, *et al.*, eds., *Journals of the Continental Congress* (Washington, 1904-37), III, 304, 305. Hereafter cited as Ford, ed., *JCC*.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, September 13, 1775

A memorial from James Stewart and Samuel Jackson, owners of the ship *Friendship*, Thomas Jann, Master, was presented to the Congress and read, setting forth that the sd ship, on the 28 of August last, saild from Maryland with a cargo of Tobacco, but being overtaken by the late storm,² she was driven on shoals and much damaged, and got into Hampton Road, with the loss of all her masts; and praying that the memorialists may be allowed to unload sd ship, and that after being refitted, she may take the said cargo on board, and proceed on her voyage.

The Congress, taking into consideration the above memorial,

Resolved, That the sd cargo be unloaded under the inspection of the committee of Norfolk, and that the said ship, being refitted, be allowed to take sd cargo on board again, and proceed on her voyage; and in case, on examination, the sd ship is condemned as unfit for sea, that the sd cargo be put on board some other vessel, under the inspection of the Committee aforesaid and exported.

1. Ford, ed., *JCC*, II, 240, 247. While Congress was supposed to convene on September 5, there was not a quorum until September 13.
2. In a letter from Philadelphia, dated September 14, 1775, printed in the *Connecticut Courant*, Hartford, September 25, further losses in the storm are recorded thus: "The Ship *Minerva*, Capt. Ewing, from this Port, for Maryland, and the Ship *Hibernia*, from Ireland for this place, are both lost at the Capes of Virginia, in the late Gale. The *Friendship* Capt. Jan, lost all her Masts at Chesapeak."

RICHARD RILEY TO GEORGE GRAY ¹

Sir: —

Marcushook, Sept. 13th, 1775.

I expect the Province boats will shortly be finished & their Station appointed. If it is to be above the Shiver de frees's, I apprehend they will be a partial defence, which ought not to be, as every person within the Limits of the Province is Intitled to a Provincial protection, the small as well as the great, which will not be the case with those below the station. With submission, every Frontier ought to be defended as long as possible, & not an Inch of ground given up that can be defended. If the Frontier is defended, of Course the City is also; but the City may be defended & the Frontier suffer. I am of opinion that the whole Fleet ought to be stationed at the Boundary of the Province, and then, if they are any Protection, every Person above them will Receive a Benefit. As to a Harbour, there is a large Island opposite, where they may be very safe, & I believe that provisions may be had cheaper. If they are stationed at the Fort, Chester & Marcushook may be Reduced to ashes before any Relief can be obtained, which would be a Considerable Loss, as all the Records & other publick papers of the County is their. I think it is matter worthy of Consideration, &

should be obliged to you to mention it to the board. And as to the persons mentioned for officers here, I believe [John] Moulder & [David] Ford would Answer the end, the first for Capt., the other for Lieuf't; but if the bord should think otherways, I shall be passive, as I have no friend to serve. I shall give you as true an Acc'tt of them as I am able, which is that they are sober men – men of Courage & activity, both bred to the water, & have both Commanded Shalloops. Ford is a very good seaman, & he tells me he has been in two sea actions. Moulder has not been to sea, I believe, but is very well acquainted with the management of a Vessel, a man of Conduct, & have both applyd for Births. I have nothing further to say Respecting them, and if persons may be had better Qualify'd for that service I will Readily agree, as it is the Public good that ought to be only attended to, and, as I observ'd before, I have not, nor desire to have, any friend to serve at the Publick expence. I remain Yours to serve,

Rich'd Riley.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2d series, I, 550.

DR. ARCHIBALD CAMPBELL TO ST. GEORGE TUCKER ¹

[Extract]

Norfolk Sept'r 13th 1775

I find Bermuda and the Bahama's are look'd upon by the Congress as W. Indies Islands, and no Supplys to be allowed them – Our Custom House now admitts vessels from these Islands with regular Clearances with Salt &c to entry, which they once refused . . . our Ports are now Shutt up and no vessels to Sail, but a few that were indulged on Acott of the gale we had; among these is a Brig of McAllester's, that will Sail in 5 or 6 days and call at Bermuda. Its generally immagind that the Ports will not be long Shutt, as its Said that unless the Ministry comes in to terms of Accomadation that they the Congress mean to open the Ports to all Nations in Six Moneths after their Meeting, Time will only discover what all this will end in . . .

1. Tucker-Coleman Papers, CW.

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

September 1775

In Rebellion Road So Carolina

[Wednesday] 13 P M sent the Cutter Armed on Board the *Swallow* Packet ² and took the Mail out to presirve the Governors Letter[s] Do The Governor came on Board Saluted him with 15 Guns

1. PRO, Admiralty 51/968.

2. The *Swallow*, with the mail for Falmouth, sailed September 25, 1775. PRO, Admiralty 51/968.

HENRY LAURENS TO COLONEL WILLIAM MOULTRIE ¹

Sir,

In Council of Safety. Charlestown, Sept. 13, 1775.

You are to detach one hundred and fifty men, under such command as you shall deem most proper for the service, to embark this night at a proper time of the tide, to proceed with the utmost secrecy, and land at a convenient place on James' Island. Mr. Verree and Mr. Wm. Gibbs will be at Captain Stone's, or in the neighbourhood, attending the landing, in order to conduct the Com-

manding officer to Fort Johnson, which he is to enter and take possession of, with as much secrecy and silence as possible; taking especial care that none belonging to the fort escape, and that no intelligence be given, but by his orders. When the officer, who shall be sent upon this service, is in possession of the fort, he is immediately to give notice to this Board, and wait for orders. Except only in case the man of war now lying in the Rebellion Road, should make an attempt to attack the fort, or proceed towards this town; when he is to do every thing in his power to prevent her progress. Captain Stone of James' Island, will order his company of militia to join the troops which you send; and the whole are to be detained till relieved by our order.

By order of the Council of Safety.

Henry Laurens, President.

William Moultrie, Esq. Colonel of the Second Regiment.

1. John Drayton, *Memoirs of the American Revolution, from its commencement to the year 1776, inclusive; as relating to the State of South-Carolina: and occasionally referring to the states of North-Carolina and Georgia* (Charleston, 1821), II, 44-45. Hereafter cited as Drayton, *American Revolution*.

GEORGE JAMES BRUERE TO LCRD DARTMOUTH¹

No 24

Bermuda Sept the 13th 1775

My Lord I was disappointed, of any opportunity of Conveyance, for any letters either to Your Lordship, or to General [Thomas] Gage, until the 3d of September; I had agreed with the Master of a Vessel to go to Boston, for fifty pounds, to carry my Despatchess and some live Stock to General Gage.

And just as the Sloop was getting under Sail, the Mate of the Vessel, I suppose having been tampered with, refused to go. However I put a Negro of my own and another Negro on board, and the Captain put to Sea in the evening, with only three negroes with him.

And some little time after, the Vessel got out of the Harbour, three Members of Assembly, and two of them were Delegates, mustering up any Common People, that they could readily meet with, to the Number of 16, or eighteen, went in a Boat, in pursuit of the vessel, in order to bring Her in again, or to take the Despatchess. Under pretence that the Sloop might have Rice or flour on board, notwithstanding they knew very well, that there was not any on board. As soon as I had information, that they were gone on that Villanous Errant, being on the Hill looking to the Sloop, I made a signal by a fire, from the Hill, which was agreed on, with the trusty old negro, and a good Pilot that I had sent with the Captain, to make Sail on Seeing a fire.

The Boat with the 16 or 18 People, did not return 'till after 12 o'Clock at night, or one in the morning, and gave out, that they had been on board, but found no Grain, and therefore let the Vessel go, but some of them said, that there was some blows, with the Captain of the Sloop, and one of the Young fellows, that went in the Boat; however I don[']t believe, that they got on board the Sloop, for it blew pretty fresh in Squals, and they Say, the Boat had like to have been lost.

The Revd Mr Lyttleton was to have gone in the Vessel, but did not come to Town in time, until it was night, and the Signal had been made, for the Vessel to make Sail, that the Boat might not get up to Her.

I sent Your Lordship intelligence as follows to be forwarded by General Gage, which I repeat, least any of my former letters, should be intercepted or that the Captain and my Negro in the Sloop, should have received any Damage, or the letters taken away by the People in the Boat.

On Monday in the night of the 14 of August, when many members of Assembly were come to Town, agreeable to Adjournment the Powder Magazine was broke into on Top just to let a man down, and the powder Room door, most Violently and Audaciously forced open from the inside, at the great hazard and risque of the Magazine blowing up, and about one hundred Barrels of powder stole and carried off; and it may be Supposed put on board of a Vessel, Called the *Lady Catherine*, belonging to Virginia, bound to Philadelphia, or a Schooner Called the *Charles Town and Savanna Packet*,² belonging to South Carolina, both these Vessels Sailed, from the west, end of these Islands, twenty miles or more from the Magazine, on Monday morning, but were seen on Tuesday morning, and pursued by the Custom House boat, which I ordered to be sent out, but she could not over take either of the Vessels, And it hath been Said, since that wicked affair was perpetrated, that the Country Whale boats towed the Vessels off. A large Reward was offered by Proclamation, as mentioned in my former letters, to any Person or Persons, that should make discovery &c, and bring any offender or offenders to Conviction.

I hope the Admiral,³ will be able to Spare a frigate to come here and the General some of the Sick to Recruit, from the benefit of the Climate and other Conveniencys.

Otherwise I dont know what they may do, to the destruction of Myself the Chief Justice the Captain, and the few friends to Government. I sent the Negro fisherman, as good a Pilot, as any belonging to Bermuda, for the Purpose of bringin in a vessel in case they should send me.⁴ I am My Lord [&c.]

George Ja^s Bruere

[Endorsed] R[ecieved] 26th Jany 1776

1. PRO, Colonial Office, 37/36, 808. Bruere was Royal Governor of Bermuda.

2. The master of the *Lady Catherine* was George Ord; the master of the *Charles Town and Savannah Packet*, John Turner.

3. Vice Admiral Graves at Boston.

4. It would appear from this passage that if a frigate is sent to his relief, the negro pilot will return in it.

14 Sept.

New England Chronicle, THURSDAY, SEPTEMBER 7 TO THURSDAY,
SEPTEMBER 14, 1775

Cambridge, September 14.

A Ship of about 260 Tons, commanded by Capt. Flagg, laden with Lumber, &c. which sailed from Portsmouth, the Beginning of last Week, for the West-

Indies,¹ was met with and taken by the *Lively* Man of War, the Captain of which put two Officers and five Sailors on board her, in order to carry her to Boston. Soon after a Privateer from Beverly luckily came across the Ship, as she was going into Boston, retook and carried her into Cape-Ann. On Saturday last [September 9] the seven Prisoners taken on board the Prize, were brought to Town, and committed to the Care of the Main-Guard.²

1. The *Unity*.

2. See Nicholson Broughton's letters of September 7 and 9, 1775.

GEORGE WASHINGTON TO COLONEL BENEDICT ARNOLD¹

By his Excellency George Washington Esquire, Commander in Chief of the Army of the United Colonies of North America.

To Colonel Benedict Arnold.

1. You are immediately on their March from Cambridge, to take the Command of the Detachment from the Continental Army against Quebeck & use all possible Expedition, as the Winter Season is now advancing, and the Success of this Enterprize (under God) depends wholly upon the Spirit with which it is pushed, and the favorable Disposition of the Canadians and Indians. –

2. When You come to Newbury Port you are to make all possible Enquiry what Men of War or Cruizers there may be on the Coast to which this Detachment may be exposed on their Voyage to Kennebeck River – and if You shall find that there is Danger of being intercepted You are not to proceed by Water, but by Land, taking Care on the one Hand not to be diverted by Light, & vague Reports, and on the other not to expose the Troops rashly to a danger which by many Judicious Persons has been deemed very considerable

3. You are by every Means in your Power, to endeavor to discover the Real Sentiments of the Canadians towards our Cause, & particularly as to this Expedition, Ever bearing in Mind, that if they are averse to it, & will not cooperate or at least willingly acquiesce it must fail of Success – In this Case You are by no Means to prosecute the Attempt, the Expence of the Expedition & the Disappointment are not to be put in Competition with the Dangerous Consequences which may ensue from irritating them against us, and detaching them from that Neutrality which they have adopted.

4. In Order to cherish those favorable Sentiments to the American Cause, that they have manifested, You are as soon as You arrive in their Country to disperse a Number of the Addresses You will have with You, particularly in those Parts where your Rout shall lay, & observe the strictest Discipline and good Order, by no Means suffering any Inhabitants to be abused or in any Manner injured, either in his Person or Property – punishing with Exemplary Severity every Person who shall transgress & making ample Compensation to the Party injured. –

5. You are to endeavour on the Other Hand to conciliate the Affections of those People and such Indians as You may meet with, by every Means in your Power, Convincing them that we come at the Request of many of their principal People, not as Robbers or to make War upon them, but as Friends and supporters of their Liberties as well as ours: And to give Efficacy to these Sentiments You

must carefully inculcate upon the Officers and Soldiers under your Command that not only the Good of their Country & their Honour but their Safety depends upon the Treatment of these People.

6. Check every Idea, & crush in its earliest Stage every Attempt to plunder, even those who are known to be Enemies to our Cause, it will create dreadful Apprehensions in our Friends, and when it is once begun none can tell where it will stop, I therefore again most expressly order that it be discouraged & punished in every Instance, without Distinction.

7. Whatever King's Stores You shall be so fortunate as to possess Yourself of, are to be secured for the Continental Use, agreeable to the Rules and Regulations of War published by the Honorable Congress, The Officers & Men may be assured that any extraordinary Services performed by them will be suitably rewarded. –

8. Spare neither Pains or Expençe to gain all possible Intelligence on your March, to prevent Surprizes & Accidents of every Kind – & endeavour if possible to correspond with General [Philip] Schuyler so that You may act in Concert with him. This I think may be done by Means of the St. Francis Indians. –

9. In Case of a Union with General Schuyler, or if he should be in Canada upon your Arrival there, You are by no Means to consider Yourself as upon a separate & independant Command, but are to put Yourself under him and follow his Directions – Upon this Occasion and all others I recommend most earnestly to avoid All Contention about Rank In such a Cause every Part is honorable, in which a Man can serve his Country. –

10. If Lord Chatham's Son should be in Canada, & in any Way fall in your Power, You are enjoined to treat him with all possible Deference and Respect. You cannot err in paying too much Honour to the Son of so Illustrious a Character & so true a Friend to America.² Any Other Prisoners who may fall into Your Hands, You will treat with as much Humanity & Kindness as may be consistent with your own safety and the Public Interest. Be very particular in restraining not only Your own Troops but the Indians from all Acts of Cruelty and Insult which will disgrace the American Arms – and irritate our Fellow Subjects against Us. –

11. You will be particularly careful to pay the full Value for all Provisions or other Accomodations, which the Canadians may provide for You on your March – By no Means press them or any of their Cattle into your Service, but amply compensate those who voluntarily assist You. For this Purpose You are provided with a Sum of Money in Specie, which You will use with as much Frugality and Oeconomy as Your Necessities and good Policy will admit keeping an Exact Account as possible of your Disbursements.

12. You are by every Opportunity to inform me of Your Progress, your Prospects & Intelligence & upon any Important Occurrence to dispatch an Express.

13. As the Season is now far advanced, You are to make all possible Dispatch, but if unforeseen Difficulties should arise or if the Weather should become so severe as to render it Hazardous to proceed in Your own Judgment & that of your Principal Officers (whom You are to consult) – In that Case You are to return;

giving me as early Notice, as possible, that I may give You such Assistance as may be necessary --

14. As the Contempt of the Religion of a Country by ridiculing any of its Ceremonies or affronting its Ministers or Votaries has ever been deeply resented; You are to be particularly careful to restrain every Officer & Soldier from such Imprudence & Folly & to punish every Instance of It. -- On the Other Hand as far as it lays in your Power You are to protect and support the Free Exercise of the Religion of the Country and the Undisturbed Enjoyment of the Rights of Conscious in religious Matters with Your utmost Influence & Authority --

Given under my Hand at Head Quarters Cambridge this 14th Day of September, One Thousand seven hundred & seventy five. --

Geo: Washington

(Copy)

1. MNHP.

2. Chatham's son sailed from Quebec in October 1775, a passenger in the ship *Pomona*, John Green, master.

GENERAL THOMAS GAGE TO VICE ADMIRAL SAMUEL GRAVES¹

Sir,

Boston 14th September 1775 --

The Flux that has raged so much amongst the Troops having required such Quantities of Rice to be consumed in the Hospitals, that we have but little remaining, and as it is an Article that will be greatly wanted, I should be very glad you would give Orders to the Officer Commanding the *St Lawrence*² (now going to St Augustine) to use every means he can to procure a Cargo of Rice, either at South Carolina or Georgia, or by any other means he may have in his Power, and to order it to this Port as soon as possible.

General Howe Complains that the Sloop sent to Guard the Mystick was Suddenly removed, by which that Avenue is left exposed to the Rebels, and desires some Vessel may be sent thither.

I would likewise inform you that I have Intelligence which I depend upon, of the Rebels fitting out Cruizers to Intercept our Supplys, and to Seize our Dispatches from Europe. They are Anxious to know what will be determined upon at home, and what Orders will be given in Consequence of the Events that have happened, as they mean to form their own Conduct accordingly. I hear of a Brig fitted at Middletown in Connecticut Just ready to Sail, quite new, and to carry Fourteen Guns.

News is come from New-York of the making Prisoner of Governor [William] Tryon. I should imagine if the Ferrys between that City and New Jersey, as also Long Island, were narrowly watched that means could be fallen upon to seize many Rebels of Consequence, passing to and from the City. The Delegates from the Eastward might it's said have been Seized with ease as well as Washington and Lee.

I am with Regard and Esteem, Sir &ca

1. Gage Papers, CL.

2. Lieutenant John Graves.

NICHOLAS COOKE TO COLONEL RHODES ¹

Mr Rhodes Sr

Providence Septembr the 14 1775

I Received yours of yesterday and am Sorry to find the Removing the Stock has met with so much obstruction the Expence must amount to much more than all the Stock is Worth if we had orderd the inhabitants to drove all the Stock into the Sea and the government a paid for it it would have been a great Saving to the government I would advise you to discharg all the men immediately but them that was inlisted Soldiers the Soldiers with their officers to Stay there for the protection of the island till further orders and that the owners of the Stock be advised to Bring of[f] all they have to Spare that is fit for Beef and market them as Soon as they can for fear of having them taken away and all the Rest of you to come of[f] the Island as Soon as possible this Seems to be the opinion of all the Committee present from Sr [&c.]

Nicholas Cooke

[Endorsed] Col Rhodes fm Govr Cooke Sept 14 1775 Affairs on Block Island
Copy Letter to Colonel Rhodes at Block island Septembr 14

1. Nicholas Cooke Papers, I, 19, RIHS.

NICHOLAS COOKE TO GEORGE WASHINGTON ¹

[Extract]

Providence Septemr 14th 1775.

I am favoured with a Letter from Govr [Jonathan] Trumbull in Answer to mine proposing a Voyage to Bayonne, in which he informs me that the Council of the Colony of Connecticut are summoned to meet this Day to take the Scheme into Consideration. — This Sir is the Time to exert ourselves in sending to Europe for Powder, as the Vessels may perform their Voyages and return upon this Coast in the Winter, when the Enemy's Ships are unable to cruize. — I have written to our Delegates strongly recommending it to them to use their Influence that Measures may be taken to procure sufficient Quantities of that necessary Article. — I have also advised them to move in Congress for opening some Lead Mines immediately, as the depending upon a precarious Supply by sea when we have such Quantities in our own Country seems to me very preposterous. — And I believe the Article in this Way will cost us less Money than it can be imported for.

Capt. [Abraham] Whipple sailed on Tuesday [September 12] with Sixty-one Men on board his Vessel being clear and every Way in good Order. — I have given him Instructions to cruize Fourteen Days off Sandy-Hook for the Packet, and if he is so fortunate as to meet her to take her at all Events, to take out of her the Letters, Arms, Ammunition, and warlike Stores, and to land the Letters at South-Hampton and forward them—immediately by Express. — After the taking of the Packet or the Expiration of that Time he is immediately to proceed to Bermuda and, if possible, take the Powder into Possession without any Communication with the Inhabitants. — I have given it to him strictly in Charge not to make any Use of your Address unless in Case of absolute Necessity.

1. Washington Papers, LC.

WILLIAM WILLIAMS TO THE CONNECTICUT COMMITTEE OF THE PAY TABLE ¹

Gent,

[Hartford] 14 Sepr A D 1775

Please to draw on the Treas[ur]y of the Colony in favr of Cap Robert Niles of the armed Schooner, *Spy*, for the sum of one hundred pounds, taking his Receipt, & also his sufficient Bond for the proper Disposition of this & whatever Money He may receive out of sd Treas[ur]y, in Capacity of Captain of sd Schooner, & his well accounting for the same, & Charge the Colony

By order of the Govr & Comte of Safety

W^m Williams Clerk

1. Conn. Arch., 1st series, III, 481a, ConnSL.

MINUTES OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Lebanon, Thursday, 14 September, 1775.

A motion by letter from the Honble Dep. Govr Cook of Rhode Island, proposing that this Colony join with them in sending to Bayonne for powder, and proposing a feasible way to obtain it by a French bottom and Frenchmen there &c., was considered; and on the whole advised, that his Honor the Governor make a complaisant answer and advise him that we have advanced and laid out so largely for that article, and so much exhausted, and having reason to expect a supply &c., that we cannot well proceed further at this time, and recommend to propose the measure to Genl Washington.

Then commissions were made out and written at large for the armed brig *Minerva*, viz. Giles Hall Captain, James Hopkins 1st Lieutenant, Thompson Phillips 2d Lieutenant, now so appointed instead of Jehiel Tinker who declined, and warrants for Wm. Plymert Master, Benja. Cranston Gunner, Wm. Warner Mate, and do appoint Andrew Jehonnot Steward, and a warrant for Grey Powers appointed Boatswain.

Allowed on account of Cap. Giles Hall, for 5 days service and expence on a journey thro' the sea coast towns in July last with others, to look out proper vessels to arm and furnish for defence of the coasts &c., £ 3 2 0. And the clerk drew an order on the Pay-Table for it.

Ordered, That 150 lb. of powder be delivered to Cap. Niles, for the use of the armed schooner *Spy*, under his command.

1. Hoadly, ed., *Connecticut Records*, XV, 127, 130.LETTER FROM AN OFFICER IN THE NEW YORK FORCES ¹

[Extract]

The Carrying Place near Ticonderoga September 14, 1775

. . . I am in perfect good health, which I pray God to continue, till I can give a good account of that rascal Carleton, and his bloody backs – I call them so, not so much for the colour of their cloth, as for their base and savage conduct in suffering the head of the brave Capt. [Remember] Baker, to be severed from his body and fixed upon a pole at St. John's, where it now remains, as a monument of their savage tempers, and an incentive to us, bravely to revenge his death, or fall in the glorious attempt.

1. *New York Journal*, September 28, 1775.

New York Journal, THURSDAY, SEPTEMBER 21, 1775

New York, September 14.

[Insert the Committee of Safety of New York's certificate of September 7 in behalf of Captain Isaac L. Winn]

As by the manner of expression in the above certificate, it may possibly be thought by strangers to the transaction, that the article inserted by the Printer in his paper, was the ground of the suspicion raised against Capt. Winn, and occasioned the pursuit, detention and examination of him and his vessel; the Printer therefore, who thinks *his Reputation* of as much importance both publick and private, as Capt. Winn's, finds it necessary to inform the public, that the information against Capt. Winn, was given by one or two sailors who had belonged to the vessel, and the circumstance of his risking a vessel, loaded with a West India cargo, to Philadelphia, New York, and Newport, when she was bound to London, and especially when it was notorious, that the men of war in America, usually detained all the vessels they met with loaded with West India goods, gave credibility to the information, and strengthened the suspicion against Capt. Winn. Measures were taken to bring him and his vessel back, and they were actually in custody long before the Printer had published the article above referred to, which was a simple short account of the affair, as it was publicly reported at the time; and surely he could not be blameable for mentioning in his paper, a report which the Committee thought sufficiently credible to authorize their proceeding upon it; and as after examination it appeared to them, that Capt. Winn's character had received no blemish by the facts that had caused him to be suspected, neither could it be injured by mentioning those facts in a public paper.¹

On Sunday last [September 10] his Majesty's ship the *King-Fisher* sailed for Virginia.

1. Graves's Conduct, Prize List, II, 36-38, BM, indicates that the *Scarborough* took the sloop *Hannah*, Henry Lascelles Wynne, master, from Jamaica and New York for London, and sent her into Boston, but that she was allowed to proceed on her voyage, her cargo unmolested. This is unquestionably the same vessel. However, both the *New York Journal* and the Committee of Safety designated Isaac L. Winn, master.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Thursday, September 14, 1775

Ordered, That the delegates for Pensylvania prepare and lay before the Congress to Morrow, an Account of the powder belonging to the Continent, received, and how it is disposed of, also an account of all the powder now in this city.

1. Ford, ed., *JCC*, II, 248, 249.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY¹

[Philadelphia] September 14th.

Resolved, That the Chevaux de Frize be sunk in the river opposite the Fort, as has been agreed to; And that Capt. [Robert] White & Sam'l Morris, jun'r, be appointed a Committee to see the same done as soon as possible.

That the Boat built by Samuel Robins, be called the *Ranger*, & that Capt. James Montgomery take the command of her.

Resolved, That the Boat Built by John Rice, be called the *Dickinson*, And that he, the said John Rice take the Command of her.

That the Boat built by [Emanuel] Eyres, be called the *Congress*, And that Capt. John Hamilton take the command of said Boat.

Resolved, That Mr. John Nesbitt be appointed Pay Master to the Officers and Men to be employed on board the Armed Boats, and that he be allowed thirty Dollars P month for his services, and that this Committee pay for the Books, papers, &ca., that he may have occasion for in said service.

Resolved, That the Wages of the Lieutenants to be employed on Board the Armed Boats, be increased to fourteen Dollars P Month.

Resolved, That Mr. Benjamin Thompson be appointed Lieutenant to the Armed Boat called the *Experiment*.

1. *Pennsylvania Colonial Records*, X, 334, 335.

RICHARD LLOYD TO JAMES HOLLYDAY ¹

[Extract]

Farley Sept 14th 1775.

Sir/ Capt [Nathaniel] Falconer ² is arrived at Phila In him came Passengers my Cousin Mazy and Harriett Anderson's ³ - Mr Ben: Galloway came also and I saw him at Town yesterday. I have no Ltire but he informd me my Cousi[ns] wish to see me soon - As no oppo[rtunity] offered Yesterday for Phila I could not writ them. suppo[se] I shall have a Ltire from Jno Cadwalader by the post. I am intending if Mr Cadwalader Does not offer his Coach, to request the Lent of Mr Ringgolds, for the purpose. B:Galloway Landed on Monday [September 11] Evening, at New Castle. He left London the 13th July and says, there was no talk of sending more Forces to America immediately. The General opinion was, that on Burgoines & the Forces getting to Boston every thing would be quiett. They had no advice when he came aw[ay] of the affair at Bunkers Hil[l] - There no [torn] [o]f withdrawg the Forces that he heard of - There were several Frigates fitting out but there Destination, not known. He tells me Dickey Lloyd is going to be married to a Miss Lee of the Isle of White a young Lady worth £20,000. He intends getting out of the [A]rmy and probably shall come over in a Twelve month [From] what I can learn from him the young Ladies, had not [received your] Letters -

1. Hollyday Papers, US Naval Papers, MdHS. Letter badly torn.

2. In the ship *Mary and Elizabeth* from London.

3. On May 25, 1775, Hollyday had written to Miss Maze Anderson to urge the sisters to come to America. Hollyday Papers, MdHS.

JOHN SMITH & SONS TO PATTERSON & FLETCHER, LONDONDERRY ¹

Gent

Balt[imor]e 14t Sepr 1775

At the Recommendation of Mr Hugh Young we inclose you Bill Lading for 60 Hhds flaxseed, Shipp'd in his Snow the *Baltimore* Capt [James] Clark, if She discharges in Derry, you'll please Sell it to the best advantage. (we would not

wish you to hasten the Sale), & remit the Nt proceeds to Mr James White in London for Accot of J. K. [John Kearns]. We are Gent [&c.]

1. Smith Letter Book MdHS.

JOHN SMITH & SONS TO LAWTON & BROWN, CORK ¹

Gent

Balt[imor]e 14t Sept 1775

We inclose you B.L. [Bill of Lading] for 60 Hhds flaxseed, Shipp'd in the Snow *Baltimore* Capt [James] Clark. She touches at Derry. if Her Wheat is Sold there the flaxseed will also be Sold there, if not the Flaxseed will go to your Address in Cork you'll please to Sell it when you think it will be most to Advantage & remit the Nt proceeds to Mr James White in London for Accot of J. K. [John Kearns]. We are Gent [&c.]

1. Smith Letter Book, MdHS.

JOHN SMITH & SONS TO MILDRED & ROBERTS, LONDON ¹

Gent

Balt[imor]e 14th Sept 1775

We wrote you the 8t Inst inclosing Sundry Bills Amotg to £533.1.8 Stg which Hope will all be duly honour'd, even give a little time for Some of them rather than to return them, (if made Secure). We now inclose you Hugh Young's draft on John Brown of Liverpool for £350 Stg which when pd pass to our Credit. Bills are not to be had now or Should have made a much larger Remittance – We recd a Letter yesterday from Vienne & Veillon in which they mention their fear that the *Sidney* will be Condemn'd & that the Accot[s] of Murray & Son are very unjust. they Say we may depend our Interest Shall be taken as much Care of as if their own.² Should they be oblig'd to pay their Accots, you'll then procure them & recover from the Underwriters. we Shall lose very heavily by that Affair but we depend you'll do everything in your power to make it as light as possible We are Gent [&c.]

1. Smith Letter Book, MdHS.

2. See Smith & Sons to Vienne & Veillon, September 22, 1775.

PINKNEY'S *Virginia Gazette*, THURSDAY, SEPTEMBER 14, 1775

Williamsburg. [September 14].

The *little hornet* (alias *master Squire*) lately sent the following *courageous* letter to Mr. [John Hunter] Holt, printer of the *Norfolk Intelligencer*.¹ As it is one of those great productions which never fail to characterize a genius of the *first* magnitude, we, in justice to that *illustrious* captain, present it *verbatim* to our readers.

[Here is inserted Captain Squire's letter of September 9, 1775]

1. Holt's paper was the *Virginia Gazette*, with a sub-title of *Norfolk Intelligencer*.

JAMES GILCHRIST TO ST. GEORGE TUCKER ¹

[Extract]

Virginia, Norfolk Septem. 14. 1775

Your Soul would go nigh to melt with pity were you Now to look over this Harbour, not a Merchant Vessell to be seen but the unhappy Sufferers in the

late violent Gale of wind – Blue Ensigns in plenty stream all over the River from Gosport to Town Point – The *Mercury* of 24 guns the *Otter & King-Fisher* of 18 Guns each, the Governour present Palace mounting 10 Guns, a large Ship of Selbecks to mount 22 Guns, besides Armd Schooners & Sloops, a large Bark, under Convoy of Lanes Armd Sloop are gone its said to St Augustin for the whole of the 14th Regt 100 whereof are here now . . . Mr Robt Christie from Baltimore Sentenced to pay a fine of £ 500 Stg & perpetuall Banishment from Maryland, is here also with his young Child & its Nurse on his way home – From some Complaints exhibited by Lord Dunmore to the Admiral against Capt [John] McCartney of the *Mercury*, that Gentleman is superseded & the Admirals Lieut has taken the Command pro. tempore – poor McCartney is soon to set out for Boston to give an Account of his Steward-ship – So much for the Royalists – Now for the Constitutionest –

The Committee of Safety have divided the strength of this Province into Regular troops, Minute-Men & Militia – (Which do you think shall I become [Acting] faith neir a one, thanks to the Convention, who have exempted all the Natives of Great Britain from taking up Arms in this unhappy dispute) – a d——d long parenthesis – But no matter – Well, as I was saying, the Regulars are to consist of 1200 effective Men, to be raised, cloathd & paid at the publick Expence, the Minute Men are to consist of I know not well how many, but believe 6000, to be armd & uniformly regimented & to serve on Emergency the Militia Men to consist of all the remainder of the able body'd men in the Colony –

1. Tucker-Coleman Papers, CW.

WALTER RITCHIE'S INSTRUCTIONS TO ROBERT CUNNINGHAM ¹

Sir

Wilmington No Carolina – 14th Septemr 1775

You are to make the best of your way with the Ship *America* of which you are Master to Bridgetown in Barbadoes, and deliver your Cargo to Messrs William and John Thomson & Co. Merchants there, these Gentlemen are requested to use their best Interest to procure a full Freight for the *America* from Barbadoes to Britain or Ireland, and to accept of such a Freight provided she can be loaded in two Months from her arrival – should it be out of their power to get a Freight, they are to supply you with Cash Sufficient to buy a Cargo of 6 to 7000 Bushels Salt at the Island of Saltatudis, where you are to go for that purpose, furnishing yourself before you leave Barbadoes with all necessary information, that you may purchase the Salt at the cheapest rate, and get it on board in the least expensive manner, as it is probable the People you may have to deal with at Saltatudis are not over Scrupulous in making the most of Strangers, with the Cargo of Salt you are to proceed to this River Anchoring at Baldhead or any where below the Man of War until you are fully advised whether or not the Exportation is open to Britain. If the Port is open to export deliver your Cargo of Salt to Messrs William Thomson Imrie Dunn who are (with the direction and assistance of Mr Robert Gillies in Cross Creek) to load the *America* with a Cargo of Naval Stores &ca for Greenock. – Should the Port be still shut when you arrive below, you are only

PATRICK TONYN TO GENERAL THOMAS GAGE ¹

[Extract]

A Fellow, Lempriere, is to be rewarded in [South] Carolina, with a large Ship, mounting several Guns, for an act of Piracy committed off this Bar, he is to be stationed to cruise off Saint Marys River, to intercept whatever Vessels are coming to this Province.²

No opportunity having offered before to convey to your Excellency an account of this audacious attempt, I beg now to trouble you with it.

The 3d August in the afternoon, a Brig with Ordnance Stores, came off this Bar. The 4. the Provincial Vessel was sent to lighten the Brig, to bring as much powder out of her as she could stow. The Vessel returned the 5. with two hundred ninety three barrels of Gunpowder, the Brig being sufficiently lightened. The 6. being calm the Brig could not come into Port. The 7. in the morning at low water, a Sloop which was taken for a Negro Vessel, run on board the Brig, boarded with twenty six Men armed, took away a hundred and eleven barrels of the Kings powder, and some for the Merchants here. More powder would have been taken, but ten Soldiers were on board, as labourers without arms, to get the Ordnance stores out of the Brig: they grew angry, and began to plot, to seize some of the Pirates arms to drive them out of the Brig. The Pirates took the alarm, evacuated the Brig in confusion, leaving a part of their orders, signed Henry Laurens, and a draught on a Merchant, Mr. Broughton, in Charlestown for a thousand pounds Sterling, signed by the Commander Clement Lempriere, as they pretended in payment for the powder.

The instant I heard of this villainy, the provincial Vessel was equiped, with eight pieces of small ordnance, an officer and 30 Privats of the 14. Regiment, and sailed in pursuit of the Pirates: they arrived off Savannah Bar, a few hours after the Pirate Sloop got over it, and went the inland passage to Beaufort in [South] Carolina, from which Place she had sailed. In consequence of the Protest made by the Master of the Brig, the inclosed proclamation was issued; ³ I have tryed to get it inserted in the Georgia and Carolina papers, but cannot get it done: if your Excellency thinks it proper for the Boston Newspaper, you can do as you please. Since Lemprier has been off here, we have heard of two armed Schooners cruising. . . .

Sir James Wright has doubtless informed your Excellency, of the disaffection of Georgia, the Government being intirely wrested from him by Rebel Committee's. St Augustine 14. Sepr 75

1. Intercepted letters, Papers CC, 51, I, 75-81, NA. . Tonyn was Royal Governor of East Florida. His letter to Gage was forwarded to Congress in George Washington's letter of December 18, 1775. It was found, along with many other letters and papers, on board the brig *Betsey*, sent into Beverly by John Manley.
2. Tonyn's information was much in advance of the facts. Lempriere was appointed commander of the ship *Prosper* on November 14, 1775, and declined the appointment a week later.
3. Proclamation of August 21, 1775, Volume 1, 1199-1200.

PATRICK TONYN TO VICE ADMIRAL SAMUEL GRAVES¹

Sir, In a letter to General Gage of the 19. July last, I mentioned the *Savage* Sloop, and *Saint John* Schooner, stationed on this Coast, and the Island of Providence; that the *St John* has been here only once, the others not att all. They Harbour at [New] Providence, out of the way of action, in perfect quiet; when His Majesty's service, calls for their assistance in these Seas.

When the *St John* was here, it was a critical hour, in the Province of Georgia. Lt [William] Grant the Commander shew'd me a note, he had received from Sir James Wright, requesting to see him before he sailed, or that he would return again to Savanah. I had dispatches of consequence for Sr James Wright, which I desired him to take, advising him to return there, as the dissention, and disaffection were mounting to an extreme hight, between the Inhabitantnts in the interest of the Constitution, and the Rebelious. But, I requested of Mr Grant, to return to this Port, which he promised. My Object for it was, I had intelligence, that armed Cruisers, were out from [South] Carolina, to intercept, some Merchant Ships, coming to this Place, with Ordnance stores for His Majesty Garrison, and Powder for the Merchants. I intended on their appearance, the *St John* should go out out to protect them, untill the wind permitted them to come into the Harbour. If Mr Grant had returned, an act of Piracy which happened off this Bar, would not have been committed. A relation of which I have wrote to his Excellency General Gage,² and beg leave to enclose to you an extract of it. I also wrote to General Gage, some intelligence I had procured, of Gunpowder being run, from the West India Islands, to the Province of [South] Carolina.

A cruiser of considerable force, I am informed, is to be stationed, from Saint Mary River, the north boundery of this Province, to intercept whatever vessels, may be bound to this Province, and is to be commanded by [Clement] Lempriere, she is now equipping in Carolina.

The letters from England, for this Province by the last mail, I have had no account of, but I hear it has been wrote to some Gentlemen here, that they are put into the Man of War in Charlestown Harbour. I have no means to send for them, was I to send the Provincial Vessel, she can make no resistance, and would be taken by any of the Rebel cruisers.

From [South] Carolina a rebel Packetboat is established, that sails under a flag with liberty wrote upon it, to Philadelphia, and another to Savanah.

Our Coasts being intirely without defence, I thought you would be glad to have such information in maritim[e] affairs, as was in my power to give; at the same time I mean to draw your attention, to such services in these parts of His Majesty's Dominions, as may be thought requisit, when I shall rejoice most heartily, to have our Coasts cleared of such petty insignificant cruisers, which are able to do great mischief to defenceless Merchant Ships. I have the honour [&c.]

Pat: Tonym

St Augustine 14. Sepr 75

P.S. I am told Cap Thornborough of the *Tamer*, lies at Charlestown in a total state of inactivity

1. Intercepted letters, Papers CC, 51, I, 29-32, NA. The letter, found on board the prize brig *Betsey*, was forwarded to Congress in George Washington's letter of December 18, 1775.
2. See Tonym to Gage of this same date.

15 Sept.

JOURNAL OF COLONEL BENEDICT ARNOLD ¹

[Extract]

[Newburyport, September 15]

Having received orders from his Excellency General Washington to march with the above detachment, I set out on Friday morning, the 15th of September from Cambridge; dined at Salem, where I procured two hundred pounds of ginger, and engaged a teamster to transport that and two hundred and seventy blankets, received from the Committee of Safety, by order of Major [Thomas] Mifflin, Quartermaster-General, to Newburyport, where I arrived at ten o'clock the same evening.

1. Sparks Mss. No. 52, vol. II, HU. The journal from the above date to and including September 26, 1775 is in the hand of Arnold's secretary, Eleazer Oswald.

JOURNAL OF H.M.S. *Scarborough*, CAPTAIN ANDREW BARKLEY ¹

Sept 75 Moored in Nantasket Road

Friday 15th A M stop'd a Sloop with Rum & Sugar from Jamaica,²

1. PRO, Admiralty 51/867.
2. The sloop *Hannah*, Henry Lascelles Wynne, master, with rum and sugar, from Jamaica and New York, and bound to London. She was allowed to proceed upon her voyage. Graves's Conduct, Prize List, II, 36-38, BM.

VICE ADMIRAL SAMUEL GRAVES TO GENERAL THOMAS GAGE ¹

Sir

Boston 15 September 1775

When Captain Tollemache ² sailed I gave him Orders to seize any Rice Ship he met, and send her to Boston; he Carried the same orders to Captain Thornborough of the *Tamer*; I have Now directed the Commander of the *StLawrence* schooner to use every means in his power to procure a Cargo, agreeable to your Excellency's desire. I will place a Sloop to guard the Mystick when 'tis in My power, but your Excellency must be sensible I have not a sufficient number of small Vessels of War to answer every purpose of Government.

I thank your Excellency for the Intelligence of the Rebels design to intercept our Supplies, and seize our Dispatches from Europe. I am of opinion those from Government will in future come in Men of War, however I will endeavor to render the Navigation to Boston as secure as possible.

Before I had your Excellency's letter I had given Orders to Capt Vandeput, Not only to seize the Delegates and General Officers of the Rebels, but also the principal leaders of the Rebellion at New York.

The Schooner sails this day for St Augustine though her Service is much wanted here. Respecting the Rebels design upon Nova Scotia I can only repeat

my assurances of making the best disposition in My power of the King's Ships to answer the variety of Services expected from them. I am with regard and esteem
Sir [&c.] Sam^l Graves.

1. Gage Papers, CL.

2. Commanding H.M. Sloop *Scorpion*.

VICE ADMIRAL SAMUEL GRAVES TO LIEUTENANT JOHN GRAVES,
H.M. SCHOONER *St. Lawrence*¹

You are hereby required and directed to proceed in his Majestys Schooner under your Command to St Augustine in East Florida, and on your Arrival acquaint his Excellency Governor [Patrick] Tonyn that you are come to co-operate with him on the Kings Service, to assist his Majestys Land Forces to secure and defend that Garrison against the Rebels, to protect Trade carried on according to Act of Parliament, to suppress illegal Commerce, and to put into Execution the Acts of Parliament restraining the Trade of the Colonies: All which you are hereby strictly required to do, to the utmost of your power on every occasion. And whereas the Rebels in several parts of the Continent are fitting out armed Vessels to be employed against his Majesty, You are hereby required and directed to do your utmost to take seize, burn, sink and destroy all and every pyrate and Rebel where ever you meet them. And you are to do your utmost to seize and keep safe any of the Delegates from the Provinces to the Congress at Philadelphia, or Rebel General Officers, that you may meet with: giving me from time to time a particular Account of all your Proceedings as opportunity shall offer. And whereas there is a Contract at St Augustine for supplying his Majesty's Ships with Provisions, you are to take Care to compleat once a month at least, that upon any emergency you may not be caught unprovided. You are to be careful in the Expenditure of all your Stores, and cause the utmost frugality to be observed.

Given under my Hand on board his Majs Ship *Preston* at Boston the 15 September 1775

Sam Graves

1. Graves's Conduct, I, 128, BM.

PROPOSAL OF DR. JOHN CONNOLLY TO GENERAL THOMAS GAGE¹

[September 15]²

Proposals for raising An Army to the Westward and for effectually Obstructing a communication between the Southern and Northern Governments.—

As I have by direction from his Excellency Lord Dunmore prepared the Ohio Indians to act in Concert with me against his Majesty's Enemies in that Quarter, and have also dispatched intelligence to the different Officers of the Militia on the Frontiers of Augusta County in Virginia, giving them Lord Dunmore's Assurances (that such of them as shall hereafter evince their Loyalty to his Majesty by putting themselves under my Command when I should appear Amongst them with proper Authority for that purpose) of a confirmation of Titles to their Lands, and the quantity of three hundred Acres to all who take up Arms in the support of the Constitution when the present Rebellion subsided: I will undertake to penetrate

through Virginia, and Join his Excellency Lord Dunmore at Alexandria early next Spring on the following Conditions, and Authority.—

1st That Your Excellency will give me a Commission to Act as Major Commandant of such Troops as I may raise and embody on the Frontiers, with a power to Command to the Westward, and of employing such serviceable French, and English Partisans, As I can engage by pecuniary rewards or otherwise. —

2dly That your Excellency will give Orders to Captain [Hugh] Lord at the Illinois to remove himself with the Garrison under his Command from Fort Gage to Detroit by the Ouabache bringing with him all the Artillery, stores &ta &ta to facilitate which undertaking he is to have Authority to Hire Boats, Horses, Frenchmen, Indians &ta &ta to proceed with all possible expedition on that Rout, as the Weather may occasionally permit, and to put himself under my Command on his Arrival at Detroit.—

3dly That the Commissary at Detroit shall be empowered to furnish such provisions, As I may Judge necessary for the good of the Service, and that the Commanding Officer shall be instructed to give every possible Assistance in encouraging the French and Indians of that Settlement to Join me.—

4thly That an Officer of Artillery be immediately sent with me to pursue such Rout, as I may find most expedient to gain Detroit, with Orders to have such pieces of light Ordnance As may be thought requisite for the Demolishing Fort Dunmore; and Fort Fincastle if resistance should be made by the Rebels in Possession of those Garrisons.

5thly That your Excellency will empower me to make such Reasonable presents to the Indian Cheifs and others, As may urge them to Act with Vigor in the execution of my Orders. —

6thly That Your Excellency will send to Lord Dunmore such Arms As may be spared in order to equip such Persons as may be willing to serve his Majesty at our Junction, in the Vicinity of Alexandria &ta &ta

If your Excellency Judge it expedient for the good of the Service to furnish me with the Authority And other requisites I have mentioned, I shall embrace the earliest Opportunity of Setting off for Canada and shall immediately dispatch Lord Dunmore's Armed Schooner (which now awaits my Commands) with an account of what your Excellency has done, and that I shall be ready (if practicable) to Join his Lordship by the 20th of April at Alexandria, where the Troops under my Command may Fortify themselves under the Cover of the men of War on that Station —

If on the contrary your Excellency should not Approve of what I propose, you will be good enough to Honor me with Your Dispatches to the Earl of Dunmore that I may return as early as possible. —

[Endorsed] A True Copy

1. U. S. Naval Papers, MdHS.

2. The date is approximated, as Connolly sailed for Virginia in Dunmore's armed schooner *Arundel* on September 20, 1775, and, according to a companion, was ten days in Boston; William Cowley to George Washington, October 4, 1775. Gage reported the scheme to Lord Dartmouth on September 20, 1775. PRO, Colonial Office, 5/92.

NICHOLAS COOKE TO GEORGE WASHINGTON ¹

Sir

Providence Septemr 15th 1775

I observe that in the Cambridge Paper of Yesterday – there is an Extract of a Letter from Bermuda to New York giving an Account that upwards of 100 Barrels of Powder had been taken out of the Magazine, supposed to have been done by a Vessel from – Philadelphia and another from South-Carolina. – This Intelligence appears to me to be true; and I beg to know your Excellency's Opinion of it as soon as possible, that if it be thought best to relinquish the Expedition I may recall Capt. [Abraham] Whipple as soon as his Cruize for the Packet is out. – His Station in this River is very necessary as Capt. [James] Wallace hath equipped a Sloop with Six and a Schooner with Four Carriage Guns who may be very troublesome here. I am [&c.]

Nicho^{ls} Cooke

1. Washington Papers, LC.

JOURNAL OF H.M.S. *Rose*, CAPTAIN JAMES WALLACE ¹

Sept'r 1775

Moor'd in Rhode Island Harbour

Friday 15

at 5 P M Join'd Co the *Charlotte* T[ende]r with the Sloop *Phenix*, Jno Sheridan Master from Philadelphia with 700 Barrels Flour,² at 8 came too in Rhode Island Harbr

1. PRO, Admiralty 51/804.

2. The *Phoenix* was bound to Jamaica. She was still under litigation in the Admiralty Court when Admiral Graves left Boston in January 1776. Graves's Conduct, Prize List, II, 36–38, BM.

JONATHAN TRUMBULL TO GEORGE WASHINGTON ¹

[Extract]

Lebanon 15th September 1775

Stonington had been Attacked, and severely cannonaded and by divine Providence marvellously protected. –

New London and Stonington are still menaced by the Ministerial Ships and Troops, that the militia cannot be thought sufficient for their security – . . .

We are oblidged actually to raise more Men for their Security and for the Towns of New Haven and Lyme . . .

PS. The *Glasgow* and *Rose* Men of War are now at Newport, and threaten that on the Return of the *Swan* from Boston, probably with Men for the purpose they will attack New London and Stonington

1. Washington Papers, LC.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY ¹

[New York] Die Veneris, 4 ho. P.M., Sept. 15th, 1775.

The committee unanimously agreed to consider their order of the twelfth inst. appointing a committee to procure gunpowder and arms, and after some time spent therein, they agreed to continue the said order with the following amendments, to wit:

Ordered, That Messrs. Jacobus Van Zandt, Henry Remsen and Lewis Pintard be a committee to employ a vessel and despatch her with proper directions to purchase gunpowder and arms. And

Ordered, That those gentlemen be supplied with four thousand pounds by Peter V. B. Livingston, Esq. Treasurer of the Congress of this Colony, for that purpose. And

Ordered, That those gentlemen give directions to purchase muskets and not more than seven hundred, if powder can be obtained, and to invest the residue of the money in gunpowder; and if muskets are not to be obtained then to lay out the whole money in gunpowder; if no gunpowder is to be had, that they direct the whole money to be laid out in muskets; if neither gunpowder nor muskets are to be obtained, that they direct the whole money to be laid out in saltpetre; if saltpetre cannot be purchased, that they direct twenty tons of lead to be purchased and the residue of the money invested in 2½ and 3 point blankets fit for a soldier to cover himself with or wrap himself in; and if blankets cannot be procured, that they direct the money to be invested in such coarse woollens as are fit for soldiers coats, the cloths to be blue, brown or drab colours. And

Ordered, That a certified copy of this entry be a sufficient warrant to the said Peter Van Brugh Livingston, Esq. as Treasurer as aforesaid, to deliver to the gentlemen before named the sum of four thousand pounds for the purposes above mentioned.

1. *New York Provincial Congress*, I, 148.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Friday, September 15, 1775

The Delegates from Georgia informed the Congress, that when the convention of that Colony agreed to enter into the general continental association, they resolved, among other things, "that if any vessels arrived from Gr Britain, between the sixth of July and the sixth of August, the goods imported should be stored and there remain until the Congress determined what should [be] done with them." — That during that time two vessels had arrived with goods, which were accordingly stored; they therefore desired the determination of the Congress on that matter.

The Congress taking this matter into consideration,

Resolved, That it be recommended to the convention of Georgia, to cause the cargoes, which have arrived there from Great Britain or Ireland, between the sixth day of July and the sixth day of August, at the election of the proprietors, either to be sent back or sold at public auction; that out of the monies arising from such sales, the proprietors or shippers, be paid the prime cost of the said cargoes, and all charges attending the same, and the overplus be retained by the said convention, and by them be applied towards putting their province into a posture of defence.

1. Ford, ed., *JCC*, II, 251, 252.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

[Philadelphia] September 15.

Commissions were this day signed by the President for the following Gentlemen as Captains, and dated as follows, viz't:

No. 1.	July 17, 1775,	for Henry Dougherty, of the	<i>Washington.</i>
2.	18,	for John Rice,	<i>Dickenson.</i>
3.	24,	for Charles Alexander,	<i>Chatham.</i>
4. Aug't	1,	for Nicholas Biddle,	<i>Franklin.</i>
5.	2,	for John Hamilton,	<i>Congress.</i>
6.	3,	for Allen Moore,	<i>Effingham.</i>
7.	31,	for James Montgomery,	<i>Ranger.</i>

Resolved, That an order be drawn on Mr. Robert Morris in favour of Jno. Nicholson for One hundred and fifty-eight pounds, fifteen shillings, being for the payment of 28 Firelocks for the use of the armed Boats. . . .

Resolved, That Mr. Gibbs Jones be appointed a Lieutenant of the Armed Boat *Ranger*, Commanded by Capt. James Montgomery.

1. *Pennsylvania Colonial Records*, X, 335, 336.

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

Septemr 1775

In Hampton Road

Friday 15 A M . . . seized on two Pilot boats belonging to Hampton as a reparation for the Tender they destroy'd.

[P. M.] Sailed hence his Majesty's Ship *Mercury*

1. PRO, Admiralty 51/663.

PURDIE'S *Virginia Gazette*, FRIDAY, SEPTEMBER 15, 1775

Williamsburg, September 15.

Last week capt. Squires sent the following impertinent letter, by a servant of lord Dunmore's, to the printer of the *Norfolk gazette*.

[Here is inserted Captain Squire's letter of September 9, 1775]

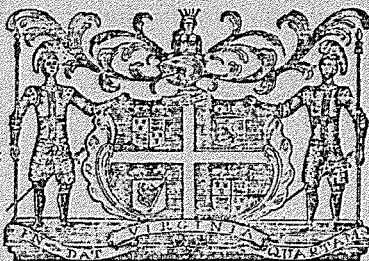
And on the day after the disaster which happened to his tender, which was chiefly manned with runaway negroes, he despatched the following letter to the committee of the town of Hampton,

[Here is inserted Captain Squire's letter of September 10, 1775]

The Hampton committee having thought proper, on monday last [September 11], to lay the above letter before the committee of this city, they represented to the commanding-officer of the volunteers here the necessity of sending down a sufficient force to protect the inhabitants of Hampton from any insult that might be offered to them by capt. Squire, who immediately communicated the same to the volunteers, when 100 men offered themselves, and next morning set out on their march to Hampton; where it is to be hoped, should the said Squire attempt any thing hostile against the people there, that they will be able to give a good account of him. And as to his requisition of the king's stores, &c. that were on board the tender, being delivered up to him, it will be time enough to settle accounts with him after he has made satisfaction to the owners of the several

VIRGINIA

GAZETTE.



ALWAYS FOR LIBERTY,

AND THE PUBLICK GOOD.

ALEXANDER PURDIE, PRINTER.

Last week capt. Squires sent the following impertinent letter, by a servant of lord Dunmore's, to the printer of the Norfolk gazette.

Otter sloop, Norfolk river, Sept. 9, 1775.
S I R,

YOU have, in many papers, lately taken the freedom to mention MY NAME, and thereto added many falsities. I now declare, if I am ever again mentioned therein with any reflections, I will most assuredly seize your person, and take you on board the Otter.

I am, &c.

MATTHEW SQUIRE.

And on the day after the disaster which happened to his tender, which was chiefly manned with runaway negroes, he dispatched the following letter to the committee of the town of Hampton, dated

Otter sloop, Norfolk river, Sept. 10, 1775.

G E N T L E M E N,

WHEREAS a sloop tender, manned and armed in his majesty's service, was, on Saturday the 2d instant, in a violent gale of wind, cast on shore in Back river, Elizabeth county, having on board the under-mentioned king's stores, which the inhabitants of Hampton thought proper to seize, I am therefore to desire that the king's sloop, with all the stores belonging to her, be immediately returned; or the people of Hampton, who committed the outrage, must be answerable for the consequences.

I am, gentlemen, your humble servant,

MATTHEW SQUIRE.

6 swivels, 5 muskets, 5 cutlasses, 2 powder horns, 2 cartouch boxes, 36 swivel shot, 1 seine and rope, an anchor and grapnel, with two cables and hawser, 1 boat's awning, 1 iron stove, with some lead.

slaves he has harboured (some of whom he now employs in the *king's service*). as well as for the number of robberies he has suffered to be committed, in hogs and poultry, from sundry plantations.

PURDIE'S *Virginia Gazette*, SUPPLEMENT, FRIDAY, SEPTEMBER 15, 1775

Williamsburg, September 15.

A few days ago the *Kingfisher* sloop, capt. Montague, arrived at Norfolk, with lieutenant Graham [Alexander Graeme] on board, to take the command of his majesty's ship *Mercury*, capt. M'Cartney being put under arrest (for disobedience of orders, it is said) and is to be sent to Boston, to be tried by a court-martial.

Lord Dunmore has received another reinforcement from St. Augustine, of no less than between 20 and 30 effective men, and soon expects to have his army augmented to 500; with which, we hear, he intends taking possession of his palace in this city, that he lately abandoned – *if not prevented by those he terms rebels*.

From Hampton we learn, that capt. Squire has fallen down to Hampton road, where he now lies, and has seized three passage-boats, with the negroes in them, by way of reprisal, he says, for the stores &c. taken out of his tender, when drove ashore in the late storm; which boats and negroes, it is likely, he intends taking into the king's service, to send out a-pirating for hogs, fowls, &c. – A very pretty occupation for the captain of one of his majesty's ships of war!

"WILLIAMSBURG, (VIRGINIA) SEPTEMBER 15"¹

John Macartney Esq; late of his Majesty's ship *Mercury*, we are informed, is robbed of his commission by Lord Dunmore, because he would not agree in all his Lordship's measures. We understand that this amiable gentleman is to be sent to Boston, there to take his trial before a courtmartial – for what? – Because probably, he would not consent to be a sheep stealer, or a slave to those creatures of infamy, who pursue nothing but the destruction of this unhappy country.

1. *Maryland Gazette*, Annapolis, October 5, 1775.

DIARY OF THE SALEM MORAVIAN CONGREGATION OF NORTH CAROLINA¹

Sept. 15. We hear that the Congress at Hillsborough has adjourned. They made various *laws*, as they call them, among others that 1000 men should be enlisted in this County, to be posted in the seaboard counties; and that some 2000 *Minute Men* should be enrolled. Premiums were offered for certain goods if made in this country, for instance linen, woolen cloth, iron for needles, knitting needles, and so on.

1. Adelaide L. Fries, ed., *Records of the Moravians in North Carolina* (Raleigh, 1925), II, 883. Hereafter cited as Fries, ed., *Moravians in North Carolina*.

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

September 1775

In Rebellion Road So Carolina

Friday 15

A M Empd Occasionally Do came on board his Excellency Lord William Campbell for the Safety of his Person lost on Shore at the Fort 6 lb of Musquet Ball fired a swivell Shott to bring too a Schooner –

At 9 P M unmoored and hove into $\frac{1}{3}$ of a Cable Sullivans Isld Et Fort Johnsons S W $\frac{1}{2}$ W $1\frac{1}{2}$ Miles Do kept the Ships Co under Arms All Night the American rebels having taken Possision of the Fort in No about 500

1. PRO, Admiralty 51/968.

DIARY OF CAPTAIN BARNARD ELLIOTT ¹

[Charleston, September 15]

. . . about an hour after we set sail [from Gadsden's wharf] we crossed the harbour & came to an Anchor near the opposite shore not far from Captain Stones landing, it was with much difficulty that we disembarked, as we had but two small boats we could not land above fifteen men at a time, the Vessel being near half a Mile from the Shore & a long muddy flat, over which we partly draggd the boats, & then waded through the Water up to our Middless, this misfortune we attributed to the fear of the Captain who dreaded the consequence of being haused down by the tide under the Cannon of Fort Johnson, which he apprehended was in the enemies hands, when One half a Mile more eastward would have given us a safe & good landing, without being commanded by the much dreaded Cannon of the Fort or the *Tamar* Man of War. Being arrived as I said before within half a Mile of the Shore Capt: Pinckneys Granadiers were orderd first to land & possess themselves of the sea beach, to cover us in case any foes should offer to Oppose our landing, as soon as his company was landed Captain Elliotts Granadiers, embarked from on board the Vessel in the small boats, Col: [Isaac] Motte landed in One & Captain Elliott in the other, by this time the day began to dawn, Col. Motte called Captains Pinckney & Elliott & consulted with them whether it would be best to make an attempt upon the Fort before day with the troops that were landed, or to waite till the rest of the Granadiers & Marions Light Infantry should land, they advised that an assault should be immediately made, & that Capt: Marion should be order'd to march up with his Company, & Lieut: Shubrick with the Granadiers not yet landed, as soon as possible to their assistance, this being agreed on the following regulation was orderd. vizt – Lieutent Mouat with a Detachment of the Granadiers of the first Regiment, & the Cadets was order'd to scale the Wall of the South face of the South West Bastion, which having a Ladder already fixed to it might be perform'd without much difficulty, this detachmt accordingly march'd off to perform their orders. Col: Motte with the remaining Granadiers, commanded by Capt Pinckney followed the first detachmt & Capt. Elliott brought up the rear, when the troops came within half a Mile of the fort

they took their separate routs, in Order to invest the fort on three sides at Once, the other side being washed by the Sea could not be attempted but by Boats, which was thought unnecessary. When Lieut: Mouatt came up to the Glaces he found the Gates open, and rushed in with his detachmt & took possession of the Garrison making prisoners of all he found within. Col: Motte with the Granadiers under Capt: Pinckney soon after enter'd the Gate taking possession of the Fort while Capt: Elliott with a detachment of his Granadiers scaled the Walls of the Barbet Battery, & took possession of it, he found all the Cannon, consisting of Seven twenty Six pounders, Twelve Eighteen pounders, One Twelve pounder and One Nine pounder, dismounted & thrown off the Platform, so that they were rendered useless for immediate service, but upon examining the touch holes found they were not spiked, this he informed Col: Motte of immediately, who at this time had the commander of the Fort before him to deliver up the Keys of the Magazine & Gates of the Fort, the Col: desired to be informed by him who had done this Mischief, he reply'd that the Men of Wars Men under the direction of the Governors Secretary, Capt. [Alexander] Innes had left the fort two hours ago, that they had entered his room, made him a prisoner and he supposed they had done it, he then gave up the keys, Col: Motte committed him & the rest of the Garrison to Prison, & placed Centries, at the Gate of the Ravelin, the Inner Gate, on the Salient Iles of the Bastions, on the lower Battery, & at the Magazine, & kept a Captains Guard Mounted, which was relieved every 24 hours, the Relief were, for the Sentries every 2 hours. Not having any Engines to mount the heavy cannon, nothing could be done that day. Col: Motte dispatched Lieut: Shubrick off to the Council of Safety with an Account of his Expedition.

1. Laurens Collection, SCHS.

"EXTRACT OF A LETTER FROM CHARLESTOWN (SOUTH-CAROLINA) DATED SEPTEMBER 15, 1775."¹

Our people have taken possession of Fort Johnston, where there are now between five and six hundred of our Provincials, who are in daily expectation of an attack from the man of war, one armed vessel, and two packets armed,² which are now in the road.

1. *Pennsylvania Evening Post*, October 5, 1775.

2. H.M. Sloop *Tamar*, H.M. Armed Vessel *Cherokee*, and the packet boats *Falmouth* and *Swallow*.

HENRY LAURENS TO LIEUTENANT COLONEL ISAAC MOTTE¹

Sir.—We have already written to you this Evening to which we refer observing that instead of 150. mentioned in our Letter the reinforcement is to be 250 Rank & File—

Lieutt [John Allen] Walter has just delivered us your Letter of this date ½ past 6 oClock – in consequence of which we have hastened Capt [John] Cochran, & applied to Collo [William] Moultrie, to embark the intended reinforcement together with provisions & other necessary articles as Speedily as possible & we

flatter our selves with hopes that the whole will reach you before Midnight & that you will be able to Mount some of the heaviest Cannon before Daylight – We have such confidence in you as to leave us no room to doubt your making a brave defence in case of an attack, & we are persuaded that you will do every thing that prudence will warrant to repel any force which may be brought against you.

We refer to Collo Moultrie more particular direction & heartily wish you success.

By order of the Council of Safety

Charles Town 15. Septem 1775—Friday Night 9 oClock P.

1. *South Carolina Historical and Genealogical Magazine*, I, 280–281.

HENRY LAURENS TO WILLIAM HENRY DRAYTON¹

Sir –

Charles Town 15 Septem. 1775.

Moses Kirkland came into Charles Town on Monday [September 11] late in the Evening & disguised, repaired immediately to the Governor at whose House he was accomodated with a Bed & from whence he embarked on Tuesday Morning in the *Tamar's* Boat & got Safe on board that Man of War – these facts the General Committee were informed of [on] Wednesday – the Committee Examined a young Man one Bailey Chaney who was Said to have accompanied Kirkland & amidst heaps of Shuffling & prevarication they collected enough to confirm not only their belief of Kirkland's being actually on board the Man of War but also that His Excellency held a correspondence with our Enemies of a very different nature from that which he had endeavoured by various arts which he had to represent to us as the true motive of his writing to Fletchal & others of that party, in order however to obtain more Satisfactory proofs Some of the Gentlemen of the Army by a Stratagem which Succeeded to their wish procured Such from his own Mouth as were indubitable, the particulars of which we Shall inclose & refer you to – hence forward we can depend upon this Gentleman only as upon one who under the guise of Neutrality & even pretended friendship is devoted to work our destruction – tis not improbable he will of his own Accord Soon leave the Colony, if he has any feelings he must do so in preference to being looked in the Face by Gentlemen whom he has deceived & by whom he has been so clearly detected – be that as it may we judged it proper to Send a party of Men under the Command of Collo [Isaac] Motte to take possession of Fort Johnson which was effected before day light this Morning & the Garrison consisting of the impudent Gunner Walker & four other Men made prisoners – but Collo Motte reports that the Governor who was at the Fort yesterday had ordered a party of Sailors on Shore from the *Tamar* & by their means thrown the Cannon off the lower Battery & destroyed many of the Carriages

This Moment your Packet dated 11th Inst by the hands of Fields Pardue was delivered to us – We approve of the measures you have taken & you may clearly perceive that even in instances where you have not been altogether clear & explicit in your advices we have imputed the deficiency to the right Cause & put the most favourable construction on all your Acts. Kirkland has eluded all your Schemes, but we will not yet think him out of our Reach tis possible we may

Still bring him to answer for his misdeeds – his Companions Robinson, Brown & Cunningham's we hope will be taken or driven out of the Colony by you.²

1. Laurens Collection, No. 29, Letters of the Council of Safety, SCHS.

2. Laurens continued his letter the following day. The conclusion will be found under September 16, 1775.

ARTHUR MIDDLETON TO WILLIAM HENRY DRAYTON¹

[Extract]

[Charleston, September 15]²

Dear Sir Tho' jaded, sleepy, & stupified I cannot help acknowledging the receipt of your favour from head Quarters of the 11th inst. You put me in mind of Cicero Parthians after the Surrender of Pindenissum, you may say with him "take it however as a Certainty, that no one could do more than I have done with such an Army." I hope you will do great matters with your great Guns, & I wish your Second in Command was not quite so sleepy, it is a pity you had not roused him with a discharge³ – If you should not find it hot enough up your way, pray hasten down for in all probability we shall have warm work here 'ere long – It is confidently said Transports & Frigates will be here soon – Colo [Henry] Laurens writes you & I suppose will acquaint you with our late Transactions – Fort Johnson is in our hands, & garrisoned with 150 men, which will be re'inforc'd this night. I wrote out a curious dialogue which Laurens will inclose you, it was the production of a Trick plaid upon our Solomon. Your friend K[irkland] is actually on board the *Tamar*, I yesterday moved that the Gov. by whose Assistance he escaped, should be taken into Custody & offered in Exchange for K. but could not carry the point, it is not however improbable that he may yet be nab'd, if he does not take care of himself.

Three Schooners are to be armed for the defence of our Trade, &c. and this is only a beginning to our Marine, & I do not despair of our getting Batteries, & very soon provided you will come & give us a little Assistance; so the *Tamar* must be upon her good Behaviour – I do not write you explicitly but wish to awaken your Curiosity & make you hasten your Business & hurry down to lend us a hand

[Alexander] Innes has followed his sword on board the man of war, & [William] Wragg has actually taken Physick at his Country retreat. I am told [Dr. Alexander] Garden made him up plenty of Febrifuge – Some of our Thunderers marched to the Bastions this day, & more will move off Tomorrow, so that we may have one or two Batterys compleat in a day or two in a word we begin to seem in earnest at last. How long the Spirit will continue I know not.

[Addressed] The Honble William Henry Drayton Esq at the Camp By Express

1. *South Carolina Historical and Genealogical Magazine*, XXVII, 113, 114.

2. Date established by Laurens' letter of September 15–16, 1775.

3. Probably referring to Drayton's companion, Rev. William Tennent.

PATRICK TONYN TO LORD DUNMORE¹

[Extract]

Copy

[St. Augustine, Sept. 15]²

Should any of His Majesty's Ships be stationed in these parts, and Your Lordship by any means have access to them in their passage hither; could Your



(Top) Charleston, South Carolina, 1774. (Bottom) Curaçao, c. 1780

Lordship desire them to speak to the Man of War in Charlestown Harbour, to get the Mail from England, which brought the Letters belonging to this Province, the beginning of August, and deliver them here, it would be doing us great Service and Kindness. I have no Vessel to send for them, that would not be taken by the Carolina Cruisers.

1. PRO, Colonial Office, 5/555.

2. Date is approximated. This letter was an enclosure in Tonym's letter to Lord Dartmouth dated September 15, 1775.

16 Sept.

"EXTRACT OF A LETTER FROM, ISLE AUX-NOIX, DATED SEPTEMBER 16, 1775."¹

On Sunday the ninth [*sic* 10th] we again set out, and about Ten in the Evening arrived at the Place where we tarried the Night when we were up before; and then setting out to march to Chambli, just as we came to the Breast Work that we before had thrown up, we received a very heavy Fire from two Batteaus that were on the Lake, with Swivel and Grape Shot, and at the same Time from the Savages on the Shore: Our armed Boats perceiving the Fire on the Lake, fired three Twelve Pounders, one of which took the Enemy's principal Batteau directly in the Bow, and tore her from Stem to Stern: She immediately sunk, with all the Men in her, amounting to 35. We then proceeded on to the Breast Work, where we killed their chief Interpreter and one Indian. We received no Hurt at all. In the Morning we saw their armed Schooner of 180 Tons, carrying twelve Nine Pounders, coming towards us; we then thought it expedient to return to the Island, until we could have more Artillery with us, which we now have got, with a great Number of Bomb Shells, Mortars, &c. &c. &c. We are now immediately to embark a third Time, and are determined to take the Schooner and the Fort at all Events.

1. *New York Gazette*, October 9, 1775.

JOURNAL OF ELEAZER OSWALD ON THE QUEBEC EXPEDITION¹

Saturday 16 This morning the whole detachment arrived, dispatch'd three
[September 1775] Boats to Kennebec, Isle of Shoals & along Shore, to look
 out for men of War & Cruisers with Orders to give us the
 earliest intelligence If they discover any on the Coast – and
 procured a Quantity of small Swords &c.
 NN. Contrary Winds.

1. John Hancock Papers, III, 308, LC.

LIEUTENANT JOHN KNIGHT, R.N., TO THE MASSACHUSETTS COUNCIL¹

Northampton 16th Sept 1775

Lieutenant John Knight late Commander of His Majestys Schooner *Diligent* detain'd at Machias in July last, begs leave to entreat of the Honble Gentlemen of the Council, to extend the limits of his Parole, which will infinitely oblige him –

One of his Gentlemen was left exceedingly Ill in Health at Worcester on our March up, and Still remains dangerously so – hope the Gentlemen will give Directions that proper care be taken of him.

Lieut Knight wishes to have his bounds extended as far as where the Sick Person is.

John Knight

[Endorsed] In Council Septr 22d 1775 Read & ordered that the Petition be dismissed –

Perez Morton Dpy Secy

1. Mass. Arch., vol. 164, 103.

OFFICERS OF H.M. SLOOP *Falcon* TO THE MASSACHUSETTS COUNCIL ¹

Honble Gentlemen – We officers of His Majestys ship *Falcon*, Prisoners under close confinement in Northampton Gaol; Beg leave to solicit the Honorable council for a mitigation of their sufferings, by allowing them to partake of the same treatment experienced by the other prisoners at this place; as we are not conscious to have merited by any part of our behaviour an exclusion from the like indulgences, being neither principals nor advisers of the measures which has thrown us into this unhappy situation, We therefore flatter ourselves, when you Gentlemen, have taken the same into consideration, You will please to relax the severity of your orders concerning us; which will much oblige Honble Gentlemen [&c.]

Rob^t Arnold Master

Justin Budd Gunner

W^m Broughton

Philobeth Domett } Midshipmen

[Northampton] the 16th Septr 1775

[Endorsed] Sept 22d 1775, Read by the major part of the Council & ordered that an Order go to the Keeper of the Gaol in Northampton, directing him to grant the said Robert Arnold, William Broughton & Philobeth Domett Liberation from close confinement, & that they be allowed to go any where, within the Limits of the Town of Northampton, & be under the Inspection of the Selectmen of said Town, who are authorized upon their or either of their presuming to pass the Limits of their parole, to order such of them into close confinement again, till further Order.

Perez Morton Dpy Secy

1. Mass. Arch., vol. 164, 104. The Council order omits the name of the gunner Justin Budd, which may have been deliberate, or an accidental omission on the part of the deputy secretary in issuing the order.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

[Philadelphia], September 16th.

Resolved, That it is the opinion of this Committee, That all Pilots of the Bay and River Delaware, ought to use their utmost endeavours to avoid going or being taken on Board British ships of war or armed vessels, during the present struggle for Liberty.

Resolved, That it is the opinion of this Committee, that all Pilots of the Bay and River Delaware, ought to lay up their Boats on or before the 20th day of September inst., and cautiously avoid going on any navigable water or other place on Land or Water, where they may probably fall within the Power of British Men of War, armed Vessells or Boats, or within the Power of Men landed from such.

Resolved, That any Pilot or other person who shall conduct or bring any British Man of war, Armed Vessel, Boat or other Craft, up the Bay of Delaware, shall, on being released from that service, forthwith repair to this Committee, there to prove by such means as may be in his power, that he was compelled by force into that service, and such pilot or other person not appearing to this Board within five days after his first Landing, unless put on shoar at too great a distance, shall be considered as having Voluntarily performed the said service.

Resolved, That any pilot, or other person acting as a Pilot, in Delaware Bay & River, who shall refuse or neglect to lay up his Boat or Craft, or who shall put himself in the way of being forcibly taken on board the King's Ships, or who shall voluntarily serve, or offer to serve or instruct them in the navigation of the said Bay and River, shall on proof thereof made to this Board, be deemed an Enemy to American Liberty, a Traytor to his Country, and as such published and held forth to the Public.

Resolved, That it is the opinion of this Committee, that the Pilots of the Bay and River Delaware should remain on shore at Cape Henlopen or Cape May, until such Merchants Vessells as arrive send their Boats on shore for a Pilot, when one may repair on Board, provided there is not any Man of War in sight, or in the said Bay and River, but if there is, the Captains of such Merchantman must do the best they can for the safety of their Ships, as no Pilots must go on Board in such case.

Resolved, That it is the opinion of this Committee that the owners of such Ships as are brought up during the time these resolves remain in force, ought to allow such reasonable additional Pilotage as the Board of Wardens may fix, towards bearing the Pilots expence down to the Cape by Land.

F. Resolved, That it is necessary for this Board to be constantly and early informed when any Men of-War, armed Vessells, Boats or Crafts arrive at the Capes of Delaware; and therefore, That Mr. Henry Fisher, of Lewis Town, be appointed on this service, for which a Reasonable Reward, proportioned to his trouble, loss of time, and actual expences, shall hereafter be allowed him. And that the following be his instructions:

Instructions from the Committee of Safety at Philadelphia, to Mr. Henry Fisher at Lewis Town.

You are immediately to repair down to Lewis Town, and remain there constantly, (until discharged from this service,) for the purpose of giving advice to this Board of Every Brittish Man of-War or armed Vessel that may arrive at the Capes of Delaware. We deliver you herewith, an order from the Board of Wardens to the keeper of the Light House, directing him to make such signals by Day and Night, on discovering any Ship or Vessel standing in for the Land as you and he may agree on, and you must immediately repair to the properest place for discovering what they are, and when you are con-

vinced of the arrival of one or more Men of-War intending up this River, you are to send us advice thereof, either by Land or Water, as you conceive best, mentioning the number of the Enemy Ships; and their force and manner of proceeding, as nearly as you can ascertain these circumstances; when you send intelligence by water, you should avoid sending Pilots, or persons that can serve as Pilots to the Enemy, lest they fall within their power.

F. Resolved, That it is the opinion of this Committee, that the Buoys in the Bay of Delaware ought to be taken up immediately, and that the Wardens of the Port be desired to give orders for its being done, and to give orders to the keeper of the light to make such Signals by Day or night, as Mr. Henry Fisher and he may agree on, upon seeing Vessells Standing inwards.

F. Resolved, That it is the opinion of this Committee, that Six Six pound cannon be lent to the inhabitants of Lewis Town and Pilot Town, near Cape Henlopen, with Ammunition for the Same, to defend themselves from any Hostile attacks; they giving Security to return the Cannon on demand, and in expectation that the Committee of Safety for the three Lower Counties will repay the quantity of Ammunition, or its value in Money, in a reasonable time.

Resolved, That it is the Opinion of this Committee, that if any Pilot, or Pilot Boat, should be wanted for especial or particular purposes, during the time these Resolves remain in Force, application should be made to this Board, who will grant a Certificate to the Pilot or Person employed, on finding the Public good is connected with his Service.

Resolved, That Mr. [Robert] White & Mr. R't Morris, apply to the Board of Wardens for the taking up the Buoys, agreeable to the preceding Resolutions.

Resolved, That Mr. Samuel Morris and Mr. Robert White, furnish an Estimate of the Cost of the Boats and Chevaux de Frize.

Resolved, That Mr. Robert Morris and Mr. Tho's Wharton furnish an Estimate of the cost of Powder, Salt petre, Fire Arms, &ca., that they have purchased and sent for.

Mr. John Ross, Merchant, made application to this Board to be appointed Muster Master of the officers and Men to be employ'd on board the armed Boats, and informs this Board that he will undertake, for the good of the Service, to do the said duty of Muster Master, Gratis.

Resolved, That Mr. Ross be appointed Muster Master, agreeable to the preceding minute.

Deliver'd Mr. Henry Fisher his instructions from this Board, and the Resolves of this day, marked F.

1. *Pennsylvania Colonial Records*, X, 336-339.

DIXON AND HUNTER'S *Virginia Gazette*, SATURDAY, SEPTEMBER 16, 1775

Williamsburg, September 16.

In our last we mentioned the burning of a man of war's tender near Hampton, and other circumstances relative to the affair, but find the account is erroneous, and that we were misinformed. The vessel was the property of Captain [Henry] Collins, and the men belonging to the *Magdalen*. Captain Squires and some of

his people were on board at the time the vessel reached the shore, but all left her except the gunner, the pilot and a private man, who took to their boat next day, and carried every thing they wanted, except the guns, the vessel's tackle, and furniture, which they gave to one Finn, near whose house she was. None of the men were molested, but treated with much civility. Ruth, the pilot, an American, was only secured as a witness against several notorious *sheep-stealers*.

COMMITTEE OF ELIZABETH CITY COUNTY, AND THE TOWN OF HAMPTON TO
CAPTAIN MATTHEW SQUIRE ¹

To Matthew Squire, esq; commander of his majesty's ship *Otter*, lying in Hampton road.

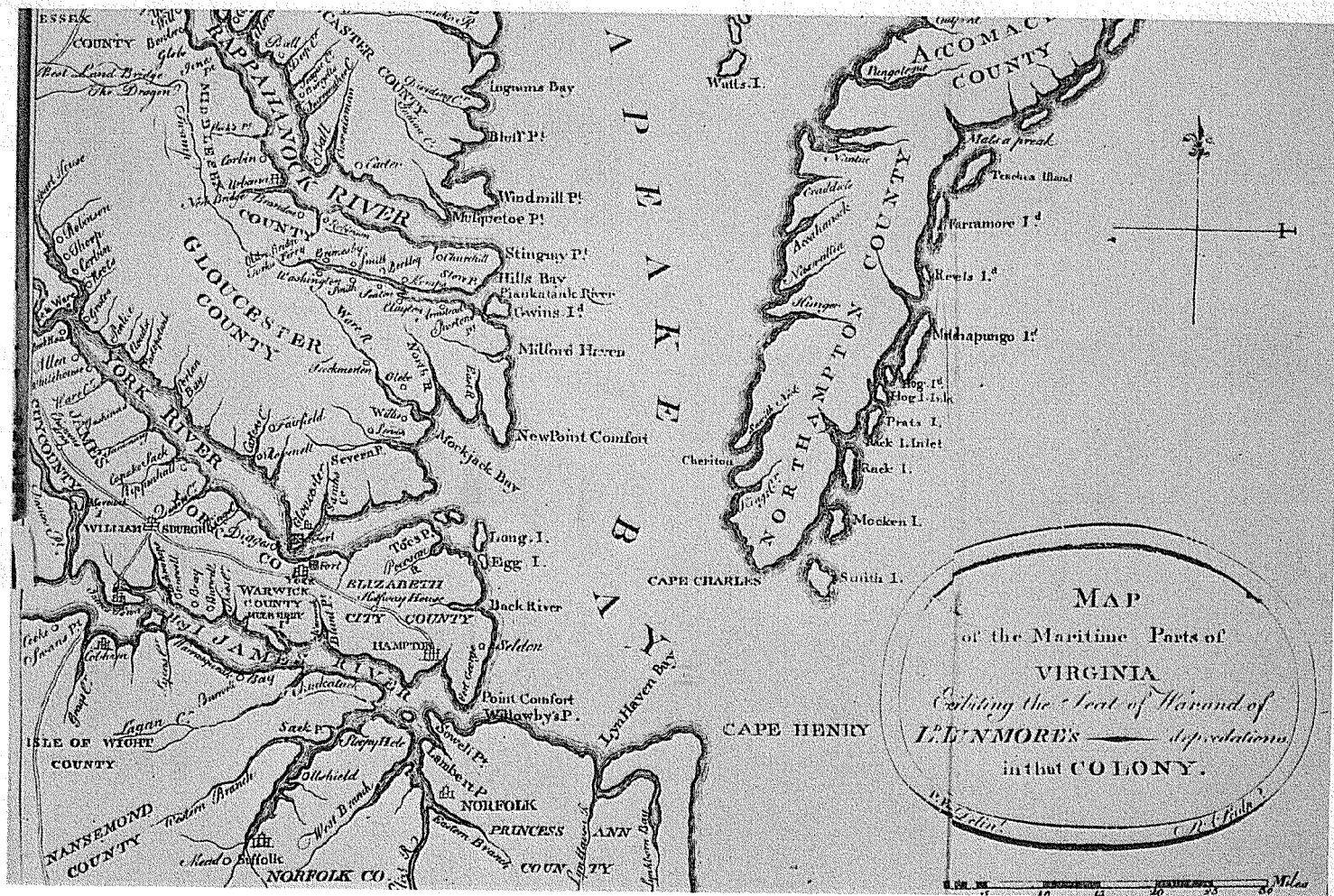
Sir,

Hampton, September 16, 1775.

Yours of the 10th instant, directed to the committee of the town of Hampton, reciting, "that a sloop tender on his majesty's service was on the 2d instant cast on shore near this place, having on board some of the king's stores, which you say were seized by the inhabitants, and demanding an immediate return of the same, or that the people of Hampton must answer the consequences of such outrage," was this day laid before them, who, knowing the above recital to be injurious and untrue, think proper here to mention the facts relative to this matter: The sloop, we apprehend, was not in his majesty's service, as we are well assured that you were on a pillaging or pleasuring party; and although it gives us pain to use indelicate expressions, yet the treatment received from you calls for a state of the facts in the simple language of truth, however harsh it may sound. To your own heart we appeal for the candour with which we have stated them; to that heart which drove you into the woods in the most tempestuous weather, in one of the darkest nights, to avoid the much injured and innocent inhabitants of this county, who had never threatened or ill used you, and who would, at that time, have received you, we are assured, with humanity and civility, had you made yourself and situation known to them. Neither the vessel or stores were seized by the inhabitants of Hampton; the gunner, one mr. Gray, and the pilot, one mr. Ruth, who were employed by you on this party, are men, we hope, who will still assert the truth. From them divers of our members were informed, that the vessel and stores, together with a good seine (which you, without cause, so hastily deserted) were given up as irrecoverably lost, by the officers, and some of the proprietors, to one Finn, near whose house you were drove on shore, as a reward, for his entertaining you, &c. with respect and decency.

The threats of a person whose conduct hath evinced that he was not only capable, but desirous, of doing us, in our then defenceless state, the greatest injustice, we confess, were somewhat alarming; but, with the greatest pleasure, we can inform you, our apprehensions are now removed.

Although we know we cannot legally be called to account for that which you are pleased to style an outrage, and notwithstanding we have hitherto by you been treated with iniquity, we will, as far as in our power lies, do you right upon just and equitable terms.



First. We, on behalf of this community, require from you the restitution of a certain *Joseph Harris*, the property of a gentleman of our town, and all other our slaves whom you may have on board; which said *Harris*, as well as other slaves, hath been long harboured, and often employed, with your knowledge (as appeared to us by the confession of Ruth and others, and as is well known to all your men) in pillaging us, under cover of night, of our sheep and other live-stock.

Secondly. We require that you will send on shore all boats, with their hands, and every other thing you have detained on this occasion.

And Lastly. That you shall not, by your own arbitrary authority, undertake to insult, molest, interrupt, or detain, the persons or property of any one passing to and from this town, as you have frequently done for some time past.

Upon complying with those requisitions, we will endeavour to procure every article left on our shore, and shall be ready to deliver them to your pilot and gunner, of whose good behaviour we have had some proofs. We are, &c.

The committee of Elizabeth City county and town of Hampton.

1. Purdie's *Virginia Gazette*, September 22, 1775.

RESOLUTION OF THE COMMITTEE OF ELIZABETH CITY COUNTY, AND THE TOWN OF HAMPTON ¹

At a meeting of the committee of Elizabeth City county and town of Hampton, September 16, 1775.

Resolved unanimously, That the most hearty thanks of this committee, and all those whom they represent, are justly due to major James Innes, the other gentlemen officers, and to the several volunteer companies now under their command, for so expeditiously and cheerfully marching to our assistance and defence on the alarm occasioned by the threats and several insolent letters of a certain *Matthew Squire*, commander of his majesty's ship the *Otter*; and that this committee, for themselves and constituents, do accordingly present their most hearty and cordial thanks to the said very worthy gentleman and their companies.

W. R. W. Curle, chairman.

1. Purdie's *Virginia Gazette*, September 22, 1775.

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

September 1775	In Rebellion Road, So Carolina
[Saturday] 16	at 7 A M Weighed And made Sail up towards the Fort but little Wind and the Tide of Ebb running Strong Obliged us to bring up as before P M Weighed & dropt further down the road

1. PRO, Admiralty 51/968.

HENRY LAURENS TO WILLIAM HENRY DRAYTON ¹

16th Septem. [1775] last Night a packet arrived from Capt Pearis who was at Congaree with four Cherokees who were waiting for you – Mr Pearis laments your delay, represents the anxiety of the Indians & fears bad consequences will follow if they should return without seeing you or some person to Talk to them

in your Stead – this appears to be a matter of great moment & will require your immediate attention – we need not inform you of the contempt in which Indians hold the Man who deceives them & they scarcely know a difference & never will make the distinction when their friendship is Courted, between, disappointment & deceit – Cameron too will exult & repeat his Slanders, we therefore recommend this business to your most Serious attention.

last night also the Governor who was on board the man of War sent Capt [Alexander] Innes to demand at Fort Johnson –

What Troops are in the Fort? Ans? American Troops

who Commands them? Ans. By what Authority do you ask it?

By the Governors. the Governor desires to know by what Authority you took possession of this Fort? Ans. By the express Command of the Council of Safety –

The Man of War & *Cherokee* Guard Ship are nevertheless Still at Anchor in the Road We have reinforced the Garrison by an addition of 250 Rank & File – Some volunteers are gone down & we have hopes that by this hour Collo Motte has remounted his Cannon, Carriages & other necessary articles having been Sent for that purpose before Midnight –

the *Swallow* Packet arrived three days ago the Letters were long detained & we learn in general that the King & Administration are determined to reinforce Gen Gage & also to throw Troops into all the Colonies –

We repeat our good wishes for your health & continued Success –

By order of the Council of Safety

H L Presidt

P.S. I have paid the express £25 send by him 12 Association papers two Quires of writing paper a Letter from Mr [Arthur] Middleton this will be Sealed first by a Wafer the Cover by a Wafer & Wax & my Cypher plainly impressed on both – ²

1. Laurens Collection, No. 29, Letters of the Council of Safety, SCHS.

2. Conclusion of Laurens' letter of September 15.

DR. CHARLES DRAYTON TO WILLIAM HENRY DRAYTON ¹

[Extract]

Charlestown, Septr 16th 1775.

My dear Brother I received your favour of the 11th inst. and have not time to congratulate you on your military behaviour, & but little more than to request that you will endeavour to encompass your ends without bloodshed.

I can no more at present than make you acquainted with two or three pieces of news in general – [Moses] Kirkland is on board the Man of War (the *Tamar*) – one [Bailey] Cheyney who came down with him as his friend & Guard was before the Committee – afterwards Capt [Adam] McDonald of the Provincials disguised like a Cracker took Cheyney with him about nine o'clock at night to Ld. Wm's (Lord William Campbell) & by the result of the conversation his trepanned Lordship advises the back Country people not to take up arms unless they think they are full strong enough – if they think they are they may: & that they will be soon relieved by troops expected to be here soon – [Alexander] Innis has been ordered out of Town some days ago, & is on board the man of war (the *Tamar*).

The Governor detained the Mail about 24 hours in his possession – he has returned to the man of war – at the same time had the Cannon at Fort Johnson dismounted – the Provincials about 200 are in possession of it. Some Letters by Packet say that 10 Transports and 2 Frigates are getting ready for this place, or will sail in a few days after the Packet, for the news had hardly time to spread yet. – Innes was sent to the Fort last night to learn what troops had possession of it, & by whose orders and who commanded – he was truly informed, they were busy in remounting the cannon yesterday, & as the *Cherokee*, an armed sloop that brought in De Bram,² and a barge were reconnoitring yesterday a brush was expected last night, & accordingly a reinforcement was sent there. – Three Schooners are to be armed, & Williamson's Vessel is the first of our Naval Institution. She wears the long pennant; the other two are not yet determined (*tardissime*) – Butler's when it returns from Philadelphia will, it is intended, be another – People in Great Britain uneasy at Bunker's Hill. But in the spring tumults & insurrections are dreaded – I Am

My Dear Brother [&c.]

CHARLES DRAYTON

1. *South Carolina Historical and Genealogical Magazine*, XXVII, 136, 137.

2. John William Gerard de Brahm.

DIARY OF CAPTAIN BARNARD ELLIOTT¹

[Charleston, 16th September]

on the day following [the capture of Fort Johnson] a detachment of the Chas Town Artillery company under the command of Lt Heyward arrived with a Gin & other impliments for remounting the Cannon, the day being far advanced before things were in readiness for Work only three Cannon were mounted by the Artillery company, and as they were under orders to return that Night to Chas Town Capt Elliott undertook to remount the Cannon with his Granadiers, in this Work he was greatly Assisted by Capt: Cochran, who was constantly present till the whole was remounted, but before this happend an engagemt had like to have taken place with the *Tamar*, the Night that the three Guns only were remounted, the *Tamar* weighd Anchor with the *Cherokee*, a Sloop of War and One of the Packets (the *Swallow*) saild up, and about the Dawn of the Morn came within point blank Shot of the fort, from the intelligence we recd of the Council of Safety and the appearance of the Man of War & her Consorts we had not the least doubt, but an engagemt would take place, as our three Cannon would have no success against the force that was to come against us, the Col: Orderd that When the Enemy began to fire, the troops should withdraw under the Cover of the fort, leaving the fort between our troops & the fire of the *Tamar*, and that wh ever they landed any Men, as the Cannon of the Enemy could not then play upon us without destroying their own men, we should then make an attack upon them; this was the Order but the Man of War either for Want of a favourable Wind, or some other motive, Veer'd about, and took her old Station at a Random Shot from the Battery.—As Soon as we had our Guns on the East flank of the Battery remounted, & pointed toward her, she Weighed Anchor, and gently dropt down with the Ebb Tyde to the lower most point of Sullivans Island, the *Cherokee*, and Packet following her example, where they now all lay out of the reach of our

Cannon. Every thing being now Regulated, Guards establishd, Centry's fixed, Parole & Counter sign'd [*sic* signs] given out with daily Orders by Coll: Motte our commandant, are as follows. vizt

16th 7ber Parole Effingham—Counter Sign Boston.

The Detachment just arrived from Chas Town under the command of Major [Owen] Roberts, to encamp on the left of the fort & within the Tabby Work, fronting the river, taking care to order a Quarter Guard & a Serjt & 12 Men as a rear Guard. One Subaltern 1 Serjt 1 Corporal & 20 Men to take possession of the rising ground to the left of the Tabby Work – This Party to be relieved every 24 hours. An Officer from Major Roberts's Detachment to attend every day on the commanding officer in the Fort for his Orders.

The Troop to beat at eight oclock in the Morning & the Taptoo at Nine OClock in the Evening. The roll to be call'd every morning at Troop beating and at retreat Beating in the Evening.

1. Henry Laurens Collection, SCHS.

17 Sept. (Sunday)

JOURNAL OF H.M.S. *Tartar*, CAPTAIN EDWARD MEDOWS¹

Septer 1775 Capt Sable N B W Dist 6 Leags

Sunday 17 P M at 4 brought too hoisted out the Cutter, Sent an officer in her on board a Sloop from Martinaco bound to Penobsket took 3 Men out of the Sloop & Sent a petty officer & 4 Men on board to take charge of her hoisted in the Cutter, at 8 took the Sloop in tow And made sail²

1. PRO, Admiralty 51/972.
2. The sloop *Tartar*, Isaac Soames, master, with molasses, sugar and flour. She was carried into Halifax. Graves's Conduct, Prize List, II, 36–38, BM.

JOURNAL OF ELEAZER OSWALD ON THE QUEBEC EXPEDITION¹

Sunday 17.

[September 1775] Head Winds, & thick Weather – made preparation[s] to embark –

1. John Hancock Papers, III, 308, LC.

GENERAL WASHINGTON TO THOMAS EVERARD¹

[Extract]

Camp at Cambridge, September 17, 1775.

The Enemy and we are very near Neighbours. Our advanced Works are not more than five or 600 Yards from theirs, and the main body of the two Armies scarce a Mile. We see every thing that passes, and that is all we can do, as they keep close on the two Peninsulas of Boston and Charlestown, both of which are surrounded with Ships of War, Floating Batteries, &c. and the narrow necks of Land leading into them fortified in such a manner as not to be forced without a very considerable Slaughter, if practicable at all.

1. Fitzpatrick, ed., *Writings of Washington*, III, 498, 499.