

**Naval Documents of
The American Revolution**

Volume 5

AMERICAN THEATRE: May 9, 1776–July 31, 1776

Part 4 of 8

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

N B. Should Messrs Jenefer & Hooe apply to you for any Money on my Ac-
cot I should be obliged by yr furnishing them with as far as 500£ –

1. Red Book, XII, Md. Arch.
2. Bill of sale is in Red Book, IV, Md. Arch.
3. This letter has not been located, but probably is similar to that of Van Bebber and Harrison of June 14, 1776 to the Virginia Committee of Safety.

16 June (Sunday)

BRIGADIER GENERAL BENEDICT ARNOLD TO BRIGADIER GENERAL JOHN
SULLIVAN, CHAMBLY ¹

Dear Sir: LaPrairie, June 16, 1776 – 11 o'clock A. M.

I received your letter from Sorel of the 14th instant, at three o'clock, previous to which I had destroyed all the knees, &c. In the morning, I sent Captain [James] Wilkinson express to you; at three o'clock he met the enemy at Varenne, and narrowly escaped being taken; at five he arrived at Montreal; at seven P. M. I embarked the whole garrison in eleven batteaus, and got safe over. The rain made it seven o'clock before carts could be procured at Longueil and La Prairie to carry the sick and baggage. The whole are safe here, with some rum, molasses, wine, &c., seized at Montreal. The salt could not be got over. We have destroyed all the batteaus, and will break down al[l] the bridges in our rear. I expect to be at St. Johns at five o'clock this evening. We have thirty carts, which I will send to Chambly as soon as they are discharged of their loading. Four or five of the enemy's vessels are as high as Vercheres or Varenne. Our people saw their troops at the latter place, and a Frenchman from Montreal says they mounted guard there last. The number of the enemy is very considerable. No particular account has been received of their movements. I am, very respectfully, dear sir, [&c.]

B. Arnold.

1. Force, comp., *American Archives*, 4th, VI, 930.

BRIGADIER GENERAL BENEDICT ARNOLD TO BRIGADIER GENERAL JOHN
SULLIVAN ¹

St. Johns, June 16, 1776.

Dear Sir: I have this minute received a letter from General Schuyler, advising me that the batteaus which I wrote for might be sent over the Lake and detained, for the purpose of bringing a number of the Militia who are ordered into this country. I suppose he has written you fully on the matter. We have about nine hundred barrels of pork and eighty barrels of flour here. The sloop and schooner are arrived at the Isle Motte, with a considerable quantity. The schooner is loaded with drygoods, shot, shells, &c. I believe it will be best to send her away directly. Nothing is done yet to fortify our camp. I think it requires immediate attention. I intended

going to Chambly in the morning, but expect to have the pleasure of seeing you here, where I think we are secure at present. I am, with great respect, dear sir, [&c.]

B. Arnold.

P.S. I have borrowed several sums of hard money. I should be glad of four or five hundred pounds, if you can spare it. Will it not be best to give our paper money a currency, by declaring those enemies who refuse it? Unless some such method is taken, the poor soldiers receive no benefit from their pay, and starve in the midst of plenty, with their pockets full of money. Yours, &c.,

B. Arnold.

1. Force, comp., *American Archives*, 4th, VI, 930–31.

CAPTAIN HENRY HARVEY, R.N., TO CAPTAIN CHARLES DOUGLAS, R.N.¹

Copy/

Marten off St Supplice June 16th at Noon

Sir I have great pleasure in acquainting you that the rebels left Montreal last Night in hast & confusion and are all gone towards Champly & St Johns – The Transports having all join'd us in the lake we anchored at Sorel the 14th in the evening, and found the rebels had deserted it a few hours before, the General landed part of the Grenadiers & light Infantry the same evening, & the next day having settled the different Regiments that were to be left with Genl [John] Burgoyne at Sorel. I sail'd yesterday Noon with the General & remaining part of the Army, upwards in four divisions in Order to pass the Narrow Channel's amongst the Islands with greater safety, and last Night I anchored off this place with the first division, the others are all at and about Valtre two leagues below us. The Wind being Westerly the General has Order'd the Troops of the first division to land immediately and March to Montreal, and the others are all order'd to land on the South Shore, and proceed upwards opposite the *Marten* at Vercher. On my arrival at Sorel, I sent the three Arm'd Vessels over to Bertier, to Intercept some Batteaus that were there with a rebel detachment, but they escaped in the Night and landed on the South Shore two leagues above Sorel leaving nine Batteaus behind them which are sent to Genl Burgoyne to assist his Army up the Sorel.

Captn [Thomas] Pringle is with the Second Division and the Lieuts Cummins & Haynes with the third & Fourth and I have left Mr Nunn in the *Magdalen*, and Lieut Edgar to Superintend the Business at Sorel A Transport with Ordnance Stores was Yesterday on shore in the Lake of St Francois and is the only one but what got safe to Sorel. I order'd Mr Nunn, to send her every assistance Necessary, and I hope by this time she is got off – I have the Honor to be &c

Hen^y Harvey

1. PRO, Colonial Office, 5/125, 15f.

JOHN LANGDON TO WILLIAM WHIPPLE ¹

Dear Sir –

Portsmouth 16th June 1776

This will be forwarded you by Captain Peter Faneuil Jones of Marblehead who has an inclination to be Employ'd in the Continental Service on board one of the Ships, I know him well has Sailed with me, is an Excellent Seaman, young and active, I think would make an exceeding good Officer; have no doubt of his Resolution, he has saild for some time past in the Employ of my Friend Elbridge Gerry Esqr, of whom you may know his Character; should it be in your way (as I think it will) shall take it kind if you, and Mr Gerry would serve him – I am with due Respect [&c.]

John Langdon

To William Whipple Esqr Member of Congress Philadelphia

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

JOHN LANGDON TO NICHOLAS BROWN ¹

Sir –

Portsmouth 16th June 1776

Includ is dementions of Tops, for our Ship of 32 Guns, which I promis'd to send to Colo Russell you'll please deliver it [to] him, you'll please to inform me if any light Canvas, [is] to be had with you –

My kind Respects to Colo Bowen and all Friends, and accept the same from Your most [&c.]

John Langdon

P S. Please let me know when you'll have finished your Cannon as I Expect to have an Order to agree for some for this Ship –

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

JOHN LANGDON TO WILLIAM WHIPPLE ¹

Dear Sir –

Portsmo 16th June 1776

Your favour's of the 2d and 5th instant are now before me, was glad to see that the Wages, of all the Officers were to be absolutely settled, that is such a material matter that I cannot engage any Petty Officers, as it will not do to lower his Wages, after agreeing. – I am glad to hear that Congress will attend soon, to Naval matters, I am tired of doing Business at this rate, if I had not been Cramped, for the want of Guns and Orders, I should have given as great dispatch to the Ship, as any on the Continent, I see no prospect of her being equip't till fall if we are to wait for Guns from Providence, as it must be July before they'll have furnished their own, and then about Six Weeks to cast our's, which is middle of September at least, it will take [a] long time to hawl them by Land, the Carriages can not be put together till [we] get the Guns – I hope shall get some from you at Philadelphia, in some armed Vessel, all our Carpenters dischargd, except two or three to make Cleates &c – our Joiners work most Compleated, all Carved work on the Ship, compleatly painted round this day, the Lower Rigging Compleated, shall get her Compleatly Rigged soon, Sails making we shall

intirely wait soon for Guns, Hands, Provisions, for Gods sake let the Agent be appointed, and be Explicit in what is his department, for going on with these matters with[ou]t being Agent, is like Resolutions of Congress without Independance – Inclos'd you have the Names of the Officers for the Ship, all which I have spoke to, and they have Excepted, which I think is agreeable to your Letter

Captain Jno Wheelwright, has chose rather to be master then Lieut, I have therefore appointed him to that Office, and think he will make an Excellent Master, which is agreeable to your Letter. I am much Obliged for your Kind Condescention in giving up your Opinion (which I by no means desired[)] however I've spoke to Turner on the Matter, and he has declined therefore that is at an end. I've put [Josiah] Shackford in, a proper man [Thomas] Thompson has Sailed with him and likes him well, an Excellent Seaman, genteel Fellow and does not want Courage, Captain Thompson prefers him for the second Lieut as he knows him however that you will be the best Judge off, as you know Captain Follett, who I've not seen, as I have had no time (tho' I've said above that I had spoke to all) If you think Follett the properest Man youll make him the Second; and Shackford the third, as you please. –

Tho' I some time ago mention'd Hall Jackson as Surgeon, for the Battalion here, yet as he is Surgeon of [Nicholas] Gilman's Regiment, which is to be kept up, I shall depend on Brackett being appointed Surgeon for this Battallion under [James] Hackett station'd here. I shall write to Doctor [John] Morgan in his favour – Before this comes to hand, no doubt you'll have heard of our People at Boston having cleared the Harbour there of about 25 Sail Ships including transports, done in about 30 Minutes after the Fire began, one Ship obliged to be towed out, the Commodores Ship her Maintopmast shot away and sundry more damag'd, the Harbour intirely clear, and what must have afforded much Pleasantry, Five or Six of our Privateers put out of Marblehead after them, giving them chace and firing for Joy (I suppose they took Care to keep proper Distance, it said for of our Privateers went so Nigh as to Engage one of the Ships, and its supposed they carried the Ship, as I've seen a Man who saw the Action, who gives a very favourable account of it, poor Devils, they have gone to tell their Master [William] Howe (the treatment of the Yankees) who I suppose will tell his Master the Royal Brute and from him be Communicated to the Houses of Parliament of Blessed Memory: out comes an Act forbidding us to Eat and Drink – Pray send me the Name of the Ship, (I have called her the *New Hampshire*) all Friends are well and desir'd to be remembred – I've wrote Colo Bartlett the genteel treatment of Captain Dame, by our Officers, at the Batteries who it seems have Influence in the House, it is great pity that Dame could not be Employed as great a Soldier as General [Charles] Lee, in my Opinion I am sorry to say it, we do not look after Men of Abilities, but Men who can get the most Votes – Believe me to be [&c.]

John Langdon

P S. I must be inpowred to Contract for the Guns at Providence if they cannot be got Elsewhere, as the Congress, have not agreed with them for any. — Yours J L

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

MAJOR JOSEPH WARD TO JOHN ADAMS¹

Sir

Boston 16 June 1776.

I have the pleasure to inform you that we have driven the Pirates out of the Harbour. The thirteenth instant at evening a detachment of five hundred men with several pieces of battering Cannon and a thirteen inch Mortar, under the command of Col [Asa] Whetcomb was ordered to take post on Long Island and throw up works, the next morning they began a fire upon the Enemy's Ships from the Cannon and Mortar, which soon drove them all out of the Harbour. They were thirteen in number, one Ship of 50 Guns and several smaller Ships of War, the rest were Transports with Soldiers and Stores on board, it was judged they had about 800 Troops on board the Transports. The Enemy blew up the Light House and put to Sea with their whole fleet; but I apprehend they will leave some Frigates to cruize in the Bay. The Colony troops the same night were to take posts on Petticks Island (which was very near to the Ships) and on Nantasket Head, but by some unforeseen obstructions they did not get up their Cannon in time, however they gave the Pirates a number of 18 pound shot from Nantasket as the Ships passed through the Channel. Our Shot cut away some of their yards and rigging, and several went into the Ships sides, but the Shells from the Mortar appeared to terrify them most; they returned a few shot from the *Renown*, the Commodore's Ship, without any effect, and got under sail with all expedition. We intend to place a decoy Ship in the place where the Men of war lay with a broad pendant flying, in order to draw in the Enemy's Ships which may come this way.² The success of our Privateers you will have an account of in the Newspapers. I am very solicitous to have the Continental Frigates fitted out with all possible expedition, they might be of vast service in clearing the Coast of the Enemy's armed Schooners, which not only take our Vessels but protect their Transports and merchant Ships which might otherways fall into our hands.

We hear disagreeable accounts from Canada, but hope for better things. We must be prepared for "sudden changes and evil tidings, our hearts being fixed trusting in the Lord," this year we must expect trying scenes and great events, and may it be our prayer to the God of Armies for Wisdom and Fortitude adequat[e] to our Day, To whose protection I commit you and your illustrious Brethren of Congress. And am with great Respect [&c.]

Joseph Ward

P.S. As a number of Seamen and Soldiers are in our service who deserted from the Enemy, will it not be necessary for Congress to pass some Resolve respecting them, for their security in case they should fall into the hands of

their former masters? – otherwise they will be exposed to be hanged or shot, which will be a great discouragement to future desertions, which I think ought to be encouraged by all means in our power. If there was some public encouragement given by Congress to stimulate men to leave the infamous and diabolical service of George Tyrant of Britain and join the free United Colonies (and independant States of America) I apprehend we might considerably weaken our Enemies in this way, and certainly no wheel should now be left unturned which we can move to advantage.

1. Adams Papers, MassHS. Letter continued June 17.
2. To this point in the letter, Major Ward, aide-de-camp to his uncle, copied the text practically verbatim from a letter General Artemas Ward had written the same date to Washington. Washington Papers, LC.

COMMITTEE APPOINTED TO FORTIFY BOSTON HARBOR TO THE
MASSACHUSETTS GENERAL COURT¹

The Committee appointed to fortify the harbour of Boston beg leave to Report That the Enemy have been driven out of the Harbour aforesaid and that your Committee are fortifying with all possible despatch, (in which they ask the further aid of the Court, in such way as they may think best,) the heights of Nantasket & Long Island, especially those of the former, they hope by means thereof that the enemies most formidable Fleets will not dare to reenter.

Your Committee beg to suggest whether it is not probable that by having a large Ship with a broad pendant riding in Nantasket road & the Light House immediately rebuilt, the enemies single ships would not be decoyed into our hands –

They beg leave also further to suggest that when those height[s] are furnished with a sufficient Number of Cannon there will be a necessity of augmenting the Number of Companies in the [Artillery] Train And that it is probable there will be no sudden occasion for fortifying Moon Island Hoffs Neck or Pittecks Island as Nantasket & Long Island are in [the] opinion of your Committee the Keys of the Harbour of Boston – a list of Cannon Necessary for the heights aforesd your Committee will, as soon as possible, lay before your honours –

Heights of Point Alderton	Benj ⁿ Lincoln	Eben ^r [illegible]
June 16, 1776	J. Palmer	John Browne
	Moses Gill	

[Endorsed] In Council June 17th 1776 Read & Sent down

John Lowell Dpy Secy PT

[Second endorsement] June 17 Read & committed to

Coll Orne	Mr Story
Mr Cushing	Coll Bagley
Brigr Palmer	

1. Mass. Arch., vol. 138, 340.

JOURNAL OF ARCHIBALD BOG, MASTER OF THE BRITISH TRANSPORT
SHIP *George* ¹

Remarks on Sunday Jun[e] 16 1776

at 4 A M 4 Priverteers Scooners with 8 Guns and 12 Subeels [swivels] Each atacked us and at half Past 4 we Begun to Ingage them Which Contened tell 4 in the afterNoon and then thay Left us and went in shower in this Ingagement 2 solders and one of our sailers was wounded we stell streched in for Boston at 6 saw a Brig and Another Scooner in Compney Comming after us at this the other 4 Hove up and folled them at 8 we Received 3 shot from Nantasket fort But No Dammeg Dun at 9 Came too in Nantasket Road and Bagan the 2d Ingagment with the Brig of 16 Guns and 18 Subeels this Ingagmen Contened 1 Houer and a Half in Which time the Mager ² and 6 solders was kelled out Right and 9 More Wounded our AmmerNecton Been Mostly Expended We struck at a Eleven a Clocke at Night

1. PRO, High Court of Admiralty 30/715, No. 20.

2. Major Menzies of the second battalion, 71st Highlanders.

JOSIAH QUINCY TO JOHN ADAMS ¹

[Braintree] 16th [June 1776]

About 2 OClock afternoon a Ship and Brigne hove in Sight with three small Privateers hovering round them; but durst not venture near the Ship which complimented them with her Guns: They turned into the lighthouse channel about Dusk, when 4 Schooners, and a Brigne of 14 Guns from Connecticut, with the Assistance of two Shot from our Works at Nantasket, attacked, and made Prizes of them, and Prisoners of about 200 Sailors & Highland Soldiers; the Major of the Regiment was kill'd; & about 20 Privates killed & wounded; none killed, & only one said to be mortally wounded on our Side.

1. Adams Papers, MassHS.

JOURNAL OF THE RHODE ISLAND ASSEMBLY ¹

June 16. 1776

To the House of Magsts

James Honyman Esqr Advocate General of the Court of Vice Admiralty in this Colony under the Crown of Great Britain having appeared before and informed this Assembly that if his holding the said Office be disagreeable to the Colony he will deliver up his Commission: It is therefore Voted and Resolved That his holding the same is disagreeable to the Colony and that the Sheriff of the County of Newport call upon the said James Honyman and receive the said Commission, and deliver the same to his Honor the Governor to be lodged in the Secretary's Office.

Voted & passed

p Ord J. Lyndon Clk

In the Upper House

Read the same Day and concurred

By Ord Henry Ward Secry

A True Copy Witness Henry Ward Secry.

[Endorsed] Agreeable to the within Act of Assembly I called upon within named James Honyman Esqr, received the within Commission and have delivered the sam[e] to his Honor the Governor –

Jabez Champlin Shff

1. Admiralty Papers, R. I. Arch.

CAPTAIN NICHOLAS BIDDLE TO CHARLES BIDDLE ¹

[*Andrew Doria*, Newport, June 16, 1776] ²

My Dear Brother

It is with the greatest Pleasure imaginable I Received letters from home as it convinces me that I am not intirely forgot: which I had some Reason to suspect, as I have not before Received any except the single line you were pleased to favoir me with, since I left Reedy Island, Altho every other Officer in the Fleet got letters by every post and I seldom let an opportunity pass without writing to one or other of the Family. Not a sylable has ever passd between the Admiral and Myself about either the Action or letter you speak of.³ For the Action he deserved the severest censure And the injustice and Partiality of the letter were so very glaring that it needed no comment, tis not from him that I can expect justice. It must depend on Fortunes throwing an opportunity in My way. At Present She seems to sport with me. I have just Returnd from a short Cruise two days after I went out I took a sloop⁴ a week after early in the Morning I see two Ships close together I took them with the Speaking trumpet.⁵ they were two transports with High landers on board who came out with thirty three sail on board of which were three thousand troops bound for Boston. It Blue fresh and there was a very heavy Sea so that it was night before I got every[thing] to Rights. I put all the Soldiers on Board one of the Ships. In the other two of the Officers had their Wives⁶ Them with two other Officers who were sick I left on Board with the Ladies Four of the land Officers the Captains Mates and all the Crews I took on Board the *doria* And Mann'd the Ships with my own People. For thirteen days we kept together On the 14th in the Morning we see five sail of Vessels to windward (wind at North) and soon after they gave us chase. I orderd the Best sailer the one the Soldiers were on Board to steer South the other SSE and I went under an easy sail steering a little wide of them. This I did for two Reasons. that they might think we were Vessels of war that wanted to hem them in, or that we might stand a better Chance of escaping should they come up with us. about Eigh[t] oclock a squall came on and the Ship that steerd south hauld on a wind to the Westward. And when the Squall blew over She was nearly out of sight to windward. The Vessels who chased us then hauld on a wind to the East ward and when we had Run them out of sight we did the same About four Oclock we saw them again in the N W and at Six I saw a large Vessel bearing east steering to the West ward. I wore round and order'd the Ship to steer SW At Eight Oclock The Vessel to the Et was about 3

Leags off those to the NNW about the same distance when I haul'd up West The Prize then about a mile and half from me in half an hour we lost sight of her and about 9 oclock we heard several Guns to N E. But I was in no condition to know the Occasion. I had forty Prisoners who did duty on Board and when I cleard Ship for Action they were put below under guard and I had but fifty three Men and boys sick and well to fight. I see no Vessel from that time (Except a Sloop outward bound that I brought too one night.) till I arrived which was the night before last. I landed my Prisoners and Yesterday Morning some guns being heard in the offing I told the Admiral if he Pleas'd I would go out and see who it was, he Assented, and I went out and met two of our Sloops and a Brig from the west Indies with 13 tons of Powder and other Valuable Articles on Board the Brig had 12 Guns and being Chased in by a Frigate our Sloops thought her to be her tender and had fird the Guns we heard at her. The *Columbus* and Sloops followd me out and we chased the Frigate till four Oclock.⁷ I had got so near as to see the Men in her tops but being Obliged to Make several tacks to weather point Judith After She had passd it, She got considerably the [a line cut from the bottom of the page] of me. Had She behaved well She could have taken or drove us back into port again.

I have almost given over hopes of seeing my Prizes any more. I am Glad however that I have got all their Arms and amunition. I lost one of the Ships and one of my own Boats in carrying the People and things from one Vessel to the other but happily no lives were lost. It was in Latt: 42 and Long: 55 that I took them. If the Admiral does not send me to that out of the way Place, Providence I may be Ready for another Cruise in a few days as I have only to wood and water and get a New bowsprit. I had pitchd away my bowsprit and sprit sail Yard in a Calm and Reeft him near three foot the day before I was Chased – Give my Love to the Family tell them they Shall hear more from me When I am More at Leisure. give my compliments to [Hugh] Montgomery [John] Rice [Alexander] Henderson [Thomas] Houston [Nathaniel] Boyce &c And believe me to be most Affectionately

Yours N: Biddle

P S I fear Nothing but what I ought to fear. I am much more Afraid of doing a foolish Action than of loosing My Life, I aim for a Character of Conduct as well as courage And hope never to throw away the Vessel and Crew merely to Convince the world I have Courage No one has dard to impeach it yet. If any should I will not leave them a Moment to doubt

1. Captain Nicholas Biddle Papers, 1771–1778, on deposit at HSP.
2. The date of the letter is based upon Biddle's statement, "Night before last I arrived here," and a news item in the *Newport Mercury*, June 17, 1776, stating that Biddle had arrived "Last Friday the 14th."
3. Esek Hopkins's official report to Congress was dated April 8, 1776. A deleted version of it, dated April 9, was first published in the *Pennsylvania Gazette*, April 17, 1776. In neither the original nor the printed version did the Commander in Chief mention Biddle or the *Andrew Doria*.
4. The *Two Friends*.
5. The *Oxford* carrying a company of the 42d Royal Highland Regiment, and the *Crawford*, with a company of the 71st Regiment.

6. The officers on board the *Crawford* were Captain John Smith and Lieutenant Robert Franklin of the 42d Regiment, and Captain Norman McLeod, Lieutenant Roderick McLeod, and Ensign Colin Campbell of the 71st Regiment. The wives of Captain McLeod and Ensign Campbell were also on board. Washington Papers, LC.
7. While Biddle refers to the chase as a frigate, it was probably H.M. Sloop *Merlin*. Her journal reads:
 A M at 4 weigh'd & came to sail - Gave Chase - 6 sail in sight at 8 Rhode Island Light house NbE $\frac{1}{2}$ E 4 or 5 Leagues P.M. in T Gallt Sails at 5 in 1st Reef of the Topsails at 8 fir'd 9 Guns to bring too a Sloop lay'd the Maintopsail to the Mast at 11 In 2d Reef the Topsails down Jibb & Main T staysail.
 PRO, Admiralty 51/604.

COMMODORE ESEK HOPKINS TO CAPTAIN ABRAHAM WHIPPLE ¹

Sir

Newport June 16th 1776

You are to go to Sea with your Ship as soon as possible and Cruise till your Provisions are out or you have weaken'd your Ship by Manning Prizes so as to make it unsafe to Cruise in such places on our Coast as you may think will be most likely to intercept the Enemies to the United Colonies - And you are to take and send into Port for tryal all Vessels belonging to or bound to Great Britain and all other Vessels with any british property onboard, and all Vessels that you may Suspect have a design of Supplying any of the British Army or Navy, or the Enemies to the United Colonies -

You are to Send your Prizes into the first Port you can with most Safety within the United Colonies, and transmit to the Marine Committee or their Agents, or to me an account of your Circumstances as often as may be -

If you take any Transports you are to take the principal Officers onboard your Ship - If by distress you are obliged to put into any port where the Congress have no Agents, You are to draw on the Treasurers of the Congress, or on me, or on any of the Agents for what Sum is sufficient to Repair your Ship or for Necessarys.

E. H. Cr in Chief ²

1. Hopkins Letter Book, RIHS.

2. *Ibid.*, same order issued this date to Captain Nicholas Biddle, *Andrew Doria*.

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL ¹

Sir/

New London June 16 1776

as I Imagine Mr [Levi] Hollingsworth can Obtain your Consent to let the Cannon go, he will want Shott, also and now send you an Accot of the Number of Shott left hear by Commadr Hopkins - Vitz

1700 of 18 l wt

1100 of 12 wt

2297 of 9

1260 of 6

the Number and Size of Cannon I Sent you before - I am Sir [&c.]

Nath Shaw Jun^r

P S we have the Carriages made for all the Large Cannon - do you think it will be best to have the Nine Pounders Mounted -

N S

1. Conn. Arch., 1st Series, IX, 303, ConnSL.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, June 16, 1776.

As it is and may be of great Importance, to have a Communication with the Jerseys and Long Island, I have had several Flat Bottom Boats built for the purpose, and have thoughts of getting more for Passaic and Hackensack Rivers where they may be equally Necessary for the Transporting our Army, or part of it occasionally, or succours coming to or going from it. I am etc.

1. Fitzpatrick, ed., *Writings of Washington*, V, 142, 143.

GEORGE WASHINGTON TO MAJOR GENERAL ARTEMAS WARD ¹

[Extract]

New York, June 16, 1776.

Sir: I am now to acknowledge the Receipt of your Favors of the 27th. Ult. and of the 3rd. and 6th. Inst., and in Answer to the First, think you was right in your Direction to Mr. [William] Bartlett, about the Brigantine *Hannah*, as Mr. [Robert] Morris had wrote for one.

The two Schooners, considering their Force and Number of Men, certainly behaved extremely well in repelling the Attack, made by such a Numbers of Boats, and it is only to be lamented that the Affair was attended with the Death of Captain [James] Mugford. He seemed to deserve a better Fate.

I have inclosed two Letters for Major Small and Charles Proctor Esqr. supposed to be at Hallifax; which being wrote with a Design to procure the Inlargement of Captn. [Francis] Proctor, a Prisoner on Board the *Mercury* Man of War, or induce them to intercede for a more humane Treatment to be shewn him, I request you to forward by the first Opportunity, by Way of Nova Scotia.

I am this Moment favoured with yours of the 9th. Inst., advising me of the Capture made by the armed Vessels, of one of the Transports with a Company of Highlanders on Board, and I flatter myself if our Vessels keep a good Lookout, as the whole Fleet are bound to Boston which sailed with her, that more of them will fall into our Hands. This is a further Proof, that Government expected General Howe was still in Boston.

1. Fitzpatrick, ed., *Writings of Washington*, V, 143-44, 145.

GEORGE WASHINGTON TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

New York, June 16, 1776.

I have ordered a Ton of Powder, half a Ton of Lead, five Thousand Flints, some Cannon, intrenching Tools, and a Dozen whip Saws and Files, to be immediately sent you; which you will receive in two or three Days, with a List of them and every other Article sent from hence at this Time. . .

In Regard to a Person to superintend the Building of Gondolas, and other Carpenters to carry on the Work, I refer you to my Letter of the 9th. and shall only add, that they cannot be now had, every one qualified for the Business, being employed here.

P.S. The Whip Saws, I fear, can't be got. The Qr. Master says he has tried without Success.

1. Fitzpatrick, ed., *Writings of Washington*, V, 146, 147, 148.

JOHN HANCOCK TO THOMAS CUSHING¹

[Extract]

Philadelphia, 16 June 1776 Sunday.

I shall write you fully by the next Post, and also to Capt. [John] Bradford. I shall send all the Warrants to your Sea officers, etc. I want the Recommendations for the Marine Officers, etc. Next Monday Evening the Marine Board will perfect the most of the matters relative to the Ships, when you shall have the necessary Directions I shall send you an order for what Provisions you may want to be taken from the Commissary's Store. . . .

In my last I Sent you a List of the Captains with the Names of the Ships as far as we had then proceeded, since which the following Appointments have been made, Vizt.

Israel Turner	1st Lieut't	}	For the Ship <i>Hancock</i>
Joseph Doble	2d do.		Commanded by Capt.
Mark Dennett	3d do.		Manly.
Hector McNeill	Captain	}	For the Ship
John Brown	1st. Lieut.		<i>Boston</i>

Thomas Grenell to the Command of the Frigate *Montgomery* at N. York. . . .

McNeil and Brown are both here and will proceed down to you in a day or two.

1. *Proceedings of the Massachusetts Historical Society*, LX, 111, 112.

JOHN ADAMS TO JAMES WARREN¹

[Extract]

Philadelphia, June 16, 1776

You have been since called upon for Six Thousand Militia for Canada and New York. How you will get the Men I know not. The Small Pox, I suppose will be a great Discouragement. But We must maintain our Ground in Canada. The Regulars, if they get full Possession of that Province and the Navigation of St. Lawrence River above Dechambeault at least above Mouth of the Sorrell, will have nothing to interrupt their Communication with Niagara, Detroit Michilimachinac; they will have the Navigation of the five great Lakes quite as far as the Mississippi River; they will have a free Communication with all the numerous Tribes of Indians, extending along the Frontiers of all the Colonies, and by their Trinketts and Bribes will induce them to take up the Hatchett, and spread Blood and Fire among the Inhabitants by which Means, all the Frontier Inhabitants will be driven in upon the middle Settlements, at a Time when the Inhabitants of the Seaports and Coasts, will be driven back by the British Navy. Is this Picture too highly coloured? Perhaps it is; but surely We must maintain our Power, in Canada. . . .

I believe it will not be long before all Property belonging to British

Subjects, Whether in Europe, the W. Indies, or elsewhere will be made liable to Capture. A few Weeks may possibly produce great Things. I am, &c.

1. *Warren-Adams Letters*, I, 257-58.

DAVID BEVERIDGE TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gent'n: Philad'a, June 16, 1776.

Having lately sustain'd a very heavy loss, by a vessel of mine, from Hispaniola, being run by the pilot on the Chevaux De Frize, whereby most of the Cargo hath perished, & what remains render'd totally unfitt for use, which proves a great injury & Stoppage to my traffick, having made no Insurance whatever. I flatter myself, therefore, if this matter were laid before the Congress by your Board, that permission might be obtain'd for me to load a Vessel with this Country produce to the place from whence he came, whereby I might, in some measure, repair the damage I have so unfortunately sustained, & probably thereby have it in my power to procure such artickles as would be usefull to the present cause. I am, Gent'n [&c.]

Da. Beveridge.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 602.

CAPTAIN LAMBERT WICKES TO THE COMMITTEE OF SECRET CORRESPONDENCE OF THE CONTINENTAL CONGRESS ¹

Gentlemen, On Board the *Reprisal* 16th June 1776

I received your orders and Instructions by Mr. [William] Bingham the 13th Inst but the Shallop with the Provisions did not Arrive till this day, We have now got all the Provision on board both from the *Wasp* & Shallop -

You may depend on my best endeavours in your Service to prosecute this Voyage with the Most expedition and Advantage in my power my People, all to two are in good health, & the Officers are well Satisfied with this Cruize, hoping thereby to Render their Country an Assential Service, as well as themselves - There is now One two Decker, two Frigates, one Twenty Gun Ship & a sloop of War Lying in Old Kiln Road & we are waiting an Oppertunity to get out by them wth impatience so that you may depend on our Embracing the first favorable oppertunity of getting out & proceeding on our intended Cruize. from Gentlemen [&c.]

Lamb^t Wickes

1. Papers CC (Letters addressed to Congress), 78, XXIII, 289, NA.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN GEORGE MONTAGU, H.M.S. *Fowey* ¹

Whereas Robert Eden Esquire Governor of Maryland has acquainted me that he can no longer remain in his Government, now in open Rebellion against the King, with any degree of safety to himself, or advantage to His Majesty's Service; and that he has obtained permission from the Committee, assuming the Government of the province, to leave the Colony, upon condi-



William Moultrie.

tion that any of His Majesty's Ships which may be sent for him do not commit any Hostilities whilst upon that Service.

It is therefore my desire and direction to you, that you proceed forthwith in his Majesty's Ship under your command to Annapolis, and by a Flag of Truce acquaint the Governor that you are come to receive him and his Servants on board, as well as any other well affected subjects to His Majesty that may claim your protection.

You are also to comply with assurance the Governor has given, and not commit any Hostilities upon the Rebels whilst on that service, as long as they observe the same conduct with respect to His Majesty's Ship or her Boats:

But if any insult whatever should be offered to either, you are at liberty to act against them as you may think proper.

But if the Committee should have altered their mind with respect to the Governor, and refuse him permission to leave the province, you are in that case to use your utmost endeavours to destroy the Town and otherways distress the enemy by every means in your power.

As the *Fowey* is much wanted for the imediate protection of Gwins Island, It is expected and required of you to use the utmost expedition on this Service, & remain no longer at Annapolis than is absolutely necessary to receive the Governor and his people on board, when having so done you are to return hither and join me at this place.

Given under my hand on board his Majesty's Ship the *Roebuck*
at Gwins Island in Virginia the 16th June 1776
A S Hamond

1. Hamond, Orders issued, 1776-1777, UVL.

COLONEL WILLIAM MOULTRIE TO BRIGADIER GENERAL JOHN ARMSTRONG ¹

Sir, Sullivan's Island, 16th June, 1776.

Col. Thompson ² is now with me, and informs me that he has taken particular notice of the movement of the enemy, he observed about 10 o'clock, 200 grenadiers, and a small battalion, (which he imagines came from Dewee to cover the landing of the rest) where they posted themselves, about one mile from our advanced guard, and waited until about seventeen hundred men were landed. They then marched off to Dewees' Island, he observed every six men carried something like a tent; they are still landing as fast as the boats can bring them. Col. Thompson begs that he may have at least his own men which are over with you (one hundred) without whom he cannot undertake to prevent their landing on this island, should they attempt it. We are all in high spirits, and will keep a good look out to prevent a surprise. Col. Thompson requests as a favor, if you have time, that you would come over and take a ride on the island to observe what a length of ground we have to defend. I am yours, &c.

William Moultrie.
Col. 2d regiment.

1. *Moultrie's Memoirs*, I, 156-57.

2. William Thompson, Colonel of South Carolina Rangers.

BRIGADIER GENERAL JOHN ARMSTRONG TO COLONEL WILLIAM MOULTRIE ¹

Dear Colonel,

Haddrell's Point, 16th June, 1776.

I shall do my utmost to comply with yours and Col. [William] Thompson's request, respecting the residue of his regiment, no passage over, unless you can send some boats in the morning. I wish the situation of the bridge may not be fatal to us, as we must assist each other. Let Mr. [Ferdinand] De Brahm ² be early to work there, as it must be defensible. Does not the movement of the enemy towards Dewees' look like an intention to use one of the creeks towards Haddrell's, probably Bolton's landing? I expect Gen. Lee early here to-morrow. Dear Col. be vigilant, keep your troops alert; I see no reason why you may not also reinforce Col. Thompson; nay, if they appear indeed to land on Sullivan's it must be done, and the point at the island where they may best land, prudently and vigorously defended at all events. Let the Col. know this.

May Heaven attend you all

John Armstrong.

1. *Moultrie's Memoirs*, I, 157-58.

2. French engineer, later commissioned major in the Continental army.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Sir

I take this Opportunity by the return of a Boat from Mr. Knowles, which brought the Armourer belonging to the *Lady William* Schooner, to acquaint You that the Thirteen Inch Mortar on Board the *Thunder Bomb*, was Yesterday in a few Hours after the Accident, made fit for Service by the Armourer of this Ship; I have also the Pleasure to inform You, that this Morning, the Boats of the Squadron forced a Large Sloop on Shore, near Stono Creek, mounting Ten Four Pounders, Laden with Powder, Amunition, Rum and Sugar from St Eustatia; but as the Rebels had Scuttled Her, We set Her on Fire and She Blew up.

all the Ships are ready, and Hope to have the Honor of Hearing from You soon, and of being informed of your Plan of Operations. In my Signals I mentioned the first of the Flood as the proper Time for placing the Ships against the Batteries, but on consulting a Pilot who came to Me this Morning from Savannah, and who has been a Pilot Here for many Years, I am now of Opinion, in which all the Masters concur, that the pitch of high Water will be the best Time. Shou'd You find the Rebels determined to oppose Your Descent on the North End of Sulivans Island, and You cannot Land on any other Part, the Ships will not then be above an Hour or Two Engaged, before the Water will fall sufficiently where You are, for You to pass from Long-Island; I have made such a Disposition of the Ships, that I shall Hope, when they are driven from Their Batteries, to cut off[f] the Retreat of many of Them - I most heartily wish You Success, and have the Honor to be Sir [&c.]

P: Parker

Bristol 16 June 1776

1. Sir Henry Clinton Papers, CL.

17 June

JOURNAL OF H.M. SCHOONER *Magdalen*, LIEUTENANT JOSEPH NUNN¹

June 1776 Off Three Rivers

Friday 14 A M at 3 Weighd and came to Sail at 8 came too off Trois Riveres found riding here his Majesty's Ships *Blonde* & *Triton*, with 20 Sail of Transports, Saluted Commodore Douglas with 13 Guns,

Saturday 15 at 9 A M Weighed and came to Sail
First part little Wind lattr fresh gales,
at 8 P M brought too in the Narrows beloe Sorel ½ Past Weighed & came to Sail P Signal in Company with the *Martin* & [2]0 Sail of Transports, & Armed Ships Brought too a Breast of Sorel in 6 fm Water

Sunday 16 Off Sorel

at 5 A M Weighed and run nearer in Shore, ½ past brought too a Brest of Sorel Moor'd the Vessel with the Ketch Anchor & Hawser

Little Wind & fair Wr P M Sail'd for Montreal His Majestys Ship *Martin* & Several Sail of Transports,

Monday 17 A M Fired one Gun & made the Signal for all boats to assist Landing Troops &c.

1. PRO, Admiralty 51/4252.

PETITION OF GILBERT HARRISON TO THE MASSACHUSETTS GENERAL COURT¹

Colony of Massachusetts Bay

To the Honble The Council & House of Representatives of sd Colony in
Genl Court Assembled at Watertown June 17th A. D. 1776

Gilbert Harrison of Georgia Mariner & late Master of the Sloop *St John*, burthen about 90 Tons and own'd by Messrs Coddington, Morris, and himself, was taken by the *Scarboro* Man of War, on her passage from Santa Croix to Georgia, the Sloop was Loaded with fifty Barrels & Sixteen half Barrels of Gunpowder, Ten Cask of Nails, One large Bail of the best Paper, Twelve bolts of Ozenbrigs, Six Do of Duck, Twenty four Do of Canvas from No 1 to No 4, One large box of striped Checks, Seventeen packages of Coarse blew cloth & One hundred & seventy pounds of Coffe, which goods excepting the Gunpowder, was taken out of the Sloop and put on board the Scooner *Volante*,² which was retaken at Cape Cod in the Month of April last past by Capt Smith & others with the goods aforesd On board her. The Sd Gilbert was carried to Halifax in Nova Scotia, & there he was put on Shoar, from whence about five Weeks ago he made his Escape, And hearing the *Volante* with her Cargo was retaken, by sd Smith, and Monday & others, he travaild as fast as he could to Plymouth to lay in his Claim to the goods aforesd but did not Arive there but one Day before the Judge of Admiralty decreed sd Schooner & Cargo forfeited to the Captors who refused to Admit the sd Gil-

berts claim to the goods aforesd the Same not being Made five days before the time of Tryal Agreeable to Law, but as that was a thing impossible to be made by the sd Gilbert His only relief in the premise can be had from your Honrs If he had time he could clearly prove his property in sd goods, but at present being about thirteen hundred Miles distant from his Wife & children at Georgia he would be contented, to have so much Money out of the proceeds of sd Cargo, (wch is not as yet sold, being condemned but last Wednesday) as would procure him a Horse, & pay his expences to Georgia, or be otherwise reliev'd in the premises as in your Wisdom & goodness seem best, and as in duty &c.

Benjn Kent for the Petr ³

1. Mass. Arch., vol. 209, 304.
2. The *Violenti* was taken February 1, 1776, at sea in ballast, and the *St. John* on February 4 off Tybee bar, Shuldham's Prize List, April 24, 1776, Volume 4, 1228.
3. On June 19 the General Court resolved:

that the Judge of the maratime Court held at Plymouth, & the Captors stay all further proceedings on said Condemnation; And that the said Gilbert Harrison be allow'd to file his claim of the goods aforesaid before said Judge within five days after passing this resolve, & that thereupon the said Judge notify the trial of said claim in like manner as original trials of Captures are by Law to be notified, and that the said Judge be served with a copy of this Resolve.

Mass. Arch. vol. 35, 62.

JOHN BRADFORD TO JOHN HANCOCK ¹

Dear sir

Boston 17th June 1776

I have not been Able to procure more than abot 50 Charldron Coal, I apply'd to Gen Ward for liberty to take part of the White Haven Coal in this town but he tells me its not in his power to Grant my request I have wrote to Commr Hopkins agreeable to your directions. and the day his vessell arrives I will dispatch her with the Coal vessell,² I have sent to Dartmouth in quest of some & have hopes I shall Succeed

I have wrote to the Several Agents to imediately prepare their Accots for Settlement., but have personally Apply'd to Mess Glover and Bartlet they reply its impossible for them to Settle till they know from Philada he amot of the ordnance Brig's Cargo with that of the English Goods taken out of a prize by order of the General, when it Shou'd be Convenient please to order them Accounts forward.³ I have directed the Capns of the small Navy to make this port their Rendezvous, a [prize] ship is now coming in wch we suppose to be one of the transports ⁴ [By] next post will give you the particulars in the Interim I am with Greatest Respect [&]

Jn Bradford

On the Service of the united Colonies –

1. Walter Fuller Don Collection, SI.
2. See Esek Hopkins to Bradford, June 18, 1776, advising that Captain John Paul Jones, in the Continental sloop *Providence*, has been ordered to Boston as an escort for the coal ship.
3. Washington's agents wanted to know the amount of the invoice of the ordnance brig *Nancy*, and the value of the goods taken from the ship *Concord*, both captured in late 1775 by Capain John Manley in Washington's schooner *Lee*.
4. See Bradford's second letter of this day.

JOHN BRADFORD TO JOHN HANCOCK ¹

Dear sir

Boston 17th June 1776 –

Since I clos'd my Ltr the Boat which I sent down to Nantasket is Return'd, And David Spear Reports, that the Ship & Brig have 200 Soldiers on board, our privateers (five in number) engaged them the greatest part of yesterday at sea, but could not Conquer them, they all left them, finding the transports Arm'd to get into Boston, precautions were taken below (as their happen'd to be a Comme at the Light house Island) not to suffer any boats to go out, the vessells Ran in the first of the Ev'g and was follow'd by our Cruisers, when another Smart engagement took place, they defended them selves till their Major was Shot Dead when they struck ²

their Colonel & the officers are now on their Passage up to town. We had only four men wounded, what number theyve lost I know not. I Congratulate you and my Country on this happy Event may our arms still prove victorious. I am [&c.]

J Bradford

1. Walter Fuller Don Collection, SI.

2. The transports *Annabella* and *George*, carrying Lieutenant Colonel Archibald Campbell and two companies of the 71st Highlanders.DAVID COBB TO ROBERT TREAT PAINE ¹

My Dear Sir

Boston June 17th 1776

Agreeable to promise in my last I now send you a Journal of the last week & hope to continue it in future.

Monday 10th In the course of the Afternoon sundry Transports arriv'd to the Ships below with the Highland Troops on board under the convoy of 2 Men of War; Likewise receiv'd Intelligence that two Sugar Ships were bro't into Providence & New London, & a Barbadoes Rum Vessel carried into Plymouth. – The Fortifications going on with alacrity, but great uneasiness that we can't remove the Ships from below; for which we are now preparing. –

Tuesday 11th Leave was obtain'd to go, with a Flagg, on board the Commedore's Ship to endeavour the exchange of the Prisoners of the *Yankee Hero*; the Commedore treated the Flagg with the greatest politeness & promis'd to use the utmost of his influence to obtain an Exchange. – The Capt 1st Lieutt & 14 privates of the Brig were wounded & 5 killed – a warm engagement. – The whole Crew consisted but of 36. –

Wednesday 12th Nothing material

Thursday 13th The Town was guard'd last night to prevent any communication to the Ships, & it is intended tonight to take possession of three heights that surround the Shiping, viz. The East head of Long Island, the East head of Pettick's Island & Nantaskett Hill; & parties of 500 Men each are drafted for the seperate post[s], exclusive of Volunteers & Militia. The Town in great confusion from the beating of Drums for Volunteers, rattling of Cannon &c, & my Chamber partakes of it in

proportion, where you can't have admission without asking Liberty from bundles of Raggs, Surgeon's Instruments &c. – My station Sir is on Pettick's Island, where, you must note I attend in the Rear. –

Fryday 14th We sett sail from the Long Warf last night half after Nine, but for want of Wind, loosing our Way &c never arriv'd to our Station 'till day. – The Nantaskett party were in the same scituation – The party on Long Island only succeeded where they erected a Battery & by six in the Morning began to play on the Ships, & altho' at a great distance yet the Cannon were so well serv'd that they took the Topmasts from two of the Transports & a Topgallant Mast from a third, upon which the Fleet immediately up Killeck & stood out to sea; The Commedore now & then, in the fullness of his Wrath, popping a Gun at the people on Nantaskett as he pass'd, whilst they from the open Hill were returning the Compliment. – The Enemy blow'd up Lighthouse in their retreat. – We are now, Thank God, intirely free from pyrates & in possession of the finest Harbour in the World, which we are endeavouring to secure by fortifying the Islands.

Saturday 15th Lodg'd last night at Brigadier [Joseph] Palmer's in German-town. – the Brigadier & Family desire their Compliments. – return'd in the afternoon to Nantaskett – soon after embark'd for Boston; but having a piece of Artillery to take in from one of the Islands, we were detain'd all Night upon the Water – bad fair – but Soldiers must never complain. –

Sunday 16th Return'd to Boston where we have the disagreeable report of General [John] Thomas's Death by the small pox, & the bad scituation of our Army in Canada. – May God soon grant a different aspect to our public affairs in the North. – firing in the Bay – a Ship two Briggs & two Schooners are seen off. – the Ship & one of the Briggs suppos'd to be prizes

Monday Morning. The above Vessells are at Nantaskett [but] have not receiv'd any Intelligence who they are – but still suppose some of 'em to be prizes –

Your Letter I receiv'd last Wednesday & shall endeavour the return of an Answer by Wednesday's post – Our Friends at Taunton are well – don't forgit sending papers or pamphletts that are usefull – if you have a proper conveyance, do be so good as to send me, Cullen's Materia Medica – We cou'd wish that a Commander in Chief for this department, might be without any connections in the Provence – I am Dear Sir [&c.]

David Cobb

1. Robert Treat Paine Papers, MassHS.

DR. SAMUEL COOPER TO JOHN ADAMS ¹

[Extract]

Boston 17. June. 1776. Monday

. . . I am now to congratulate you on the Accomplishment of your Wishes. Every inimical Flag is remov'd from us, and we have at last the compleat Possession of our Harbor.

I had urg'd, ever since the British Troops were driven away, an Attempt of this Sort. It was delay'd, from an Apprehension that it would be most prudent first to have our defensive Works near the Town compleated, till last Thursday. The Plan was well laid, and kept as secret, & executed with as much Success as Circumstances would allow – On that Morning the Town was all in Motion, a large Detachment from our Troops here, and a Number of young Gentlemen in from this & the neighboring Towns, Volunteers, marching in good Order, receiving Ammunition &c from the publick Stores & preparing to embarque with Cannon, a large Mortar & other Implements of War – In the Afternoon the Embarkation was made in high Spirits, but without the least Confusion. They were to act in Concert with a large Detachment from the Militia of Hingham Braintree, Weymouth &c. The Design was to take Possession of Long Island Head, Pettuck's Island, a Post near Point Alderton, & one or two more as Circumstances might require, and to cannonade the Ships lying in Nantasket by Day light on Friday Morning. All were in Hopes of a strong East Wind which had it happen'd would probably have given us the Possession instead of the Removal of the Ships. But no one could foretell how the Wind would blow, and there was no postponing an Enterprize of this Kind after it was begun, & must be known to the Enemy. This Night was calm & dark, the only Time we could employ in getting to our Stations without Discovery by the Enemy. The Men however arriv'd there; but some of the Cannon and other Artillery could not before Day. As good Breast Works were thrown up as the Time would allow.

There lay in Nantasket, Commodore Banck's in a fine fifty Gun Ship – the *Milford* Man of War – the *Yankee Hero* lately taken by the last, and Seven large Transports, lately arriv'd with High landers, Dawson's Arm'd Brig,² & two Schooners: The Highlanders were suppos'd to be Seven hundred at least. The Cannonade began at Day light from Long Island Head, accompanied with Shells – The Commodore immediately made a Signal for the whole Fleet to remove – They went off in the greatest Precipitation, leaving on Georges Island where there had been an Encampment a large Number of Water Casks, some Sheep & Goats, and some sick in the House. They blew up the Light House as they pass'd by it, and the Commodore lay to below it, to repair as was judg'd by their Movements the Damage He had receiv'd from our Shot at long Island, & near Point Alderton. We have now not a British Ship of War in any Harbor, nor a British Soldier uncaptivated in all N.England. It is remarkable that the Port of Boston was thus open'd on the very day it was shut up two Years ago; for you remember that from 1 June 14 Days of Grace as they were called, were allow'd.³ I hope we shall make the best Improvement of the Opportunity we now have to secure our lower Harbor – if this is done we shall have as commodious & safe an Harbour as any in America. — While I am writing a Gentleman comes in & informs me of the first Fruits of this Opening the Harbor. Two or three small Privateers engag'd Yesterday & last Evening in our Bay, a large Ship & Brig – they were not able to carry

them – The Ship & Brig stood for Nantasket thinking it in the Command of the British Fleet. They are taken by our Posts – & prove to be Transports from Scotland – 210 Highlanders on Board – Col [Archibald] Campbell who commands one of the Battalions is our Prisoner – A Major was kill'd in the Engagement with the Privateers. We have now 310 highlanders Prisoners – Adieu –

1. Adams Papers, MassHS.
2. Captain George Dawson, in H.M. Sloop *Hope*.
3. *Boston Gazette*, June 17, observed:

It is worthy of special note that the 14th of June, 1774, was the last day allowed for trading vessels to leave or enter the port of Boston, through the cruelty of a British act of Parliament; and that the 14th of June, 1776, through the blessing of God upon the operations of a much injured and oppressed people, was the last day allowed for British men of war, or Ministerial vessels, to remain or enter within the said port but as American prizes. Thus has Providence retaliated.

DIARY OF EZEKIEL PRICE ¹

Monday, June 17. – Last night, two transports, a ship and a brig, from Scotland, with about two hundred and twenty Highlanders on board, were chased by three or four of our privateers into Nantasket, where they were both obliged to strike to the American flag. The ship had about seventeen killed and wounded. Lieutenant-Colonel [Archibald] Campbell and a number of other officers are among the prisoners. Major Menzies was killed in the engagement. Was at Boston, and saw the officers landed on the Long Wharf: they pased up King Street, in their way to General Ward's. Great number of spectators were in the streets at the same time.

1. *Proceedings of the Massachusetts Historical Society*, 1st series, VII, 258.

JOSIAH QUINCY TO JOHN ADAMS ¹

[Extract]

[Braintree] 17 [June]

Went to Boston, and had the Pleasure of conversing a few minutes with Lieut Colo Campbel of the Highlanders, at General Wards: – He appeared to be well bred, spoke extreme good English, rendered disagreeable by those haughty Airs which are characteristick of his Country.

1. Butterfield, ed., *Adams Family Correspondence*, II, 9–11. Continuation of June 15 letter.

MISS POLLY PALMER TO JOHN ADAMS ¹

[Germantown] 17th [June 1776]. Monday

Yesterday several of our Privateers fell in with and engag'd a large Ship of Force and a Brig. The two latter Maintain'd a kind of runing fight from Seven in the Morning till late at Night, still standing in for the Harbour which they were permitted to enter followed by the Privateers. About 11 oClock at Night the Engagement was renew'd between the Vessels with great fury. I think I never saw such firing before. The flashes were almost without Intermission. At 12 they Yeilded to us having both run Aground during the fight. They had 200 Highlanders belonging to Fraziers Regt.

1. Butterfield, ed., *Adams Family Correspondence*, II, 9–11. Continuation of June 15 letter.

COTTON TUFTS TO JOHN ADAMS¹

[Extract]

Dear Sr.

Weymouth June 17. 1776

Our vast Extent of Territory requires a great Land Force to defend it. The Spirit of Commerce and Privateering already operates to render the Difficulty of raising Soldiers great. If I am right in what is advanc'd, and as the grand Struggle will soon ensue and it is incumbent on us to make the best Defence that we are capable off, Might it not be of general Utility to prohibit any Vessells from going foreign Voyages and all others from Province to Province except such as can pass safely within Shores. No more Privateers to be fitted out – except such as are contracted for by the Colonies or Continent – I mean for a limited Time. The great Numbers of Provision Vessells taken from us by our Enemies, strengthens them in a most essential Point, and the Men taken in them are lost to us (perhaps for ever). I have thought, that it would have been for the Interest of the Colonies to have borne the immense Expence of Land Carriage for Provisions rather than to have risked them by Sea. Connecticut might have supplied us and what Connecticut was drained off New York might have supplied and what New York, Pennsylvania and so on – the one handing the other Provisions to be transported where most wanted. The non Exportation of Provisions to the West Indies, would probably oblige them to come to our Ports for them – in this Case we should be sure of running no Risque.

To encourage Soldiers to enlist might not the offer of 100 Acres of Land to every Soldier that would enlist during the War be a good expedient? Such offer to be made upon the Condition of his Fidelity and our finally succeeding in the Contest

About 4th or 5th. Inst. a Jamaica Vessell taken by some of the Continental Cruisers arrived at Marblehead. About the same Time another of 700 Tons at Dartmouth richly laden with Jamaica Produce.² On the 7th. the *Yankey Hero* of Newbury Port (Capt. Tracy Commander) was taken by the *Lively Man* of War after an obstinate Engagement of 1 & $\frac{3}{4}$ of an Hour.³ The *Yankey* had 4 Men killd and 11 or 12 Wounded, she was fitted for a Cruize to the West Indies and was coming to Boston to take on her Compliment of Hands, at the Time of the Engagement she had not above 35 or 36 Men as I have been informd. . . .

On the 8th. the Continental Cruisers from Cape Ann took a Transport with upwards of 90 Highlanders and sent her into Marblehead.⁴ On the same Day a Vessell from Barbados arrived at Plimouth taken by a Privateer of Capt. Derby's – she was bound to Hallefax on the Kings Accountt loaded with Rum.⁵ The Vessell with Highlanders was from Scotland, being part of a Fleet of 30 Sail bound to Boston with which she parted some Days before, and was led into a Trapp by the Jamaica Prize who kept Company with her for some Time and undertook as she was a Stranger to pilot her into Boston; as the Scotchman was entering Marblehead he smelt a Rat and sheerd off – but too late to escape. . . .

The highland Soldiers brot their Wives and Children being promis'd 1 House and 100 Acres of Land on their Arrival and *no Doubt the Stock on our Farms* – the Women bro'tt their Milking Pails and plenty of Seeds to sow the Land. (Better late than never.)

It was determin'd to take Possession of the East End of Long Island, Petticks and Hull, all on the Evening of the 13th. The Artillery and Forces for Long Island reach'd there in Season. By Reason of a Calm, the Plan with respect to Petticks fail'd and the Cannon for Hull did not get down there untill 9 the next Morning. On L. Island 1500 or 2000 Soldiers and Voluntiers, as many on Hull. On the Former a Breast Work was erected and a Battery form'd by the next Morning mounting 2 or 3 Heavy Cannon and a Mortarr, on the Latter the Works were begun and an 18 Pounder carried over the Hill about 9 the 14th. at Day Break the Battery on L. Isld. opend on the 50 Gun Ship and other of the Enemy's Vessells then laying between Petticks and Georges Isld. They soon address'd themselves to Flight. This Battery was too far distant to do much Execution – had Works on Petticks and Nantasket been compleated according to a previous Plan, the 50 Gun Ship and a greater part of the Vessells must have fallen a Prey to us, for it was very calm. You could hardly Sea the Motion of the Ship. My Curiosity led me up Hunts Hill from whence I could see the Movements. It was 12 or 1, before she got to the middle of Hull. Here she was harrass'd with an 18 Pounder from Lorings Hill which oblig'd her to make all possible speed. The Boats were man'd to Tow her down and at length she made of with 16 other Topsail Vessells and 4 smaller. The Ships of War kept a perpetual Firing on Hull in their Way down, but no Life was lost on our Side nor One wounded. – Thus on the 14th of June 1776 the Harbour of Boston was cleared from every Ship of War and other Vessell belonging to Great Britain – it being just Two Years since it was blocked up (If I remember right). The Light House they blew up before they went off.

Last Night we were alarm'd about 9 with the firing of Cannon suppos'd to be at Nantasket and about 11 with a heavy cannonading and firing of Small Arms which lasted untill near 12. Yesterday a Ship and Brig were seen steering for the Harbour and 4 or 5 small Privateers in Chase of them maintaining a runing Fight. About Sun Set the ship and Brig were making their Way to the Light, about 9, they had got up to Nantasket and were saluted and orderd to come on Shore, the Brig catch'd on Chamberlains Rocks, the Captain and 4 sailors came on Shore, the Ship continuing her Course up, the Tide rising clear'd the Brig and she followed after the Ship notwithstanding she had struck to the Fort. The Privateers who had been galling them all day came up and a smart Engagement ensued between them [and] the Ship and Brig (the Ship is said to have mounted 14. Guns) but at last they were oblig'd to submit and they were found to be Two Transports from Scotland, part of the aforementioned Fleet having on Board each 70 or 80 Highlanders with some Women and Children. One Major and 8 Sailors or Soldiers were kill'd in the Transports and [. . .] Wou[nded] on our Side.

The Captain of the Brig and Hands who came on Shore at Nantasket could not believe that Boston was in our Possession – they had not the least Idea of it. The Soldiers say that they had from 10 to 12 Guineas to enlist besides the Promise of 100 Acres &c. I am not without Hopes of our entertaining some more of these Gentry. It appears from the Accounts of these and the former Vessell that the Fleet was parted in a Storm. – We have now a good Fort on Fort Hill, Noddles Island, Pulling Point, Castle Island, Dorchester Point, and new ones erecting on East End of Long Isld. and Nantasket, 2 Row Galleys building, and a Plan forming for immediately erecting a Foundery. . . .⁶

1. Butterfield, ed., *Adams Family Correspondence*, II, 17–19.

2. The *Lady Juliana* and the *Reynolds*, taken by the Pennsylvania privateer sloops *Congress* and *Chance*.

3. The *Yankee Hero* was taken by the *Milford*, not the *Lively*.

4. The transport *Anne*, with Highland troops, taken by Washington's schooners *Lee* and *Warren*.

5. Probably the brigantine *Fanny*, *New-England Chronicle*, June 20, 1776.

6. Adams replied to this letter on June 30: "The Intelligence you give me of your Success in ferretting away the Men of War, is some Consolation for the melancholy Account we have from Canada." *Adams Papers*, MassHS.

"EXTRACT OF A LETTER FROM AN OFFICER IN THE COLONY TRAIN AT NANTASKET, UNDER THE COMMAND OF COL. [THOMAS] CRAFTS, TO HIS FRIEND IN BOSTON, DATED JUNE 17, 1776."¹

My dear Friend,

I Promised to give you a short account of our transactions – We embarked with a part of Col. [Thomas] Marshall and [Josiah] Whitney's Regiment late on Thursday evening [June 13] for the lower harbour, under the command of Major [Paul] Revere. The whole expedition directed by General [Benjamin] Lincoln. Capt. [Joshua] Swan for Petticks Island, Major Revere and Capt. [Thomas] Melville for Nantasket: Capt. Balch for Hoff's Neck and Capt. [John Welsh] Edes for Moonhead, and Capt. [Edward] Burbeck of the Continental Train with 500 men for Long-Island head. – The night proved very unfavourable, by being a flat calm. The Continental troops from their nearness and the advantage of the tide reach'd their destination in season. From our distance and the tide against us half the way we did not arrive here till after sunrise. We expected to have found a breast-work erected; but to our surprise not a sod had been rais'd and not 100 men to support us. Tide of flood had been made and we could not get the vessel near enough to land the cannon. The Major reconnoitred and found the enemy's vessels all busy, we having no boats proper to unload, were obliged to attempt it in a flat-bottom'd one. We got a field piece on shore, but in getting one of the heavy cannon into the boat, which was entirely insufficient for so great a weight, fill'd and did not recover it till low water. The other piece with great difficulty we got on shore and mounted, which had like to have been too late. The continental train began firing, and the ships immediately got under way and anchored opposite the Light-House. – Capt. Swan arrived at Petticks Island about two in the morning, expecting, as we did, to find a work ready for his cannon. He went on

shore, but to his great mortification found not a soul there, nor any work thrown up: and having no small arms on board, but such as his officers had, he waited till day-light, and then sail'd for the Braintree shore to cover the ordnance he had on board. By order of the General he came down to us, and was much assisting in getting up our cannon on Quaker Hill, and giving them a grand salute. The Commodore lay foremost, and after firing the second shot he blew up the Light-House, and on our fourth round the whole fleet got under way a second time. Some of our shot we have no doubt struck him, as all the Boats in the fleet were sent to tow him off. He fir'd but one shot: but we pelted him till out of reach of our cannon. Thus we have got rid of a nest of scoundrels the very day two years they block'd the harbour up.

On Sunday afternoon [June 16] we saw a ship and a Brig. standing in for Light-House channel, chased and fir'd upon by 4 privateers, who frequently exchang'd broad sides. We suppos'd them to be part of the Scotch fleet, got every man to his quarters, and carried one 18 pounder to point Alderton, purpose to hinder their retreat, should they get into the road, opposite where we had 3 18 pounders. About 5 o'clock the privateers left them and stood for the southward, when the ship and brig crowded all their sail for the channel. Our orders were not to fire till the last got a breast of us. In tacking she got aground just under our cannon; when we hail'd her to strike to this Colony: They refus'd, and we fir'd one 18 pounder loaded with round and cannister shot, when she struck and cried out for quarters. We ordered the boat and Captain on shore, and then fir'd at the ship; but being quite dark, we suppos'd she had struck. By this time the privateers came up. A Capt. of the Highlanders in the Brig's boat came on shore. Some time after the ship got under way and stood for the narrows; when a fine privateer Brig. commanded by Capt. Harding of New-Haven, (Who we hear came in this bay on purpose to meet our old friend Darson [George Dawson]) and 5 schooners gave chase. The brig came along side, when a hot engagement ensu'd, which lasted three quarters of an hour, when the ship struck. The Brig. floating took advantage of the confusion and attempted to follow, both supposing the enemy in possession of Boston. We found them from Scotland, with Highlanders to join General Howe. The ship had on board 114, the Brig. 74. The former lost in the engagement Major Menzie[s], 8 privates and 13 wounded. The latter I killed by the privateers in the day—The privateer Brig. had 3 wounded, one suppos'd mortally.

1. *Connecticut Courant*, June 24, 1776.

“REPORT OF A COMTEE APPOINTED TO VIEW THE SEA COAST TO THE
SOUTHWD”¹

Plimouth, June 17th 1776

The Committee appointed to view the Sea Coast To the Southward of Boston have proceeded to a Place Called the Gurnet at the entrance of the Harbour of Plimouth, Kingston, Duxbury, and Marshfield – and Whereas

the State of our affairs are Such and the Harbour, with the height of Ground on Said Gurnet, (a plan of which we herewith inclose to your honours) beg leave to make the following report viz. we are of opinion that said harbour is of great importance to America in general and to said towns in particular that it is advantageously situated for the accomodation of such of our armd Vessels & others as hereafter may be obligd to take shelter therein. therefore Judge it necessary that said point be fortified. and that Eight piecis of Cannon four of twelves two of Eighteen pounders & two Six pounders with such a quantity of ammunition &c as this Court shall think necessary for that end. that a Company of one hundred men at least in addition to those now on duty at Plymouth be Stationed on said Gurnet for fortifying & protecting the same, which we humbly conceive will answer salutary purposes. all which is humbly submitted -

John Cuming Pr Order

I. Mass. Arch., vol. 137, 92.

ABIGAIL ADAMS TO JOHN ADAMS ¹

[Extract]

Plimouth June 17 [1776] a remarkable Day

Since I arrived here, I have really had a scene quite novel to me. The Brig *Defence* from Connecticut put in here for Balist. The officers who are all from thence and who were intimately acquainted at Dr. Lothropes, invited his Lady to come on board and bring with her as many of her Friends as she could collect. She sent an invitation to our Friend Mrs. W[arre]n and to us. The brig lay about a mile and a half from the Town, the officers sent their Barge and we went, every mark of Respect and attention which was in their power, they shewd us. She is a fine Brigg, Mounts 16 Guns, 12 Swivells and carries 100 & 20 men. 100 & seventeen were on board; and no private family ever appeard under better Regulation than the Crew. It was as still as tho there had been only half a dozen, not a prophane word among any of them. The Captain himself is an exemplary Man, Harden his name, has been in nine Sea engagements, says if he gets a Man who swears and finds he cannot reform him he turns him on shoar, Yet is free to confess that it was the sin of his youth. He has one lieutenant a very fine fellow, Smelden by name. We spent a very agreable afternoon and drank tea on board, they shew'd us their Arms which were sent by Queen Ann, and every thing on board was a curiosity to me. They gave us a mock engagement with an Enemy, and the manner of taking a ship. The young folks went upon Quarter deck and danced. Some of their Jacks played very well upon the voilene and German flute. The Brig bears the continental Colours and was fitted out by the Colony of Connecticut. As we set off from the Brig they fired their Guns in honour to us, a ceremony I would have very readily dispenced with. . . .

I have just this moment heard that the Brig on which I was on board a Saturday and which saild yesterday morning from this place fell in with two Transports having each of them a 100 & 50 Men on board and took them

and has brought them into Nantasket road, under cover of the Guns which are mounted there. Will add further particulars as soon as I am informd.

I feel no great anxiety at the large armyment designd against us. The remarkable interpositions of Heaven in our favour cannot be too gratefully acknowledged. He who fed the Isralites in the wilderness, who cloaths the lilies of the Field and feeds the young Ravens when they cry, will not forsake a people engaged in so righteous cause if we remember his Loving kindness.

1. Butterfield, ed., *Adams Family Correspondence*, II, 13-16.

COMMODORE ESEK HOPKINS TO CAPTAIN NICHOLAS BIDDLE, CONTINENTAL
BRIG *Andrew Doria* ¹

Sir

Providence June 17th 1776

Mr [Elisha] Warner comes down and Mr [Philip] Brown. I think it will be best for you to Order Mr [Benjamin] Dunn to act as Lieutenant in the Room of Mr [James] Josiah ² and for Mr Browne to Act as Master – but think it will be prudent not to give a Commission or Warrant till we hear further from Mr Josiah – for if he returns he must have his old birth. I am your Friend

E H

1. Hopkins Letter Book, RIHS.

2. James Josiah, first lieutenant, and John McDougall, third lieutenant of the *Andrew Doria*, had gone prize masters, respectively in the Scotch transport ships *Crawford* and *Oxford*.

THEODORE FOSTER TO THE TOWN SERGEANT OF PROVIDENCE ¹

Colony of Rhode Island &c Providence ss –

To the Town Sergeant of the Town of Providence in the County of Providence. . . . Greeting

Whereas the General Assembly of said Colony have Erected a Court to try and condemn all Vessels that shall be found infesting the Sea Coasts of America and all Vessels belonging to any of the Inhabitants of Great Britain and brought into said Colony and have ordered that such Vessels shall be tried by a Jury to be drawn and empanelled in the Same Manner as Jurors are directed to be drawn and empanelld at the Inferior Courts of Common Pleas in said Colony: – And Whereas the ship called the *True Blue* with her Appurtenances and Cargo are brought into Providence in said County of Providence and is libelled in the Court aforesaid and said to belong to some of the Inhabitants of Great Britain and to have been employed for the purpose of Supplying the British Fleets and Armies now acting against the United American Colonies: And Whereas Thursday the Fourth Day of July next at the Hour of Ten in the Forenoon is the Time appointed for the Trial of said Ship her Appurtenances and Cargo at said Court then to be holden in said Providence

Therefore pursuant to the Act of said General Assembly You are hereby commanded forthwith to warn a Town Meeting of the Inhabitants of said Town of Providence on the 25th Day of June current to draw Petit Jurors out of the Box to serve in said Trial at said Court at the Time and

Place above appointed in such Manner as is Provided by the Laws of said Colony for Returning Jurors to Serve at the Inferior Courts of common Pleas: – And you are hereby further Commanded as soon as may be to give Notice in Writing to the Persons so drawn of the abovesaid Time and place set for their Appearance at said Court and to make Return of your doings hereon at or before the abovesaid Time of Trial with the Names of the Jurors so drawn and Notified upon the Penalty of Ten Pounds Lawful Money for Failure herein

Witness the Honble John Foster Esq Judge of said Court at said Providence this 17th Day of June A D 1776 – ²

Theodore Foster Clerk of said Court

1. Admiralty Papers, vol. 9, 1776, R. I. Arch.

2. *Ibid.*, similar orders, couched in the same words, were issued this day to the sergeants of the towns of Smithfield, Scituate, Cumberland, Johnston, Cranston and Gloucester; all in the county of Providence.

New-York Gazette, MONDAY, JUNE 24, 1776

Newport, June 17.

Last Friday arrived here from a cruise the brig *Andrew Doria*, Capt. [Nicholas] Biddle, who about 14 days before took two transports ships from Greenock in Scotland, having on board each 100 Scotch troops; Capt. Biddle took out the officers, navigators and sailors, to the number of 40, with all the small arms and baggage of value, manned the ships with his own men, and kept company with them 13 days; when, being a little without Nantasket shoals, they were chased by five vessels, one a pretty large man of war, upon which he ordered the prizes to steer different courses, and though the man of war chased him, night coming on he soon lost sight of them. We hope soon to hear of the prizes being arrived at some safe port. The prisoners brought in were landed here on Friday evening, who report that they were part of 33 sail of transports which left Greenock in company, having 3000 troops on board, bound for Boston.

New-York Journal, THURSDAY, JUNE 27, 1776

New-Port, June 17.

Last Saturday arrived here the brig *Charming Peggy*, Captain Joseph Jauncey, in 21 days from Curacoa, having 12 carriage and 12 swivel guns, and thirty-five men; she has brought in about 15 tons of powder, and a considerable quantity of dry-goods. – On Thursday Captain Jauncey spoke with Captain [James] Munro, in a sloop belonging to Providence,¹ from Hispaniola, who on his passage had retaken two sloops; which had been taken by the *Acteon* frigate, and ordered for Jamaica; these sloops were from Cape-Fear, bound to Hispaniola, to which place Capt. Munro sent them. On Friday Capt. Jauncey was chased by two sloops, with which he exchanged a few shots, and the next morning, just as it was light, with a fair wind, he passed within about three miles of a man of war, which lay at anchor under the east side of Block Island, who, as soon as they discovered the brig; made all the sail they could after her, and followed her within a few miles of our harbour. Those vessels being seen at some distance off, from the heights

about this town; the *Columbus*, Capt. Whipple, the *Andrew Doria*, Capt. Biddle, and the *Providence*, Capt. [John Paul] Jones, put out as fast as possible, but as soon as they got within about two leagues of the ship, supposed to be the *Cerberus*, she made all the sail she could from them, and stood up the western Sound; they chased her till towards night, when the weather coming up thick, they lost sight of her and returned.²

1. The sloop *Joseph*, owned by Clarke & Nightingale, which had sailed from Providence April 20, 1776. See Volume 4, 1481.

2. This was the *Merlin*, not the *Cerberus*.

GOVERNOR JONATHAN TRUMBULL TO JOHN HANCOCK ¹

[Extract]

Hartford June 17th. 1776

Hond Sirs We cannot but express our uneasiness, disappointment & surprise at the late Resolution of Congress for the removal of the Cannon from New London—When we had, relying upon the faith of that respectable Body, in consequence of their former Resolution² made upon mature deliberation, as we imagined, and upon a full hearing and knowledge of the circumstances, and Importance of that Port, not only to this Colony in particular, but to the Continent in general—proceeded to lay out a large and extensive plan of Fortification, got the works in considerable forwardness—Carriages provided—Cannon mounted, and all going on with the utmost dispatch for the purpose of making an effectual defence—Now to be thus at once, so suddenly, unexpectedly and without a hearing, stripped naked and left defenceless, without a possibility of present Relief, as must inevitably be the case, if that number of Cannon be taken from us, we think extremely hard and unwarrantable; and flatter ourselves, that, upon a reconsideration of the matter, some alteration will be made in your second resolution, and make it more consonant to your first—Especially when we consider, no Colony has exerted itself more in the Common Cause, & none received less assistance from the Continent—We have never had any Continental troops employed for our internal defence, neither has the Continent heretofore offered us any assistance towards fortifying our Sea-Ports, which has not been the case with respect to most, if not all, the other Colonies—We displa[y] the greatest confidence in, have the highest esteem for, and would pay the utmost deference to, all the Resolves of your respectable Body, But suffer us, as it becomes Freemen, ever jealous of their Rights, and jealous for their defence, to query, why we are to have our principal port thus stripped and left defenceless? a port which is properly the key of this Colony, and of the Sound, and the best asylum for the Navy: and which if taken possession of by our Enemies, will inevitably stop all communication by water with New York and elsewhere—Again we beg leave to query Why are such great aquisitions made, every quarter, for men, so far beyond our quotas and abilities? And what a situation shall we be in, thus exhausted of our Arms, Cannon and Men, in case our enemies should make inroads upon our Coast? And how is it possible for us, thus exhausted to afford those supplies of provisions necessary for the support of our Armies,

whose dependence therefor, especially of the meat kind, has been almost wholly on this Colony – However, notwithstanding all these embarrassments under which we labour, and the dangers we are exposed to, willing to exert every nerve to the utmost of our power, we are raising troops with all possible expedition agreeable to the requisitions made; and upon the importunity and assiduity of those good Gentlemen sent from Philadelphia³ for that purpose, have ordered six of the heaviest Cannon to be delivered them, which wish safe to hand. The remainder found it absolutely necessary to retain, untill the further order of Congress can be obtained thereon; and doubt not, but upon a review of the necessity, importance and justice of the measure, it will meet with your approbation, and the first order of Congress, so far as it respects the remaining Cannon will be confirmed and they suffered to remain –

1. Trumbull Papers, XXIX, Letter Book IV, 53–55, ConnSL.

2. See Resolves of April 16 (Volume 4, 849), and of June 15, 1776, Ford, ed., *JCC*, V, 444.

3. Levi Hollingsworth and Thomas Richardson.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON¹

[Extract]

Albany June 17th 1776

The Spot w[h]ere Tyonderoga now stands was I conceive very Judiciously Occupied by the French because It Commanded both the Passes by Water into these Colonies, and afforded an Easy Access to any Reinforcements they might Chuse to send up, as well as a safe Retreat whenever they might be under the Necessity of Making One. – But altho' It equally Commands, now in our Possession, the Waters which lead to this Part of the Country, Yet it is so situated, that if invested by an Army the Intercourse with the Fort by Lake George is immediately cut off, Nor can any Attempt be Made to raise a Siege unless such a Number of Boats were always kept at the South End of Lake George as would be sufficient to convey a superior Force at one Embarkation across Lake George, And Even then many difficult Passes must be Carried before an Enemy need retire. – If a Fortress was Erected on the East side of Lake Champlain nearly opposite to Tyonderoga It would equally Command both Communication with this Advantage, That the Militia of the Northern Colonies are more at Hand for immediate succour may all march by Land to the Fort and attempt to raise a Seige, Whilst their Provisions may be conveyed by Wood Creek, the Waters of which are Navigable to within thirteen Miles of Fort Edward, But as I have already Observed in mine of the 15th we have No Men and I can add no Implements, Even to put Tyonderoga in a State of Defence.

1. Washington Papers, LC.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Monday, June 17, 1776

S.1.² That General Schuyler be directed to make a good waggon road from Fort Edward to Cheshire's; to clear Wood creek, and to construct a lock at Skenesborough, so as to have a continued navigation for batteaus from Cheshire's into Lake Champlain; to erect a grand magazine at Che-

shire's and to secure it by a stockaded fort; to erect a saw mill on Schoon creek; to order skilful persons to survey and take the level of the waters falling into Hudson's river near Fort Edward, and those which fall into Wood creek and interlock with the former, particularly Jones' run and Half way brook, the latter of which is said to discharge itself into Wood creek at Cheshire's; S.2. that he be directed to have a greater number of boats and hands kept on Hudson's river, at the different stations between Albany and Fort Edward, in order to save the expence of waggonage; S.3. that he be empowered to appoint proper officers to superintend the carriage by land, and transportation by water, of provisions, military stores, and other things into Canada, that neither waste or delay may arise therein; S.4. that he build, with all expedition, as many gallies and armed vessels as, in the opinion of himself and the general officer to be sent into Canada, shall be sufficient to make us indisputably masters of the lakes Champlain and George; and that, for this purpose, there be sent to him a master carpenter acquainted with the construction of the gallies used on the Delaware, who shall take with him other carpenters, and models also if requisite; S.5. and that it be submitted to General Schuyler, whether a temporary fortification or entrenched camp, either at Crown point or opposite Ticonderoga, may be necessary:

W.4. That General Washington be directed to send into Canada, such small brass or iron field pieces as he can spare;

. . . W.14. and, that it be further recommended to the convention of New York, to empower the said commander in chief to impress carriages and water craft, when necessary for the public service, and also to remove ships and other vessels in Hudson's and the East rivers, for the purpose of securing them from the enemy:

R.13. That all vessels which sailed from the port or harbour of Boston, whilst the town of Boston was in possession of the enemy, having on board effects belonging to the enemies of America, and which have been or may be seized, be liable, together with the said effects, to confiscation, in the same manner and proportions as have been heretofore resolved by Congress:

R.14. That the continental agents in the respective colonies, where no courts have been established for the trial of captures, have power, and be directed, to dispose, at public sale, of such articles of a perishable nature, as shall be taken from the enemies of America, and that the money arising from such sale, be liable to the decree of such court whenever established:

That the inventory of the ordnance stores,³ taken by Captain Manly, be sent to General Washington, and that he be requested to appoint a person on the part of the colonies, to join one on the part of Captain Manly and his crew, who, having first taken an oath for purpose, shall proceed to value the same, and if they cannot agree in the value, they shall call in a third person to determine the same; that the report of such persons be returned to Congress so soon as may be, and the value of the stores belonging to Captain Manly and his crew, be thereupon transmitted to them.

1. Ford, ed., *JCC*, V, 447, 450-51, 452, 453-54.

2. *Ibid.*, 448, for Ford's explanation of these letters and figures.

3. The ordnance stores taken on board the brig *Nancy*, November 28, 1775.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]

Philadelphia, June 17, 1776

. . . I am glad you intend for Providence and heartily wish you may succeed in getting the guns there, if not, I don't know when you will have them but fear it will be a long time, for though two furnaces in this Province are employed making guns for the ships there are no more than two 12 pounders yet brought to town and but very few of the other sizes and if they were here, I think there will be great difficulty in getting them to you.² I sometime ago mentioned to the Chairman of the Secret Committee, what you propose respecting powder and am in no doubt, but you'll be supplied in season with that article; in short I am not concerned about any thing but guns and men; the Committee decline giving orders for shipping men, while the prospect of getting guns is at such a distance. I find there is no possibility of getting you appointed Agent while you have a seat in Congress and if you are not appointed I am apprehensive the present Acting Agent will be confirmed.³ I have already told many of the members that you intend to resign your seat here . . . if you determine to resign shall have you appointed as soon as I know of your resignation . . . you mention in some of your letters the appointment of two Agents; that I think would be unnecessary and improper, as one man could certainly do all the business . . .

I wrote some time ago that blank warrants would be sent to you, but it seems the Committee have changed their minds and now say the names must be sent here.⁴

1. William Whipple Papers, Force Transcripts, LC.

2. Guns for the Continental frigate *Raleigh*, launched in May at Portsmouth.

3. The acting Continental agent was Joshua Wentworth who, in 1775, had been appointed by Washington.

4. The warrants were for the officers of the *Raleigh*.

PENNSYLVANIA COMMITTEE OF SAFETY TO JOHN HANCOCK ¹

Sir

Philadelphia, June 17, 1776

An application has been made to this Board by a number of persons, prisoners on board the *Liverpool*, to negotiate their exchange for the seamen belonging to the King's ships, and are now prisoners in this city. The persons who apply for this exchange are either such as have been taken on board merchant ships, or boats that ply in the river and bay. This Committee think that able seamen, taken on board the King's ships, are very improper to be exchanged for such persons as make this application; and as the enemy are at this time great distressed for seamen, an exchange would be prejudicial to the general service. This Committee would be glad to have the sentiments of Congress upon this matter as soon as possible.

By order of the Committee

John Nixon, Chairman

1. John Hancock Papers, LC.

LETTERS OF MARQUE AND REPRISAL COMMISSIONS GRANTED BY THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

1776	Vessels. Ton- nage.	Can- non.	Pound- ers	Men.	Prov's lbs.	Powder. bls.	Ball.	Captain.	Inferior Officers.	Qual'ty of Inferior Officers.	Owners.	Where belonging	Security in dollars	Fire- Locks
May 28. Schooner <i>Mars</i>	40	4	3	10	10	75	100	Norris Cooper.	Bowden Ham- mond	1 st Lieut	Jno. Wil- cocks John & Peter Cheva- lier,	} Philad'a,	5,000	0 10
June 15. Brig't <i>Hancock</i>	115	4 8	6 4	} 80	90	1,000	half a ton	Wingate Newman.	Wm. Burton	2d Master	Jno. Bayard			
									Benj. Woods	1st Mate	Jas. Deane & Co.			
17. Sloop <i>Congress</i> ²	70	6	3	30	60	150	500	John Craig.	[blank] Jos. Hill	1st Lieut 2d Lieut	ditto	ditto	5,000	24

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 502.

2. *Congress* had a change of commanders and owners. John Craig succeeded George McArroy as captain, and James Deane & Co. apparently had bought the interest of Philip Moore & Co., see Volume 4, 775.

JOURNAL OF THE VIRGINIA CONVENTION ¹

[Williamsburg] Monday, June 17, 1776.

Resolved, That a board of commissioners be appointed to superintend and direct all the naval affairs of this colony.

Resolved, That two row-gallies be immediately built, and employed for the defence of the counties of Northampton and Accomack, over and above the vessels already directed by the Committee of Safety.

Resolved, That proper small vessels, for the expeditious transportation of the troops over the several navigable rivers, ought to be immediately provided.

Resolved, That proper persons be appointed to examine the channels of the several navigable rivers in this colony, and report what places may be proper to erect batteries.

Ordered, That Mr. Archibald Cary, Mr. [Champion] Travis, Mr. Wilson Miles Cary, Mr. Edmund Randolph, Mr. [Wilson] Curle, Mr. [John] Blair, Mr. [Southey] Simpson, and Mr. [John] Banister, do prepare and bring in an Ordinance pursuant to the three first resolutions of the Committee; and that Mr. Travis, Mr. Banister, Mr. Curle, and Mr. [Henry] King, be appointed commissioners to examine accurately the channel of James River, the nature of the several shoals, the distance of the nearest parts of the channels to the shores, and also the nature of these shores, whether high or low, pursuant to the fourth resolution of the committee; that Mr. John Perrin, Mr. Stephen Bingham, Mr. Thomas Archer, and Mr. Robert Ruffin, be appointed commissioners for the like purposes for York river; Mr. Richard Mitchell, Mr. Hugh Walker, Mr. John Gordon, and Mr. Rhodham Lunsford, for Rappahanock river; Mr. John West, jun, Mr. William Ramsay, Mr. Richard Conway, Mr. John Augustine Washington, for Potomac river; and Mr. William Cowan, Mr. Anthony Holliday, and Mr. John King, for Nansemond river.

1. *Virginia Convention*, 55.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Monday, June 17th, 1776.

Ordered, that Capt. [Alexander] Dick's and L't [Charles] Thornton's proportion of the 1st comp'y of marines in Rappahannock be allotted to serve on board Capt. [Eleazer] Callender's Cruizer.²

Ordered, that the Keeper of the Magazine or Public Store, deliver Capt. Dick 50 cutlasses for his company of marines.

Same [warrant] to Lewis Cardwell for £5.15.6, for Express to Potomack to Capt. [John Thomas] Boucher.³

Stafford Lightbourne is app[ointe]d first mate to the Galley commanded by Capt. Celey Saunders, and Samuel Hadley 2nd mate (Rappa).⁴

Henry Lightbourne is app'd 2nd mate to Capt. [James] Markham's Galley.⁵

Richard Lightbourne is app'd mate to pilot boat cruizer, Capt. Wm. Saunders, Rappa.⁶

1. *Virginia State Papers*, VIII, 207, 208.
2. The sloop *Defiance*.
3. Boucher was commodore of the Virginia Potomac fleet, and flew his broad pennant on board the sloop *Congress*.
4. The galley *Lewis*.
5. The galley *Page*.
6. The schooner *Adventure*.

JOURNAL OF H.M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES¹

June 1776 att single anchor in Spencer's creek
 Sunday 16 at 6 A M came on Bd a pilot at 7 weigh'd and Run out over
 the barr turning to windward of the transports that was Lying
 without the barr Sent the pilot away
 at 5 P M came too by the *Palliser* transport took on Bd 4 Com-
 pny of soldiers weigh'd and fired 3 guns for the pilot but none
 came at 7 went over the barr in 11 feet water at 8 Came too
 in Spencers creek
 Monday 17 at 7 A M Landed the troops on Long Island Loos'd Sails to
 dry

1. PRO, Admiralty 51/4330.

DISPOSITION AND ORDER OF SAILING OF THE JUNE CONVOY FROM JAMAICA¹

Instructions.

The *Princess Royal* to Hoist a Pendant when the *Antelope* Hoists hers, and to lead, and at Night to carry a Stern light, and in case of seeing Sails a Head to Join the *Antelope*.

To Lead

	The <i>Princess Royal</i>	
Larboard Beam,	<i>Antelope</i>	Starboard Beam
The <i>Morant</i>	Convoy	<i>Augustus Caesar</i>

To bring up the Rear

The *John* -

N B - The four Ships Appointed to protect the Convoy to Hoist Pendants, and at Night to shew their Stern lights.

When I would speak the Masters of the above Ships, will put abroad the Signals as follows.

<i>Princess Royal</i> -	A Red Flag at the Maintopmt Head
<i>Augustus Caesar</i> -	A Red Flag at the Fore topmt Head
<i>Morant</i> -	A Blue Flag with a Red Cross at the Main topmt Head
<i>John</i> -	A Blue Flag with a Red Cross at the Fore topmast Head.

<i>Kingston</i> (Sloop)	A Pendant at the Fore top Gallant Mast Head
<i>Lovely Lass</i> (Ship)	A Blue Flag, with a Red Cross at the Mizzen topmast Head

Given under my Hand onboard His Majts
Ship *Antelope*, at Sea this 17th June 1776
Will^m Judd

(A Copy)

1. PRO, Admiralty 1/240.

“EXTRACT OF A LETTER FROM JAMAICA, JUNE 17.”¹

The 10th instant arrived in Port Royal harbour his Majesty's armed schooner the *Brunswick*, commanded by Lieutenant Cha[d]ds, with two American brigs which she had taken near Monte Christi. They were laden with powder, muskets, hand granadoes, &c. and were bound to Nantucket.

1. *London Chronicle*, August 1 to August 3, 1776.

18 June

CAPTAIN CHARLES DOUGLAS, R.N., TO LIEUTENANT JOHN STARKE¹

Copy

By Charles Douglas Esqr Captain of His
Majts Ship *Isis* & Senior Officer in the
River St Lawrence

You are hereby required & directed forthwith to proceed with His Majesty's Armed Schooner under your Command up the River Sorel, lightening her as may be found Necessary in order for her being conducted to the foot of the Rapids at Chambly. For which this shall be your order

Given under my Hand on board
the *Isis* off Quebec the 18th June
1776

(signd) Ch^s Douglas

To Mr John Starke²

Commanding as Lieutenant of

His Majts Armed Schooner the *Maria Sorel*

[Endorsed] The same to Mr Edward Longcroft Commanding as Lieut His Majts Armed Schooner the *Brunswick*.

1. PRO, Colonial Office, 5/125, 43c.

2. See next entry.

NARRATIVE OF LIEUTENANT JOHN STARKE, R.N.¹

[May 6 to June 18]

Upon the arrival of the Men of War and the Transports from England, under the command of Capt Charles Douglas, since created a Baronet, the Rebels abandoned the seige, the 6th of May 1776, and fled with great precipitancy. Measures were immediately taken to annoy them in their flight, both by land and Water –

The conduct and behaviour of Lieut Starke during the seige, having been approved by Sir Guy Carleton the Commander in Chief, and by his Colonel Sir John Hamilton, he was recommended by them to Sir Charles Douglas, who appointed him to command His Majesty's Armed Schooner

the *Maria* of 14 six pounders— This Vessel was fitted out by him with all possible expedition, for the purpose of annoying the Rebels— General Sir Guy Carleton embarked in her, and he commanded her under the General's orders in the River St Lawrence, untill they were driven out of the Province, and continued the pursuit of them, as far as the Rapids of Chambly, a fall in the River Sorell, which rendered it impossible to navigate the Vessel any farther

1. "The case of Lieutenant John Starke of His Majesty's Navy, together with a short sketch of the operations of the War in Canada, in which he was employed during the years 1775, 1776 and 1777." NMM, Ms. 49/129. Hereafter cited as Lieutenant Starke's Narrative, NMM.

American Gazette, TUESDAY, JUNE 18, 1776

Salem, June 18.

Last Week arrived at Rhode-Island, the *True-blue*, taken by the *Columbus* Frigate, laden with Rum, Sugar, Coffee, &c.¹

To Be Sold, By Joshua Ward, Agent for the Owners of the Privateer Schooner *Dolphin*, at Public Auction, to be held at Salem, in the County of Essex, the 26th Instant, to be continued from Day to Day until the whole is Sold, to the highest Bidder, the following Vessels; as also a small Quantity of Iron, &c.

Sloop *Dispatch*, burthen about Forty-five Tons. — Sloop *Success*, burthen about Seventy Tons. — Schooner *Friendship*, burthen about Sixty Tons.

1. Taken by the Continental sloop *Cabot*, not the *Columbus*.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Tuesday 18th of June 1776

At 9 in the Morning Capt [Richard] Derby gave me notice of a ship to the southward of Marblehead standing up towards boston went on board weighd Ankor stood To the Southward saw the ship to ward boston gave Chaise after her at 3 in the After noon. fired A gun for her to bare down saw the Continentall schooners Coming out of Boston at half past 3 fired A shot at the ship the schooners & A Briggt from Boston fired At the ship we fired the second shot at her Down came her Coulers Sent the first Lieutn and Six men on board she is the ship *Lord How* Robert Park Master from Glasco one hundred officers and Soilders on board belonging to the seventy first Regmt spake with Capt [Samuel] Tucker in one of the Continentall schooners got a pilott out of him to Carry us in to Boston he ran the sloop on shore twice but She received no Damadge thus Ends this day —

At 8 in the Eveing came to Ankor in Nantaskett the Prize came to Ankor a Long side of us at 10 gave the prize in Charge of the Continentall schooners to Carry up to Boston

1. John Fisk Journal, AAS.

JONATHAN GLOVER'S RECEIPT FOR PRIZE MONEY ¹

Received Marblehead June 18th 1776 of William Bartlett Fifteen Hundred & fifty pounds 2/5 $\frac{3}{4}$ on A/c of the Peoples Prize money
Jonathan Glover ²

1. William Bartlett Papers, No. 5726, BHS.

2. Glover was agent for most of the officers and men of Washington's schooners operating in New England waters.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENRAL COURT ¹

[Watertown] Tuesday June 18th 1776. –

Whereas it is provided by a certain Act of the General Assembly of this Colony that every person who shall make Capture of any Vessel, shall within twenty Days from the 15th of April last, or within 20 Days after the Capture, and bringing in of said Vessel, either by himself, his Agent, or Attorney file a Bill before the Judge appointed to try the Justice of such Capture; giving a full, and ample account of the Time, Manner, and cause of the taking of such Vessel. – And whereas Captures of several Vessels have been made within the Eastern District of this Colony, or may have been made at Sea, and brought to any port within the Eastern district of this Colony, which could not be proceeded with agreeable to the Requisitions in said Act. –

Wherefore Resolved, That Bills of the Captures of all Vessels, their Appurtunances, and Cargoes (which Captures have been already made within the Eastern District of this Colony or made at Sea, and brought into any port within the Eastern district of this Colony) hitherto not filed before the Judge appointed to try the Justice of such Captures, may and shall be filed before said Judge on any Day preceding the first Day of August next, any thing in the aforesaid Act made for the Trial of the Justice of such Captures notwithstanding. –

On the Report of the Com[m]ittee for Fortifying the Harbour of Boston.

Resolved, That the said Committee be, and they hereby are Impowered to procure on the best terms two Ships, at the Expence of this Colony, Man, & fix them in such way, and place them at such Station, as may appear to the said Committee, best calculated to serve as a Decoy, to the Enemy's Ships & Vessels that may at any time, be Coming into the Harbor of Boston, and the aforesd Com[m]ittee, are further Impowered, and directed, to Erect such lights where the light house stood without erecting a Light House as may serve further to decoy, and bring into the Habour of Boston Ships, and Vessels of the Enemys aforesaid, and the Commissary General, of this Colony, is hereby directed to supply the said Committee with those Articles that may be necessary for the above purposes; and the Com[m]ittee on the report of the Com[m]ittee for fortifying the Harbor of Boston have leave to sit again. –

1. Mass. Arch., vol. 35, 57, 59.

DIARY OF EZEKIEL PRICE ¹

Tuesday, June 18. – Went to Boston. A report prevailed the whole day, that a ship off in the bay appeared as if she was a prize, having a schooner alongside of her, which was supposed to be one of our armed vessels; but, towards evening, it was said that the ship was one of the Continental men-of-war.

1. *Proceedings of the Massachusetts Historical Society*, 1st series, VII, 258.

MAJOR BARACHIAH BASSETT TO THE MASSACHUSETTS COUNCIL ¹

Tarpolan Cove June 18, 1776

Hon. Council of the Massachusetts Bay

In pursuant of your Orders I have sent Capt John Grannis and brought Dr. Saml. Gilson ² to the Elizabeth Island, where he is under the care of my Party.

As to the Schooner said Gilson came In; I have Taken Her and sent her to Dartmouth and put her under the care of Capt. Hilyard Mayhew until further Orders from your Honors.³ Have sent you the Expences by Capt. Grannis. Gentlemen [&c.]

Barachiah Bassett

1. Amelia Forbes Emerson, *Early History of Naushon Island* (Boston, 1935), 271.

2. Dr. Samuel Gilson, or Gelston, was a Tory who had fled to Rhode Island, and had been taken on his return in a small schooner.

3. See libel against schooner *Peggy*, *New-England Chronicle*, June 20, 1776.

“INTEROGATORIES ANSWERED BY JAMES STABLE LATE MASTER OF THE
SHIP CALLED THE *True Blue*.” ¹

Interog. 1. To whom did your Ship *true Blue* and her Cargo belong where was She laden and to what port was She bound when taken by the *Cabbot*? –

Answer the said Ship and Cargo, belonged to Messrs Salisbury’s Merchants in Lancaster in old England. She was laden at Kingston in Jamaica, and from thence bound to said Port of Lancaster, Except 15 puncheons of Rum, and One Hogshead and Ten Barrels of Sugar, on Freight. –

Interog. 2. Did you deliver all the said Ships Papers to Mr [David] Phips the Prize Master at the Time when you was taken?

Answer I delivered them to Capt [Elisha] Hinman of the *Cabbot*.

Interog. 3. Are the Papers which are now shewn to you the same papers which you delivered to Capt. Hinman?

Answer Yes. —

James Stable

Providence ss.

In Providence June 18th 1776 –

Capt James Stable in his own proper Person came and made solemn

Oath to the Truth of the several Answers to the above written Interrogatories by him subscribed before me

Jn^o Foster Judge of the }²
Court for Trial of Prize Vessels. - }

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

2. *Ibid.*, *True Blue* was declared a legal prize on July 4, 1776.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD¹

Sir

I received your letter of the 17th Instant – I had before given Capn. [John Paul] Jones of the *Providence* Orders to Sail for Newberry Port. Shall send Express to Newport immediately if she is not sail'd to proceed directly to Boston.

There being no coal to be had in this Government think it will be best to get what you can with you.

Please send a line to Capn. Jones of the *Providence* to Newberry Port to come to Boston, or where you think best if he has sail'd before my Express arrives at Newport.

You will be good enough to supply any of the Continental Vessels under my Command with any Necessarys they may want. I am with Respect [&c.]

Esek Hopkins

Providence, June 18, 1776

To Mr. John Bradford agent for the Fleet at Boston

1. Beverly Robinson Collection, USNAM Typescript.

COMMODORE ESEK HOPKINS TO LIEUTENANT JOHN PAUL JONES¹

Sir

I have received Orders that you proceed to Boston in the room of Newberry Port – You are to make all the dispatch there you can – the Ships of War are drove out of that Bay and I believe that Port is the safest to Send in Prizes of any on the Continent – I am Your Friend

Esek Hopkins Cr in Chief

Providence June 18th. 1776 –

To John P. Jones Esqr Commr of the *Providence*

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 157, NA.

COMMODORE ESEK HOPKINS TO CAPTAIN NICHOLAS BIDDLE, CONTINENTAL
BRIG *Andrew Doria*¹

Sir

Providence June 18th 1776

I have receiv'd intelligence that the british Ships are drove out of Boston Bay, and that two Transports are taken with 210 Soldiers onboard – think it will be best if you should take any Prizes Eastward of the Shoals it Safest to send them to boston –

Should the *Providence* not get to Boston where she is Order'd you will

call on Mr John Bradford and take a Vessel Loaded with Coal & Convoy to the Cape of Philadelphia or into the River I am your Friend

E.H.

1. Hopkins Letter Book, RIHS. Hopkins sent similar information this date to Captain Abraham Whipple of the *Columbus*.

LIEUTENANT HOYSTEED HACKER TO COMMODORE ESEK HOPKINS¹

[Sloop *Fly* off Newport]

Tuesday morning [June 18] 10 clock

Sir I have this munit Got an account of the Guns Shot & Shells But with the Greatest Dificulty their Being No officer at Head Quarters to undertake the *columbus* is under way & I intend Going out directly with the *Providence* their is Nothing New that I Hear this morning I am with Respect [&c.]

H Hacker

Sir the Boat waits or I should Be more Particular To Eseck Hopkins Esq Commander in Chief of the American fleet In Providence

1. Hopkins Papers, RIHS.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS¹

[June 1776] At Anchor in Block Island Bay
 Tuesday 18 A M sailmkr repairing the Mizn Staysl
 Light Breezes and Clear at 3 P M weighed & made Sail to the Et ward, saw a Sail to the N E gave Chace at 6 Came up with the Chace which prov'd to be the Ship *Columbus* one of the American Privateers, fired 3 Broad sides into her at that time abreast of Rhode Island Light house the wind at S W with a strong flood tide setting into the Harbour obliged us to haul by the Wind to Clear Brentons reef at 8 In 1 reef Topsails.

1. PRO, Admiralty 51/181.

COMMITTEE REPORT TO CONNECTICUT ASSEMBLY UPON DISPOSITION OF BRIG *Nancy* AND CARGO¹

Your Honors Committee Appointed to Conferr on the Differing Votes of the Houses on the Affair of the Brigantine *Nancy* & her Cargo brought into Norwich in July last, said to be the Property of Hannah Winslow the Widow of Joshua Winslow late of Boston Decea[se]d Having Enquired into the Facts Attending the Same, Beg leave to Report that said Brig & Cargo was the Property of said Joshua at the Time of his Decease – That the said Joshua was at the Time of his Death a Person Reputed to be an Enemy to this Country – That the Property of Said Brig & Cargo on the Death of Said Joshua Vested in his Widow & Children as Heirs at Law – That the said Widow also has the Character of an Enemy to this Country – That said Brig

came into Stonington about the Beginning of July last when she was Se-
cured by Order of some Gentlemen in Norwich who sent Capt Robert Niles
who took some other Persons with him and Brought her to Norwich to Pre-
vent her falling into the Hands of the Enemy then in Boston – That Capt
Niles was not then in the Service of this Colony nor untill a Long Time
Afterwards – That the Brig was laid up in Norwich and her Cargo secured
there on the 18th of July last by the Committee of Correspondence & Inspec-
tion in Norwich where the Same are Still kept – That Messrs Israel Dodge &
Company of Salem having a Considerable Demand on the Estate of said De-
ceas'd Brought their Action for the Same in the County of New London
against the Administrators of Said Estate & Served their Writ by Leaving
Copies with the Persons who have said Molasses in Possession and said Suit
is yet Depending in the Law and the Administrators are Supposed to be
gone with the Enemy from Boston to Hallifax – That said Brig in Lying at
the Wharf Cannot avoid being in a [per]ishing Condition and the Molasses
is an Article now Greatly Wanted by the House holders in this Colony

Upon these Facts the Committee beg leave to offer their Opinion that
said Brig & Cargo ought to be Sold & Disposed of by a Committee at the Just
Value thereof or to the best Advantage said Molasses to be sold to Such Per-
sons as will Dispose thereof to House holders at a Reasonable Price, Said
Committee to Render an Account of Sales of Said Brig & Cargo to this As-
sembly and Deposite the Avails thereof in the Colony Treasury there to be
kept Ready to be Responded, so much thereof to said Dodge & Company as
they shall Recover for Debt & Cost on their Demand aforesd and the Re-
mainder to Such Persons as shall shew to this Assembly that they have a Just
Claim or Title to the Same

Signed pr order
Rich^d Law

[Hartford] June [18] 1776 ²

[Endorsed] In the upper House

The foregoing Report of the Committee is accepted and approved And A
Bill in form is ordered to be brot in accordingly –

Test George Wyllys Secrty

Concurred in the Lower House

Test Titus Hosmer Clerke

1. Conn. Arch., 1st Series, IV, 332a,–32b, ConnSL.

2. The estimated date is based upon the original Memorial of the Committee of Inspection
being dated June 15, 1776. The report is merely endorsed "(June 1776)."

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Hartford, 18 June, 1776.

Voted, That an order of £400 be drawn in favor of Job Winslow, to be
accounted for on his bill for building the row-galley *Crane* at E. Haddam
&c. Order given, delivered said Winslow.

1. Hoadly, ed., *Connecticut Records*, XV, 454.

THOMAS RICHARDSON TO COMMODORE ESEK HOPKINS¹

Sir

New London June 18. 1776

I came to this place on sunday evening and was much surpris'd to learn that Mr [Levi] Hollingsworth had not retur[ned] from Hartford, where he went on Thursday last to demand the Cannon of Govr Trumbull in Consequence of the Order of Congress, when he saw his Honr he could not obtain the Cannon untill the Assembly met which was appointed on Saturday, when they met they would not come to any determination untill the Western Post arriv'd by whom they expected an answer from Congress to the Remonstrance they sent forward in consequence of the first demand we made when we presented your Order. the Post came in without any answer, & on sunday evening they determind to Send 6 of the heaviest Cannon & detain the Remainder untill they should hear the Fate of their Remonstrance, we have shipd the Six Cannon on board of a Vessel of Mr [Nathaniel] Shaws which the Govr gave us an Order for & are now preparing to get part of our way towards [New] York this evening, I am much afraid the delays we have met with, & at last being obligd to return with little better than half our errand will be as disagreeable to those that sent us as to ourselves but as we are not Conscious of neglecting any par[t] of our duty we hope to meet the approbation of our employ[ers]

We learn by some Vessels that left this port on Sunday evening that there is a Sloop Tender Cruising off Montock point, which was the Occasion of their puting back again, - We make no doubt but you have or will forward the *Fly* as soon as you possibly can consistant with safety as we shall wait with the greatest impatience in [New] York for her Arrival. Congress have demanded of this Colony 7000 Troops to be raisd immediately in Consequence of information that an attempt is to be made on New York by the British Troops in a very few days, this ought in our opinion to hurry the Cannon, that in Case they cannot be got further they may be appropriated to the defence of that place in the present immirgency. I am [&c.]

Tho Richardson

Please to excuse haste not having time to Copy what I have wrote

1. Hopkins Papers, RIHS.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Tuesday Morning, June 18th, 1776

Mr. [Comfort] Sands informed the Congress that in consequence of an order of the late Provincial Congress, he had exported a cargo of flour, &c. to St. Eustatia, consigned to Mr. Samuel Curson; that the proceeds of the said cargo had been shipped in gunpowder and medicines, which said gunpowder and medicines were taken by the Ministerial navy; that there is a balance due to Mr. Curson, of 641 pieces of eight and 4 bits. Mr. Sands requested an order on the Treasurer for the payment of the same.

Ordered, That Mr. Sands' application be referred to the committee of pay table.

1. *New York Provincial Congress*, I, 498.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Tuesday, June 18, 1776

A letter from the committee of safety of Pennsylvania, requesting the opinion of Congress, whether persons taken on board merchants' ships and river craft, ought to be exchanged for seamen taken from the enemy's ships of war?²

Resolved, That the president inform the committee of safety that the Congress judge it improper that such an exchange should take place.

Resolved, That Mr. [John] Rodgers, be appointed a member of the marine committee.³

1. Ford, ed., *JCC*, V, 495, 460, 463.

2. Hancock so advised the Pennsylvania Committee of Safety in a letter of this date. John Hancock Papers, LC.

3. John Rodgers of Maryland replaced William Paca who was absent.

CHARLES WALKER TO THE CONTINENTAL CONGRESS¹

The Petition of Charles Walker of the Island of [New] Providence

Humbly Sheweth

That when Admiral Hopkins arrived at [New] Providence with the Continental Fleet under his Command, not having sufficient Room in his own Ships for the Ordinance Stores which he found at that place, Your Petitioner furnished him with a Convenient Vessel, for which the Admiral gave your Petitioner a Certificate entitling him to receive of the Congress, a full and ample Payment of all his Accounts against the Vessel – That your – Petitioner had his Accounts properly made out and Authenticated under the Seal of the Island; But, in his Voyage to this Place, had the Misfortune to be taken by an English Ship of War; and Carried into Norfolk to Lord Dunmore, where fearing ill Treatment from the Enemies of America, if his Papers should fall into their Hands, they being directed to the Congress, he thought it adviseable to throw them into the Sea, That your Petitioner having made his Escape and Arriving at this Place, laid his Case before your Honble Body, who has been pleased to send to Admiral Hopkins concerning him – But your Petitioner certain of the great Uneasiness his Family must be in on his Account, and considering that by the Time, Intelligence can be had from the Admiral, – he may make a Voyage to his Native Country and back again, Humbly prays that the Congress will be pleased to grant him such a Sum of Money in Part – Payment for the Vessel aforesaid, as by Sundry Copies of Accounts which he has got, may appear to be due,² to enable him, with the permission and Approbation of their Honble Body, to purchase a Vessel and Cargo of Provisions, and to go With it to [New] Providence, with every assurance that a Man of Integrity can give, to Return again, God willing with a Cargo of Salt, or such other Articles as may be useful here –

The Premises, your Petitioner humbly submits to your wise Consideration, and hopes that your Honble Body will give afavourable Answer

to his Petition, and he, as in Dutybound shall ever pray &c:
Philadelphia June 18th. 1776.

1. Papers CC (Petitions addressed to Congress), 42, VIII, 125, NA.

2. Itemized accounts to the amount of 6,036 Ps. 6 are appended to the petition.

PENNSYLVANIA GALLEY CAPTAINS TO THE COMMITTEE OF SAFETY ¹

To the Honourable the Committee of Safety of the province of Pennsylvania.

The Remonstrance of the Captains of the Row-Gallies belonging to this province,

Respectfully sheweth,

That your Remonstrants, understanding that this Board is about to appoint Capt. Samuel Davidson to the Commodoreship or chief command of the fleet for the defence of our river and province, conceive that said appointment would be contrary to every rule of war, and the custom of all nations, because he is one of the youngest Captains in the service, and cannot be put over the heads of senior commanders on any other principle than as an insult offered to them, and with a design to render the service disgusting and disagreeable, especially as he has borne little or no part in training up the service, and bringing it to a perfection, which has convinced the public of its great utility in defending [the] province against the attacks of the enemy, and as he had not the least share in the late engagements with the enemy's ships of war.

They do therefore warmly remonstrate against any such appointment, and declare to this Board that they will not submit to it; nor will they obey any commander so irregularly set over them. And lest the Board should imagine that you Remonstrants intend to resign their commissions, in case such an appointment should take place, they would inform this Board, that as the safety of their country appears to require it, the[y] mean to continue in the service, and to appeal to the ju[stice] of their country, and *they have not the least doubt of obtaining ample redress from that public which it has ever been their greatest glory to serve with fidelity.* They do further remonstrate against any appointment of marine officers to command the Row-Gallies now on the stocks, ² seeing they are built upon a larger and better construction, as this Board must know that it is equally contrary to custom and the laws of war, and tending to fix a s[tigma] upon the elder commanders without shewing reason therefor; and thereby holding up to the public suspicions of their want of abilities. Your Remonstrants conceive that the line of appointment is plain and easy, and can never be deviated from without manifest injury to the characters of those over whose heads the appointment is made. They do therefore object to all such appointments, and as they wish not to be troublesome to this Board, they conclude with requesting, that, whatever fate their Remonstrance may meet with, this Board would be kind enough forthwith to inform them of what they mean to do in the matter, that your Remonstrants may have it in their power to pursue

that line of conduct, which shall enable them to obtain from their country, that justice which may be denied them by this Board.

Philadelphia, June 18th, 1776 – Signed for and by order of the whole,
H. Dougherty, John Rice, John Hamilton.

1. *Pennsylvania Packet*, June 24, 1776.

2. The two galleys ordered by the Committee of Safety on May 14, 1776, to be built for the protection of the commerce in Delaware Bay. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, X, 570.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

Philad'a, 18th June, 1776.

By order of the Board, an order was drawn on Jno Nixon, Esq'r, & others, the Committee of Accounts, in favour of Robert Smith, for £200, which is directed to be charged to his account, for building Chevaux-de-Frise to be sunk opposite Billingsport.

Capt. William Brown, who went the 7th inst. to the *Liverpool* Ship-of-War, with Capt. [William] Budden & Midshipman [John] Draper, in order to their being exchanged one for the other, agreeable to Resolve of Congress, returned a few days past, And Report that he has effected that Business, and that Capt. [Henry] Bellew is willing to Exchange the Prisoners he has on Board his Ship for such others as may be Prisoners in this Province, belonging to the Ships-of-War.

H[enry] Dougherty, Jno. Rice, & Jno. Hamilton, in the names of themselves & of the other Captains of the Armed Boats, having sent to this Committee a Memorial setting forth their unwillingness and determination not to obey the Commands of Commodore [Samuel] Davidson, lately appointed, and other matters therein mention'd, It was thought necessary that some other Members should be desired to attend the Board;

Adjourned to 5 O'clock, afternoon, when the following Members Met:

Robert Morris, Vice Presid't.

Daniel Roberdeau,

Geo. Clymer,

Jno. Cadwalader,

And'w Allen,

Joseph Parker,

David Rittenhouse,

Thomas Wharton, Jun'r,

Alex'r Wilcocks,

Sam'l Howell,

Jno. Nixon,

James Mease,

Owen Biddle,

Robert Whyte,

By order of the Board, Robert Morris, Esq'r, Vice President, sign'd a Commission appointing Samuel Davidson, Esq'r, Commodore of the Naval Armaments of this Province. ²

1. *Pennsylvania Colonial Records*, X, 606-07.

2. In Committee of Safety, Navy Papers, Pa. Arch., appears the draft of a resolution, which, if passed, was not spread upon the minutes. It reads:

Whereas The Officers of the Boats by their Memorial presented this day have declared that the[y] will not obey the Orders of this Committee or any Officer the[y] have or shall appoint – By reason whereof the Ummost confusion must necessarily arise

in the Marine Department and the Force now so necessary for our defence be either obstructed or totally defeated

Resolved That this confused State of our Affairs be made known to the Committees from the Several Countys now met in this City And that they be requested to give their Aid and Assistance to this Committee in the present & Alarming situation of our Affairs—whilst the Direction of the Military Defence of this Colony shall be continued in this Body—

GEORGE WOOLSEY TO GEORGE SALMON ¹

Mr. George Salmon ²—

[Baltimore] 18 June

I wrote you the 18 Feby also 12th March, and on the 12 March drew a Bill in favr of [John] Prin[g]le for £100 Stg on You, which I hope you have paid without any Disadvantage to Yr Self I have now before me Your favr of 10 & 18th Novemr which are the Latest I have from you, its needless for me to say much in Answer thereto, as theres a Possibility of this not Reaching You, one Remark I must make that You seem to make Your Self Unhappy about things You Cannot help, and of Course will Rendure You Unfitt to mend them as much as possible,—I refer to the Schooner &c ³ therefore Request if You are yet in Dublin and Receive this, that You learn to more Patience Since I have began the Retailing Business, say Last November, I cannot Complain, I think I have done Verry well, and I am sure if You was here we Could still do Better, therefore would have You try to get out here Directly, and I see no way You are to get out but by the way of St. Eustatia in the West-Indies, Thomas Russell of this town has made a trip there Lately I was concerned £50 which made me £75 Clear he is now going out again ⁴ & I send £50 by him Again he Carrys this Letter and if he gets safe will forward this to You, he made Verry handsomely for him self say 4 to 600 £ Last time, & I make no doubt if You ware out here soon but that one or the other should be able to make as good a Trip, I therefore wish You would Endeavour to get out Could You not get the Consignment of a Cargo from Ireland to the west-Indies, if you Could, it would be Necessary to Procure some American Register, for the Vessel to Secure her from our Privateers as they are Verry Thick, and have all the Cargo in Your own name, this to Your Self, as I would not wish a Single man on Your side Should Escape them. Therefore Request that You will not say a word of it I have a great deal to Say, but Cannot Commit it to paper Therefore wish to see You, I hope that will not be Long till then, My family are well, You son will never Acknowledge You for a Father I think, I am Join'd in Good wishes by them all

G.W.

1. Woolsey & Salmon Letter Book, LC.

2. Woolsey's partner who was in Ireland when hostilities began.

3. The schooner *Industry*; see Woolsey to James Green, May 12, 1776, and to George Salmon, June 17, 1775, Volume 1, 709.

4. In the Maryland boat *Rebecca and Sally*, which was commissioned June 24, 1776, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XII, 97, NA.

WOOLSEY & SALMON TO JOHN PRINGLE ¹

[Extract]

[Baltimore] 18th June

we Wrote You Last when we thought the Brig was Ordered to [sail] but are not Positive. ² . . . [Thomas] Russell goes this day if You want to write by him You must send it to Indian River where perhaps You may be time Enough, ³ Could you get us a few Pistolls & two or three Bolts of Canvass Let us know & what the Price will be, ⁴

1. Woolsey & Salmon Letter Book, LC.
2. The brig *Rogers*.
3. Going to St. Eustatius; see Woolsey to Salmon, this date.
4. For the Maryland privateer schooner *Harlequin*, in which George Woolsey was concerned, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, VII, 14, NA.

MARYLAND COUNCIL OF SAFETY TO CUMBERLAND DUGAN ¹

No 26

Sir, You will be pleased to deliver to George Handy, or his order, as many Barrels of Flour as may be necessary for loading the schooner *Three Sisters*, a vessel we have chartered to perform a voyage to the foreign West Indies – should there not be enough in your hands, be pleased to apply to Messrs Lux and Bowley, who have 100 Bbls of Flour, of ours in their custody, we wish the vessell to be dispatched and are [&c.]

[Annapolis] June 18th 1776

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

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Tuesday, June 18th, 1776.

[Warrant] to Dr. Carter & Co. for £7.11.10, for medicines furnished Dr. [John] Sharplet [*sic* Sharpless] for cruiser *Liberty*, Capt. [Richard] Taylor, Rappa.

Mr. Windsor Brown is app[ointe]d 1st Lieut. Capt [John] Lee's Comp'y of marines on the Potomac Department.

Mr. Laban Goffagan is app'd 1st mate to Capt. [Wright] Westcott's cruiser Potomack. ²

Mr. Peter Steinbergen having failed to recruit his quota of men as Capt. of a company of marines in Potomack, and not having assigned any reason or excuse for his failure in so doing, he is displaced, and Mr. Valentine Peers is app'd Capt. of the said Company in his room.

Mr. Robt. Connoway is appo'd master of the 1st Galley in Potomack in room of Capt. Geo. Goosley who has resigned.

1. *Virginia State Papers*, VIII, 208–10.
2. The sloop *Scorpion*.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

<p>[June] 17th & 18</p>	}	<p>The rest of the Troops were landed on Long Island – The General attended by Lord Cornwallis, The Engineer, and</p>
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18th June other officers, having for several Nights successively visited & inspected every creek, Channel & access leading to Sullivans Island from Long Island (from whence it was thought an attack might be practicable), and observing that all the Coast on the right of Long Island, was bordered by an impassable swamp or morass, with an interior Channel running behind it; all seemed to agree in opinion that every attempt upon Sullivans Island from the side of Long Island would be rendered extremely hazardous from the great difficulties of access, occasioned by the nature of the Country, on which subject the following reflections occurred.

- 1st That the army would be obliged to march the distance of near two miles over the flats precisely at low water, within reach of the ennemys batteries.
- 2dly That They would have to pass in their way a number of Creeks or Channels (which are formed by the force of the Tide and surff in that Country and frequently Shift their course) the last of which had then seven feet water at the lowest tide, this Channel runs along the front of the ennemies works, where strong batterys were erected to oppose a landing –
- 3dly from the want of flat Boats, The General would not be able to land above 400 or 500 men at a time who must have attacked under the most disadvantageous circumstances with a certainty of not being able to retreat for 6 hours at least.
- & 4thly It is to be observed that no Vessels of force could be brought to protect the landing of the Kings Troops.

These considerations induced the General to make a full representation to the Commodore of the particular circumstances attending his situation, intimating that little assistance was to be expected from him under those difficulties on the intended attack of the Fort on Sullivans Island by the Fleet; but that he should act as circumstances arose;

Brigadier General [John] Vaughan was charged with this Commission and instructed to propose that two battallions should be sent to the Fleet under the Command of a General officer if the Commodore should think a landing practicable at the Fort under the fire of the Kings Ships; a proposal was also directed to be made on the part of the General that some Frigates might pass the Fort on the day of Action, and take their Station off Heddrels point or mount pleasant, which cuts off the communication with Sullivans Island and the Town of Charles Town, that if the General should find it practicable in the course of the operations of that day he might convey the Troops through a Creek that leads nearly to Heddrels point, and begin his attack on that quater, making a feint and giving jealousy at the same time to Sullivans Island; and after these arrangments should be adjusted the Brigadr Genl was desired to propose an immediate attack of the Fleet.

MAJOR GENERAL HENRY CLINTON TO BRIGADIER GENERAL JOHN VAUGHAN ¹

Camp at Long Island

Honble Brigadier General Vaughan

June 18th 1776

As there is no ford, there is no possibility that the Troops should take the share which we flattered ourselves they would; in this opinion all the Generals concur with me, therefore as the Troops can only now land en detaille, it becomes absolutely necessary that the Fleet should begin their operations – If therefore the Commodore giving us the longest notice he can will open the Attack, we will co-operate to the utmost; it were however to be wished that his operations began with the Tide of Flood, as those of the Army will be better protected at that time than any other.

If any other Service in which the Troops may be usefully employed strikes the Commodore, The General begs he may mention it, recollecting at the same time that various disasters have reduced the Number of Flat bottomed Boats to fifteen, That not above four hundred men can be embarked in that Number, That the Army cannot be protected in any of its landings by the Navy, That it cannot take Cannon with it, and that the operations within its reach are reduced to little more than a Coup de Main; These my good Friend are the hints which I think necessary to give You; You will perceive that I have not been very circumstantial in the reasons I have given for altering my Plan of operations, leaving that to You, who were witness to many of them, Mr Hope to others; in short, I need only say, till I have the pleasure of seeing the Commodore, That an Attack according to the first plan is impracticable; time is precious, I wish for the Commodore's decision in four & Twenty hours to prepare for the Share that we are to take; I shall expect Your return with the greatest impatience and am &ca

H. C.

1. Extracts from Major General Henry Clinton's Report of his Correspondence with Sir Peter Parker, Germain Papers, Secret Dispatch Book, CL.

MAJOR GENERAL HENRY CLINTON TO BRIGADIER GENERAL JOHN VAUGHAN ¹

Camp at Long Island

Honble Brigr Genl Vaughan.

June 18th 1776. –

I am first to request that You will explain the Inclosed Plan to the Commodore; our first must drop for reasons obvious, and am now reduced to this only One; as a part of it I shall probably make some little Demonstrations towards Mount Pleasant by which I hope to favor both the Commodore & our own Attack. – time is precious, I heartily wish our business was done, and we on our Way to the North. – The state of the Surf on the North end of Sullivan's Island is, as I ever understood it to be, impracticable. – That on the South end when the Wind sets on Shore not much less formidable, but if the Commodore is satisfied the Troops may be landed in safety on it, and will Cover the landing, and the Officer who Commands the Detachment thinks the Troops may be employ'd to advantage on



SIR
HENRY
CLINTON

Shore I can have no great Objection, excepting the delay it will occasion, and that by it I may be prevented from making a diversion towards Mount Pleasant, – However if the Commodore seems much to Wish it I shall I believe acquiesce. – I beg You to obtain the Commodore's decision as soon as possible, for, as I said before, I am impatient to go to the Northward. –

If the Commodore approves of my Plan I could wish that as many Long boats belonging to the Transports as could be spared might be sent here immediately, bringing in them, & in the *Delegate*, as many Palisadoes as the Engineer may think necessary of which You will be a better Judge when You have consulted him. I wish You a pleasant Voyage and am—&c.

H: Clinton.

1. Extracts from Major General Henry Clinton's Report of his Correspondence with Sir Peter Parker, Germain Papers, Secret Dispatch Book, CL.

JOURNAL OF H. M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

- [June 1776] Anchor'd in St Maries River
 Tuesday 11 First & middle part Light Breezes & Clear Wear
 Latter fresh Gales & Squally with rain P.M at 7 Saw a Schooner standing in for the Barr at 8 sent the Boat with an officer over the Barr to speak with her, Came down the River the Pilot Boat with Letters, Sent her over the Barr to help to bring in the Schooner – Loosed sails to dry, Exercised the men & Small Arms.
- Wednesday 12. Fresh Breezes & Squally Weather with Rain –
 At 2 The Cutter & Pilot Boat returned and informed us that the Schooner was from Bermudas with Rum for St Marys and that she could not get in at that Tide – Carpr employ'd about the Swivel Stocks – Gunners cleaning the Arms. Read the Articles of War &ca to the Schooners Co. The People under Arms –
- Thursday 13. Fresh Breezes & Drisling rain – Carpenters employd. as before, fired to bring to a Boat with the People from the Township of St Mary's 1 half Podr – sent the Boats on board her – Appeared in sight a sail off the Barr sent the boats on shore to be cleaned, the People as before
- Friday 14 Fresh breezes and Cloudy Wr fired 1 three poulder to bring to a sloop sent the Boat on board her found her to be the Vessell that had been landing the Troops Sent the Pilot Boat Manned and Armed to Cumberland Island, being informed that the Rebels had landed there, fired 1 half poulder p Signall for the Boat to return, Arrived here the Schooner from Bermudas had her up to Collector's Landing, loosed sails to dry. at Noon handed them, Sent the Carpenter on Shore to Chaulk the Kings Pilot Boat,

- Gote the Cables up & Cleaned under them, the People as before
- Saturday 15 Ditto Weather & Squally with rain, fired 2 half Pounders to bring to a Schooner from Wright's Landing, Sailed hence for St Augustine the Pilot Boats with some Sick Troops, likewise some of the Inhabitants, Carpenter empd about the Swivel Stocks, recd a Tun of Water pr Cutter, Empd getting ready to Scrubb the Schooner's bottom, the people as before under Arms
- Sunday 16 AM empd mending Sails –
First pt Modt Middle & Latter fresh Gales and squally fired 1 Three Poundr to bring to a Canoe, Un-moor'd hove short, weighed and run up to the Rivers Mouth, sent the sloop to intercept all Boats &ca from coming in Converted and picked Ocham, all the Old Cordage that was replaced between the 1st Augt 1774 & the 30 June 1775 – Carpenters empd about Sundries
- Monday 17 Fresh Breezes and Clear Wr hove off our Anchor, empd getting ready to hall on shore, fired 1 Three Pounder pr Signall for the Sloop to send her boat up for Orders, hauled the Schooner on Shore, burnt her Bottom & paid her with Pitch Tar Turpentine & Brimstone found the Worms had eat her Bottom kept the people under Arms all Night
- Tuesday 18 finished one Side of the Schooner, Carpenters empd Chaulking her upper Works.
Do weather hove off to our Anchor, sent the Governor's Sloop up the River to Capt Graham and his party hauled on Shore to clear the other side, Carpenters empd as before.

1. PRO, Admiralty 51/4830.

JOURNAL OF H.M.S. *Seaford*, CAPTAIN JOHN COLPOYS ¹

- June 1776 at Sea
- Tuesday 18th at 5 A M Saw a Sail in the NE Gave Chase Fired 1 Shott & Swivells at the Chace ½ past 7 Do She Brot too & proved to be *The Fox* Schooner Capt Josiah Buck from New London for Curracoa The Boat Empd Exchanging the prisoners & Sending provisions on Board the prize, at 12 Do Bonair NEBN. 3 Leags prize in Compy.
at 1 P M Saw a Sail in the NE gave Chase & fired 1 Shott Sent a Boat on Board. proved a Dutch Sloop from P. Rico for Curracoa. Sent the Boat on Board the prize with Necessarys &ca and took her [in] Tow at 4 Do Bonair ENE 3 Leags at 7 Do Curracoa WSW½W 4 Leags

1. PRO, Admiralty 51/880.

19 June

GOVERNOR SIR GUY CARLETON TO CAPTAIN HENRY HARVEY, R.N. ¹

Longieul the 19th of June 1776. 5 o'Clock morning

Captain Harvey ²

Sir I have received yours of yesterday, I should be very glad if the vessel with arms could get up to Montreal, but thier will be no occation for delivering arms to the Indians and Canadians you mention down at Sorel. It will be proper that the Transports, having on board the Baggage of the 20th Regiment drop down to Sorel. I am Sir &c

G.C.

1. Guy Carleton Letter Book, BM.

2. Commander of H.M.S. *Martin*, in the St. Lawrence river.BRIGADIER GENERAL JOHN SULLIVAN TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

Isle au Noix June 19 1776

Dear General By a strange reverse of Fortune we are driven to the sad necessity of abandoning Canada – I had the most sanguine hopes of collecting our Army together & driving the Enemy below Dechambeau, in which I doubt not I should have succeeded, had not [John] Burgoyne with a strong party arrived in Canada & reached the three Rivers the night before our People made the unfortunate Attack upon that Place under General [William] Thompson . . . at the same time the British Fleet to Amount of thirty six Sail had advanced into the Lake near us, & sixty six lay at three Rivers – the Encampment of the Enemy was to appearance very large, and every account proved their number to be exceedingly superior to ours – The Canadians too, as far as the Enemy advanced, were obliged to take Arms or be destroyed – In this State of Affairs I was much embarrassed, yet was determined to hold my Ground at all hazards, but to my great mortification I found myself at the head of a dispirited Army, filled with horror at the thought of seeing their Enemy – Indeed I was much surpriz'd to see the scattered remains of this Army, when I had collected them together – the Small Pox, Famine & disorder, had rendered them almost lifeless – The Flight from before Quebeck, the Fate of those at the Cedars, & the total loss of Sherburnes Party had before my arrival with my Brigade, destroyed all Spirit among these Troops . . . In this State of Affairs I called a Council of all the Field Officers, with the Baron [Frederick Wilhelm] de Woedtke, and they were almost unanimously for quitting the Ground . . .

I then immediately decamped, taking with us every article, even to a spade – the Enemy having a fair Wind, was at our Works in an hour after we left them – Our Guard at Bertier not coming in at the time they were ordered were met by the Enemy, forced to leave nine Batteaus & take to Chambly by Land. This was all the Loss we sustained – We retreated as far as Chambly – this Post not being tenable, we removed our Batteaus over the Rapids with all the Baggage & Stores, except three Pieces of Cannon, which

were too heavy to bring over the Rapids, and indeed they were but bad pieces of Ordnance at best – I then proceeded to St John's, where every thing arrived in safety – We burned the Garrison at Chamblee, with the Gondolas & Vessels there, leaving nothing but ruin behind us in the Fort, We pulled up all the Bridges in our way to St John's, General Arnold did the same in the other Road from Montreal, from which place he made a very prudent & judicious Retreat, with an Enemy close at his Heels When we got to St John's another Council was held, where it was unanimously agreed that to attempt holding St John's would be to expose the whole Army to inevitable Ruin, as our Communication might easily be cut off & the whole Army fall a Sacrifice . . . they [the Field Officers] were fully of Opinion, that as the present unhealthy State of the Army, it would be best to remove to Crown Point, fortify that Post, and build armed Vessels, to secure the Navigation of the Lake. Upon this we immediately stripped the Garrison of every Article, took our Batteaus and retreated to this Island – farther than this, I could not go, without your or General Washington's Orders, or the Directions of Congress . . .

1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 214–17, NA.

American Gazette, WEDNESDAY, JUNE 19, 1776

Salem, June 19.

By Captain Joseph Cook, of the Schooner *Elizabeth*, who arrived at Portsmouth, New-Hampshire, Yesterday from Canso, in Nova-Scotia, we are favored with Two Halifax Papers, of the Fourteenth and Twenty-eighth of May: They contain many lengthy Articles of Importance to the Public from London, down to the Nineteenth of April; but the Multiplicity of other Business in the Office prevents giving our Customers more than the following Extracts; at the same Time would request their Indulgence until next Tuesday, when we shall publish all their Contents, Captain Cook having made a Present of both the above Papers to the Publisher. – Captain Cook informs us, That on the Seventeenth of April last, on his Passage from Sandwich, he being bound to St. Peter's, a French Island, to procure Arms and Ammunition for the Use of the Continent, was taken by one of the Ministerial Pirates, and carried into Canso, who, after robbing his Vessel of the greatest Part of the Cargo, Provisions, all his Hands, except himself and Mate, these kind Plunderers were so genteel and polite as to give him his Vessel again, and permitted him to proceed on his Voyage without Men or any Thing else necessary for the Prosecution thereof, which obliged him to sell his Vessel and the small Remains of the Cargo for less than half their Value: They also robbed him of about Forty Dollars in Cash. – Before the Vessel was boarded by the Enemy, the Captain threw all his Letters and Papers overboard . . . He also says, that at the River St. John's, the Indians are highly incensed against the Ministerial Party, and are determined at all Hazards to join the Americans.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] In Council June 19, 1776

This Board being informed that one of the Enemy's Frigates with a large sum of Money on board for the Payment of the British Troops may be expected in our Bay within a few days together with ten or twelve Transports under her Convoy, Ordered That James Bowdoin & Walter Spooner Esqrs with Such as the honble House shall join be a Comtee to Sit imediately and project some effectual means whereby the said Frigate & Transports may be taken and Secured. – And they or the Major part of them are here authorized to take the necessary measures for that purpose without delay – Sent down for Concurrence

John Lovell Dpy Secy P T

[Endorsed] In the House of Representatives June 19, 1776 –

Read & Concurred & Brig [Joseph] Palmer Capt Williams & Capt [Samuel] Carleton of Salem are joined.

Tim^o Danielson Spr P Tem:

1. Mass. Arch., vol. 209, 306.

REPORT OF THE COMMITTEE APPOINTED TO EXAMINE THE COAST
FROM BOSTON TO NEWBURYPORT ¹

[Watertown, June 19]

The Committee appointed to view the Sea Coasts from Boston to Newbury Port and examine their State of Defence &c – having attended that Buisness report as follows. –

There are two Forts erected on the Point of Land in Salem Harbour No 1 & No 2 or old Fort, No 1 contains 10 Amb[ra]zeurs has 2 twelve pounders 2 nine pounders with three small pieces, fit for Use, which with the Cannon in No 2 or old Fort we judge sufficient, as these Forts are overlooked by another Fort which is now erecting on an eminence not far distant from those already mentioned, which commands Beverly & Salem Harbours in a very advantageous Manner. in this Fort there is one 12 pounder only. This Fort we must own, does Credit to the Gentm of the Town of Salem, and with the Addition of some heavy pieces and Ordinance Stores would enable them to make no despicable Figure in the common Defence.

The Situation and Importance of the Harbour of Marblehead, with the Strength & Beauty of their Works, are equally conspicuous. they have 18 pps. of Artillery in their Fort and 4 in one of their Batteries viz 2 of 24. 2 of 18. 2 of 14. 4 of 12 the remainder nines sixes & fours. four of the four pounders are expected to go on Board the armed Schooner *Tyrannicide* and a part of the 14 & 12 pounders answer better for an Armament to the Fort than for Her. besides this they have a six gun Battery well situated & very advantageous for the Defence of their Sea Coast but destitute of guns. they are also erecting a five gun Battery at a Place called Hewitts Head, and propose erecting another on the Back Part of the Town. These Fortifications We judged sufficient if well manned & supplied with Artillery

& Ordinance Stores for the Defence of the Harbour, unless it should be Judged best to take Possession of a Height of Ground called Noggshead, which would be of advantage to Salem & Beverly equally with Marblehead. –

at Beverly they have erected a Sand Bank Battery, laid out for five Amb-[ra]zeurs, in which they have two borrowed field Pieces. This Battery appeared to the Committee of no great Importance. The Situation of a seven gun Battery, nearly opposite Salem Fort, on Woodbury Point, and a four gun Battery erecting on Thorndicks Point, together with a five gun Battery erected at Barnets Point and a three gun Battery at West Beach, are of such a Nature as to demand an immediate Attention for the Preservation & Security of the Sea Coast. They have a Part of Coll. [John] Glovers Regiment stationed here. have one 18 pounder & two 12 pounders borrowed of Genll [Artemas] Ward and four small borrowed field Pieces of little Consequence. they have 150 Wt of Powder belonging to the Town with 200 Wt sent there by a Committee. –

At Manchester, they have no Works except a small one near Glass Head. As their Men are out in the Service of the Continent and they naked & Defenceless they petition for two or three Cannon and a Sea Coast Company, being obliged to keep several Watches and lying more than six Mile on the Sea Coast. –

The Importance of the Harbour of Gloucester is so great as in the Judgment of your Committee to demand a very early and serious Consideration. They have a Fort erected called Fort Anne with ten Ambozeurs in which they have 1 24 Pder with three Nine pounders, honey comb[e]d and not fit for Use if possible to be avoided. – No 2 is a four gun Battery in which is one 9 pder that is not good and one 6 Pounder fit for Use – No 4 is a four gun Battery lying on a Neck of Land between No 1 & No 2 and not of so much Importance as No 1 which is a five gun Battery & has one 24 pounder & 1 nine pounder. Besides these there is a Battery erected which has no guns, but in which a Feild Piece or two might be of great Service. they have about 240 Men 100 Shot for the Large Cannon and one thousand Wt of Powder for the while. –

The Town of Newbury Port is fortified in such a Manner as to do Honour to the gentlemen concerned. The Noble Exertions that have been made by that Town for the Defence of such an important Port of the Colony demands the most grateful Returns from every Well Wisher to American Liberty. they have ten nine pounders 8 sixes and two fours belonging to the Town, but have no guns nor ordinance Stores belonging to the Colony and have been able to procure but very little of the latter at their own, and a very great Expence.

The above being a State of Facts, your Committee beg leave to report as their opinion. that Cape Ann, be immediately supplied with thirty two and Pounders with ammunition and Ordinance Stores suitable therefor and that some Measures be adopted for the speedy filling up the Sea Coast Companies station[e]d there in the Room of those who have enlisted

or shall enlist on Board any of the Continental or Colonial armed Vessells. We beg Leave also to observe it as our opinion, that some heavy Pieces be sent to Salem Marblehead & Newbury Port, that the State of Manchester be taken into Consideration, that a Sea Coast Company & a matross Company be raised at Newbury Port, and that they be supplied at Newbury Port with Ordinance Stores & Ammunition proper for the Cannon already there and such others as shall be sent there. that Beverly also be supplied with a proper Proportion of Cannon & ordinance Stores –

[Endorsed] Recd June 19th & committed to the Committee on the state of the Sea Coast –

1. Mass. Arch., vol. 137, 93–96.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Wednesday June 19th 1776.

Whereas many Inconveniencies and dangerous consequences may and in all probability will acruē to this Colony in the course of it's Defence against it's unnatural Enemies if a speedy, & effectual prohibition of the exportation of provisions from each, & every port, Harbour, & place within the same to any other harbour or place without the Limits of said Colony is not immediately Effected Wherefore it is Resolved that from, and after the 25th of this instant June no person, or persons whatever presume to lade on board any Ship or Vessel within this Colony any kind, or Articles of Provision, except Jamaica, & pickled fish, with intent to convey the same out of this Colony by Water untill the 10th of November next, unless the same be laden on board such Ship, or Vessel with intent to supply the Fleets and Armies of the united Colonies or the Inhabitants of some other part, or parts of this Colony –

Provided always that any Person, or Persons who have agreeably to, and in consequence of a Resolve of the American Congress, for encouraging the importation of warlike stores into the united Colonies, imported any such stores and have not already exported provisions or other merchandize to the amount thereof, or may hereafter import such Stores – such Person, or Persons may lade on board any Ship or Vessel, & convey, & send out of this Colony to any other place except the Dominions of Great Britain any kinds of Provisions to the amount or Value of such warlike Stores imported as aforesaid –

Provided also that nothing in this Resolve shall be construed to extend to the preventing so much provisions, as in the Judgment of the Com[m]ittee of Safety &c may be sufficient for the Persons on board for the intended Voyage, being put on board any Ship or other Vessel (not prohibited by any Resolve of Congress, or Law, or Resolve of this Colony) arriving at, trading with, or sailing from any port, harbour, or other place in this Colony such Voyage not being prohibited by any Resolve of Congress, or Law, or Resolve of this Colony. And the Committees of Safety &c. in the

several Towns, & other places within this Colony are hereby Ordered, and directed to see that this Resolve be effectually carried into execution. –

1. Mass. Arch., vol. 35, 59, 61.

DIARY OF EZEKIEL PRICE ¹

Wednesday, June 19. Went to Boston, and had the pleasure of hearing that the ship seen yesterday was a prize; being another Scotch transport, with a hundred and twelve Highlanders on board. She was taken last night, without resistance, a small distance from the lighthouse. Major Menzies was interred with the honors of war. ²

1. *Proceedings of the Massachusetts Historical Society*, 1st series, VII, 258.

2. "The troops on board of her [the ship *George*] were under the command of Captain Frazer [sic]. The dead were buried the next day on the island; and it was a heart-rending sight to see the women, who had accompanied these troops, weeping with loud lamentations, and to hear the funeral dirge on the bagpipes. They played an ancient air of the Highlanders;" and the narrator observed, "Commodore Tucker, who had a musical soul, would often whistle the plaintive notes, as he wound up this story of one of his earliest battles." John H. Sheppard, *The Life of Samuel Tucker* . . . (Boston, 1868), 59, Hereafter cited as Sheppard, *Life of Samuel Tucker*.

CAPTAIN SETH HARDING TO GOVERNOR JONATHAN TRUMBULL. ¹

Hond Sir

Boston June 19th 1776

I saild on Sunday last from Plymouth; soon after we came to sail, I heard a considerable firing to the Northward. In the Evening fell in with four arm'd Schooners, near the entrance of Boston Harbour, who informed me that [they] had been engaged with a Ship and Brigg and were obliged to quit them. Soon after I came up into Nantaskett Road, where I found the Ship & Brigg at an Anchor – I immediately fell in between the two and came to an Anchor about eleven O Clock at night. I haild the Ship who answered from great Britain. I ordered her to strike her Colours to America, They answered by asking What Brigg is that? I told them the *Defence*. I then haild him again and told him I did not want to kill their Men but have the Ship I would at all events. again desir'd them Strike upon which the Major (since dead) said Yes I'll strike and fired in a Broad side upon me. which I immediately return'd; upon which an Engagement began which continued three Glasses, when the Ship and Brigg both struck.² In this engagement I had nine wounded but none kill'd. The Enemy had eighteen kill'd, and a number wounded. My Officers and Men behaved with great bravery, no Men could have outdone them. We took out [of] the above Vessells two hundred & ten Prisoners, among whom is Coll Campbell of Genl Frazer's Regt of highlanders. The Major was killed. – Yesterday a Ship was seen in the Bay which came towards the entrance of the harbour, upon which I came to sail with four Schooners in Company, we came up with her & took her without any engagement There were on board about a hundred & twelve highlanders.³ As there are a number more of the same fleet expected every day – And the General here urges

[me to] stay I shall tarry a few days & then proceed for New London. My Brigg is much damaged in her sails & rigging.

If your honor has any Commands be so good as to communicate them by a line. – I hope your honor will excuse this request and excuse my copying this fair for want of time I am with great respect Your

Seth Harding

1. Trumbull Papers, V, 239, 240, ConnSL.
2. The ship *George* and brig *Annabella*.
3. The ship *Lord Howe*.

LIEUTENANT COLONEL ARCHIBALD CAMPBELL TO MAJOR GENERAL
WILLIAM HOWE ¹

Sir,

Boston, June 19, 1776.

I am sorry to inform you that it has been my unfortunate lot to have fallen into the hands of the Americans, in the middle of Boston harbour. But, when the circumstances, which have occasioned this disaster, are understood, I flatter myself no reflexion will arise to myself or my officers on account of it. On the 16th of June the *George* and *Annabella* transports, with two companies of the seventy-first regiment of Highlanders, made the land off Cape Ann, after a passage of seven weeks from Scotland, during the course of which we had not the opportunity of speaking to a single vessel that could give us the smallest information of the British troops having evacuated Boston. On the 17th, at day light, we found ourselves opposite to the harbour's mouth of Boston; but, from contrary winds, it was necessary to make several tacks to reach it. Four schooners, which we took to be pilots, or armed vessels in the service of his Majesty (but which were afterwards found to be four American privateers of eight carriage guns, twelve swivels, and forty men each) were bearing down upon us at four o'clock in the morning, at half an hour thereafter two of them engaged us, and about eleven o'clock the other two were close along side. The *George* transport, on board of which was Major Menzies and myself, with one hundred and eight of the second battalion, the Adjutant, the Quartermaster, two Lieutenants, and five volunteers were passengers, having only six pieces of cannon to oppose them. And the *Annabella*, on board of which was Capt. M'Kenzie, together with two subalterns, two volunteers, and eighty-two private men of the first battalion, had only two swivels for her defence. Under such circumstances I thought it expedient for the *Annabella* to keep a head of the *George*, that our artillery might be used with more effect and less obstruction. Two of the privateers having stationed themselves upon our larboard quarter, and two upon our starboard quarter, a tolerable cannonade ensued, which, with very few intermissions, lasted till four o'clock in the evening, when the enemy bore away and anchored in Plymouth harbour. Our loss upon this occasion was only three men mortally wounded on board the *George*; one killed and one man slightly wounded on board the *Annabella*. As my orders were for the port of Boston, I thought it my duty, at this happy crisis, to push forward into the harbour, not doubting I should

receive protection either from a fort or some ship of force stationed there for the security of our fleet.

Towards the close of the evening we perceived the four schooners that were engaged with us in the morning, joined by the brig *Defence*, of sixteen carriage guns, twenty swivels, and one hundred and seventeen men, and a schooner of eight carriage guns, twelve swivels and forty men, got under way and made towards us. As we stood up for Nantasket road, an American battery opened upon us, which was the first serious proof we had that there could scarcely be many friends of ours at Boston; and we were too far embayed to retreat, especially as the wind had died away, and the tide of flood not half expended. After each of the vessels having twice run aground, we anchored at George's island, and prepared for action, but the *Annabella*, by some misfortune, got aground so far astern of the *George*, we could expect but a feeble support from her musketry. About eleven o'clock four of the schooners anchored right upon our bow, and one right astern of us; the armed brig took her station on our starboard side, at the distance of two hundred yards, and hailed us to strike the British flag. Although the Mate of our ship, and every sailor on board (the Captain only excepted) refused positively to fight any longer, I have the pleasure to inform you that there was not an officer, non-commissioned officer, or private man of the seventy-first, but what stood to their quarters with a ready and cheerful obedience. On our refusing to strike the British flag, the action was renewed with a good deal of warmth on both sides, and it was our misfortune, after the sharp combat of an hour and an half, to have expended every shot that we had for our artillery. Under such circumstances, hemmed in as we were with six privateers, in the middle of an enemy's harbour, beset with a dead calm, without the power of escaping, or even the most distant hope of relief, I thought it became my duty not to sacrifice the lives of our gallant men wantonly in the arduous attempt of an evident impossibility. In this unfortunate affair Major Menzies and seven private soldiers were killed; the Quarter-Master and twelve private soldiers wounded. The Major was buried with the honors of war at Boston.

Since our captivity I have the honor to acquaint you that we have experienced the utmost civility and good treatment from the people of power at Boston, insomuch, Sir, that I should do injustice to the feelings of generosity, did I not make this particular information with pleasure and satisfaction. I have now to request of you, that so soon as the distracted state of this unfortunate controversy will admit, you will be pleased to take an early opportunity of settling a cartel for myself and officers. I have the honor to be, with great respect, Sir [&c.]

Archibald Campbell,

Lieut. Col. of the 2d bat. of the 71st regiment.

General Howe.

P.S. On my arrival at Boston I found that Capt. [Hamilton] Maxwell, with the light infantry of the first battalion of the seventy-first regiment, had the misfortune of fall into the hands of some privateers, and was carried into

Marble-head the tenth inst. Capt. [Lawrence] Campbell, with the grenadiers of the second battalion, who was ignorant as we were of the evacuation of Boston, stood into the mouth of this harbour, and was surrounded and taken by eight privateers this forenoon.

In case a cartel is established, the following return is, as near as I can effect, the number of officers, non-commissioned officers and private men of the seventy-first regiment, who are prisoners of war at and in the neighbourhood of Boston.

The *George* transport. Lieut. Col. Archibald Campbell; Lieut. and Adjutant Archibald Campbell; Lieut. Archibald Baldneaves; Lieut. Hugh Campbell; Quarter-Master William Ogilvie; Surgeon's-Mate David Burns; Patrick M'Dougal, volunteer and acting Serjeant Major; James Flint, volunteer; Dugald Campbell, ditto; Donald M'Bane; John Wilson, three Serjeants, four Corporals, two Drummers, ninety private men.

The *Annabella* transport. Captain George M'Kinzie; Lieut. Colin M'Kinzie; Ensign Peter Fraser; Mr. M'Kinzie and Alexander M'Tavish, volunteers; four Serjeants, four Corporals, two Drummers eighty-one private men.

Lord Howe transport. Captain Lawrence Campbell; Lieut. Robert Duncanson; Lieut. Archibald M'Lean; Lieut. Lewis Colhoun; Duncan Campbell, volunteer; four Serjeants, four Corporals, two drummers, ninety-six private men,

Ann transport. Captain Hamilton Maxwell; Lieut. Charles Campbell; Lieut. Fraser; Lieut. —; four Serjeants, four Corporals, two Drummers, ninety-six private men.

Archibald Campbell

1. *Pennsylvania Evening Post*, July 4, 1776. The copy of the letter reached Congress July 2, 1776, and its publication was ordered. Subsequently the letter appeared in practically all of the colonial newspapers. General Ward sent the letter to Washington on June 23. Washington Papers, LC.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK¹

Remks on Wedensday 19th of June 1776

at 6 in the morning weighd Ankor stood out to sea saw no sail at 5 in the After noon Bore away for salem at 7 Ankord in Salem harbour

1. John Fisk Journal, AAS.

WILLIAM WATSON TO GEORGE WASHINGTON¹

Sir

Plymouth 19 June 1776

I wrote your Excellency on the 20th April ultimo Desiring that the papers might be remitted to me, which were taken with the two prizes bro't into this port Last Winter by Capt [William] Coit.—² my Letter must have miscaried, as I have recd no answer to it — on this account the Tryal of these two Vessels has been postponed from time to time, as no evidence can be had against them but from those papers. — The former owners Lay Claim

to them & urge, that their going to Nova Scotia for provisions, was absolutely necessary for the support of their Familys & Connections, & that they did not intend to supply the garrison at Boston. these papers, can they be obtained, will elucidate this matter. —

Relying on your Excellencys giving a few moments attention to this Business. I must beg leave to subscribe my self Your Excellencys [&c.]

William Watson

1. Washington Papers, LC.

2. The sloop *Polly* and schooner *Industry* taken November 5, 1775 by Washington's schooner *Harrison*.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Providence June 19th 1776

Herewith you have the Muster Rolls as deliver'd to me of the *Alfred*, *Columbus*, *Andrew Doria*, *Providence* and *Fly* — the *Cabots* Captn. [John Burroughs] Hopkins tells me he Sent to Mr James Reed Pay master a day or two before the Brig Sail'd and it will not be in his power to send any further Account till the Brig comes in —

You also have a Copy of the Account Captn [Nicholas] Biddle give of his I believe unsuccessful Cruise — You likewise have Copies of all the Orders I have given the several Commanders since I came in here — also a list of the Warrants and Commissions given to Officers in the several Vessels — Lieutt [Elisha] Hinman, Lieutt [William] Grinnel & Lieutt [David] Phipps's Commissions and Joseph Shields & Saml Tiley's Warrants were given in Consequence of Captn [Dudley] Saltonstalls promise before he left Connecticut if they came and brought the Men which we receiv'd below Reedy Island — As also the Account of Commissions deliver'd up to me and those that are discharged and diserted.

The *Columbus* is gone out a Cruise — the *Providence* and *Fly* went out but were drove in by a Ship supposed to be the *Cerberus* — whether they are gone out since I can't tell, but I believe not without they went this day — The *Andrew Doria* will go out in a day or two — I shall go down with the *Alfred* in two or three days to Newport and there Mann her if possible, though am in doubt whether I shall be able without help from the Commanding Officer there for some of his Men. The General Assembly gave me twenty Men for the *Providence* & twenty for the *Columbus* to enable me to Send them out who are to be return'd when the Cruise is over — I think it will be impossible to Mann the New Ships without taking them out of the Army, or a General Embargo which will be in my Opinion much more for the publick Good — the Enemy taking so many Merchant Vessels will in time get almost all the Seamen in their hands besides supplying them with Provisions when if encouraged small Privateers would bring in more Goods, and if taken would be of no advantage to them save the Men they took in them — It is not possible to get Seamen while the Merchant Vessels give 12, 14 & some 16 dollars pr month —

I think you will soon find it necessary to order to be Condemn'd all Vessels bound to Great Britain, Newfoundland and Halifax, where ever Own'd as they soon will have all the Vessels and Goods Covered as West India Property when we know that they never send none without Insurance in England –

You likewise have a Copy of an Agreement Signed by the Ship *Alfred's* Officers & most of the Company, similar Articles were Sign'd by the *Columbus*, *Andrew Doria*, *Cabot*, *Providence* & *Fly's* Officers and Company some few People onboard each Vessel excepted –² I am in some doubt whether it may not cause some disputes without the Congress will interfere and Resolve that the Article shall be Strictly adhered to by the whole of the several Ships Crews.

Lieutt Hacker has Commanded the *Fly* ever since we took her into Service, and has behaved so well that I think he deserves a Captains Comissn from you. Lieutenant Hinman is now out in the *Cabot* as Commander of her and I believe is a good Officer, and I can't tell where you can mend it if you should give him a Captains Commission – Mr [John Paul] Jones as the oldest Lieutenant now Commands the *Providence* who I hope will behave so well as to be continued –

Inclosed you have a Copy of what Money I have Advanc'd to particular People which should be lodg'd with the Pay Master – the Money Advanc'd by the several Commanders and some by Mr [Nathaniel] Shaw to the Seamen I have not been able to get from them Save the *Cabots* which Mr Reed has had some time.

You also have an Account of what Cannon & Stores were deliver'd at New London & Rhode Island together with a Copy of a Letter just Receiv'd from Captn [Abraham] Whipple of the *Columbus*.

I send these by Captn [Samuel] Nicholas who I have given leave to go to Philada partly on his own business and partly with design that he may give you any information which you may think necessary to be inform'd of which may have Slip'd my attention as I think him very Capable of giving you an impartial history of our whole proceedings – I am with great Respect [&c.]

E H

1. Hopkins Letter Book, RIHS.
2. An agreement to share all prize money with each ship in the squadron, of which John Paul Jones wrote: "the Seamen have been very ill used and the Navy hath been much hurted by the Cursed Association for the Joint Share of Prize Money thro' the Fleet whither present at the Capture or Absent," Jones to Robert Morris, January 12, 1777, Papers of John Paul Jones, LC.

COMMODORE ESEK HOPKINS' RECOMMENDATION FOR OFFICERS FOR THE
NEW FRIGATES¹

[Providence, June 19]²

The following Officers living in Philadelphia are recommended for Officers in the New Ships – vizt

Onboard the *Alfred*

John Earle
 Thomas Vaughan } for Lieutenants of the Ships at Philada
 George House }

Robert Sanders living in Maryland, for Lieutenant of a Ship there – Francis Varell, Boatswain for one of the Ships in Philada

Onboard the *Cabot*

Richard Fordham } for Carpenters for ditto
 Robert Fordham }

Jonathn Maltbie 1st } Lieutenants for the Connecticut Ship or Command-
 David Phipps 2nd } ers of small Vessels –

Recommended for Captains the first Vacancy –

Lieuts Elisha Hinman

Joseph Olney

James Josiah

Ezekiel Burroughs

for first Lieutenants

Elisha Warner

Benja Dunn

John M'Dougall

Wm Hopkins

for Second Lieutenants or Masters

Joshua Fanning

Daniel Beears

Walter Spooner

Peter Richards

John Rogers

1. Hopkins Papers, RIHS.

2. The date is approximated. Hopkins wrote the Marine Committee this day with a recommendation for Hinman, listed above. The letter included many enclosures, and it is likely the above list was one of them.

ADVERTISEMENT OF SALE OF THE PRIZE SLOOP *Two Friends*¹

Notice is hereby given, that on Thursday the 27th of June inst. at Nine o'Clock in the Forenoon, at Mr. Fenner's Wharff, in Providence, will be sold at public Vendue, to the highest Bidders, the Sloop called the *Two Friends*,² Burden about 40 Tons, with her Appurtenances and Cargo, consisting of Salt, Rum, Melasses, Sugar, &c. pursuant to a Decree of a Court of Justice held at Providence the 17th Inst. by the Hon. John Foster, Esq; Judge of said Court.

Paul Tew, Sheriff

N.B. The Salt will be sold in small Lots:

Providence, June 19, 1776

1. *Providence Gazette*, June 22, 1776.

2. The *Two Friends* had been taken May 21, 1776, by the Continental brig *Andrew Doria*, Captain Nicholas Biddle.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

Hartford, Wednesday, 19 June A.D.1776.

On motion &c., voted an order to be drawn on Pay-Table for Capt. Uriah Haydon the sum of £400, to be accounted for on his bill for building

the Colony ship, built by him &c., to be settled on his account for said service. *Order given, delivered* Cap. [John] Shipman.

Appointed Ebenezer Peck Second Lieutenant and as Lieutenant of Marines under Cap. [John Mc]Cleave for the *Whiting* galley. *Given under my fist, delivered the captain.*

Appointed Wm. Plymert Master of said galley. *Given, under my fist, delivered the captain.*

Appointed Amos Stanton Second Lieutenant and as Lieutenant of Marines on board the galley *Shark*, at Norwich.

Appointed Wm. Wilber Master of do.

Allowed and voted, That the marines on board the vessels and galleys finding themselves a gun and cartouch box shall be allowed 6s. for the same.

Ordered, That four of the Colony Cannon, now in the custody of Colo. Jona. Fitch at N.H. and taken from the *Minerva*, and a proportion of shot, and about 12 canister shot, be delivered Cap. McCleave for the use of the galley *Whiting*. *Order given, delivered said McCleave.*

And that Cap. McCleave receive also lb. 25 powder of Col. Fitch. *Order given, delivered said McCleave.*

I. Hoadly, ed., *Connecticut Records*, XV, 454, 455.

NATHANIEL SHAW, JR. TO FRANCIS LEWIS, PHILADELPHIA ¹

Sir

New London June 19th 1776

I Received yours 11th Inst this day and have to Inform you that Capt Serley has so farr Recoverd his Health that will Proceede in the Sloop as Soon as their is any Probability of Getting out att Presst I think their is no Chance of Escaping the Men of Warr Capt [Thomas] Kenedy also in the Ship is Still hear. they have made Several Attempts to git out, but have been drove back by the Men of Warr & am much of the mind they will not go out any more I have Recd 70 barrels flower from Kenedy Inclos'd is the Numbers, let me know the Price it Cost and I will desire my friends, Tho's & Isaac Wharton to pay you the money I have Recd a letter from Comadore [Esek] Hopkins wherein he says that I was appointed by the Congress as their Agent for this Port desiring I would have the Prize Vessells he brot into this port to be Libel'd for Condemnation wich I have done and the Court is to be the Sixth of Next Month – their is also a large Bermudian Sloop ² hear wich was taken by the Comadore to bring the Cannon in & Imagine is the Property of the Continent In Case the Congress have appointed me to act for them I Should be Glad to have directions how to Proceede – I am in advance att least One Thousand pounds for Supplys to the Fleet and Hospital in this Town, their was 120 Men Landed that were Sick and Wounded, twenty of which are Since Dead, the Remainder are all Since Join'd the Fleet att Providence, I Suppose the occasion of my not hearing from the Congress Relative to those Matters has been through the hurry of Bussiness – I should Esteem it as a fa-

your you would Mention it to that Department were those Matters Rest
wich will Oblige ³ [&c.]

Nath^l Shaw Jun^r

1. Shaw Letter Book, YUL.

2. The sloop *Endeavour*.

3. Shaw was appointed Continental agent, April 23, 1776.

CAPTAIN CHARLES POND TO GEORGE WASHINGTON ¹

Sloop *Schuyler* fire Island June 19th – 1776

I have the Pleasure of Informing His Excellency of our taking two
Prises one A Ship of 250 Tons Burthen the Sloop 35 Tons Bound to Sandy
hook the Ship from Glasgow with one Compy of the, 42d Regt Who was
taken by one of Admiral Hopkins's fleet who took the Soldiers on Board &
Sent the Ship for Rhode Island ² Soon after was Taken by the *Cerberus*
Frigate & Sent her under Convoy of the Above Sd Sloop for Sandy
hook. Remaining on Board the Ship 5 Commission'd officers with 2 Ladies
& 4 Privates, Prisoners Total 20.

Stores on Board the Ship *Crawford* 13 tierces of Béef 11 Do of Pork, 3000
Wt of Bread 4 Puncheons of Rum, 100 barrels of Coal, 10 firkins of But-
ter, 1 Cask of Cheese –

On Board the Sloop 15 Cask of Molasses 2 Chests of Dry Goods 1 Tierce & 1
Barrel of bags of Powder 1 Case of flints, Some Salt Petre, –

The Ship is part of the way In the Inlet but at Present is Aground Pray
Send Direction About the Prisoners as I am Short handed

Charles Pond Capt ³

1. Washington Papers, LC.

2. Taken by the Continental brig *Andrew Doria*.

3. Pond was a first lieutenant in the 19th Continental Infantry. He had been assigned to sea
duty.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

June 1776

Sandy Hook N 71 W 47 Leags

Wednesy 19th at 4 AM Let the Reefs out of the topsails saw a sail to the
NW. –

Light airs & Clear Wr fir'd 5 Guns at a schooner to bring
her too Lay'd the main topsail to the mast Hoist'd a boat
out & sent on board & found her to be a Schooner from St
Luzee [Lucial] Bound to Cape Ann: Left on board her a
Petty Officer & 6 men

1. PRO, Admiralty 51/420.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, June 19, 1776

Resolved, That the Marine Committee be directed to carry into execu-
tion the resolution of the 17th, for sending carpenters to General [Philip]
Schuyler.

The Marine Committee, to whom the petition of William Adams, surgeon, was referred, brought in their report, which was taken into consideration: Whereupon,

Resolved, That the resignation of William Adams be accepted.

1. Ford, ed., *JCC*, V, 466, 467.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

[Philadelphia] 19th June, 1776.

Mr. Abraham Kinsey, Tenant at Hog Island, was informed by the Committee of the necessity of laying that Island under Water on the near approach of the Enemy, and at the same time, was assured that whatever Injury he should sustain in Consequence, would be hereafter made good to him by the Publick.

1. *Pennsylvania Colonial Records*, X, 607.

COMMODORE SAMUEL DAVISON TO ROBERT MORRIS ¹

Honored Sr, [Fort Island] Wednesday Morning, June 19, 1776.

Permit me to acquaint you of the transactions of Yesterday in the fleet. Captn [John] Hamilton, on his coming down in the forenoon, immediately hoisd his Broad Pendant as Second in Command. Captn Dougherty Repared on Board the province Ship & Demanded the Broad Pendant to be hauled down. Mr Yourk [Edward Yorke], the commanding officer, told Dougherty his pendant Should not come down By his orders unless he produced his authority from the Committee Saftey, in consequence of which Dougherty hoisd his Broad Pendant as Commr in Chief, By order of the publick, as he said to Mr York. Permit me Sr, to Beg your Interest to Command the *Lexington*, when Captn Barrey Resigns, as I imagine it will be Impossible for me to Command the present Commanders of our Armament, unless there is such Imedate Steps taken as will Make them Comply with their duty. Sr, I remain [&c.]

Sam'l Davison.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, V, 378.

ADVERTISEMENT FOR SHIP TIMBER FOR THE CONTINENTAL FRIGATES BUILDING IN PHILADELPHIA ¹

[Philadelphia, June 19, 1776]

Ship Timber, A Parcel of Knees, from 4 to 6 Feet, Body and Arms, middle sized, Wanted immediately, Enquire of David Thomson, or Francis Grice.

1. *Pennsylvania Gazette*, June 19, 1776.

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

June
 Wednesday 19 Cape Henlopen NNW½W – 16 Lgs
 [A.M.] Chaced to the Ewd Brot too spoke the Chace a small Sloop from Philladelphia for St Eustatia with Flour & Bread sent a petty Officer & Men on board her & made sail Mod: & fair at 4 P M Brot too Main Topsail to the Mast Open'd a Cask of Pork Conts 320 short 6 Pieces sent the Boats on Board the Schooner, & Brot out of her 46 Barls of Flour & 14 of Bread²

1. PRO, Admiralty 51/4279.

2. *Betsey*, Thomas Willy, master, from Philadelphia for the West Indies, laden with flour, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF H.M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME¹

June 1776 do [Cape Henlopen] N17W. 41 Miles
 Wednesday 19 4 A M light breezes and fair saw a small sail to the Et wd gave Chase out 1st Reef 10 Spoke a Schooner from Philadelphia loaden with Bread & flour seized her

1. PRO, Admiralty 51/506.

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

June [1]776 Cape May N N W 2 Leags Light Ho[use] on Cape Henlopen W N W 3 or 4 Miles
 Wendy 19 8 AM observed as we opend Cape May 1 Large Ship 3 Brigs 1 Large Topsl Schooner & one wth out Topsls 3 large Sloops with Topsl Yards & One without yards, & 3 Small Schooners after making the Sigl for a Pilot Tack'd & Stood out of the Bay²

1. PRO, Admiralty 51/546.

2. *Ibid.*, the *Lively* was en route to Virginia, convoying the *Levant* transport.

CUMBERLAND DUGAN TO THE MARYLAND COUNCIL OF SAFETY¹

[Extract]

Baltimore 19th June 1776 –

Gentlem Your favr of yesterday is now before me, desiring me to deliver the Schooner *Three Sisters* a load of your flour in my hands, but am at a loss to know the quality you woud have Shiped in that Vessell, whither of the Superfine or the Common fine kind, and I further desire to advise you the State of the *Ninety Two's* Cargo, as its all now landed a great part of which we find musty & Sower, and in bakeing it up are oblig'd to pick out some good Casks and mix with the bad in order to make the bread good & its keeping so . . .

its geting Cool fast, and hope you wont loose any of it; it appears to us hear it woud answer you much the best to Ship the 100 Bls flour of yours in Messrs Lux & Bowllys hands that has not been yet heated in a Vessells hould, which with some of your Bread [in] Barrells & in kegs that was in the 92 and

is now in my hands will make a good Cargo for this Vessell *three Sisters* to the West Indias as you mention –

I bet you may not immagin, I presume to dictate your Honourable Board, as you must know much better than I can think, or mention – but these Circumstances you cannot be so immediately sensible off, and therefore think it my duty to advise you for your Government, & if you think proper to send this flour &c with me, you please let me immediately know what quantity of each & it shall be immediately done, if on the other hand you would Chuse Sending Messrs L & Bs 100 Bls & please inclose me an order for it, I shall see it Shiped and make up the remainder of this Cargo out of my Stores Captn [Joseph] Handy particularly desires I would write you on the above heads, and begs you may order a quantity of the kegs as he Says he can take a quantity of them where barrells will not go. . . .

1. Red Book, XII, Md. Arch.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Wednesday 19 June 1776.

Ordered That the said Treasurer [of the Western Shore] pay to James Hutchings of Queen Ann's County twenty nine Pounds for the Difference of Value of his Vessel occasioned by the sinking of the said Vessel in the Channel of the River Patapsco for the Preservation of Baltimore Town.

Ordered that the said Treasurer pay to Mr William Lux One Hundred Pounds Currency for the Freight of Powder from St Eustatia.

Ordered That the said Treasurer pay to Col George Plater eight Pounds four Shillings and six Pence for Expences incurred in erecting Beacons on the River Patowmack.

Instructions and sailing Orders were given to Schooner *Three Sisters*, Capt Joseph Handy Master, Vid No 30.

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

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Wednesday the 19th of June, 1776.

Resolved, that Henry Brown be permitted to export in the schooner boat *General Washington*, whereof he is master, provisions and tobacco to any of the foreign islands.

Ordered, that a warrant issue to — Dunbar, for the use of John Likely, for nine pounds eight shillings, for ten blankets and provisions furnished Captain [John] Lee's Marine Company.

On the recommendation of the Committee for the County of Northampton – Resolved that Mr. Samuel Carr be appointed a captain of marines on board one of the cruizers to be fitted out on the Eastern Shore.

Ordered, that a warrant issue to Captain Carr, for sixty-two pounds ten shillings, on account, to recruit a company of marines on the Eastern Shore, and for one month's half pay in advance to himself.

1. *Virginia State Papers*, VIII, 210–12.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June 1776] General [John] Vaughan embarked at Spences Inlet in a Schooner for 5 fathm hole.

The Light infantry marched to the South end of Long Island

1. Sir Henry Clinton Papers, CL.

“COPY OF THE AFFIDAVIT OF JAMES MCGLASHAN RELATIVE TO AN ENGLISH SLOOP BEING SEIZD, BY A SPANISH GUARDA COSTA AT A PLACE CALL'D ALTA VELLA, ON THE ISLAND HISPANIOLA IN APRIL 1776” ¹

Jamaica ss/

James McGlashen of the Parish of Kingston in the said Island Gentn being duly Sworn maketh Oath & saith, that on the second day of March last, he this Deponent sail'd from the Harbor of Kingston in a Sloop or Vessel call'd the *Sampson*, whereof one Joseph Miller, was then Master & Commander, and that the said Sloop was laden with Dry Goods to the Amount of about three hundred Pounds Current Money of Jamaica, and this Deponent further saith, that the said Sloop was bound on a Voyage to the Island of Santa Cruz, and that on or about the twenty seventh day of the said Month of March last, they met with Distress of weather, whereby they lost their Mate one Jno Goodman the Sea then running so very high, that it washed the said Jno Goodman overboard, and at the same time the said Sloop lost her Boom; and by the Violence of the Storm, suffer'd such other Injuries as to render her unfit to proceed further, without first putting into some Port or Place to refit; and this Deponent further saith that the said Sloop being unfit to keep the Sea, for the Reasons aforesaid, and being in want of Water, the Master of the said Sloop on or about the Twenty Ninth day of March last, put into a place call'd Alta Vella, which is situate, the South side of Hispaniola, in the Spanish Dominions, in order to refit, and take in Water, And this Deponent further saith, that as they were Employ'd in refitting the said Sloop or Vessel call'd the *Sampson* and puting in Fresh Water, a Guarda Costa belonging to the Island of St Domingo, & Command'd by an Officer, who was called Don Pedro Verra, came alongside and board'd them, and after puting this Deponent & the Crew in Irons, the said Don Pedro Verra, order'd the Goods and other Effects which then were on-board the said Sloop *Sampson* to be taken out of her, and put onboard the said Guarda Costa; and this Deponent further saith, that he this Deponent & the Remainder of the Crew of the said Sloop *Sampson*, remain'd confin'd in Irons for the space of Eleven days, onboard the said Guarda Costa in the said Place call'd Alta Vella, and that when the said Guarda Costa was ready for Sailing from the said Place, the said Don Pedro Verra, Commander of the said Guarda Costa order'd him this Deponent with the rest of the Crew to be put onshore at the said Place call'd Alta Vella (which said Place is about Thirty or Thirty five Leagues distance from any House) without any Sort of Provisions or Sustenance whatsoever; but that they kep'd and de-

tain'd the said Master of the said Sloop call'd the *Sampson*, onboard the said Guarda Costa, and this Deponent further saith, that he this Deponent, together with the rest of the Crew, travel'd for about Four days, and four Nights before they reach'd any inhabit'd Place, and that they were oblig'd to support themselves, mostly upon raw Shell Fish, and drink Sea Water, and that at last arriv'd at a place in the said Island of Hispaniola, inhabit'd by the French, where he this Deponent obtain'd a Passage in a French Sloop call'd the *Betu*, to this Island, and this Deponent further saith that the said Joseph Miller, was kept onboard the said Guarda Costa confin'd in Irons, in order as this Deponent was inform'd & beleives to be carried Prisoner to St Domingo –

Sign'd Ja^s M^cGlashan

Sworn this 19th day of June 1776
before me Sign'd, Tho^s Hibbert

A Copy

1. PRO, Admiralty 1/240.

REPORT OF SURVEY UPON H.M.S. *Argo* ¹

Pursuant to Order from James Young Esqr Vice Admiral of the Red, and Commander in Chief of His Majesty's Ships and Vessels, Employed, and to be Employed, at Barbadoes, the Leeward Islands and in the Seas Adjacent, Dated the 18th June 1776.

We Andrew Anderson Master Shipwright of His Majesty's Yard at Antigua, Charles Vewers Foreman to the Master Shipwright of the said Yard, and James Christopher Carpenter of His Majesty's Ship *Argo*: have been on board of His Majesty's Ship *Argo*, and haveing narrowly Searched and Examined into the Condition of the said Ship *Argo*: We find that the Upper Works in General are in a Decayed State, that several of the Upper Deck Beams are Rotten, also some of the Lower Deck Beams are in the same Condition, that several of the Standards require oversetting and Repairing, and Two New Standards are Wanted in Room of others Broke and Decayed, Several of the Lodging and Hanging Knees require Shifting, so that the Expencc and time requisite to put the said Ship in a proper repair would be very great, and we are furthermore of Opinion that by not Careening the said Ship but Shutting in what has already been opened, she may be got ready to Sail to Europe in the Beginning of August next.

Given under our Hands, on board His
Majesty's Ship *Argo*, In English Harbour,
Antigua, this 19th June 1776.

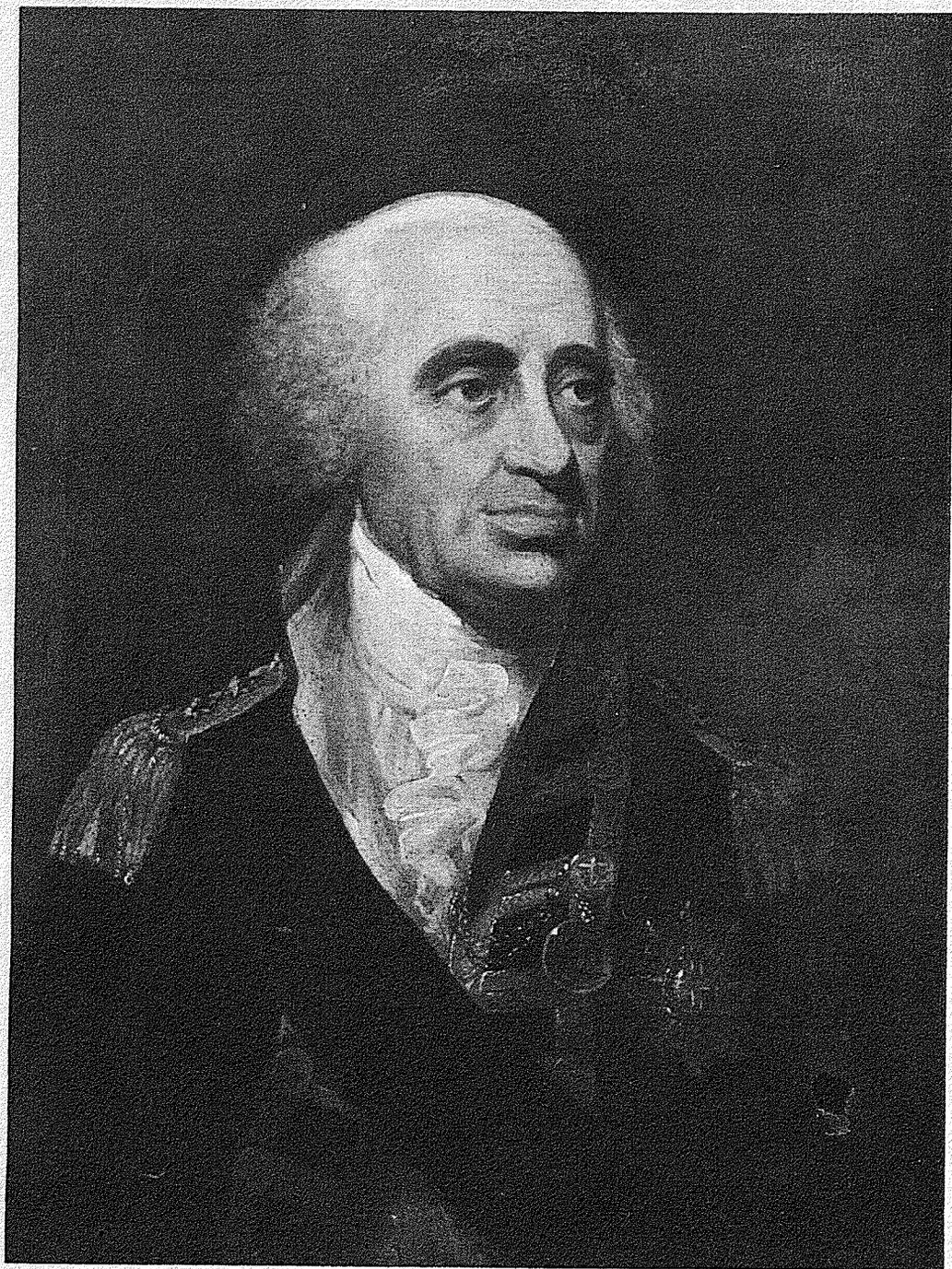
And: Anderson ²

Ch Vewers

James Christopher

1. PRO, Admiralty 1/309.

2. *Ibid.*, Anderson, Master Shipwright, had requested Admiral Young to order the survey.



Richard Lord Howe.

New York Journal, THURSDAY, AUGUST 8, 1776

English Harbour (in Antigua) June 19.

This morning arrived the *Bellahu* tender, Lieutenant Nicholas, belonging to his Majesty's ship *Hind*. The regret and concern shewn by every person here, for some time past, at the supposed fate of so worthy a man and so good an officer, could only be equalled by the universal joy at his safe arrival. He had undergone a great many hardships, and was chased by some of Hopkins's squardon, but the weather blowing fresh, the enemy were not able to come up with him.¹ Their foremast and sail were carried away, which they repaired at Aquidilla, a town on the west end of Hispaniola. While they lay there, seven sail of men of war, one of 80 guns, with an Admiral and Commodore and 3000 land force arrived there. The death of the King of Portugal is confirmed, and it is supposed the Spaniards intend renewing their old claim on that empire.

There are in this harbour, at present, four prizes, viz. one ship and three Brigantines, all laden with spermaceti oil. The ship was taken by his Majesty's ship the *Hind*, and the brigantines by the *Hawke*.

1. The tender was not chased by Hopkins. The Commodore and his fleet were not in the West Indies.

20 June

VICE ADMIRAL JOHN MONTAGU TO THE COMMISSIONERS OF THE
BRITISH NAVY¹

2d of Exa £700 – No 1
Gentlemen

Saint Johns Newfoundland
20th June 1776 –

At thirty days sight of this My Second of Exchange and third of this Tenor and date not paid, please to pay Edward H[illegible] or order, Seven Hundred pounds, for Value received on a Sloop (called the *Pinquin*) bought for the use of His Majesty, and pla[ce] the Same to Account accordingly as pr Advice from Gentlemen [&c.]

To

J: Montagu

The Principal
officers and Commissioners }
of His Majestys Navy – London

1. Book of Bonds, Deeds and Grants, No. 14, 388, Bda. Arch. The presence of this order is not explained. The third bill, in which the vessel is called the *Penguin*, is in the same source.

VICE ADMIRAL RICHARD LORD HOWE TO GOVERNOR JOHN WENTWORTH¹

Eagle, off the Coast of the Province of
Massachusetts Bay,²
June, the 20th, 1776.

Sir –

Being appointed Commander in Chief of the Ships and Vessels of his Majesty's Fleet, employed in North America, and having the honor to be by

his Majesty constituted one of his Commissioners for restoring Peace to his Colonies, and for granting Pardons to such of his subjects therein as shall be duely solicitous to benefit by that effect of his gracious indulgence; I embrace this Opportunity to inform you of my arrival on the American Coast, where my first object will be an early meeting with General [William] Howe, whom his Majesty hath been pleased to join with me in the said Commission.

In the mean time, I have judged it expedient to issue the inclosed Declaration in order that all Persons may have immediate Information of his Majesty's most gracious Intention: And I desire you will be pleased forthwith to cause the said Declaration to be promulgated, in such manner, and at such Places within the Province of New Hampshire, as will render the same of the most public Notoriety.

Assured of being favored with your Assistance in every measure for the speedy and effectual Restoration of the public Tranquillity, I am to request you will communicate from time to time, such Information as you may think will facilitate the attainment of that important object in the Province over which you preside. I have the honor to be [&c.]

Howe.

Governor Wentworth, &c.&c. New Hampshire,
or other Chief Magistrate of the Province.

1. Nathaniel Bouton, *ea al.*, eds., *Provincial Papers: Documents and Records Relating to the Province of New Hampshire . . .* (Concord, etc., 1867-), VIII, 160. Hereafter cited as Bouton, ed., *Documents and Records of New Hampshire*. Similar letters to other colonies may be found in Washington Papers and in Personal Papers, Misc., LC.
2. Dated off the coast of Massachusetts, but the *Eagle*, on June 20, 1776, was approaching the Nova Scotia coast. The letters, with the declaration, however, were not distributed until July 13, when they were sent ashore at Amboy "addressed to the several Governors in North America, notifying of his Arrival and the Objects of his Commission, and inclosing a Declaration to be published by them in their respective Colonies." Tatum, ed., *Serle's Journal*, 32.

DECLARATION OF VICE ADMIRAL RICHARD LORD HOWE ¹

By Richard Viscount Howe of the Kingdom of Ireland, one of the King's Commissioners for restoring Peace to his Majesty's Colonies and Plantations in North America, &c.&c.

Declaration:

Whereas by an Act passed in the last Session of Parliament to prohibit all Trade and Intercourse with the Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, the three Lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina and Georgia, and for other purposes therein mentioned that: It is Enacted

It shall and may be lawful to and for any Person or Persons, appointed and authorized by His Majesty to grant a Pardon or Pardons to any Number or Description of Persons, by Proclamation, in his Majesty's Name, to declare any Colony or Province, Colonies or Provinces, or any County, Town, Port, District, or Place, in any

Colony or Province, to be at the Peace of His Majesty; and that from and after the issuing of any such Proclamation, any of the aforesaid Colonies or Provinces; or if his Majesty shall be graciously pleased to signify the same by his Royal Proclamation, then from and after the issuing of such Proclamation, the said Act, with respect to such Colony or Province, Colonies and Provinces, County, Town, Port, District or Place, shall cease determine, and be utterly void; –

And Whereas, the King, desirous to deliver all his subjects from the Calamities of War and other oppressions which they now undergo, and to restore the said Colonies to His Protection and Peace as soon as the Constitutional Authority of Government therein may be replaced; Hath been graciously pleased, by Letters Patent under the Great Seal, dated the sixth day of May in the sixteenth year of his Majesty's Reign, to nominate and appoint me, Richard Viscount Howe of the Kingdom of Ireland, and William Howe Esquire, General of his Forces in North America, and each of us, jointly and severally, to be his Majesty's Commissioner and Commissioners for granting his free and general Pardons to all those, who in the Tumult and Disorder of the Times may have deviated from their just Allegiance, and who are willing, by a speedy Return to their Duty, to reap the Benefits of the Royal Favor, and also for declaring, in his Majesty's Name, any Colony, Province, County, Town, Port, District or Place, to be at the Peace of his Majesty: I do therefore hereby Declare – That due consideration shall be had to the meritorious services of all Persons who shall aid and assist in restoring the public Tranquillity in the said Colonies, or in any Part or Parts thereof That Pardons shall be granted, dutiful Representations received, and every suitable Encouragement given, for promoting such Measures as shall be conducive to the Establishment of legal government, and Peace, in pursuance of his Majesty's most gracious Purposes aforesaid.

Given on board his Majesty's Ship the *Eagle*,
off the Coasts of the Province of Massachusetts
Bay, the Twentieth Day of June, 1776.

Howe.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII 159.

JOHN BRADFORD TO JOHN HANCOCK ¹

Dear Sir

Boston 20th June 1776

I had the pleasure to acquaint you in my last that our Little Navy had taken a Brig and a ship, since wch they, in Conjunction with the Connecticut Brig, and our Colony Sloop from Salem have taken another Ship, the two Ships are Returnd to their Native Country, and now are an ornament to the finest wharfe in America. they are 250 & 270 tuns, one Built by Walker in this town, the other built at Casco Bay, Neither of them four years old, The brig I fear we shall loose they had run her on the Black Rocks before we took her. I am Employing vessells to get out her Ballast &c ²

Neither of the three vessells brot in here or the ship carried to Marblehead,³ had any Cargo. But only provision and Baggage for 434 officers & privates which are now in this town, save about 16 wch with their major were kill'd in the engagement.

I can find no papers worthy your Notice Sir, if any such they had, no doubt they were distroyd As the ship was all day ingaged at times with our Schooners & she beat them off[f]. when in the Evening she ran in to Nantasket and Anchor'd, and was follow'd by the Connecticut Brig who Anchor'd along side her. and continued so till the ship struck which was emediately after the major fell.

We are inform'd by those ships that they parted from Six of their fleet five days before they arrived here, our Cruisers are now in port Except one, but will all be out in four hours, we have the powder prise ship⁴ at Nantasket with a Broad pendant and next tide one of the other prizes goes down to hoist a pendant.

The Convoy for the Coal is not yet arrived but I Recd a verbal message from Comodore [Esek] Hopkins that a vessels for that purpose Last sunday

We have information by some of the Sailors that a ship with 18 6 pounders came out with them having on Board £ 20,000 Sterg to pay the Troops. I hope my next will inform you Sir she is safe in this port.

Our Little Navy want great Regulations I cou'd wish to see my Commiss. I am Sir with all due Respects [&c.]

Jn^o Bradford

pray Excuse inaccuracy for 24 hours I have had no Sleep

1. William Wilson Corcoran Autograph Album, VHS.

2. The transport ships *George* and *Lord Howe*, and the brig *Annabella*.

3. The transport ship *Anne*.

4. The ship *Hope*.

JOHN BRADFORD TO GOVERNOR JONATHAN TRUMBULL¹

Gentlemen

Boston. 20th June 1776

I thought it my duty to acquaint you that your Colony Brig *Defiance* [*Defence*] is now in this port after being concernd in taking two ships & a Brig with 330 privates and officers, your worthy Commander is now sick at my house, where the best care shall be taken of him; his disorder was a violent Seizure of a Cold. he has had two physicians. They've given him an Emetic & taken some blood from him; this mornng he is so much reliev'd, that I make no doubt he will be abroad tomorrow, if, in the Interim any thing should appear wch calls our cruisers out, I shall endeavor to get the brig amoung them to share in the Emolument,

If at any time I can Render your Colony any Services it will give me the highest pleasure being with great truth Gentlemen [&c.]

Jn Bradford Navy agent for the
Collony mass

To the Honble Jona Trumbull Esqr
& the Comm of Safety.

1. Trumbull Papers, IV, 121a-d, ConnSL.

“EXTRACT OF A LETTER FROM BOSTON, JUNE 20.”¹

On Tuesday another transport was taken with better than one hundred Highlanders.² The Major was buried on Tuesday with military honours; the Lieutenant Colonel Campbell, and other officers, followed as mourners.³ The Lieut. Colonel is Member of Parliament for the Royal Boroughs in Stirling Shire. I wish all the House were in as good keeping.

1. *Constitutional Gazette*, June 29, 1776.

2. The ship *Lord Howe*, taken June 18, 1776.

3. Major Menzies, of the 71st Highlanders, killed June 16, 1776.

New-England Chronicle, THURSDAY, JUNE 20, 1776

Colony of the Massachusetts-Bay, Plimouth, ss.

Libels are filed before me against the Brigantine called the *Fanny*, burthen about 75 Tons, commanded by Richard Blythe. And against the Schooner *Peggy*, burthen about 90 Tons, commanded by Samuel Gilstone; said Vessels are to be improved in carrying Supplies to the Fleet and Army employed against the United Colonies, and taken and brought into the Counties of Plimouth and Bristol. And the Court erected to try and condemn all Vessels that shall be found infesting the Sea Coast of America, and brought into either of the Counties of Plimouth, Barnstable, Bristol, Nantucket, or Dukes Counties, will be held at Plimouth, on Friday, the 5th Day of July, 1776, at the Hour of Ten in the Forenoon, to try the Justice of said Captures; of which this Notice is given pursuant to the Laws of the Colony aforesaid, to all Persons claiming Property in said Vessels or Cargoes, or any Ways concerned therein, that they may appear and shew Cause (if any they have) why said Vessels with their Cargoes and Appurtenances should not be condemned.

N. Cushing, Judge of said Court.

To be Sold at Private Sale, at Plimouth, the following Articles, viz. About 6000 Cannon Shot, 2 Mortars, 12 Pounders, 3 Cannon, with Carriages, 2 and 3 Pounders, 1 Anchor, wt. 2000, 1 ditto 1800, 1 new 15 Inch Cable, 90 Fathoms, 1 Part worn ditto, 15 Inch ditto, 90 do; also a Parcel of Rigging and Sails.

The above Articles were taken from on board a Ship lately taken at Cape-Cod,¹ and may be seen at any Time by applying to William Weston, or Thomas Davis, of Plimouth.

1. The transport ship *Friendship*, cast away on Cape Cod February 29.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND¹

[Providence] June 20th 1776

Voted. That a Captain of Marines shall Inlist forty good men a Lieutenant thirty three, a second Lieutenant Twenty seven before they be intitled to their Commis[sions]

That Silas Devol (of Tivertown) be Appointed Captain of Marines to the Ship *Providence*

That Mr William Barron be appointed first Lieutenant of the Ship *Providence*

That James Sellers be second Lieutenant of the Ship *Warren*.

That Benjamun Page be third Lieutenant of the Ship *Providence*.

That Niles Christian be second Mate of the Ship *Warren*.

1. Journal R. I. Frigates, RIHS.

COMMODORE ESEK HOPKINS TO BRIGADIER GENERAL NATHANAEL GREENE,
NEW YORK ¹

Sir

Providence June 20th 1776

I receiv'd yours of the 24th May and through a Continual hurry found no Opportunity to answer it before – I am greatly Oblig'd to you for the Intelligence you give me in it – I have nothing New to acquaint you with save that the Brig *Andrew Doria* has taken two Transports with two hundred Men onboard, and I believe they are both retaken by the Men of War in coming in here – We have lost twenty four Seamen by the bargain, and have in their room four Scotch Officers and twenty six of the Ships Crews, with about One hundred broad Swords, and One hundred & sixty Small Arms which Captn [Nicholas] Biddle took out.

Captn Whipple had a small Engagement the day before Yesterday in which he lost one Man, with the *Cerberus* of 28 Guns & 6 small ditto on the Quarter Deck, and Forecastle – there is three Frigates round Block Island which makes it difficult to get in or out as our Force is not Sufficient to Engage them – shall endeavour to make some other Rendezvous as soon as I can get the Vessels all out, at present think Boston the best I can find on this Coast –

I must request the favour of you to indulge three of your Soldiers with not Rating them as deserters vizt James Dement, Andrew Ingersol and Edmund Parsons belonging (to Captn [Nathaniel] Warners Company in Coll [Moses] Little's Regiment) who went out in the *Cabot*, and two of them came back again in a Prize Ship sent in by the *Cabot* a few days ago and they tell me as soon as the Ship is discharg'd they will return to the Regiment – they have behaved so well, Should be Sorry they should loose any Wages that may be due to them – Should be glad of your directions in that Matter whether I must send them back directly or Continue them on Service here. I am with Regard Sir [&c.]

E H

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO CAPTAIN ABRAHAM WHIPPLE, *Columbus*,
NEWPORT ¹

Sir

Providence June 20th. 1776 –

Herewith I send a Letter directed to you from the Congress, should it reach you hope you will immediately take such Steps as you may be able to Satisfy the Congress with your Conduct – Captn [Dudley] Saltonstall and

myself are both ordered there to Account for our Conduct – Shall take pleasure in your Company.

Must beg you to be exact in your State of the Ship and People onboard her, and as the Ship can't go on a Cruise you will Land the Men you had of Colonel [William] Richmond – I am [&c.]

E.H.

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO CAPTAIN NICHOLAS BIDDLE ¹

Sir

I have just Received Orders from Congress to Repair to Philadelphia immediately; and as I believe Captain Saltonstall & Capt Whipple are likewise Order'd to Philadelphia the Command of the Fleet devolves on you as oldest Officer – Should be glad you take the most prudent Steps to Conduct the same in such Manner as will be most for the Publick good – be carefree that you take no Steps with the Ships till further Orders from Congress –

You are likewise to Transmit to me Immediately an Account of the State of your Brigs Stores, of every kind of Provisions, a List of the Effective and Non Effective Men, and in Short everything relative to the Vessel under your Command – And likewise you will Order the other Commanders Capt. [John Paul] Jones & Capt [Hoysteed] Hacker to do the same, and you will Transmit the same with your own as soon as in your power

I am Your Friend
Esek Hopkins

Providence June 20th 1776 –

1. Nicholas Biddle Papers, HSP. A copy is in Hopkins Letter Book, RIHS.

CAPTAIN JOHN PAUL JONES TO DANIEL TILLINGHAST ¹

Sir

Sloop *Providence* [Newport] 20th June 1776 –

I have made so many unsuccessful attempts to Convoy the *Fly* past Fishers Island that I have determind to give it up – and pursue my Orders for Boston – When I arrive there I will transmit you my letter of Attorney – in the mean time you will singularly oblige me by Applying to the Admiral for an Order to receive for me a Copy of the *Alfred's* Log Book which I had made out for my Private Use before I left that Ship and which was Unjustly with-held from me when I took Command of the Sloop, by the ill natured & narrow Minded Captain Saltonstall. – When the old Gentn was down here he promised to order that my Copy should be delivered – but when my Lieutenant applied for it – the Master of the *Alfred* told the Admiral a Cursed Lye, and said there was no Copy made out. – On enquiry You will find that Mr [Thomas] Vaughan the Mate of the *Alfred* made out the Copy in Question for me before I went to N. York. – I should not be so particular did I not stand in absolute need of it before I can make out a fair Copy of my Journal to lay before the Congress – for I was so stinted in point of time in the *Alfred* that I did not Copy a single remark – besides 'tis a little hard

that I who Planed and Superintended the Log Book should not be thought worthy of a Copy when a Midshipman if he pleases may claim one. – I take it for granted that you will receive the Book I must therefore beg you to Send it if Possible to me at Mr Jno Head's or Capt J. Bradfords' Boston – regarde not the Expence I will Cheerfully pay it. I am with Esteem Sir [&c.]

Sloop *Providence* 20th June 1776

Sir I forgot to mention to You that Your accot against the *Providence* will be necessary to me at Boston as I mean to transmit the State and Condition of the Sloop from thence to the Congress – I will also be glad of Admiral [Esek] Hopkins's Acct against me or the Sloop – and you will please to Include in Your Accot the Articles furnished the Vessel by the Commissary at Newport – there is a Bolt of Canvas belonging to the Sloop in the Upper part of the store I wish it could be sent to Boston together with a Quantity of Knives 4 or 5 Dozn, a Pair of Small Pistols – Some twine, Needles, Palms, Fishhooks, lines; &ca which Mr [Samuel] Brownell took away from the Sloop and hath in his Possession. – it seems he lodges at a Thos. Venner's on the Hill opposite the Burying ground on the West Side. –

You will herewith receive a Pair of Pistols, a Musquit and a Cutlass belonging to the *Alfred* which please to Deliver I am Sir [&c.]

J.P.J.

I. Harbeck Collection, HM 21666, HUL.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Hartford June 20, 1776.

Ordered, That Cap. [Jehiel] Tinker of the *Crane* galley proceed directly to New London.

An account of Colo. Jona. Fitch, for sundry purchases for stores &c. for the brig *Defence*, had been paid and referred to a sub-committee and examined, amounting to

	£640 5 11
He having before received of the Treasurer,	500 0 0
The balance is now allowed and ordered to be drawn for, viz.	141 5 11

Order drawn and is delivered said Fitch at Hartford.

1. Hoadly, ed., *Connecticut Records*, XV, 456.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

[Extract]

[Albany] June 20th 8 o'clock A.M.

I could not proceed with my Letter of last Night as my Fever after an Absence of two Hours returned and has Continued until half an Hour ago, Since which I have received a Letter from Colo: [Cornelius] Wynkoop inclosing Copy of One from Colo: [Enoch] Poor to him, Dated the 15th at St Johns, and advises that "Our Army are now on their Retreat out of Canada and as there is not Batteaus enough here to transport our Men & Baggage over the Lake, You will immediately send all the Boats that can be procured

to St Johns, Pray Sir don't fail, as a safe Retreat may depend upon It. You will likewise order the Shipping down and let them stop Nigh the Middle of Isle of Motte It being best for them to stop there, as the Navigation this Way of It is very Difficult."

I have ordered all the Batteaus in Lake George to be Carryed to Tyonderoga that they might be ready to go to Skenesborough to take in the Militia of the Massachusetts Bay & Connecticut, whom I have desired to march to that Place, those of New Hampshire to Crown Point or Onion River, as should be deemed most Convenient for them. Those from this Colony I propose sending by Lake George – I find Myself under a Great Dilemma, If I send on the Batteaus the Militia Cannot move, but I do not conceive the Necessity of Moving the Militia farther than Tyonderoga. If our Army is obliged to retreat, I shall therefore order the Batteaus to be forwarded unless General [John] Sullivan advises otherwise . . .

Your Excellency will see by the inclosed Return that the Men at Fort George are inadequate in Point of Numbers to keep the Garrison in Case of an Attack, & Man the Batteaus of which there are some times twenty & upwards with five Men in Each at once on the Lake Either going to or Coming from Tyonderoga, I shall therefore at all Events detain a Body of Militia there and at Tyonderoga, Altho' the Order of Congress is, that they are to go into Canada, But as on the Preservation of these Posts the Safety of the Army in Canada does absolutely and immediately depend, I think I shall be justified in the Measure both with Your Excellency & the Congress. –

I thank Your Excellency for the Account of the Prize taken to the Eastward, and for the Account that It is possible some more are taken, I am ever happy to receive Such Accounts, as I make the most of them to keep up the Spirits of the People here which are really lowered much by the repeated Misfortunes in Canada. –

Altho' our Affairs are in such a disagreeable Situation, I do not by any Means despond and do believe that if our Army can retreat into Lake Champlain, that It will be impossible for the Enemy to reach as far South as Crown Point at least Not this Campaign, and that they will never be able to penetrate into the Country. But if our Army is lost they will go where they please, in Spite of our Naval Force on the Lake which is by No Means an Object of Much Importance, nor will be unless greatly encreased, which I shall do with all the Dispatch I am Capable of in My Low State of Health. . . .

1. Washington Papers, LC. Continuation of June 19 letter.

MAJOR GENERAL PHILIP SCHUYLER TO BRIGADIER GENERAL
JOHN SULLIVAN¹

Dear General

Albany June 20 1776. 10 Clock P.M.

Your dispatches arrived at a Quarter past eleven this morning.

I very sincerely deplore the disagreeable situation of you & our Army in Canada, and altho I applaud your Magnanimous spirit yet I cannot by any

means approve that you should "think only of a glorious death or a victory obtained against superior Numbers" These sentiments should take place when every other resource is cut off, and when a defeat may not be attended with decisive consequences against us – the Evacuation of Canada will certainly be attended with many disagreeable ends, but will not the total destruction of our Army and a consequent loss of the Country be all attended with those infinitely more fatal, surely It will – I only mention that the Enemy will in that case be able to penetrate into the Colonies by the way of the Lakes; not so if our Army retreats in safety – every effort of theirs to accomplish It at least for this Campaign will prove ineffectual – but should they even be able to advance to the most Southern extreme of the Lakes, our Army with reinforcements from Militia will there stop their progress. I am therefore of Opinion, if it should be still in your power, when you receive this, that you ought not to remain any longer at Sorel, than you have a prospect of retreating with safety. and that the better to secure your retreat every Batteau as I have formerly observed which you can possibly spare, ought to be sent without the least delay to St Johns, I think I am fully authorized to give this opinion from what you say of the strength of the Enemy in your Letter to his Excellency Genl Washington & me and I have informed his Excellency that I would give you the above advice.

Colo [Elias] Dayton is in Tryon County, we shall I believe have our hands full in that Quarter. I am preparing every thing to take post at Fort Stanwi[x] & to repel the threatened Invasion of the Mohawk river

No part of Colo [Anthony] Waynes is as yet arrived here nor any of the Militia ordered by the Resolutions of Congress, which I transmitted you on the 12 Inst.

I have ordered Colo [Cornelius] Wynkoop to send all the Batteaus he can to St. Johns agreeable to Genl Arnolds & Colo [Enoch] Poors request signified in their Letters of the 13th Inst – this will deprive me from forwarding the Militia, But if you should not want the Batteaus, I entreat you to order them back to Ticonderoga under the command of an Active Officer & as many others as you can spare, that the Militia may be sent without delay.

Please to make my Compliments to Majr [Alexander] Scammell, the few blank Commissions I have are at Fort George & I will order one to be forwarded to you to be filled up for him – The Ague which now attacks me every day with the utmost violence has considerably reduced me & a few fits more unless they become more moderate will render me equally unfit to think or Act – God bless you & may Heaven smile propitious on your Endeavours I am Dr Sir [&c.]

Phil Schuyler

1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 226–28, NA.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, June 20, 1776

I this Evening received Intelligence of the 19th. instt. from Captn. [Charles] Pond of the Armed Sloop *Schuyler*, of his having taken, about 50

miles from this on the South side of Long Island, a Ship and a Sloop bound to Sandy Hook. The Ship from Glasgow with a Company of the 22d Regiment, had been taken before by one of Commodore Hopkins Fleet, who took the Soldiers out and ordered her to Rhode Island, after which she was retaken by the *Cerberus* and put under the Convoy of the Sloop.² As Captain Pond informs, there were five Commissioned Officers, Two Ladies and four Privates on board; they are not yet arrived at Head Quarters; inclosed is an Invoice of what they have on Board.

1. Fitzpatrick, ed., *Writings of Washington*, V, 160-61.
2. The transport ship *Crawford*.

DIARY OF ENSIGN CALEB CLAP¹

[New York] June 20th. Several French Vessels has arrived here Loaded with Sugar Rum has gone to Albany to Load for France

A Gentleman Frenchman Arrived here from Paris, what his business is I cannot inform, but it Seemes the Gene[r]al wait on him with the Greatest Pleasure and why may we be displased with his Arrival, Rejoice o, ye and be Glad - &c &c &c

1. *The Historical Magazine*, 3rd series, III, 135.

DIARY OF DR. THOMAS MOFFAT¹

[On board His Majesty's Sloop *Swan*]

[June] 11th. 132 Sail were numbered.² Two transports with part of the 42d Regt from Glasgow and two Victuallers from Whithaven Joind the fleet.

12th in the morning foggy saw one ship only heard the Admirals and other leading ships Signal Guns very distinctly fird: Cleard away and saw the fleet collected in perfect order.

June 13th Latitude 41 & 40 Longitude 62 & 31. Wind N W Evening N E.

June 14th Wind N E light breeze; the Fleet in perfect order Thermometer at noon 57. Latitude 41 - 11 [Lo]ngitude 63 - 58

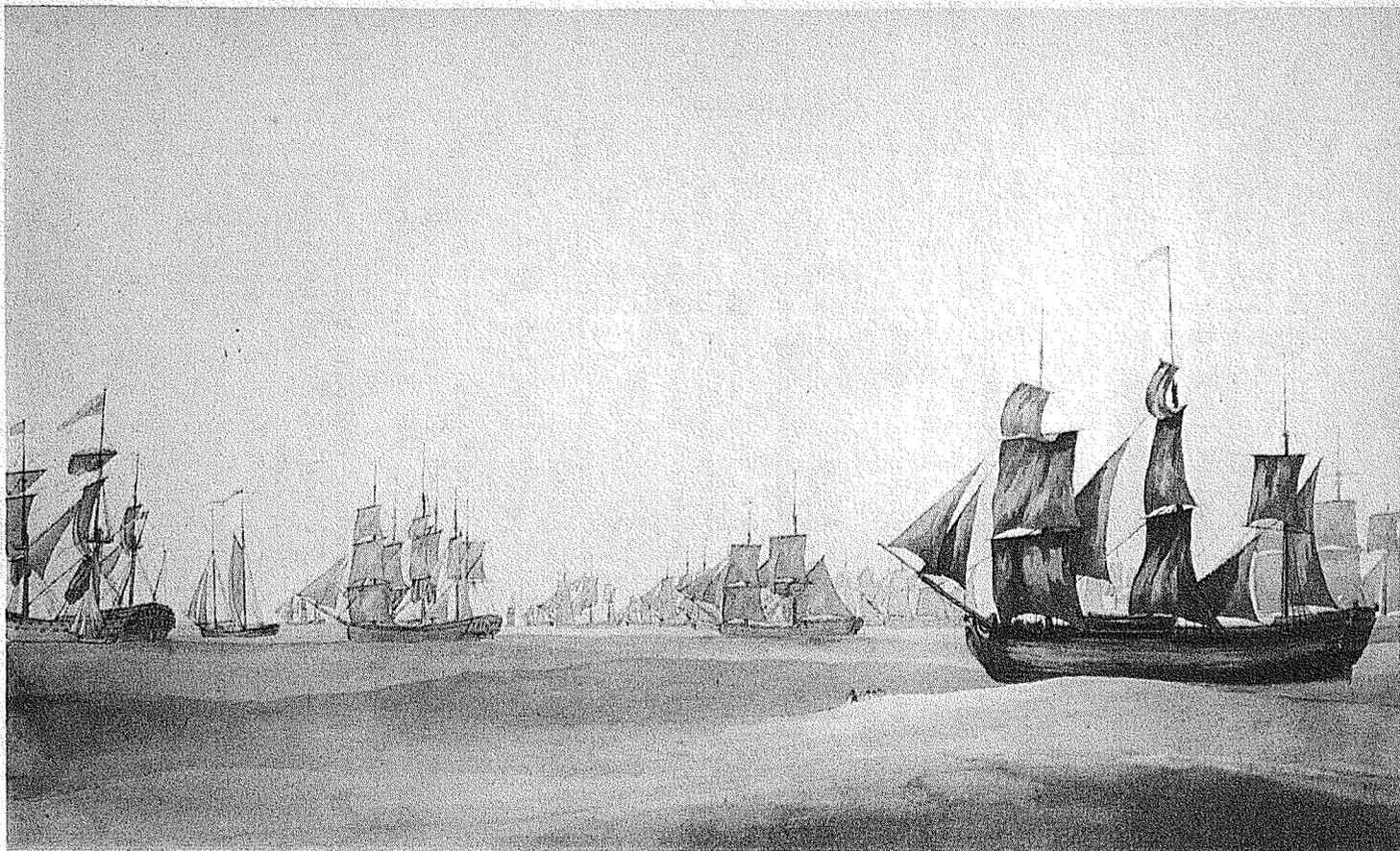
June 15th Wind WSW Course S Thermometer 66 Latitude 41. Longitude 64.

The Squadron consisted of the *Chatham* Admiral Shuldham Leading the Fleet with the *Rose* Frigate on the Right and the *Swan* and *Senegal* on the Left and the *Centurion* in the Rear

June 16th wind S Course WbS at noon blew fresh a large sea Latitude 40 Longitude 64. Thermometer 67 Fleet in perfect order.

June 17 blowing fresh SSW with Lightning Thunder and much rain Course WNW Latitude 41 Longitude 65. Thermometer 66 P M made more sail. Haizy Saw few of the fleet but heard the Admirals Signal guns very distinctly. In the evening tackd.

June 18th very pleasant Wind the fleet much dispersd, towards noon collected again in good order. Course S. Latitude 41 Longitude 65 Thermometer 65. at Sunsett wind NNE course SW by S



British ships in convoy for New York, June 18, 1776.

June 19th Fleet somewhat scattered Wind NNE numberd 115
Sail at noon Latitude 40.27 Longitude 66 Thermom 67

June 20 at 8 in the morning the Admiral made signal for the fleet to bring to that the Loitering Vessels might Join them. At noon the *Centurion* stood Eastward. at Six in the Evening the Admiral made Sail having been Joind by two Ships with Soldiers that belonged to his fleet.

1. Thomas Moffat's Diary, LC.

2. In the fleet which had sailed the day before from Halifax bound for New York.

CAPTAIN THOMAS CREGIER TO THOMAS RANDALL ¹

On board the Schooner *General Putnam*

Sir: Egg-Harbour, June 20, 1776.

After my due respects to yourself and honourable House, I am to inform you that on my passage here from Barnegat, I saw three sail of vessels plying to the northeast—they appeared to be three ships. I immediately hauled my wind to speak to them, the wind about north by west. After standing for them some time, I found one of them to be a very large ship, and was soon convinced she was a ship of war of about fifty guns. I then bore away for this harbour, where I arrived this morning. I cruised in and out of Barnegat five days, in hopes of meeting some vessels bound into that inlet, as I was informed two vessels were to put into that place. This information I received by a person who was on board of a sloop that was driven on shore by the *Lively* frigate, on the 11th of June.² She came from the West-Indies, having on board about three hundred bushels of salt, with other goods. The owners were one Schenck & Vanvechten. The ship's boats, after she struck the beach, immediately boarded her, but the inhabitants coming to them, quitted her without plundering. They endeavoured to set fire to her, but to no effect, as timely assistance prevented their scheme. I shall keep a good look-out, and hope to render a better account in my next; and am, with profoundest respect [&c.]

Thomas Cregier.

1. Force, comp., *American Archives*, 4th, VI, 992-93. Randall was Chairman of the New York Marine Committee.

2. The British vessel was the *Orpheus*, not the *Lively*; see the former's journal of June 8, 1776.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, June 20, 1776

Resolved, That a committee of five be appointed to consider what provision ought to be made for such as are wounded or disabled in the land or sea service, and report a plan for that purpose:

The members chosen, Mr. [Robert Treat] Paine, Mr. F[rancis Lightfoot] Lee, Mr. [Lyman] Hall, Mr. [William] Ellery, and Mr. [Francis] Lewis.

1. Ford, ed., *JCC*, V, 468, 469.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety,

[Philadelphia] 20th June, 1776.

Instructions to Commodore Samuel Davidson, was drawn up and agreed to Yesterday, and delivered him this day, and are as follows:

In Committee of Safety, 19th June, 1776.

Sir:

The Committee having thought proper to appoint you Commodore-in-Chief of all the Provincial Naval Armaments in the River Delaware, which you are to notify to the Officers of the Fleet by publishing to them your Commission, It becomes necessary to give you some Instructions to Regulate your Conduct in some Points of this Important Trust.

And first, you are by all possible Means to establish such a proper sense of Subordination in the Fleet, that all the Orders you think necessary to Issue, be punctually and-implicitly obeyed, a loose and Relaxed Discipline utterly enfeebling every Military Establishment, however respectable it may otherwise be in the Circumstance of Number or Force.

Secondly, As it is the Duty and Inclination of this Committee to maintain the Fleet in a constant state of preparation to receive the Enemy, you must immediately take an exact survey of its present Condition, and whatever may be wanting in its Equipment to make Report of to Capt. William Richards, who is appointed and directed by this Board to supply all its Defficiencies.

Thirdly, an attack from the Enemy being highly probable, tho' the time uncertain, it is necessary that every part of the Fleet should have its proper station assign'd, in such way as to afford Mutual support, and that the whole may act to the best effect.

Fourthly, you must particularly attend not only to the situation of the Fleet, but take great care that the Officers and Men are not absent from their respective Vessels any length of time & at any great distance, but as it is probable that some of the Officers of the Boats may be desirous of coming up to this City, you may give leave of absence to them, but only to six Officers at one time, and that no more than three of that number shall be Captains, who shall not be absent more than Forty-Eight Hours at one time from their Respective Vessels.

Lastly, Should any accident or Circumstance happen in the Fleet that has the least Tendency to effect the service, you are to give the earliest information of it to the Committee of Safety, that, they, if they have the means of Remedy, may apply such as the nature of the Case may Require.

These being the Principal matters that have occur'd to the Committee, they confide in your prudence and Discretion, which

have directed their Choice, to supply their Omission in those Numberless Circumstances and situations in which you may be placed, earnestly Recommending to you, however, that you endeavour to promote the Utmost Harmony between you and the Officers of the Fleet, and between one another, on which depends so much the success of every undertaking, where Men are to act in Concert, and Mutual Assistance is required.

By order of the Committee,
Sign'd, Jno. Nixon, Chair'n.

Resolved, That Edward Bingley be appointed Captain to the Fire Brig't in the service of this Province, and that he engage four Men for to navigate the said Brig't.

The Commodore had directions this day to distribute 50 Rounds of Gun Powder to each of the armed Boats, taking receipts for the Delivery from their Commanding Officers, and at the same time to take from them all the Powder they have now on Board.

A letter was this day wrote to George Bryan, Esq'r, Naval Officer, desiring he would grant permits to the Captains of Vessels that may apply for Chevaux de Frize Pilots to the town of Chester, taking a qualification that they will take no Pilot further down the River than Chester, unless it be such Vessels as go down the Bay under Convoy of Continental Ships of War, who are to be allowed pilots on their producing a Certificate from the Marine Committee that they are to be taken under Convoy, and that Privateers will always receive the necessary Papers from this Board.

1. *Pennsylvania Colonial Records*, X, 608-10.

DELAWARE RIVER AND BAY PASSES GRANTED BY THE PENNSYLVANIA
COMMITTEE OF SAFETY ¹

[April 18 – June 20, 1776]

The following applications for vessels to pass down the River & Bay of Delaware was granted on the owner & others giving their words that no Pilot should be taken on Board going down the river & Bay from Chester.

Owners and Others:

- April 18. Schooner *Dolphin*, Capt. Swift, Jno. Pringle.
 " 19 Schooner —, Capt. —, Sam'l Miffln.
 Schooner *Fly*, Capt. Allen, Jas. Wharton.
 Schooner *Dolphin*, Capt. Tyrie, Jno. Wilcocks.
 Tartan, *Marc Anthony*, Josiah Herves [Hewes]
 Sloop *Flying Fish*, Capt. Thouron, Josiah Herves [Hewes]
 " 20. Schooner *Success*, John Burrows, Mr. Keaton & W.
By request of Congress was permitted to go down with pilots.
 April 24. Brig. *Polly*, Capt. M'Fadden.
 Brig. *Patty*, Capt. McKevers.
 Sloop *Sally*, Capt. Buckingham, Jno. Wilcocks.
 Schooner *Betsy*, Capt. Williams, Jos. Donaldson.

- " 26. Schooner *Julia*, Corban Barnes, on oath.
Sloop —, Mr. Meredith.
Qualified to take no pilot.
Schooner *Grampus*, Job Springer.
Sloop *Tryal*, Ed'd Springer.
- " 29. Schooner *Marian*, Nevea, David Beveridge.
With Pilots at the request of Congress
- " 30. Ship, *Union*, Capt. Harvey.
Ship *Hope*, Capt. Curwin.
Ship *Sally*, Capt. Otman.
Brigt. *Rachell*, Capt. Pitt.
Brigt. *Jamaica Packet*, Capt. Wickes.²
Sloop *Fanny*, Capt Briton
- May 5. Schooner *Endeavour*, Robt. Harley, Capt., on Oath.
" 13. Sloop *Fanny*, Wm. Button, with a Pilot.
" 14. Schooner *Lovely Lass*, John Taylor, Mr. Donaldson.
" 16. Brigt. *Nancy*, Geo. Curwin, the Capt. qualified.
" 18. Sloop *Defiance*, Enoch Taylor,
Snow *Champion*, Richard James.
Schooner *Patrick*, Fred'k Lime.
- " 27. Sloop *Sally*, John Ball, and qualified to take no pilot.
" 31. Brigt. *Adrian*, George Kelly, qualified.
Schooner *Mars*, Norris Cooper, qualified.
- June 1. Sloop *Peggy*, Capt. Patton, with a pilot, Congress acct.
" 3. Schooner *Polly*, Thos. Wyley, qualified to take no pilot except
Chevaux de Frize.
" 8. Sloop *Sally & Molly*, Capt. Shile, qualified to take no pilot
except Chevaux de Frize.
Sloop *Betsey*, Jno. Harr, qualified to take no pilot except
Chevaux de Frize.
" 12. Schooner *Farmer*, Robert Tyrie, qualified to take no pilot
except Chevaux de Frize.
" 15. Brigt. *Hancock*, Wingate Newman.
Brigt. *Ann*, Capt. Garrigues, qualified.
Schooner *Caroline*, Jno. Douglass, qualified.
" 17. Schooner *Killbuck*, Thos. Shile, qualified.
" 18. Sloop *Sally*, Wm. Seon, qualified.
" 20. Schooner *Nancy*, Jno. Brown, Bevan qualified.
Brigt. *Ann*, Chr. Bradley

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 501-02.

2. Benjamin Wickes, brother of Captain Lambert Wickes of the Continental Navy.

COMMODORE SAMUEL DAVISON TO THE PENNSYLVANIA GALLEY CAPTAINS ¹

Sir: Ship *Montgomery*, 20th May [*sic* June] 1776.

Have to advise you I have Received from the Honourable the Committee of Safety, my Commission and Instructions to act as Commander in Chief of the Naval Armament of this Province, In consequence of which you'll Immediately Unmoore from your Stations and Moore on the East side of Fort Island, in the most convenient place; In consequence, Request your Immediate answer in writing.

Your most Obdt
Saml. Davison ²

To	[Endorsements]
Henry Dougharty, Esqr,	Will Recive no orders from Comdr Davison.
John Rice, Esqr,	In Town.
John Hamilton, Esqr,	Will Recive no Orders from Comdr Davison.
Richard Eyers, Esqr,	Will Recive no Orders from Comdr Davison.
James Blair, Esqr,	in town.
James Montgomery, Esqr,	Will Recive no Orders from Comdr Davison.
Alexander Henderson, Esqr,	Will Recive no Orders from Ditto.
Thomas Moore, Esqr,	Will Recive no Orders from Ditto.
Hugh Montgomery, Esqr,	Will Receive no Orders from Ditto.
Thomas Houston, Esqr,	In town.
Lieutenant [Robert] Hume,	Will Reciv no Orders from Comdr Davison
Lieutenant [Benjamin] Thompson,	Comply with Orders.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 759. Davison forwarded the foregoing to the Committee of Safety on the same day, heading it "A true Copy of Orders sent to the Commander of each of the Twelve Gallies stationed between Fort Island and the Main," and with the following appended: "The Commr of the Amonttion Sloop sd he would oBey Orders. Mr. Edward York 2d Lieut of Ship *Montgomery*, heard the Captns of the Galleys say the Amonition Sloop should not move from her Station. I sent Mr. Edward York, of Ship *Montgomery*, with the Orders, as the other side Returned with the answers as entered Down."

2. A fragment of a further letter from Davison to the Committee, reads:
When Mr York returned on Board with the Answers of the C[apt]s of the Gallys I went down into the Cabin with the Clark to Copy their said answers whilst below the Capts Came alongside with all their Yolls man'd and Entered the Ship in a very Hostil manner Coursing Swaring to hawl Down the Pendant th[o] neither Knew Davison nor the Committee of Saff[ety] nor the Ships Officer said the[y] Should not have the Pendant the Bat[tery] Boat Coming on Board Arm'd I haild her & Ordered her back to the Battery Capt [William] Gamble swore the[y] would fetch fire sloop & the Gallys & Blow the Ship to the Divel it [was] the Particular Desire of the Board to me when sent Down to Esue out my Orders if Insulted or treated with Contempt to be Calm & temperate in my Proceedings & to enter into no Contest Whatsoever my Orders from the Board was to Return at five OClock & being seven before I left the Ship [remainder torn.]

Committee of Safety, Navy Papers, Pa. Arch.

PENNSYLVANIA COMMITTEE OF SAFETY TO GEORGE BRYAN,
PORT NAVAL OFFICER ¹

[Philadelphia] 20th June, 1776,
In Committee of Safety.

Sir, In order to prevent the Pilots belonging to our Bay, and (particularly such as are acquainted with the Passage through the Chevaux D'Frize) from falling into the Hands of the Enemy; This Board has restricted all Masters of Vessels going down the River from taking a Chevaux D'Frize Pilot lower than Chester, and from thence they are obliged to proceed down the Bay without any Pilot whatever, and in order to exact a strickt obedience to those Regulations, the Masters of Vessels have been required to take an oath to comply with them. As it will be more convenient to the Public if this Branch of Business should pass through your Hands, this Committee requests that you will oblige all Masters of Vessels to take an Oath to the above Purpose, which being complied with, you are hereby authorized to grant Permits to such Vessels to pass the Chevaux D'Frize. You will please to observe that these Regulations are not extended to Vessels which go down the River under the Convoy of Continental Ships of war, and therefore where any Masters of Vessels produce to you a Certificate from the Marine Committee, that their Vessels are to be taken under Convoy, the above Oath is to be dispensed with. Privateers will always receive the necessary Papers from this Board.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 777-78.

CAPTAIN DAVID HALL TO THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

Gentlemen

The passage up Delaware Bay being much impeded by they men of War that lay at the Capes, hath induced a number of small Vessels with very Valuable Cargoes on board to put into Indian River; several of which have been Chaced in by the men of War's Tenders. –

We do therefore think it absolutely Necessary that One, or two Armed Barges should be station[e]d there: as it will be totally out of the power of the guard (we have on the Beach) to protect or give the least Assistance to any Vessel out of gun shot from the shore. – Capt [Charles] Lawrence hath done great service at Indian River in preventing the Tenders from being supplyd with live stock &c by the disaffected there and likewise in saving the Cargo of the snow that Came on shore here – We are Gentlemen [&c.]

David Hall [illegible]

Lewes June 20th 1776.

1. C. E. French Papers, MassHS.

MINUTES OF THE CALVERT COUNTY, MARYLAND, COMMITTEE OF
OBSERVATION ¹

Calvert County 20th June 1776

Committee met according to adjournment. Present Eight Members – Mr B Mackall in the Chair – The following Depositions were taken – David

Hunter of Calvert County being sworn on the Holy Evangels of Almighty God, Deposeth that some time about last Christmas a certain William Waller (now residing in the City of Annapolis) came to the Deponents House and said he had been sitting up the Night before at Coln Fitzhugh's in Company with Governor Eden – and asked said Hunter why his Boat lay idle when he could procure Money for her, this Deponent asked him from whom, the said Waller answered that he would give him Money if the said Hunter would carry a Letter to Lord Dunmore, and then offered him this Deponent 3 or 4 half Joes, and told him that if he the said Hunter was taken, he would be supplied with Books and Provisions and handsomely rewarded when released. Sworn to before me the Subscriber the day and year above

Rich^d Parran

David Hunter Junior of Calvert County being sworn on the Holy Evangels of Almighty God, Deposeth that he was present when the said Waller offered his Father a Sum of Money to convey a Letter to Lord Dunmore, that the said Waller asked this Deponents Father whether this Deponent was a Whig or Tory, and being answered by this Deponent that he was neither, the said Waller asked this Deponent what it would be for him to be confined in a Goal when he would be supplied with History – and in Case he this Deponent met with any Tenders, that he might throw the letter over board. Sworn before me the Day and Year in this mentioned

Rich^d Parran

Resolved that the above Depositions be immediately sent to the Committee of Observation for Ann Arundal County.

a True Copy from the Minutes

Benj: Mackall 4th Clerk pro Tem

1. Red Book, XII, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO ABRAHAM VAN BEBBER, ST. EUSTATIUS ¹

No 29.

Sir/ You have inclosed an Invoice and Bill of Lading for 240 Bbls Flour, 60 Bbls Bread & 250 Keggs ditto, in the schooner *Three sisters* Captain Joseph Handy Master, which we hope will reach you safe –; you will dispose of the Cargo to the best advantage, for the benefit of the Province according to your general instructions, and the letters heretofore sent you; and be pleased to make our returns by the same vessels in small arms, to which you may add a few field Pieces, if to be had cheap, if these cannot be got, you are to send us Powder and Blankets. – we designed to send you also two other vessels the Brigs *Fortune* and *Rogers*, but these vessels have been long detained by the men of war and Tenders, the Brig *Fortune* had sailed, but was obliged to put back again, we apprehend that we shall be obliged to unload these vessels, and send their cargoes to you in smaller vessels. –

We have recd your Letters off the 9th & 22d March, and have also paid your Bill dated 24th March to Captn John Stout for 800 dollars, and also your draft to Captn Cooper on W:Lux for £90–Cy & have got in safe the goods you sent us by the *wicked Dick* [*Wild Duck*] Captn [James] Tibbett,

also by the Pilot Boat *Chatam* and some powder we hear is arrived in No Carolina not yet got to hand, we would caution you against sending any more that way as yet – the coast there is too dangerous at present full of Men of War and Tenders. – we shall be glad to hear from you by every good opportunity, and are [&c.]

P. S. The brig *Nancy* Captn Wise addressed to you, has been unfortunately taken by a Tender in Annapesseeck-road in a Fog, which prevented the Captn from seeing her approach until she was so near, that he could not avoid the misfortune.

[Annapolis] June 20th 1776

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

MARYLAND COUNCIL OF SAFETY TO JOHN LEYPOLD ¹

No 34.

Sir. The Council of Safety request you would go to Baltimore Town, and examine the flour now in the Warehouse of Mr Cumberland Dugan, also examine some of the flour now on board the Brigs *Fortune* and *Rogers*, and let us know on your return, what state the same is in. We are [&c.]

[Annapolis] 20th June 1776.

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

MARYLAND COUNCIL OF SAFETY TO CUMBERLAND DUGAN ¹

No 31.

Sir Inclosed you have an order for one hundred Barrels of Flour now in Possession of Messrs Lux and Bowley, which we have already paid them for, and was to have gone by the Pilot Boat *Chatam* ² – you will be pleased to fill up the vessell with some of the superfine flour, most likely to keep and answer the market, and where flour cannot be stowed away, then kegs of bread – and if there be not flour sufficient, that is good and likely to keep, then put on board bread to make up the cargoe – no time is to be lost, that this vessel may be g[ot] away with all imaginable speed – ³ We are [&c.]

[Annapolis] 20th June 1776

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

2. *Ibid.*, order dated June 20, No. 32.

3. The Council enclosed an additional note to Dugan: “. . . we have some expectation of loading another vessel of about 650 Barrels and should be glad to know when the bread will be baked, we shall probably want it next week, as also all the flour the *Three Sisters* can take.” *Ibid.*, No. 33.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JOSEPH HANDY ¹

No 30.

Sir, You are to proceed from hence with all possible dispatch to the Island of St Eustatia, with the letter directed to Mr Abraham Vanbebber, who will give you directions, what you are to do with your Cargoe.²– this advice you are to follow in every particular; should you have any goods put on board by captn Vanbebber to bring back, as soon as you have done your business, make the best of your way home, and avoid speaking with vessells on the

coast, or elsewhere; when you come into the latitude of our Cape, if you have a strong fair wind in, and no danger of men of war or tenders, push up the bay, as far as possible – if you find a better chance of getting safe into any of the inlets between Cape Henlopen and Cape Charles than into our Bay, you may push into one of them, and send an express to the Council of Safety, letting them know, where you are and what you have got, take care to land your goods, as soon as you can, under the direction of a Committee, for fear of being followed by Tenders, or other armed vessels. – in going out you are to take a brisk gale of wind, or get out in the night; hope you will conduct yourself with care and industry in the voyage. – if you are chased & find you must be taken, throw all your papers over board with weights to sink them. – should Mr Vanbebber not be at St Eustatia, or in that neighbourhood, you are to apply to Mr Richd Harrison at Martinique, and deliver your letter for Vanbebber to him & follow his Directions. We are [&c.] [Annapolis] June 20th 1776

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

2. The cargo for Handy's schooner, the *Three Sisters*, consisted of one hundred barrels of flour, supplied by Lux & Bowly, and the captain's receipt, dated June 21, along with a detailed statement of the price of each barrel, are in Red Book, XII, Md. Arch.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Bristol in Five Fathom Hole

Sir

20th [June] ²

By your Letter of the 18th instt to Brigadier General [John] Vaughan which He has communicated to me, I find, that as There is no Ford from Long-Island to Sulivans-Island all the Generals concur with You in Opinion that the Troops cannot take the Share You expected in the intended Attack.

I shall be ready to begin, when I know your Determination; You have fifteen Flat Bottomed Boats remaining on Board of which Six Hundred Men may be embarked, and during the Course of Our Firing perhaps an Opportunity may be found to make a Descent near the Fortification, this Attempt will be unexpected and may probably succeed; however, You are the best judge of this Matter, and I know You have taken such uncommon Pains in Reconnoitring and Endeavouring to gain Intelligence that I am sure We shall have the best Support that can be given.

If You can be prepared I will begin my Attack about 12 O'Clock to Morrow, or put it off 'til between 12 and One the Day following, and shall therefore be Happy to Hear from You, by the Return of the officer who has the Honor to Deliver This, and may if Weather permits, bring me your Answer this Evening – I beg leave [illegible] refer You to General Vaughan for what has passed between Us on this Occasion; He knows my Sentiments, and how far my Opinion goes towards the Practicability of Landing &c. I have the Honor to be Sir [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.

2. Parker's original letter is dated "Janry," a mistake which was corrected in the copy sent by Clinton to Germain, Secret Dispatch Book, Germain Papers, *ibid*.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON,
SOUTH CAROLINA ¹

[June] 20th [The Light infantry] are followed by the Grenadiers and first Brigade under the Command of Earl [Charles] Cornwallis. The Baggage of the Army was conveyed by the Creek on the North side of Long Island & The *Lady Wm* Schooner lightened so as to enable her to come by the same Channel.

1. Sir Henry Clinton Papers, CL.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

[June] Anchor'd in St Maries River
 Wednesday 19 Fresh Breezes and Squally with rain, burnt & paid the other side, fired 2 half Pds to bring to 2 Canoes coming down the river, Sent a boat on board them, fired 1 Three Pdr to bring to a schooner from sea, found her to be a Vessell from St Augustine wt Troops to reinforce Capt Graham Sent our People on board to mend their Sails and Rigging, that tore in bad weather
 Thursday 20. Ditto Wr Sent a boat and Officer to bring down the Governor's Sloop and up the Troops, hove off from the Shore and Anchor'd in the Stream Empd getting on board the Guns, Stores &ca fell over board by accident Thos. Evers who was drowned, The People under Arms all Night, Lost overboard 1 hand Lead in heaving it to observe if the Schooner drove –

1. PRO, Admiralty 51/4330.

PETITION OF REFUGEES FROM SOUTH CAROLINA AND GEORGIA TO GOVERNOR
PATRICK TONYN ¹

East Florida. (Copy) [June 20] ²

To His Excellency Patrick Tonyn Esqr Captain General Governor and Commander in Chief in and over the Province of East Florida Chancellor, Vice Admiral and Ordinary of the Same.

The Memorial and humble Petition of the several Persons whose Names are hereunto subscrib'd late Inhabitants of the Provinces of South Carolina and Georgia, but now residing in the said province of East Florida.

Sheweth.

That your Memorialists being good and faithfull Subjects of his sacred Majesty George the third, inclin'd to continue in peace and their Allegiance and resolv'd to oppose by every means in their power the Unnatural Rebellion now actually prevailing in the said provinces, were for such their Loyalty and Attachment oppress'd and harrass'd in various manners by the Rebellious Inhabitants of such provinces and oblig'd to fly from and abandon their Homes.

That having seen His Majesty's and your Excellency's Proclamation and Confiding in them they were induc'd to repair to this your Excellency's Government for Safety and protection, and many of them having left large properties behind them in the said provinces Consisting of Slaves, Goods, Merchandize and other Effects they flatter'd themselves that by your Excellency's Countenance and Assistance, they might have been able soon to have recovered some part thereof, and were resolv'd to attempt it tho' attended with a very considerable Degree of Danger and expence.

Your Memorialists are sorry to see such their Hopes intirely frustrated, for that those of His Majesty's Subjects who attempt to embrace the benefit of his royal Word, pledg'd in such Proclamations and have escaped at the risque of their lives with part of their Effects from the Hands of the Rebels, with the express Intent of furnishing His Majesty's Army and Fleet with Provisions meet with as little Clemency at the hands of the Officers of His Majesty's Navy as if found trading with or assisting the Rebels or were actually themselves in open Rebellion. By having their Property seiz'd and taken even in the Port of St Augustine under the Guns of His Majesty's Fort, and in sight of that very Standard to which they fled for Protection and shelter, such Officers pretending for their Justification that under the late general Act for restraining the Trade of the several Colonies therein particularly mention'd your Petitioners having once been Inhabitants of either of the said Colonies is without any other Circumstance a sufficient reason to Confiscate any property with which they may arrive in this Province together with the Vessel in which such property is imported tho' they well know that as all Communication by land is prevented by the arms of the Rebels, a Conveyance by Sea is the only one that can be made use of. And tho' they are well aware that such Construction militates against every end for which the Act was made, and are Assured the Spirit of the whole was never meant by the Legislature when they enacted it for shou'd such Construction prevail His Majesty's and your Excellency's Proclamations woud only serve as Decoys to lure your Memorialists to their certain Ruin Contrary to every principle of Honour and good Faith which never cou'd have been the Intent of their being issued: -

Your Memorialists pray your Excellency's attention for a moment to the reasons which they think must evince that the before mention'd Construction Contended for by the Officers of His Majesty's Navy is entirely erroneous and such as was never meant shoud prevail. - Your Excellency must conclude that at the time His Majesty's Ministers plann'd the General Restraining Act to remedy the particular Evil against which it is pointed they were fully possess'd of the whole matter were aware of the Effects it wou'd produce and wou'd not have suffered any Law Proclamation or Instruction to remain unnoticed that wou'd have obstructed or Clash'd with the full operation of the said Act. But that if any such actually existed they wou'd have repeal'd them by some Clause or Clauses in the said Law, such we see was their Conduct with respect to the Boston Port Bill, because it Militated in some Degree with the Restraining Bill; on what principle then Cou'd they

suffer the King's proclamation to continue unmention'd and Transmitt Instructions Consonant thereto to your Excellency and other His Majesty's Governors, unless they consider'd the Act and Proclamation as perfectly Corresponding. – Your Memorialists therefore humbly conceive and hope your Excellency will be with them in such their Conclusion, that the spirit of the Act and Proclamation perfectly agree, and that both were intended to punish Rebellious and not loyal Subjects, to protect and not ruin such as relying on the Royal Word, resort to your Excellency's Province.

We assure your Excellency there are many of His Majesty's Liege Subjects who are ready and only wait an Opportunity of withdrawing themselves and their Effects from the said Provinces respectively, that will be totally deterr'd from so doing should the present Practice and Construction prevail and who will be compell'd rather to submit to the certain Rigour of their Situation than venture to Incur total Ruin by endeavouring to embrace the promised Safety. Your Memorialists are fully sensible of the great Integrity of the Honourable Gentleman before whom any Seizure under the restraining Act must of Course Come, and rest assur'd his Decisions will be strictly just and equitable and given with that Liberality in favour of the Subject, that has ever been the practice of His Majesty's Justices in all Cases whatsoever on Penal Statutes. But should the Judge of the Admiralty Conceive himself tied up by any part of the restraining Act to consider as lawfull Prize the Ships and Cargoes of your Memorialists Circumstanced as aforesaid, your Memorialists are Assured you will see the necessity for and readily Use your Influence with His Majesty's Ministers to obtain a Repeal or Alteration of such Act so far as to Ensure Security to such of His Liege Subjects as may in future resort for Safety to this Province.

We Entertain an high Sense of your Excellency's Wisdom and Justice, and most gratefully acknowledge your Readiness upon every Occasion to give Us all the Assistance in your Power. –

May it Therefore please your Excellency to take our Case fully into Consideration and grant your Memorialists such Relief as from Weighing the premises your Wisdom may Suggest, and their Case merit.

And as in Duty bound your Memorialists will ever pray &ca

Sign'd

James Leckie –

Robert Park.

Henry Yonge Jr –

Henry Finlayson.

Thomas Taleemach.–

David Macredie.

Samuel Hunt Jenkins –

William Macredie.

Alex^r Wyly –

John Mackie.

Arch^d Lundie –

Cha^s Maculloch.

William Moss –

John Moodie.

William Milne –

George Philips.

W^m Lessley.–

George Much

John Wood.

John Hodgson

Thomas Johnson.

[Endorsed] In Govr Tonyn's (No 16) of 20th June 1776

1. PRO, Colonial Office, 5/557, 153–57.

2. Date is approximated. Tonyn forwarded the petition to Lord Germain on this date, *ibid.*

21 June

GOVERNOR SIR GUY CARLETON TO CAPTAIN CHARLES DOUGLAS, R.N.¹

Commodore Douglas Montreal the 21st of June 1777 [1776]
 Sir I am finishing my dispatches for England with all the expedition possible, and they shall be sent off from here tomorrow or next day at farthest, so that if you have prepared a vessel to be sent home I must beg you will detain her till the Officer whom I send arrives at Quebec, or if you have not yet ordered any ship for this service, I hope you will think it necessary to be done now, in order to carry intelligence to His Majesty of the present situation of affairs, after the expulsion of the Rebels.

I must beg that you will give orders for every means to be employed in the forwarding to me all the materials which can be collected for the building of armed Vessels for the Lakes, and all the artificers, that can be found to work upon them. I am Sir &c &c

Guy Carleton

1. Guy Carleton Letter Book, BM.

CONDEMNATION IN NOVA SCOTIA VICE ADMIRALTY COURT OF SUNDRY
 GOODS SEIZED ON BOARD THE AMERICAN SCHOONER *Esther*¹

Nova Scotia Court of Vice Admiralty	}	Cause Andrew Barkly Esqr Commander of his Majestys Ship of War the <i>Scarborough</i> VS sundry goods seiz'd on board the Schooner <i>Esther</i> -
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4th June 1776.	}	Libel filed and entred Order made thereon as on file
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8th June 1776.	}	Richard Willis of the <i>Raven</i> Sloop of War being duly sworn deposeseth as follows that the Schooner <i>Esther</i> was taken in Georgia River about the latter end of February last by Captn. Barkley that there was no papers on board that they took the goods out of her and she was afterwards burnt that the said Goods were put on board the Ship <i>Ritten House</i> and brought into this Harbour
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Rich^d Willis -

21st June 1776	}	Court open'd by makeing Proclamation as usual Decree Pronounc'd as on file whereby the Cargo of the Schooner <i>Esther</i> was Condemnd as lawfull prize to the Captors thereof -
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Court adjourn'd without Day in this Cause

1. Vice Admiralty Register, vol. 5, 1769-1777, N.S. Arch.

JOURNAL OF H.M.S. *Renown*, CAPTAIN FRANCIS BANKS¹

June 1776 Friday 21st	Cape Sambro:S:81:42 Et Distce 11 Leagues AM Fir'd a Gun every Hour, Sigl for continuing the same Sail. at 6 Fir'd 6 Guns, a Signl for the Convoy to bring too;
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Do brought too, at 9 Sounded 30 fm Rocky Ground; at 11 Fird 8 Guns, a Signl for the Convoy to make Sail, Do made Sail. At Noon Sounded 28 fm Rocky Ground Saw Pt Prospect bearing N E about 5 Miles.

Light Breezes & thick Foggy Wear – PM at 2 the Extreems of the Land from No to ENE – ½ past 3 hove too, & Saluted Vice Adml [Richard] Howe, (with 13 Guns) in his Majs Ship *Eagle*² at 5 made the Signal for the Convoy to make Sail. fird a Gun every Hour; at 8 Fird 4 Guns a Signl for the Convoy to Tack Do Tack'd & Soundd, 46 fm fine Sand; at 12 Tack'd fird 4 Guns for the Convoy to Tk:

1. PRO, Admiralty 51/776.

2. Ambrose Serle's journal reads:

Friday, 21st . . . About 3 P.M. fell in with the *Renown*, Capt. Banks, with 10 Sail of her Convoy, consisting of Highlanders from Scotland. They parted with the *Flora* Frigate, their proper Convoy, off Scilly, and came into Boston Harbor, ignorant of the Evacuation of Boston by the King's Troops. From which Port Capt. Banks, when we fell in with them, about 5 or 6 Leagues from Cape Samborough, was convoying them to Halifax to the Army under Genl. Howe. A foggy Afternoon prevented the Pleasure, which we should have received from the Company of so many Ships together. At Sea, every thing, the least Bird or living Creature, is an object of Notice & Attention. The Eye, being wearied with the Sameness of the Scene, is glad to be refreshed with any object that throws Life into the Landscape, and proportionally more so, as the Figures in View are the means of conveying any Intelligence or Information to the mind. Capt. Banks came on board, and acquainted us with Variety of Sea News, of the Captures made in the West Indies, and of the Privateers fitted out by the Rebels. He had some Rebel Prisoners on board.

Tatum, ed., *Serle's Journal*, 18–19.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK¹

Remks on Thursday 20th of June 1776 [Salem harbor]

Employd in gitting on board water Proviton and ships stores At 4 in the After noon came to sail Strechd on in Bay moderate breaze pleasant weather

Remks on Friday 21st of June 1776

At 6 in the Morning caught sum cod fish Calm at 12 wind breazd up to the southward bore away for Cape Ann Harbour at 6 came to Ankor in the Harbour Let the Cape people go on shore to git their Clothing fair pleasant weather

1. John Fisk Journal, AAS.

"EXTRACT OF A LETTER FROM NEWPORT, JUNE 21."¹

About a month ago, Capt. [Nicholas] Biddle, of the *Andrew Doria*, sailed from this port, and the next day he took a sloop from the West-Indies, which was yesterday condemned as a lawful prize.² Ten days after, near the banks of Newfoundland, at daylight, he saw two ships, and in an hour was in possession of them, without firing even a musket. They had each about one hundred soldiers on board, and were part of a fleet of thirty-three sail that left Scotland the third of April, with three thousand troops on board,

bound for Boston. Capt. Biddle took out of them four land officers, the masters, mates, and crews, all their arms, ammunition, &c. and removed all the soldiers out of one ship into the other, so that in one ship³ were all the soldiers, and in the other⁴ the officers and their ladies. He was obliged to keep them with him for thirteen days, on account of contrary winds.

On the fourteenth day, at four in the morning, five sail of vessels gave him chase, upon which he ordered the ships to steer different courses, himself keeping near to the heaviest sailor, but in about an hour a squall of rain soon arose and hid them from him; the ship with the soldiers on board altered her course, and by eleven o'clock was out of sight, the weather then clear. Soon after the vessels altered their course, as he did his, in order to avoid them. At six o'clock he saw another vessel, right before, and steering towards him, when he again altered his course, and at eight o'clock (dark cloudy weather) he was about three leagues from the nearest of the vessels.

Yesterday Captain Whipple sailed on a cruize.⁵ And upon the *Cerberus* appearing in sight, Capt. Biddle immediately went on board and sailed, as also did the *Providence* sloop and two gallies, to the assistance of Capt. Whipple but wind and tide being against them, before they got within a league of Whipple (who lay to in order to find the force of the enemy) the man of war gave him a broadside and then stood off. Captain Whipple came in, the ship being of much superior force to him.

1. *Pennsylvania Ledger*, June 29, 1776.

2. The sloop *Two Friends*.

3. The transport *Oxford*.

4. The transport *Crawford*.

5. The Continental ship *Columbus*.

JOHN WATSON TO GOVERNOR JONATHAN TRUMBULL¹

Sir I have bin Requested by the Com[mit]tee for takeing Care of the Prisoners to take the Charge and over-sight of those stationd at Canaan [f]rom whome one John Birchley has shewn me a Certificate (signd by the Comander of the *Briliant* one of the Royal Navy his Name I have forgot.) Shewing that said Birchley was Impressed at Quebeck for his Majestys Service from on board the *Carolina* a Merchant Ship from Philadelphia owned by Jeremiah Warder of that place – that he was brought up to St Johns to Man out the Vesels built their which ware Resigned to us with sd Garison and their mad Prisoners sd Birchley Apear to be a Steady Sensable young Man has behaved himself well since with us. Informes me he saild from Philadelphia on board sd Ship &c that atho he is an Englishman by Birth he has bin in this Country from his Childhood has saild in the Imploy of Several Merchants from that Place in Particular Mr William Morris [Willing, Morris & Co.] in the *Richard Pen* who he thinks is the same man who Signd the Continental Bills Mr. Warder and others who he think would give full satisfaction of his frindly Disposition to the American Cause and of the Maner of his Comeing into his Majestys Service if he might be Permitted to go to Philadelphia – Also one John Barber has shewn me a lik Certificate from the Same Officer he Apears to be well acquainted with

the Principal Towns in this Colony (viz) Hartford Weathersfield Middletown New London Simsbury &c is Certainly Acquainted with Many Persons of Note in those Places Was Impresd from a Fishing Vesel at Quebeck Professes a Desier to live in the Country as he undoubtedly has Since the last War – I have heard of one or two more in like Circumstances but have not Seen their Certificates those above Mentined are Dated at Albany when they ware Brought from the Northward they ware taken from Quebeck last Sumer the Officer who gave the Certificate is not in this Colony – I Trouble Your Honour with this at their Ernest Request and desier for Your Advice and Direction. – Am Your Honours [&c.]

John Watson

Hartford 21 June 1776

1. Trumbull Papers, V, 94, ConnSL.

Connecticut Gazette, FRIDAY, JUNE 21, 1776

New-London, June 21.

By Capt. [Robert] Niles, in the *Spy* Schooner, who arrived yesterday morning from a cruise, we are favored with the following journal of Capt. Davis, who commands a company of observation at Montauk Point.

Montauk Station, Saturday, June 15, 1776

At 5 P. M. Capt. Samuel Tibble, of Milford, came here in his boat, who informs that he lost his sloop 10 leagues at sea this morning, being chased by two men of war, and saw several others: and further says, that one of the ships was within half a mile of his sloop when he left her.

Sunday, 16. Saw 5 ships to the southward from Montauk Point.

Monday, 17. Saw 6 ships and 2 sloops, the sloops hovering round Montauk Point; just at night stood out towards the ships.

Tuesday, 19 [*sic* 18] Very thick air in the fore part of the day. In the latter part saw 2 ships, one under Block Island, and the other to the southward.

John Davis, Captain.

Capt. Niles informs, that he saw 3 ships on Wednesday off Block-Island, and that this coast is so infested with them, that it is almost impossible for any vessel to get in or out without falling into their hands.

The same afternoon, near Block-Island, Capt. Niles came up with, and spoke a sloop from this port outward bound, Bulkley, master, whom Capt. Niles warned of his danger, and advised to return into port; but as she is not yet arrived, it is feared she is fallen a prey to those ministerial piratical plunderers.

An attempt was made last Tuesday by Capt. [Abraham] Whipple, in the ship *Columbus*, to decoy the *Cerberus* Frigate into Newport harbour, when a number of shot passed between them. But after following the *Columbus* near the Mouth of the harbour, the *Cerberus* left her, and stood out to sea. There were several gallies, and other armed vessels in the harbour, who in case the *Cerberus* had come in, would have assisted in taking her.

CAPTAIN WILLIAM ROGERS TO JACOBUS VAN ZANDT AND THOMAS RANDALL ¹

Gentlemen

Fire Island, June 21, 1776.

I expect you have heard of the two prizes brought in here, and may think strange that we were not in the way; we seem to be damned unlucky, for that day we were heaving down, the vessels came from the eastward close along shore, they only had to go about two miles over the bar and bring them both in; fortune favoured them in every respect, for they went out with the wind to northward, and as soon as they got on board the ship, the wind came round to the seaward so that they come right on before the wind, for there was not a man on board that could put the ship on stays. That it is damned hard to think that we have cruised so long and got nothing, to see a thing that has not been a league from the land, but been a thumming along shore, go out and bring in two prizes before our eyes, and could not have any hand in it.² On the 14th instant at daylight we saw a sail in the offing, we gave her chase, at 8 came so nigh that we discovered her to be a ship of war; we were then about 6 or 7 leagues from the land, with the wind off shore. When we saw what she was, we hauled our wind and stood from her, she then gave chase; at meridian we got into this inlet, when we crossed the bar, the ship was in about a mile of us; we saved ourselves and that was all. On the 17th I received the things that you sent by Lieut. Thew; then on the 18th, hauled into the creek; 19th, hove down, which was the day the prizes were brought in. We have now got all on board, and out of the creek; have a little wood and water to get, which I shall do as soon as possible. On the 19th at night, we had six men deserted from Fire island; our own boat was secured so that I was under no apprehension of their getting off the island; but there was a party of soldiers on the other end of the island with a whale boat; they went there and took the boat from along side the tent, and went off with her; their names are, Thomas Butler, Richard Gildersleve, Ebenezer Conkling, Solomon Kitcham, Jonathan Armstrong and Elisha Reeves. Butler is a short mulatto looking fellow, married to one Michael Shrums' or Thrums' daughter at the sign of the Black Horse in Bowre Lain. Conkling, Kitcham and Gildersleeve, all belong to Huntington, and have gone home I hear. Reeves and Armstrong belong to Southold. Butler, I expect, may be found in New-York; and if the Congress or Committee of Safety writes to the committees of Huntington and Southold, they may all be taken, for if they are permitted to desert, and take no notice of, we shall not be able to keep a man; for every affront they will go off. If they have any thing to complain of about their treatment, I am ready to answer for it. I am, gentlemen [&c.]

W. Rogers. ³

1. *New York Provincial Congress*, II 467.

2. The prizes were the ship *Crawford*, a recapture, and a sloop of 35 tons, both taken by Captain Charles Pond, in the sloop *Schuyler*, June 19, 1776. See Pond's letter of that date to Washington.

3. Rogers commanded the New York provincial sloop *Montgomery*.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

June 1776 Sandy Hook N 71 W 29 Leags
 Fryday 21st at 5 AM Hoisted out all the boats & sent them a head of the ship to Town Gave chase to the Sloop, found her to be the *George* from Halifax wt troops made a Sigl to bear down at 11 Do sprung up a small Breeze set Studding sails in Company the *George* sloop & Prize
 at 2 P M fir'd 4 Swivells to bring the Chace too, sent the Long boat on board the Chace found her to be the *Speedwell* brigg from the Brazils Bound to Nantucket left on board her a Petty Officer & 6 men at 7 Hoist'd the boat in 3 Sail in Company

1. PRO, Admiralty 51/420.

DIARY OF ENSIGN CALEB CLAP ¹

[New York]

June 21st, at Evening the Mayor of the City of New York was taken up and a number of the Citizens with three of General Washington Life Guard, and some others belonging to Different Regiments, it is Reported to the amount of 40 are now taken, some are now in Irons, other Confined in the State House, the Mayor is confined in A Publick House by the state House. this arising from a Chest of Arms being sent from here to Long Island in order to be conveyed to the *Asia*, in the Chest was A List of A number of the Tories that [had] givin there Name to Stand by the British Forces, and when We aware attack they was te Destroy the Magazine and these two of the Life Guard was to Kill General Washington (one of the Life Guard had Several Half Johanaees in his pockett when he wa taken) others ware te fall on our Artilemen and Kill them and Play with the cannon on our Men beside other Plan they had contrived - ²

I have taken considerable pains to find the Circumstances but cannot Satisfy myself Yet -

It is Reported that there is two Hundred, that have now Signed this paper, but as te the truth of it I cannot asert

It is Reported the Mayor of the City is at the [bottom] of this Plot

A few Days Since the Riffle took two Negroes which going to the *Asia* and got infermation by them that we had enemies amongst us -

General [John] Thomas Deceased May 28th, at Canadg, with the Small Pox
 Major General [Horatio] Gates is going to Canada to take the Command, he is now preparing for the March June 22nd,

1. *The Historical Magazine*, 3rd series, III, 135-36.

2. This was the plot which resulted in the hanging of one of the life guards, Thomas Hickey, and the deporting of the mayor, David Matthews, to Litchfield as a dangerous Tory. See T. J. Wertenbaker, *Father Knickerbocker Rebels* (New York, 1948), 82.

LIEUTENANT COLONEL BENJAMIN TUPPER TO GEORGE WASHINGTON¹

10 oClock A.M.

Sir

Sandy Hook June the 21st A D 1776

I landed here the Evening before last and by reason of Several Inconven[i]enices Could not make an attack untill this morning at 4 oclock when I advanced within a 150 yds of the Light house in So Secret a manner that my party were not Discoverd, I advanced with an Officer & desired to Speak with the Commanding Officer and after a few words he fired Several Shot at me but as God would have it he mist me I returnd to my party and ordered the Artillery to play which Continued an hour, but found the walls so firm I could make no Impression I retired toward the Shipping not thinking but as there was two men of War Arivd yesterday but they would have been so Complisant as to have sent a party on Shore to have Attackd me but Could not provoke them, I Occupied the Ground about two hours & a half betwen two Smart fires vis from two men of war on one Side & the Light house on the other, but what is remarkable I had not one man killd nor one wounded So much as to apply to a Surgeon, I then Repeard leasurely to the South end of the Cedars to my Camp and having refreshed my Men sent off[f] 50 to go & shew them selves & mean to Occupy the Ground in like manner today by releiveing, to let the poor mortals know we are ready to meet them in the field or boats, this Menovere cant be attend with Danger as the land between us and them is a broken Thicket of woods, I mean to return by Night with my party that they may not know from whence I came or where I went – it is a little Straing I received no Asistance from the Jerseys tho earnestly requested – my party are all well & in very high Spirits, it is thought & it looks probable that one of the 3 Ship which arivd yesterday was a prize, I kno nothing further Extrey and remain your Excellenci[e]s [&c.]

Benj Tupper Lt Colo
of the 21st Regt

N B it is very Certain they got Intelligence of our Intent by these Reinforcement.

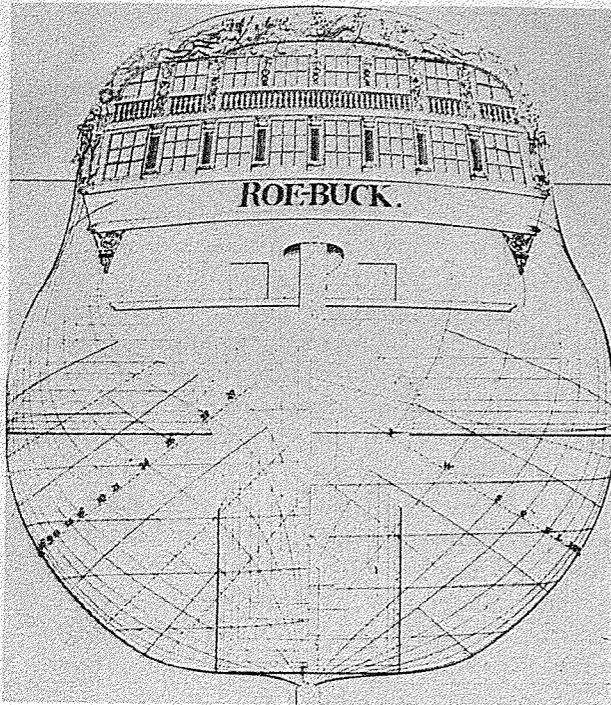
[Memorandum by Washington on verso:] 22d Wrote him to desist from the enterprizie, as It seemed dangerous and No[t] to promise Success.

1. Washington Papers, LC.

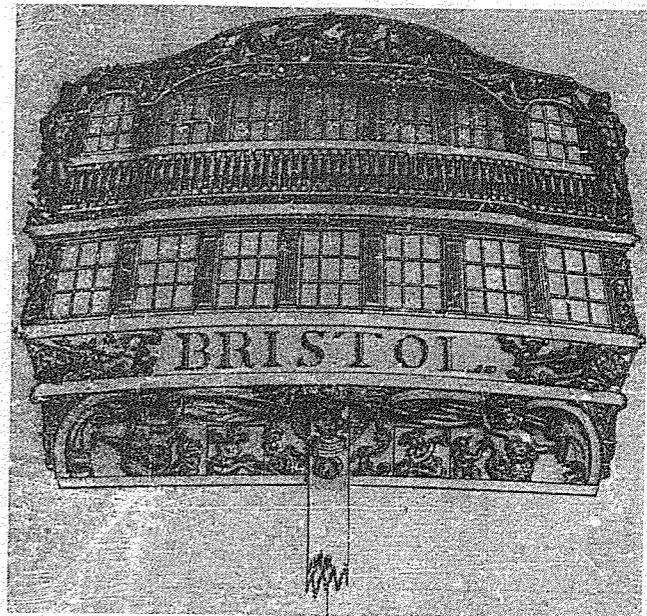
2. In a letter from Sandy Hook, of June 21, 1776, Tupper seems to have expanded the account he sent Washington. While the printed letter is not signed, the phraseology indicates it was written by Tupper. It reads:

This Morning about 4 o'Clock we attacked the Light House with about 300 Men; they were strongly reinforced being (as I saw a Boat go on board from Long-Island) previously informed of our Design. I continued the Attack for two Hours with Field Pieces and small Arms, being all that Time between two smart Fires from the Shipping and the Light House, but could make no Impression on the Walls. I then returned to my Camp at the South End of the Cedars, which I have occupied two Days and, Nights, and after refreshing my Men, sent out 50 to see for Game; they have this Minute attacked them with Small Arms, and seven Boats are making from the Land to the Ships. My Men are all well, and in high Spirits, not one of them being either killed or wounded.

New-York Gazette, June 24, 1776.



Stern design for HMS Roebuck, 44 guns.



Stern design for HMS Bristol, 50 guns.

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

June 1776 Moor'd off Sandy Hook The Light Hse EBN Distance 1 Mile
 Friday 21st A M at 3 the Rebels came down & Attacked the Light House, Do kept up Constant Fire, for an Hour and a Half to Disperse them.

1. PRO, Admiralty 51/693.

WILLIAM ELLERY TO GOVERNOR NICHOLAS COOKE ¹

[Extract]

Philadelphia June 21st 1776

John [Burroughs] Hopkins is appointed to the Command of the largest Ship, called *Warren* after Dr.[Joseph] Warren of glorious Memory, and Samuel Tompkins to the Command of the smallest called *Providence*. — ²

1. "Revolutionary Correspondence of Governor Nicholas Cooke," *Proceedings of the American Antiquarian Society, New Series*, XXXVI, 326, 327. Hereafter cited as "Nicholas Cooke Correspondence," *AAS Proceedings*.
2. Command of *Providence* actually went to Abraham Whipple.

DEPOSITION OF JOHN EMMES, A DELAWARE PILOT ¹

Philadelphia,ss.

On the twenty-first day of June, Anno Domini 1776, before George Bryan one of the Justices, &c., cometh voluntarily John Emmes, aged about twenty-six years, pilot, duly licensed for the bay and river of Delaware, dwelling in the city of Philadelphia, and, being sworn on the holy gospel, doth depose, testify and say, in manner following, viz.

That on the ninth day of September last this deponent departed from said city in the brigantine *Sea-Nymph*, of which Joseph Bradford was master, bound for Jamaica, and that on the seventeenth day of September last, the said brigantine being then off the capes of Virginia and beyond soundings, the said vessel was taken by a ship of war called the *Mercury*, of twenty guns, and sent for Boston in New-England; that this deponent was on the day of said capture removed from the *Sea-Nymph* to the *Mercury*; that the *Mercury*, in which was this deponent, arrived in Boston harbour within two weeks after; that this deponent was found out to be a Delaware pilot, by means of some of the crew of the *Sea-Nymph* telling the same to the officers of the *Mercury*, as he understood, and believes; that from the *Mercury* in Boston harbour, this deponent was removed to the *Preston* ship of war, of fifty guns, on board of which Admiral Graves had his flag hoisted; that this deponent continued in the *Preston* from the first of October last until the twenty-sixth of January following, when this deponent went aboard the *Chatham* of fifty guns, on which Admiral Shulldham had his flag hoisted, and continued in the *Chatham* till the last day of March, when the *Chatham* arriving at Halifax in Nova-Scotia, this deponent was turned over to the *Fowey*, of twenty guns; that on the seventh day of April this deponent left Halifax in the *Fowey*, and arrived on the last of April off Cape Henlopen, and on the third day of May last was put on board the *Roebuck* of forty-four guns, commanded by Captain Hammond; that about two days after, the

Roebuck proceeded up Delaware-bay to the road of Bombay Hook, and anchored there, sending a barge with ten men in it towards the shore of New-Jersey, in pursuit of two shallops or small country sloops which had come down the river; that the barge aforesaid and a boat from the *Liverpool* frigate, then in company with the *Roebuck*, forced one of said shallops ashore, and burned the same, seizing the other, and bringing off from the shore twenty-five or thirty cattle in the shallop last mentioned and boats, as he understood; that the Captains of the two ships of war sent assistance in other boats to help their people in the boats first mentioned to bring off the cattle, on perceiving resistance was made by the country people; that the carcasses were delivered and divided to the two frigates, and a brigantine, a sloop, and two pilot boats which were in company with the frigates. That the shallop last mentioned was soon after dismasted and scuttled. That said frigates proceeded up the Delaware to Morris Listen's land, and there anchored during the following night. That the next day, the wind being at north east, the said frigates and the other vessels in company turned up with the flood tide, and approaching to Reedy-island, the armed sloop *Wasp* was seen within said island, also beating up. That on this Capt. Hammond ordered Capt. [Henry] Bellew, of the *Liverpool*, to stay at the lower end of Reedy-island till the *Wasp* was above Reedy-Point, and then to follow him upwards. That the *Roebuck* arriving in the bite of Newcastle, this deponent saw a brigantine, somewhat higher, at anchor, but on the approach of the *Roebuck* the anchor of said brigantine was lifted, and said brigantine turned upwards; the *Roebuck* gaining on said brigantine, and firing several guns, charged with eighteen pounds shot, to oblige said brigantine to bring to. That the brigantine, nevertheless, escaped into Christine creek, where the *Wasp* had also retired. That a small schooner, laden, outward bound, was seen on shore just below the entrance of said creek, by the crew, and that Capt. Hammond sent his boat on board the schooner, and dropped his anchor opposite to said creek. That immediately after the *Roebuck* was thus anchored, being afternoon, the crew were employed in hoisting up the ship's water casks, and cleaning them in order to fill. That next day a flag of truce was sent ashore, and Capt. [William] Budden, a prisoner, was sent away with the flag. That before the flag of truce returned, the gallies appeared upwards, coming towards the *Roebuck* and *Liverpool* which lay at anchor near the *Roebuck*. That thereupon Capt. Hammond ordered the ship to be cleared and made ready for fighting; that the water casks, which had encumbered the deck and guns, were partly stove, partly carried to the brigantine which had accompanied said frigates up the Delaware, and partly placed in the ship's hold, and elsewhere; that about one in the afternoon, the gallies had begun to fire on the frigates, at first without the reach of their shot, and continued to fire on them near a dozen shot before the frigates returned any; that at length the *Liverpool*, which had anchored below the *Roebuck*, coming up, some stern chase guns were fired from the *Roebuck*; that then the *Roebuck's* anchor being apeak, both ships got under sail, the *Roebuck's* head being to the eastward, and the *Liverpool's* to the westward;

that the ships in this position, and dropping up with a light breeze from the north north-east, brought their broadsides to bear on some of the gallies, and fired oftentimes and without intermission for several hours; that about three quarters of an hour before the firing from the ships ceased, the *Roebuck* ran aground about half a mile from the Jersey shore; nearly opposite to Burd's on the Pennsylvania shore; that the gallies retiring upwards beyond the reach of shot, the fight ended; that the Commander of the *Liverpool*, at the time the *Roebuck* took the ground, was ordered to come astern of the *Roebuck*, and cover her. That the *Liverpool* was, at the time of this accident, to the westward, and nearer the Pennsylvania shore. That the *Liverpool* was placed near the *Roebuck* accordingly, to protect her when she might heel. That the *Roebuck* ran aground about the time of full tide, and lay aground till about half an hour after three before day of the following morning. That during the rise of the tide great endeavours were used by Capt. Hammond to heave his ship afloat; that, at low water, the *Roebuck* lay over so much that the lower deck ports were necessarily shut, on the reclined side, to keep out the water; and that her cannon were rendered useless by her situation. That the *Roebuck*, at the time aforesaid, by means of a rope fastened to the *Liverpool*, was hauled afloat, and the other cables and ropes, which had been used for that end, were abandoned and let slip. That whilst the ship lay aground as aforesaid, the Capt. his officers and crew, were all constantly upon watch; and that no one retired to sleep during the night; and that boats were all the night employed to watch the motions of the gallies, and guard the *Roebuck*. That the officers of the *Roebuck* had expected that there would be an attempt in the night to burn the *Roebuck*, but afterwards concluded that it was not done for want of ammunition. That during the fight of the *Roebuck* and *Liverpool* with the gallies, only one ball fired from the gallies, as far as this deponent knows, struck the hull of the *Roebuck*, but some small damage was done to the sails and rigging; great part of the shot of the gallies aimed at the *Roebuck* not reaching her. That after the *Roebuck* was hauled off the ground, and brought to anchor, the Capt. employed his crew at filling water very diligently, two pumps being used for that purpose. That about high water in the afternoon of the day following the day of said fight, the fight was renewed, by the gallies coming down the river, the ships immediately, on the approach of the gallies being got under sail. That the wind being pretty fresh at southwest, the ships turned downwards, working to windward, and firing upon the gallies till the ships had proceeded three miles below the town of Newcastle, when, it being near ten in the evening, the gallies ceased to fire, and retired from the ships. That in the second fight the gallies drew nearer to the ships than in the first, though seldom nearer than three quarters of a mile, or thereabouts. That on the second day's action, one shot of eighteen pound was lodged in the *Roebuck's* side, about three streaks above the water's edge, and another like it on the opposite side nearly as low. That one eighteen pound shot entered an upper port, ruined the carriage, dismounted a nine pound cannon, killed one man, and wounded two

others; that five others were wounded, two of them considerably, by a cartridge taking fire; that another eighteen pound shot also entered the stern and lodged on board the ship, and that two other shot also struck the ship, seven in all as far as this dep[one]nt knows. That the rigging, sails, and spars of the *Roebuck* were often struck, damaged, and cut; particularly one mizzen shroud, one of the foretopmast shrouds, and two of the back stays were cut off, the main stay cut as far as a strand and an half, and much running rigging broken; the mizzen yard twice wounded, so that the lower end was obliged to be cut off; the main yard wounded, so that it cannot be depended on; the sails pierced several times, not easy to be numbered. The long boat had been damaged in the first fight. That the ships lay at anchor, about three miles below Newcastle, all the following night, filling and stowing water; and that the crew continued in the morning to fill and stow water, and began to repair the rigging. That after about two hours ebb tide the *Roebuck's* anchor was weighed, and the ships stood down and anchored, at low water, just above Reedy-island, where the seamen were employed in refitting the ship for three days. That this deponent never heard anything said on board the *Roebuck* which intimated any design of destroying houses on the shore. That after the stay of three days aforesaid; the frigates returned to Cape Henlopen, without any unnecessary delay. That this deponent doth not know, and doth not believe, that any persons privately came on board the *Roebuck* from the shore about said cape, during his residence in said ship, but has heard on board that such an incident passed previous to his going aboard her. That the day following the return of the *Roebuck* to said cape, Capt. Hammond put to sea, with the *Liverpool* in company. That the frigate, being about seven leagues from the land, the *Liverpool* was sent to the north eastward, but the destination not known. Capt. Hammond, in the *Roebuck*, on the contrary, steering southwards till the next day in the morning, when the ship was brought to, the tenders summoned in, particularly a schooner in which Capt. [William] Knox had been taken, and which was used as a tender, and had joined the *Roebuck* the day before from Virginia. This schooner and the rest, three in all, were sent for Chincoteague, to procure stock, and the ship proceeded to Hampton road, in Chesapeak. That the same day he arrived there, the Capt. went to Norfolk, and the day after the ship *Dunmore*, the *Fowey*, and a great number of prize and other vessels came out of Elizabeth river, and the tenders arrived from Chincoteague with eight lean bullocks, and no other stock. That the ships of war and vessels aforesaid, afterwards lay in Hampton road for a week, and then stood up the bay to Gwyn's island, and anchored in Milford-haven, at the entrance of Piankitank river. That he was on the island, and understood that about five hundred hogs, sheep, and cattle were found on it by Lord Dunmore, but no good water; that most of the wells there yielded very bad water. That about five hundred, or five hundred and fifty men, soldiers, white and black, were landed on said island by Lord Dunmore, as this deponent heard. That many of these, particularly Negroes, died, and many Negroes came in and joined him. That the

Roebuck was in some measure cleaned, and that Capt. Hammond continued at his last mentioned place till the sixth of June instant, when, about ten of the clock in the evening, this deponent, with John Drury and Alexander Davis, swam to the shore of the main land, about two miles, and escaped. That about six days before this deponent left the *Roebuck*, a gentleman of the name of Smith, Secretary of Governor Eden, arrived at Gwyn's island, from Annapolis, as this deponent understands; and that on the fifth instant, a gentleman in black from Somerset county, as he heard, came down and went to Lord Dunmore.

Sworn before George Bryan

John Emmes.

1. *Pennsylvania Evening Post*, June 29, 1776.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 21st June, 1776.

Resolved, That John Hazelwood, Esq'r, be appointed Captain and superintendant of the Fire Vessels & Fire Rafts, and to the Guard Boats, and that he be allowed for his services 36 Dollars p month & 4 Rations, to commence the day of his first appointment, being the 28th December last.

1. *Pennsylvania Colonial Records*, X, 610-612.

PENNSYLVANIA COMMITTEE OF SAFETY TO COMMODORE SAMUEL DAVISON ¹

[Philadelphia, June 21, 1776] ²

It has been represented to the board that some Officers of the Ship undertake to chastise the marines whenever they think them culpable, and as this is irregular and may be attended with ill consequence, you are required to give notice to all the Officers of your Ship, that the marines being under their own Officers complaint should be made to them of any misbehaviour, and that they are not to be insulted or abused, and if any Officer presumes to strike one of them he must answer for it upon complaint before a Court Martial.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 770.

2. The date is an estimated one. The Marines were put under their own officers by the Committee of Safety on June 7, 1776; Davison was appointed commodore June 15, and his instructions issued June 20.

"EXTRACT OF A LETTER FROM PHILADELPHIA, JUNE 21." ¹

Mr. James Caldwell is returned, [Henry] Bellew treated him well, and sent him off to return a man in his place as soon as possible. He informs, that the men of war are well supplied with stock by the Tories at Indian River, the *Liverpool* having all her coops and sheep pens full; that four or five of those Tories were on board at the time he was there; that the *Liverpool*, *Orpheus* and *Kingfisher* had been on a cruize for some days, and brought in with them two ships; one of which is the *Staffolk* Indiaman; they are last from Antigua, and go to New York under convoy of the *Liverpool*,

and may possibly be arrived, as they intended sailing on Sunday last. Col. Mill's [Samuel Miles] battalion arrived at Dover last Monday, and next day intended to visit the Sussex tories; so we hourly expect some account of them. John James, pilot,² who was taken on board Mr. Mifflin's vessel, made his escape from the *Roebuck* by swimming two miles; he was on board the time of the action with the gondolas, and says, that the *Roebuck* had one man killed, and several wounded; one of her guns dismantled, and hulled in seven places. He says Lord Dunmore loses nine or ten of his black regiment every day by the small pox, &c.

1. *Constitutional Gazette*, June 22, 1776.

2. John Emmes, not James; see his deposition this date.

GEORGE WOOLSEY TO THE MARYLAND COUNCIL OF SAFETY¹

[Baltimore] June 21 [17]76

To the Honourable Council of Safety for the Province
of Maryland

Gentn I have Communicated Your Proposals to the owner of the Vessel, and he writes me he would much Rather the Brig *Rogers* would Proceed than be Discharged as it would on all sides give more Satisfaction, besides he is Under some Engagement to Bring Salt into Phila but if You would Rather wish to have her Discharged, he will agree to it, on Your Paying the freight only, and that he thinks is not out of the way Considering the time she has been in the hands of the Publick full Long Enough to have made her Voyage, to the west-Indies and Back, besides She will Then be at his Risque if the Enemy Should Destroy her after Discharged, I therefore Request hearing from You on this Subject and am,

G.W.

1. Woolsey & Salmon Letter Book, LC.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY¹

[Williamsburg] Friday, June 21st, 1776.

Ordered, that a warrant issue to Augustine Moore for the use of Thomas Nelson, Esquire, and Company for forty-eight pounds, fifteen shillings and three pence half-penny, for anchors furnished the Row Gallies fitting by Captain [Robert] Tompkins and Captain [Edward] Travis.²

Ordered, that Mr. James Hubbard be appointed to assist Captain James Barron in taking an Inventory of the effects on board the ship *Oxford*, lately made prize by the said Captain Barron, and that all the Papers on board the ship be secured and sent with the Inventory to this Board.³

The Committee took into consideration the case of John Goodrich, junior, referred to them by Convention, and agreed to the following report:

The Committee of Safety, to whom the case of John Goodrich, junior, taken up and charged with conduct inimical to the rights of America, was referred, have appointed several different days for his examination, and

have inquired for witnesses of the officers in the neighborhood of Norfolk, desiring them to have summoned such as they should be informed were acquainted with the conduct of the said Goodrich, but none have appeared. Whereupon the Committee think it unnecessary and unreasonable to keep him longer in suspense, and that he ought to be discharged from that accusation; but, as he is under a general suspicion of being unfriendly to the interests of the Colony, the Committee are of the opinion that he ought previous to his discharge to enter into bond with sufficient security in the penalty of one thousand pounds, with condition not to give intelligence to or in any manner aid or assist the enemies of America.

Resolved, that the foregoing report be fairly transcribed, signed by the President, and laid before the Convention by a member of this Board.⁴

1. *Virginia State Papers*, VIII, 214-15.

2. The galleys *Henry* and *Manley*.

3. Retaken in the mouth of Chesapeake bay on June 21, by Captains James and Richard Barron. The *Oxford*, a prize of the Continental brig *Andrew Doria*, had been recaptured by her crew and the Highlanders on board, and was on her way to join Lord Dunmore.

4. This date, the Virginia Convention resolved:

That the Committee of Safety do tender to the said John Goodrich, jun. the oath prescribed by this Convention to be taken by suspected persons, by their Resolution of the 27th of May last; And in case of his refusal to take the same, that they cause him to be disarmed, agreeable to the said resolution.

Virginia Convention, 59.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Camp at Long Island

Friday Evening 21st June 1776

Commodore

Sir Peter Parker Knt

I am honored with Your Letter of the 20th by Lieut. [Charles] Hope, expressing Your readiness to begin the attack on Sullivan's Island on the 21st at 12 o'Clock or put it off, if I should not be prepared, till the day following. —

I am told by the Officers of the Navy that the Wind is not now fair, nor any great probability of its being so suddenly — This circumstance and my receiving your Letter so late induces me to wish it to be deferred till Sunday.

I confess I could have wished it had been equally convenient for you to have begun your attack on the first of the Flood for reasons I have already mentioned, but as you have determined otherwise, I can only say that the Troops under my Command will Co-operate as far as my very particular Situation (which I need not describe to you) will admit.

I am now Sir. to understand, that you mean to make your attack on Sullivan's Island on Sunday if the Wind should be favorable on that day; I shall beg of you to make the Signal we have already settled as early in the morning as possible — I heartily wish you Success & have the Honor to be &c.

H C.

1. Sir Henry Clinton Papers, CL.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 21st Brigadr Genl [John] Vaughan returned with Capt Hope of the Navy Charged with a Letter from the Commodore signifying that he comprehended the Generals situation perfectly well and expressing his readiness to begin the attack, and Sunday the 23d is fixed upon in case the Wind should be favourable.

1. Sir Henry Clinton Papers, CL.

MINUTES OF THE GOVERNOR'S COUNCIL OF WEST FLORIDA ¹

At a Council held at His Excellency's House [Pensacola]

the 21st June 1776.

His Excellency ² laid before the Board a Petition of the Merchant Traders and other inhabitants of the Town of Pensacola setting forth That they have of late been very sensible of the inattention and Conduct of the present Pilot of Vessels into the Harbour of Pensacola and that they have been informed (and believe it to be true) that the accident which happened to the Ship that was a few days ago run on shore and now remains a Wreck on Pelican Island was chiefly owing to his Negligence and carelessness

That your Petitioners view with concern the great Injury which must arise to the Trade and Commerce of this place unless some fit and careful person be Speedily Appointed as a Pilot for this Harbour in the Room and Stead of the now Pilot Samuel Carr

They therefore beg leave with all deference and respect to recommend to your Excellency Mr James Mant of this Town as a very fit and proper person for that purpose –

Your Petitioners further beg leave to represent unto Your Excellency that all the Commissioners named by an Act of this Province for the Appointment of Pilots are absent but one, to wit, Mr Alexander Moore, and that the said Act requires three or more of them to Constitute a Quorum for the purposes of Appointing a Pilot. That unless your Excellency will interfere the Port of Pensacola must Remain without any proper Person to take Charge of and Conduct Vessels into it the Consequences of which We are fearful will prove fatal to the Trade of the place.

Your Petitioners therefore humbly pray that you would be pleased to take the premisses into Your Consideration and if You think proper be pleased to Appoint the said James Mant a Pilot for this Harbour.

And your Petitioners shall ever pray &c – On which His Excellency desired the Advice and opinion of the Board.

It was therefore the advice of the Board that Mr Mant should be appointed a Branch Pilot for the Harbour of Pensacola – and that he be acquainted thereof by the Clerk of the Council. –

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

2. Governor Peter Chester.

JOURNAL OF H.M.S. *Pallas*, CAPTAIN WILLIAM CORNWALLIS ¹

June 1776 Cowbay Point [Haiti] NBW 3 or 4 miles
 Friday 21st at 5 AM wore and made sail, out reefs, set Steering sails, loosed the Mainsail, at 6 saw the East end of Jamaica bearing WSW 3 or 4 leags, at 8 Yallah's Bill W $\frac{1}{2}$ N 5 or 6 leags, unbent the Mainsail, at 10 White Horse Cliffs NW $\frac{1}{2}$ W 5 or 6 miles.
 [Fresh breezes and cloudy] at 1 PM down Steering sails, at 2 Saluted Vice Admiral Gayton with 15 Guns, $\frac{1}{2}$ past 2 Came too with the Best Bower in 7 $\frac{1}{2}$ fathoms in Portroyal harbor, found here His Majesty's Ships *Boreas* (Vice Admiral Gayton of the White) *Maidstone*; and the *Racehorse*, *Porcupine* and *West Florida* arm'd Vessels; at 3 Carried out the Stream, weigh'd the Best Bower and warp'd farther in, $\frac{1}{2}$ past 5 let go the Best Bower in 6 $\frac{1}{2}$ fathoms, veered away and moored a Cable ea[ch] way,

1. PRO, Admiralty 51/667. The *Pallas* had come in from the Guinea coast, per orders from the Admiralty. See George Jackson to Peter Mitchell, January 21, 1776, Volume 3, 519-21.

MASTER'S LOG OF H.M. SLOOP *Hawke* ¹

June 1776 Barbados NE $\frac{1}{2}$ N Distance 13 Leagues
 Friday 21st at 5 AM saw 2 sail to the SE bore away to speak them $\frac{1}{2}$ past fird a Shoat Brot too & spoke a Whaling Brigg belonging to New York took Possession of her as a Prize $\frac{1}{2}$ past 6 Hauld our wind to speak the Ship at 7 Brot too a Whaling Ship belonging to Rhode Island Sent a Lieutenant & 8 Men on board the Ship *Cleopatra* & a Mate & 6 Men on board the Brigg *William* to Carry them to Antigua $\frac{1}{2}$ past Noon parted Co with the Prizes & Stood to the So ward

1. PRO, Admiralty 52/1780.

22 June

NARRATIVE OF COLONEL ETHAN ALLEN ¹

[May 21 to June 22, 1776]

I now found myself under a worse capt than [Thomas] Symonds; for Montague ² was loaded with prejudices against every body, and every thing that was not stamped with royalty; and, being by nature underwitted, his wrath was heavier than the others, or at least his mind was in no instance liable to be diverted by good sense, humor or bravery, of which Symonds was by turns susceptible. A capt. Francis Proctor was added to our number of prisoners when we were first put on board this ship.³ This gentleman had formerly belonged to the English service. The capt. and, in fine, all the gentlemen of the ship, were very much incensed against him, and put him in irons without the least provocation, and he was continued in this miserable situation about three months. In this passage the prisoners were in-

fectured with the scurvy, some more and some less, but most of them severely. The ship's crew was to a great degree troubled with it, and I concluded that it was catching. Several of the crew died with it on their passage. I was weak and feeble in consequence of so long and cruel a captivity, yet had but little of the scurvy.

The purser was again expressly forbid by the capt. to let me have any thing out of his store; upon which I went on deck, and, in the handsomest manner requested the favor of purchasing a few necessaries of the purser, which was denied me; he further told me, that I should be hanged as soon as I arrived at Halifax. I tried to reason the matter with him, but found him proof against reason: I also held up his honor to view, and his behavior to me and the prisoners in general, as being derogatory to it, but found his honor impenetrable. I then endeavored to touch his humanity, but found he had none; for his prepossession of bigotry to his own party, had confirmed him in an opinion, that no humanity was due to unroyalists, but seemed to think that heaven and earth were made merely to gratify the king and his creatures; he uttered considerable unintelligible and grovelling ideas, a little tintured with Monarchy, but stood well to his text of hanging me. He afterwards forbade his surgeon to administer any help to the sick prisoners. I was every night shut down in the cable tier, with the rest of the prisoners, and we all lived miserably while under his power: But I received some generosity from several of the midshipmen, who in a degree alleviated my misery; One of their names was Putrass, the names of the others I do not recollect: but they were obliged to be private in the bestowment of their favor, which was sometimes good wine bitters, and at others a generous drink of grog.

Some time in the first week of June, we came to anchor at the Hook off New-York, where we remained but three days; ⁴ in which time gov. Tryon, Mr. [John Tabor] Kemp, the old attorney gen. of New-York, and several other perfidious and over-grown Tories and land-jobbers, came on board. Tryon viewed me with a stern countenance, as I was walking on the leeward side of the deck, with the midshipmen; and he and his companions were walking with the capt. and lieut. on the windward side of the same, but never spoke to me, though it is altogether probable that he thought of the old quarrel between him, the old government of New-York and the Green Mountain Boys: Then they went with the capt. into the cabin, and the same afternoon returned on board a vessel which lay near the Hóok, where at that time they took sanctuary from the resentment of their injured country. What passed between the officers of the ship and these visitors I know not; but this I know, that my treatment from the principal officers was more severe afterwards.

We arrived at Halifax not far from the middle of June, where the ship's crew, which was infested with the scurvy, were taken on shore, and shallow trenches dug, into which they were put, and partly covered with earth. Indeed every proper measure was taken for their relief: ⁵ The prisoners were not permitted any sort of medicine, but were put on board a

sloop which lay in the harbor, near the town of Halifax, surrounded with several men of war and their tenders, and a guard constantly set over them, night and day. The sloop we had wholly to ourselves, except the guard, who occupied the forecastle; here we were cruelly pinched with hunger; it seemed to me that we had not more than one third of the common allowance: We were all seized with violent hunger and faintness; we divided our scanty allowance as exact as possible. I shared the same fate with th[e] rest, and, though they offered me more than an even share, I refused to accept it, as it was a time of substantial distress, which in my opinion I ought to partake equally with the rest, and set an example of virtue and fortitude to our little commonwealth.

1. *Ethan Allen*, 61–65.

2. Symonds was captain of the *Solebay*, and James Montagu of the *Mercury*.

3. Proctor had been taken March 15, by the *Syren*. He was captain of an artillery company bound from Philadelphia to Charleston. See Volume 4, 358.

4. She arrived at Sandy Hook June 1, and sailed from there June 6, 1776, journal of the *Mercury*, PRO, Admiralty 51/600.

5. *Ibid.*, June 21, 1776 reads: "PM sent the Sick on Shore to the Hospital." The *Mercury* had arrived at Halifax the day before.

The Freeman's Journal, SATURDAY, JUNE 22, 1776

Portsmouth, June 22, 1776

Last Tuesday passed through this town, on his way from Nova Scotia, to Boston, Capt. Joseph Cook, who was taken by the ministerial pirates, the 17th of April last, on his passage from Sandwich to St. Peter's Island, and carried into Canso, where they robbed him of great part of his cargo, provisions, cash, hands, &c. which obliged him to sell his vessel at half price, and he came here on foot.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Satterday 22th of June 1776 [Cape Ann harbor]

At 6 in the Morning sent the first Leiut on shore to git the people on board at noon the people all on board in boat came to sail at 3 came in thick of fogg came to Ankor at 4 came to sail fair weather Stood to the eastward at 5 saw Eleven sail of top Sail Vesels bearing ENE 3 Leagues distance standg SW for Boston tackt ship stood for salem Ankor in salem Harbour at 11 at night sent an Exspres to Generall Ward

1. John Fisk Journal, AAS.

CAPTAIN JOHN SKIMMER TO MAJOR GENERAL ARTEMAS WARD ¹

on board the Schooner *Franklin*

Hond Sr Saterdag Evening 6 Clock June 22d/1776

I have the pleasure to acquaint your Honnour that I gave Chase to three Sail of Topsail Vessels When after a very Short time Seven Sail more appeard Nine of them I take to be Transports the other a Frigatt ² as She has but her Topsails & Stay sails out, the others all the Sail they Can Carry am Now about 5 miles ESE from Cape Ann thought it my Duty to

Send an Oxspres to the agent to forward this to your honnour – I Remain your honnours [&c.]

John Skimmer

P S/ I Shall Keep as Near to them as possible I Can –

The Frigatt Bearing from me NE Distance Two or three miles

1. Ward Papers, MassHS.

2. H.M.S. *Flora*, with a convoy of transports carrying Highlanders of the 42d and 71st regiments.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Saturday June 22d 1776.

Whereas the four Cannon mentioned in said Return made to this Court by Major Basset, are proper for Sea Service, and the Armed Brig belonging to this Colony at Dartmouth is in want of the same, and with them can proceed on a cruize – therefore –

Resolved, That Thomas Durfee Esqr one of the Committee for fitting out the said Brig, be, and he hereby is empowered, & directed to cause the said Cannon forthwith to be Removed, and put on board said Brig, and the said Committee are also directed to get the said Brig in readiness for a Cruize as soon as may be. Also

Resolved that in lieu of the said four Cannon, there be placed at Tar-paulin Cove Harbor, two pieces of Cannon – nine pounders, and the Commissary General is hereby directed to deliver the same to Mr Durfee, on his order, to be conveyed to Major Basset, and also to deliver 100 nine pound shot together with ladels, and the necessary apparatus for the said two Cannon, And that the said Basset cause the same to be fitted, & mounted as soon as may be for the Defence of said Harbor: – and it is also

Resolved, that the hon: Walter Spooner Esqr be, and hereby is directed, & empowered to provide ten old Whale Boats that are fit to be used for the protection of the neighbouring Islands, and the Shipping coming in, and going out, and also purchase twelve Shovels, six Spades, and four pick axes – the same to be for the use of said Basset, and Men under his Command in the Service aforesaid and the said Walter Spooner is directed to lay his Accompt before this Court for payment thereof

Resolved That the Commissary General be, and he is hereby directed to deliver to Thomas Durfee Esqr out of the Colony Stores now at Dartmouth in the care of Mr Lemuel Williams, four Cannon, four pounders, fourteen Swivel Guns, twelve blunderbusses, Eighty Cutlasses two thousand pound weight of Gunpowder, One Tun, & a half of four pound Shot, Six hundred swivel Gun Shott, Seventy Hand grenadoes, Sixty Small Arms, seven hundred pound of Sheet Lead for the use of the Brigg called the *Rising Empire*.

1. Mass. Arch., vol. 35, 71–72.

COMMODORE ESEK HOPKINS TO JOHN FOSTER ¹

To the Honble John Foster Esq Judge of the Court Erected for the Trial of Prize Causes within and for the Colony of Rhode Island &c

Whereas it is absolutely necessary for the Safety of our Country at this important Period that every possible Encouragement should be given for Counteracting the Designs of our Cruel Enemies who are daily expected on our Coasts and as fitting out Privateering Vessels to act against them has a most certain Tendency to defeat the plans of our Enemies by preventing Supplies and taking their Men – And as a privateering Vessel is now fitting out in the Town of Providence and Guns for Supplying the same are very much wanted without which she cannot be equipped for Sea: Therefore

We the Subscribers pray that your Honor would order the Sheriff of the County of Providence or his Deputy to Sell at public Vendue Four of the Guns taken on board the prize Ship called the *True Blue* now in his Custody to the Highest Bidder in order that there may be an Opportunity as soon as possible for purchasing Guns for Supplying said Privateering Vessel with the Same And that he may be directed to sell the same as soon as may be after giving due notice of the Time and place of sale –

The public Safety in our Opinion requiring that this Measure Should be taken –

Esek Hopkins Comr Cheif

Danl Tillinghast Cont Agent for this Colony

[Endorsed] Received June 22:1776 and Granted

Jn^o Foster Judge of said Court

Warrant to the Sheriff was issued and delivered to him the same Day to sell the 4 Guns at public Vendue to the highest Bidder

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

“LIST OF MEN ON BOARD THE SHIP *Colombus*. June. 22th 1776”¹

Abraham Whipple	Captain	Perce Dunovan	Carpenter's
Joseph Olney	Lieutenant		Mate
Ezekiel Burroughs	Ditto	Christopher Travers	Do
Joshua Fanning	Master	John Hadley	Armorer &
Daniel Bears	Gunner		Master at
John Rogers	Ch. Mate		Armes
John Earnest Keslar	Doct	James Cambel	Sail Maker—
John Taylor	Carpenter	Thomas Preston	Cooper.—
Thomas Burns	Doct Mate	Thomas Darby	Stewart
Barden Silvester	2d Master	John Goold	Cook
	Mate	John Hotty	Cockson
Guy Rogers	3d Do Do	Peeter Cane	Boatswain
John Baker	Boatswain		Human
Robert Ralph	1st Mate		[Yoeman]
John Lowder	2d Do	John Thomas	Qt Master
Michael Knies	Midshipman	Robert Cooke	Ditto
Partrick Fletcher	Ditto	Huge Allen	Ditto—
Thomas Bowen	Ditto	Steven Johnston	Seamon
Joseph Hardy	Capt. Clark	Robert Parker	Landsman

John Burton	Ditto	Daniel Brown	Do [waiter]
Anthony Diver	Seamon	Charles McCaftrey	Lands - Sick
William Briant	Ditto	John McGowen	Ditto
Henry Northrop	Ditto	John Jackson	Boy
Abraham Herinton	Boy-	John Stevenson	Seamn
John Hagley	Prisoner	Gerald FitzGerrald	Do - - -
Robert Merchey	Seamon	James Pierce	Do
Richard Septon	Barber	Richard Smith	Boy
James Crosswell	Seamon	William Skinner	Boy
Daniel Miller	Landsman	John Lymbrick	Baker
William Houshold	Seamon	Joseph Lytehorn	Seamon
William Wallace	Lands - Sick	George Bennet	Ditto
Jacob Rutter	Ditto	Samuel West	Ditto
William Linn	Seamn	Richard Guy	Ditto
Charles Watson	Lands	Edward Taylor	Boy-
Barney Cunigham	Lands	Anthony Dowd	Seamn
Barney McDurmat	Do	John Dubury	Ditto
Nicholas Smith	Do	John Bell	Ditto
Joseph Row	Boy	Avaer Russel	Ditto
John Spencer	Lands	Peeter Bordas	Ditto
Lawrence Doyle	Seamn	Prince Bears	Boy
Thomas Bradshaw	Water	Denis Gordeno	Seamn
	[Waiter]	Charles Lamot	Lands
John Patten.	His 6 Months that he Inlisted for on Board the <i>A. Deria.</i> } Entered Again With us as Midshipman Ship <i>Columbus</i> }		
	Ship <i>Alfred.</i> People. Turnd Over		
John Scott	first Doct	Isack Fox	Gunners
	Mate		Human
Isac Hart	Seamon.	Richards Shields	Seamon Sick
James Lyn	Carpenters	Charles McDonell	Ditto
	Mate	Jacob Collet	Ditto
Joshua Mitchel	Stewarts	William Carpenter	Ditto
	Mate		Prisoner
Huge Donoly	Prisoner	John Moore	Ditto - -
Thomas Young	Seamon	Joshua Cuttawan	Seamn
Thomas Caton	Qt Master	Samuel Ermam	Do Prisoner
	From. Brig <i>Cabot</i>	From the Sloop <i>Providence</i>	
William Moore.	Boatswains	Paul Bury	Seamon
	Mate. Sick	Samuel Allen	Landsman
James Maddin	Lands	Daniel Pinegar	Ditto
David Evins	Ditto	John Robinson	Ditto
Paul Magee	Seamon	Samuel Champlain	Ditto
		From the Sloop <i>Fly</i> - -	
		John Downey	Boatswain.

From. the Army at Newport

Nathaniel Thompson	Midshipman	Russel Darrow	Do. Boy
Edward Palmer	Ditto —	Richard Ned	Do—
Joseph Read	Gunners Mate	Soloman Wanton	Do Ditto
Richard Durfey	Seamon	Jonathan Peeters	Do
Joseph Babcock	Privat	Toby Brownell	Do
Mamaduke Allen	Do — — —	Alderman Crank	Do
James Grindrot	Do	George Tompkins	Do
Cesar Cole	Do	Edward Baley	Do
Charles Gray	Do Seamon	William Robins	Do
James Clark	Do Do	James Sparks	Do Seamon

1. Captain Abraham Whipple Papers, CL.

Providence Gazette, SATURDAY, JUNE 22, 1776

Providence, June 22.

Wednesday last Capt. James Munro, of this Port, in a Letter of Marque Sloop, arrived here from Hispaniola. On the 7th Instant he retook two Sloops, loaded with Lumber, from Edentown, in North-Carolina, which had been taken by the *Act[a]eon* Frigate, and ordered to Antigua. Capt. Munro sent the Prizes to Hispaniola, and has brought home with him a Person taken on board one of them, who calls himself a Brother to the present Lord Cranston.

Wednesday last the Officers taken by Capt. Biddle out of two Transport Ships from Scotland, as mentioned under the Newport Head, arrived here, and have since been conducted to a Place of Safety in the Country, as were also a Number of Officers belonging to the British Navy, who had been confined here for some Time past.

We learn that a Frigate from Halifax has joined the *Cerberus* at Block-Island. — They have taken a French Sloop, and a Ship, supposed to be one of the Transports ¹ lately taken by the *Andrew Doria*, Captain Biddle.

Tuesday last one of the above mentioned Frigates ran in with a small Breeze, and fired two Broadides into the *Columbus*, Capt. Whipple, as she lay becalmed near Newport, which killed one Man, and cut some of her Rigging — As soon as the Wind struck the *Columbus*, Capt. Whipple returned the Compliment with a Broadside, when the Frigate sheared off.

Wednesday last Capt. [Charles] Church arrived here from Hispaniola, with some Powder ² and Arms. In Lat. 39, Long. 69:20, he spoke a Sloop from New York, William Turner, Master, two Days out, all well.

A Beacon is erected on Tomany-Hill, at the Northerly Part of the Town of Newport for the Purpose of alarming the Country in case of an Attack from the Enemy, or the Appearance of any considerable Fleet on this Cosit [Coast]. On Thursday Evening it was sat on Fire, that the Country might be enabled to determine its Bearings, when it was plainly observed here.

1. The transport *Crawford*, taken by the *Cerberus*.
2. Captain Church, in the sloop *Unity*, the property of Nicholas Brown, had sailed from Providence for Hispaniola with a rich cargo on April 12, 1776. See Volume 4, 1480.

MAJOR GENERAL PHILIP SCHUYLER TO HERMANUS SCHUYLER ¹

Albany June 22d 1776. 9 oClock in the Morning

Dear Sir An Hour ago I received Your Letter of the 20th Inst. Containing the first Syllable of Intelligence I have recd from Skenesborough since I left It. –

As soon as the first Gondola is finished, write to Colo. Wynkoop to send for her & so of the next, & let me know by the Return of the Bearer, the exact Dimensions of Each, Length, Breadth & Depth. they must be fixed to receive the Guns in the same Manner those of last Year were. –

When there is Timber Enough Cut for five Gundolas more then the Wood Cutters may go to Cutting White Pine Logs. the Mill must Constantly be kept going & If You have not strength of Team enough, Employ more, –Remember that Altho Every thing is to be done with the Greatest Oeconomy. – Yet the Work must be done. –

Early rising, a Close Attention to the Orders I have Given, which direct a strict & sharp look out, upon Every Body Employed under You, will forward the Work with Expedition & Oeconomy & redound to Your Credit. –

Let me hear at least twice a Week & be very particular You may send Your Letters to Mr Smith at Fort Edward. –

I have Ordered two Barrels of Rum & two of Bear by the Way of Tyonderoga – See that Nothing is wasted. – I am [&c.]

Ph: Schuyler. –

[P.S.] Mr Landon informs me that a Certain Colo: Williams from White Creek, has Given an Order that no Person should work on Sunday, this ought not to Effect any Persons so indispensably necessarily employed as those in the Public Service. You are therefore to keep the People at Work. –

If any Militia or Troops should arrive, You are immediately to desire the Commanding Officer to send as Many Men as he can in What Batteaus You may have, to Tionderoga to bring as Many Batteaus as they can. –

You will also inform the Commanding Officers, That It is my positive Orders that No Depredations be Committed on the Property of any of the Inhabitants, on any Account whatsoever as such Commanding Officer will answer for the same.

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL. Hermanus Schuyler was Assistant Deputy Commissary General of the Northern Department.

JOURNAL OF H. M. S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

June 1776

Sandy Hook N 70°W 23 Leags

Satury 22nd at 6 AM Sound'd 75 fathm, small brown sand with black specks at 8 Do saw two Strange sail Eastwd & one to the N W. –

Light Breezes & Clear Wr Gave chase to a Brigg in the N W
 Qr 2 PM Hoist'd out the Pinnis & sent her onboard the
 Chace found her to be a Brigg from Barbadoes Bound to
 Nantuckett wt Oil sent on board a Petty Officer & 6 Men

1. PRO, Admiralty 51/420.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Saturday Morning, June 22nd, 1776.

Whereas there is reason to apprehend a speedy invasion of this Colony by a powerful fleet and army under the authority of the King of Great Britain: and Whereas this Congress are informed that the Commissary-General of the Continental army has orders, in the purchasing of live cattle for the use of the troops, to give the preference to such cattle as are fit for use at or near the sea coasts of the United Colonies:

Resolved, therefore, That it be recommended to the inhabitants of this Colony, at or near the sea coasts, to sell at a reasonable price to the said Commissary-General or his deputy, all such cattle as he shall judge are fit for the purpose aforesaid.

Christopher Duyckinck, one of the owners of the privateer barge *Washington*, attending, was admitted. He requested that a commission be granted to John Warner, as commander of the said barge.

A commission was accordingly issued to the said John Warner, as commander of the said barge; and the said John Warner and James Riker, Esqr. attorney at law, entered into bonds, as directed by the Honble. the Continental Congress.

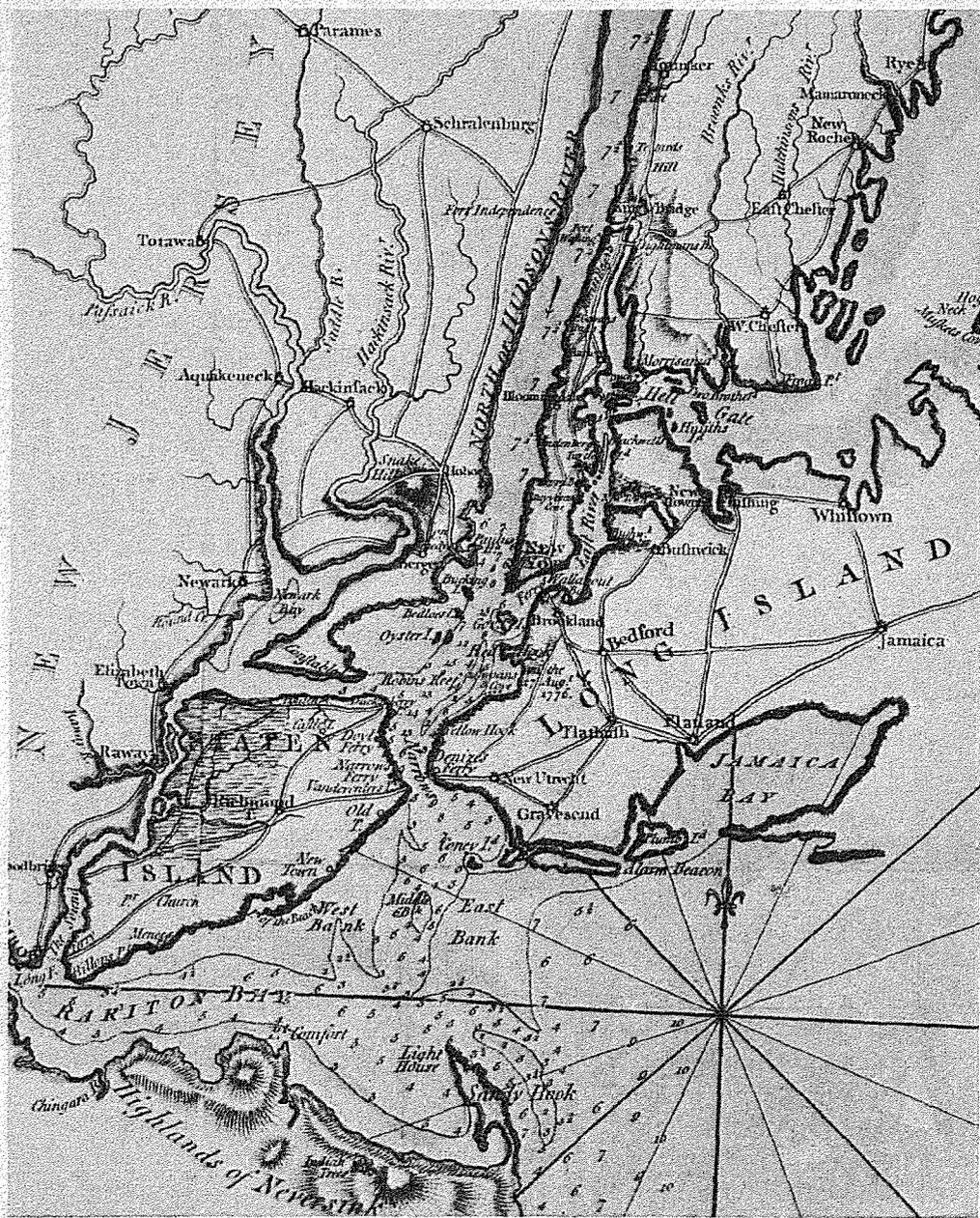
The resolutions reported by the committee for taking into consideration the letter from the Honble John Hancock, and the resolve of Congress therein enclosed, which was read yesterday and postponed till this morning, was again read and unanimously agreed to, and is in the words following, to wit:

Resolved unanimously, That the Congress will, upon application from the Commander-in-Chief of the army of the United Colonies, call to his assistance, when necessity shall require it, such part of the militia of this Colony as the said Commander-in-Chief shall think necessary, in case of an invasion of this or a neighbouring Colony, and afford him such other assistance as the situation of affairs may require.

Resolved unanimously, That the said Comander-in-Chief be and he is hereby authorized and empowered to impress carriages and water craft within this Colony, when necessary for the public service; and also to remove ships and other vessels in Hudson's and the East rivers, for the purpose of securing them from the enemy.

Ordered, That a certified copy of the foregoing resolutions be immediately transmitted to His Excellency Genl George Washington.

1. *New York Provincial Congress*, I, 503.



New York harbor.

JOHN GRIFFITHS TO ROBERT TREAT PAINE ¹

Hond Sir

New York June 22d 1776

On receiving yours of the 13th went immediately for Mr [Samuel] Patricks Furnace in Orange County, found by the Trial he made that the Mettle tho exceeding Grey was no ways suited for casting Gunns, as what he tried burst in the proving tho more than commonly fortified. am just this Minute returned & enclose his Letter the Price of Pig Iron for some time past in New York is as follows

	York Money
Andover – sold by Mr Stewart	£ 9 . 10 Pr Ton
Stirling – sold by Mr Hawkhurst	£ 11 Pr Ton
Anevam – Mr Livingstone’s	£ 10 Pr Ton
Hibernia Messrs Murray’s & Co	£ 9 Pr Ton
Mount Hope Mr Faust	£ 9 Pr Ton
Ringwood Charlotteburgh & Longpond, Mr Erskine	£ 9 Pr Ton

And as none of course will convey to Poughkeepsie & deliver it there under Nine Pounds, Mr Patrick will expect that Price & the Quantity of one Hundred Tons will be conveyed there from time to time as Oppertunity serves. with Sincere Sorrow for the Dissapointment in the Article of Gunn making at Orange Furnace

I beg leave to Subscribe myself [&c.]
John Griffiths

1. Robert Treat Paine Papers, MassHS.

Constitutional Gazette, SATURDAY, JUNE 22, 1776 ¹

New York, June 22.

A great number of entrenching tools and mangelets arrived here from Boston last Thursday. They are part of the cargo ¹ that was taken by the brave Captain [James] Mugford.

1. In the powder ship *Hope*, captured May 17, 1776.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

Dr Sr:

Philada [22] June [1776] ²

agreeable to Your request in Your favor of the fir[s]t inst I have applyed to the Cha[i]rman of the secret Committee to know if you sho[ul]d have Liberty to pay for the Brig: that was taken, in answer to Which he says the Charter Party & accots must be before the Committee e’re they can give orders for the payment by continual application & importunities I have at last prevailed on the Merin Committee to consent to your shipg men the warrents will be fill’d up as soon as you send the names I expected to send you the Blank warrent but the Commite have changed their minds about that matter aledging it will be necessary to have the names entererd in the office therefore the sooner you send them the sooner they will be returnd I am endeavoring to persua[de] the Committee to order those Guns at Provi-

dence for your ship as she is so much more forward then any but am not certain of success if I do not succeed in this plan shall endeavor to get the first that is made here but how to get them from this place to you is a difficulty that I don't know at present how to surmount however shall continue to do every thing in my power that you may be furnish'd with guns the want of which I am fully sensible will be the sole cause of the detention of the ship You say you find the Commt at Providence has Liberty to appoint Leiuts I must confess I don't know from whence they got that power but am sure it was not from the Marine Committee or from any man or body [of] men deriving their authority from Congress nor is there any one officer appointed for either of the ships at Providence except the Captains -

1. Captain J. G. M. Stone Private Collection, Annapolis.
2. The date is taken from a copy of the letter, somewhat edited, in the William Whipple Papers, Force Transcripts, LC.

DEPOSITION OF MARTIN WERT ¹

Martin Wert Captain of the Ammunition Vessel in the Service of this Province being duly sworn makes Oath that on Sunday the Sixteenth Instant he went down with the said Vessel from this City with a Quantity of Powder and Cannon Ball to Fort Island having orders to deliver fifty rounds of Powder in Cartridges to each of the Gallies and to bring up to the Commissary the Powder that was on board them - that upon arriving there he applied to the several Captains and Commanders of the Gallies and told them his Orders that they all refused to deliver up their Powder alledging that it was in good Order and also refused to recieve the Powder which had for them; that on Wednesday Captn Daugherty came down And the Deponent applied to him and acquainted him with this business, and was order'd by him to take his Vessel inside of the Island which he complied with and remain'd in that Station that Yesterday in the Evening he recieved Orders from Commodore Davidson to remove his Vessel to the Eastside of the Fort Island; that at the time of recieving this Order he was ashore at Fort Island and several Captains of the Gallies namely Daugherty [John] Hamilton Jas Montgomery [Thomas] Moore [Richard] Eyres & Hugh Montgomery forbid him from complying with the said Order and said they would take care of her and be answerable for it; that the Deponent being thus prevented from executing his Orders left the said Vessel in the Care of his Mate and came up this Morning to inform the Board of Safety of thie said Proceedings; that he took down in the said Vessel and left on board when he came away Six hundred and fifty Cartridges of Powder for eighteen, twenty four & thirty two pounders and one thousand & fort[y] Cannon Ball and above One hundred weight of Match

his
Martin X Wert
mark

Sworn [Philadelphia] the 22. June 1776
Before James Biddle

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

E. JOHNSON TO LIEUTENANT COLONEL ALEXANDER SOMERVILLE ¹

[Extract]

Calvert County [Maryland] June 22d 1776

An Acct from the following men which deserted from the *Ranger* tender, belonging to the *Roebuck*, the 20th June, their permits dated the 21st signed by Captn Dengerford, Vizt John Walton of Boston, Saml McKenzie of Phila, Robt McMichael & Danl McMichael of Phila & say that there are about 40 men of the 14 Regiment & about 500 Negroes on Gwin's Island, The *Roebuck* of 44 Guns, 20, 18 Poundsers & 22, 9 Poundsers & 2, 6 Poundsers – the *Otter* Sloop of 14, 6 Poundsers & have about 40 men, the *Roebuck* has about 270 men. The *Fowey* 22 guns, 20,9 poundsers & 2 – 18 poundsers, 100 Men – The *Fincastle* sloop tender 10, 4 Poundsers 35 Men Lieutt Wright, *Lady Susanna*, Bridger Goodrich, 4,3 Poundsers, 2,2 poundsers, 20 men, The *John*, Witworth 4, 3 Poundsers, 4 Swivels 12 Men – The *Lady Gower*, Captn not known, 4 Brass 3 Poundsers 14 men – *Lady Augusta* 2, 2 Poundsers & 6 Swivels 15 Men – N.B. 26 of the *Roebuck's* Marines & says that Dunmore's ship has 6,3 poundsers 4 wall pieces about 6 white men & 25 negroes, men & women, about 20 Sail of Ships, Brigs & about 80 Sail of small Vessels . . .

1. Red Book, XII, Md. Arch.

CUMBERLAND DUGAN TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlem

inclosed you have, Captn Joseph Handys receipt for the Cargo Shipped by me in the Schooner *Three Sisters* pr your orders ² the flour in my Store, belonging to you we have again examind with Mr. [John] Laypole which we Seem to find much better than I expected, as the hundred barrells we have baked has taken nearly all of that which was damaged as while the 92 was discharging I kept constantly on the wharf & try'd all that I cou'd [to] get the plugs out of the heads, and what I found any way much damaged put into the Bakehouse I have likewise examind every Barrell of this 140, on board the *Three Sisters*, and I am sure its all good, that Vessell shoud been all filled with flour but the Captn beg'd I woud Spare him the 40 Bls Bread in order to put in his fore hould, for he said if he was to fill all up with flour his Vessell would have been too much by the head & Considerably out of trim for Sailing, I believe Mr Luxs, 100 Bls is very good & yet fresh, as to the bakeing am going on and picking out all the flour I find any way going, Suppose I have now abot, twenty thousand wt already baked, but Shall be with you next Monday & advise you any other perticulars you may want to know; mean while I advise you to Mr Laypole who has taken all possible Care in examining the flour brtd bake house Warehouse & c for your further information – and am in great haste as the bearer waits, [&c.]

Cumberl^d Dugan

Baltimore 22d June 1776

1. Red Book, XII, Md. Arch.

2. Captain Handy's receipt:

Received on board the Schooner *Three Sisters* myself Masr in Mr Cumberland Du-

in the frontiers, and there kept as prisoners of war; that the seamen be engaged to serve one in a cruiser, or galley, if they shall be willing; if not, that they be disposed of with the privates; and that it will be most prudent to disperse the privates over the middle counties, where, one in a family, they being well used, and employ on such wages as they may be willing to take, may be secured, and probably reconciled to the country, at the same time considering them as prisoners of war; and had therefore ordered them to be sent, in equal numbers, to the following counties, to wit: Amelia, Amherst, Albemarle, Cumberland, Buckingham, Berkeley, Frederick, Sussex, Goochland, Louisa, Orange, Culpeper, Fauquier, and Loudoun; and that it be recommended to the committees of the several counties to distribute their number amongst the inhabitants respectively who may be willing to take them, and to be careful that the above purpose of the committee respecting the said men may be complied with, and that the women, if they have husbands, may be sent with them, together with their respective children. That the officers and men in the American service, who were put on board the said ship when she was taken to the northward by captain Biddle, ought to be engaged in the naval service, or permitted to return to their places of residence, as they shall choose.³

Resolved, That this Convention doth approve of the disposition of the prisoners aforesaid, as made by the Committee of Safety.

1. *Virginia Convention*, 61, 62.

2. Taken on board the recaptured transport *Oxford*.

3. "At the same time there was a Convention sitting there; Lieutenant [John] MacDougal and myself applied to the Speaker of the House for money to pay the expenses of ourselves and seamen 11 in number, we were supplied with what cash we wanted with pleasure. and were treated very politely by one and all Delegates & Citizens at Williamsburg, and I drew a bill on the Hon. John Hancock, then President for the cash we received from the State of Virginia," Trevett's Journal, NHS.

"EXTRACT OF A LETTER FROM WILLIAMSBURG, DATED JUNE 22." ¹

This morning Captain James Barron came to town from Jamestown with the agreeable news that he and his brother, in two small armed vessels, were safe arrived there, with the *Oxford* transport from Glasgow, having on board two hundred and seventeen Scotch Highlanders, with a number of women and children, which they took last Wednesday evening, on her way up to Gwyn's-Island, to join Lord Dunmore. The people on board inform, that they are part of a body of three thousand troops which sailed from Glasgow for Boston, but upon hearing that place was in our possession, they steered their course for Halifax; that they had been taken by the *Andreas Doria* one of the Continental fleet, who, after disarming them, and taking out all the principal officers, with such of the transport's crew as were acquainted with navigation, put eight of their own hands on board to bring her into port, but that the carpenter of the transport formed a party and rescued the vessel from them, and was conducting her into Hampton road, when the two Captain Barrons very fortunately came across them, and

moored them safe at Jamestown, where they are now disembarking, and are expected in town this day.

1. *Pennsylvania Evening Post*, July 2, 1776.

DIXON AND HUNTER'S *Virginia Gazette*, SATURDAY, JUNE 22, 1776

Williamsburg, June 22.

Last Thursday Capt. Barron took, and brought up to Jamestown, a transport ship with 220 Highlanders on board, being part of Frazer's battalion, mostly recruits, and part of the 42d. Regiment, or Royal Highland Watch. They were landed yesterday morning, and arrived here under a guard the same day. The transport had 16 wooden guns mounted; she was made prize of some little time before by the Congress privateer [*sic*] (as was also another transport that was in company with her) who took the officers from them, their arms and ammunition, and put on board ten hands to carry her into port; but being separated from the Congress in a gale of wind, the men overpowered those who had charge of the vessel, and were steering in search of Lord Dunmore. Upon sight of Captain Barron's vessel, they dispatched a boat to him, with a sergeant, one private, and one of the men who were put on board by the Congress, to make inquiry; the latter (finding a convenient opportunity) informed Capt. Barron of their situation; upon which he boarded her, and took possession.¹ They have been out about 7 weeks from Greenock, and sailed in company with a large fleet. The above men, it is said, are all that were contained in both transports; the officers, arms, and ammunition were put on board the other.

1. This account differs from that of Lieutenant John Trevett, one of the officers put on board the *Oxford* from the *Andrew Doria*. Trevett wrote:

The[y] stood to the southward, for Hampton Roads, in Virginia, where we arrived in 15 days after they took possession, we got into Hampton roads about sunset, we immediately came along side 2 small pilot boats, and they informed us the *Fo[we]y*, ship of war, lay 40 miles up James river, and they must immediately get under way, after giving 3 cheers they weighed anchor and stood up the River with a light air of wind, about 12 o'clock at night, after the Capt. of the Pilot boats had found out that we were all officers from on board the *Andrew Doria*, they called on me then having the Command to know how they should retake her. I informed them; it was exactly done as I schemed it. At daylight I informed our new Capt. Canada that he had no more command, and that he must go forward, and all others but the women, and children, they might stay on the quarter deck; which was done, we stood up James River until we arrived at Jamestown, and there we landed 220 highlanders, which was escorted by part of a regiment of riflemen, in their rifle frocks, I think the finest sight I ever saw, they encamped near Williamsburg,

Trevett's Journal, NHS.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Wilmington] Saturday June 22d 1776.

Resolved, That Courts of Justice for hearing and determining Maritime Matters be and hereby are established at the Ports of Edenton Bath New Bern and Wilmington; and that the following Persons be appointed Judges of the said Courts to wit Jasper Charlton Esquire for the port of Edenton

Christopher Neale Esquire, for the port of New Bern and Thomas Respass junior Esquire for the port of Bath and that Commissions issue accordingly.

Resolved That the Judges of the said Courts of Admiralty be directed to appoint one Register and Martial at each of the said Ports, and all other Officers necessary for the purpose of carrying into Execution the determination and decrees of said Courts.

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774-1776), NCDAH.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Bristol in Five Fathom Hole

Sir

22nd June 1776

I am Honoured with Your Letter of Yesterdays Date, desiring that the Attack on Sulivans Island, may be put off 'till Sunday, and that if the Wind Shou'd be favourable that Day, I may make the Signal settled between Us, as early in the Morning as possible.

The Sea Officers that are with You, will be able to inform You, whether the Wind will Answer for the Attack to Morrow, if it shou'd I shall expect to be Abreast of the Battery between One and Two O'Clock in the afternoon - Shou'd there be the least likelihood of a fair Wind, the *Friendship* shall Hoist a Blue Flag at Her Main-Top-Gallant-Mast Head, and keep it flying, 'till I go upon the Attack, or give it up for the Day, and so continue to do every Morning 'till the Opportunity Offers for Effecting our Purpose, But I trust, that I shall to Morrow Evening have the Honor of taking You by the Hand on Sulivans Island, and congratulating You on the Success of His Majesty's Arms by Land and Sea. I have the Honor to be Sir [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 22d Wind unfavorable for the attack of the Fleet.

2d Brigade and Artillery join the Camp *Lady Willm* armed Schooner and *Ravens* Tender arrived by the Creek.

The Rebels retire their Battery at the point of Sullivans Island 500 Yards further back.

1. Sir Henry Clinton Papers, CL.

"EXTRACT OF A LETTER FROM ST. GEORGE'S, GRENADA, JUNE 22." ¹

Letters from St Eustatia inform us, that Capt. Buckley, commander of an American armed sloop, carrying ten carriage guns, 20 swivels, and 60 men, was fined in the sum of 500 pieces of eight, by order of the Governor, for having loaded a cargo of powder, contrary to the proclamation of their High Mightinesses.

1. *London Chronicle*, August 31 to September 3, 1776.

23 June (Sunday)

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

Copy/
Sir

Eagle off of Halifax
23d June 1776.

By a Merchant Ship that I find now under sail for England I take the opportunity of writing to acquaint you for their Lordships information, that having had the Wind from the Eastward three days after I left St Helens on the Morning of the 11th past, I was enabled to advance upon my passage to this Coast about four hundred Leagues to the Westward, by the twenty third The Wind then changed to the South West and West; and blowing hard with a considerable degree of Swell, the Ship was necessarily kept under her Courses or lying to, until the twenty ninth.

On the morning of the 31st I spoke with the *Malaga* Transport with Hessian Troops, that had been separated from Commodore [William] Hotham on the 27th in the Evening. The Master informed methat he saw ten Sail of the Convoy the next day in the North East; But from his distance and the Haziness of the Weather, he was unable to judge whether those Ships were then separated or not, from the Body of the Fleet. The Gale having ceased entirely on the 29th and the Weather being very moderate for several succeeding days, I trust the Commodore had opportunity to collect his scattered Ships, and prosecute his Voyage according to his Destination.

I thought it advisable to direct the Master of the Transport to Halifax, in case he did not join the Commodore in the mean time: and gave him a Letter for Commissioner Arbuthnot, in which I desired an adequate Convoy may be provided as occasion offers, for that Transport (and such others under the same circumstances as might happen to arrive within the next ten Days) to the Rendezvous left by General Howe; If the General should be gone from Halifax before the Transport gets there.

I had the Wind mostly between the West South West and West North West, with an almost constant Western swell for the greatest part of the time until I arrived on the Banks of Newfoundland on the 12th instant. I past the same day, the *Speke* Hospital Ship and *Boreas* Transport which had parted from the *Tartar* in the Foggy Weather that prevailed the preceeding Day and the next Day I spoke with the *Tartar*, having the rest of her Convoy in Company.

The *Boreas* joined the *Tartar* that Evening But the Hospital Ship having probably kept on a different Tack the preceding Night, was still separated from the *Tartar* when I left them the next Morning.

I took the opportunity of writing by the *Tartar*, to inform General Carleton of my arrival on this Coast, and of the Orders I had received to cooperate with the Commanders of the Land Forces respectively for the Advancement of the Military Services under their Direction. And besides the usual Orders to the several Captains of the Ships stationed in the River and Gulph of St Lawrence, in consequence of my appointment to the Command with which I have the honor to be entrusted; I sent a Letter of Instructions

for Captain [Charles] Douglas, or the Senior Captain for the time being, regarding the Information I had need of with respect to the different Naval Services to be provided for within those Limits.

Since that time I had the Winds Southerly, with almost constant Fogs and on the 21st being arrived within a few Leagues of this Port, I met Captain [Francis] Banks with several Transports part of the *Flora's* Convoy, that he had brought from Nantasket Road From his Information I had reason to think I should have found General Howe with Vice Admiral Shulldham here; But I learn on my arrival off of the Port to Day,² that the Fleet and Army under the Conduct of Vice Admiral Shulldham, left this Port the [10th] instant. I am therefore proceeding immediately for Rhode Island, or Sandy Hook; expecting to join the Fleet at the last, as I am told here, that the Entrance into the Harbour of Rhode Island is fortified by the Rebels, and rendered inaccessible, except by a regular attack on their Works and Defences. I am &c

Howe.³

1. PRO, Colonial Office, 5/125, 6g.

2. Ambrose Serle records:

Sunday, 23d. June. The Fog clearing up, we advanced pretty far into the Mouth of Halifax Harbor, where we lay to all Day. The *Renown*, Capt. Banks, with her Convoy, also came in to get Water, &c. We were visited by Commissr. Arbutnot, Capt. Monatt [Mowat], and other officers of the Navy, who gave us long Details of News from Quebec, and other Parts of the North American Continent . . . We sailed out of the Harbor in a fine Evening; the Light House bearing about a League to the Westward, which made a very splendid appearance, contrasted with the Darkness of the Night.

Tatum, ed., *Serle's Journal*, 20-21.

3. Stephens received this letter on 22 July. PRO, Admiralty 2/552, 315.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.¹

[On board H. M. S. *Eagle*]²

21st [June] – Off Halifax, with little wind and fog; fell in with the *Renown*, Captain Banks, from Boston, with a convoy of eight or nine sail, part of the *Flora's* convoy with Fraser's Highlanders.

22nd – Foggy weather. Off Halifax, fell in with the *Despatch* schooner, Lieutenant [John] Goodridge, who informed us that the fleet and army were sailed from Halifax, and that General Burgoyne was arrived at Quebec; that the rebels had left it, and that General Carleton was in pursuit of them. The Admiral dispatched the schooner for Halifax.

23rd Sunday. – Stood close into the harbour. The Commissioner, Arbutnot, and Captain Montagu,³ and [Lieutenant] Mowat⁴ came on board. Captain Banks and his convoy got into the harbour. A transport sailed for England, by whom the admiral sent despatches. The *Yankee here* [*Hero*], a big privateer taken by the *Milford*, went into the harbour. The same evening [we] made sail from Halifax, and stood to the southward, the wind at WSW.

1. *The Journals of Captain Henry Duncan*, Navy Records Society (London, 1902), XX, 115-16.

Hereafter cited as *Duncan's Journals*.

2. Duncan was captain of the *Eagle* under Vice Admiral Howe.

3. Commander of the frigate *Fowey*.

4. Commander of the armed sloop *Albany*.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776
 Sunday 23

Cape Ann NbE distce 8 or 9 Miles

At 3 A m Set Mizen Topsl at 4 Fired a Gun a Sigl for the Convoy to Continue the Same Sail, ½ past out 2d Reef Topsls at 8 Fired a Gun a Sigl for the Convoy to Continue the Same Sail, at Noon 9 Sail of the Convoy in Company, and Several Strange Sail in Shore. –

First and Middle part Little wind and hazey, latter Light airs and Clear

at 3 p m. Fired a Gun Made the Signl and Tack'd as did the Convoy, at 4 Boston Light House bore W S W distce 2 or 3 Leagues, a Strange Sail in Sight ½ past 6 Fired a Gun Made the Sigl and Tacked as did the Convoy at 8 Cape Ann N½W Distce 4 Leagues, 6 Sail of Sloops and Schooners in Sight Supposed to be American Privateers Fired 2 Twelve Pound Shot to bring them too, which One of the Sloops returned, Do in 2d Reef topsls at 10 three of the foregoing Vessels Standing after us, Made the Sigl to Speak the *Oscar*, and bore down to the Convoy.

1. PRO, Admiralty 51/360.

MAJOR GRIFFITH WILLIAMS TO LORD GEORGE GERMAIN ¹

My Lord –

St Charles 23d June 1776

My being suddenly landed at a moment's warning and under an unavoidable necessity of leaving all my Baggage & Papers on board the Transport, prevents for this time my having it in my power to send Your Lordship my Journal, which otherwise I most undoubtedly should have done; but herewith do my self the honor to transmit to Your Lordship an Account of what has come within my knowledge from the time of my Arrival at Trois Riviere[s].

Our passage from England was rather long, but very good weather. When the English & Irish Transports joined they were upwards of 80 Sail. They were all very healthy, I did not hear of a man's dying. I lost Company with them in a fog before we made Newfoundland; in consequence of this I made the Master Carry all the Sail he Could, and make the best of his way for Quebec; by which means we were the first Ship that passed Quebec. I say past it, because we did not stop there, as I was inform'd that General Carlton was in pursuit of the Rebels.

About 50 miles above Quebec we met General Carlton going down the River. He sent on board of me, and directed me to go on to Trois Rivieres where we Anchor'd the 3d instant. The Troops that were on board many of the Ships that Could not get up the River, were order'd to be disembark[ed] & march up by land; And as the Ships with Regiments had separated some of them were 60 leagues a Stern of the others, therefore they got up to Trois Rivieres by One, two, or three Companies of a Corps.

We continued increasing by the 8th instant I believe to the amount of two thousand. Colo Fraser being the Senior officer, some of the Transports from which the Troops had disembark'd, being arriv'd at Trois Rivieres the 6th, he order'd them to embark to make room for others, which they did on the 7th. At half past 3 the next morning much was I surpris'd to hear Colo Fraser hail me, & beg for God's sake I would send what Artillery on Shore I possibly could, assuring me the Rebels were within a mile of the Town, to the amount of two or three thousand. I could scarce believe it; however as I had 2 Six poundrs mounted on the Deck with 80 rounds of Case & round Shot, I had them on Shore in less than Twenty minutes, Sent Lieut Cox with one to take post in the great road leading into the Town to the Northward, and went my Self with the other & took post on the great road to the Westward. As Captn Walker had only arriv'd the day before, he could not be ready soon, I sent to him & he had 3 Six pounders on Shore much sooner than I could expect. By 5 in the morning most of the Infantry had disembark'd & form'd.

Lieut Dunbar, who had arriv'd the night before, was order'd to take post to the Right of the 62d Regimt & some other Troops that were form'd near a Wood, & a Mill in front, with two Grasshoppers (which I hope I never shall see any more with Rifle or 3 poundrs, but in the hands of the Enemy or at Woolwich). The Rebels endeavour'd to form at the Mill, not three quarters of a mile from the Town. Colo Anstruther of the 62d Regimt sent me word to beg that I would bring up a 6 pounder or two, which I did.

By that time Colo St Leger was the Senior officer. I requested of him to incline with a part of his line to the Right, & a part to the Left, in order that I might fire on the Mill, & into the Woods where the Rebels were, & bring off the Grasshoppers, this he readily granted. After the business was done there I beg'd that he would permit me to go on the Main road, & to let the 62d with Colo Anstruther cover me, this he readily granted. Soon after Colo Fraser with some Troops joined us. He at first order'd the Grenadiers & Light Infantry to lead, but at my request he permitted me to take the lead with two 6 pounders, [by] which means we kept the Rebels marching thro' a Marsh of 13 miles long in a parallel line with us, & thro' the Woods. They wanted to get into the Main road, but our Guns kept them always in Cover. We took General [William] Thompson, Colo Irwin [William Irvine], their Aids du Camp, & I know not what number of them more prisoners.

We lay on our Arms all night. The next day General Carlton, Burgoyne & Phillips joined us from Quebec. We return'd to Trois Rivieres, for what reason I know not I am tired, and what follows is only a Copy of my Journal from the 10th instant.

June 10th Employ'd in re shipping the Guns & Stores.

11th & 12th Employ'd in all the Ordnance Transports in overhalling the Ships holds to get at some 6 pounders to have ready mounted to land with 80 rounds at the shortest notice.

13th At 7 in the morning sail'd with the Fleet from Trois Rivieres, and in the evening were obliged to anchor about a mile to the east of Nicholet.

14th Early in the morning got under Sail to the amount of 60 Sail. Got over the Lake St Peter's by 6 in the evening, & between 9 & 10 got within half a mile of Sorell. The man of war was the first ship & the Transport I was in the Second. The Fleet all anchor'd & the Grenadiers & Light Infantry landed.

15th I landed by 4 in the morning at Sorell with 5 light 6 pounders & 80 rounds for each Gun; & about 12 [o]Clock sent for another 6 pounder. Sent Capt Lt Mitchelson with the Light Infantry & Grenadiers, two 6 pounders, 2 Lieuts, 28 men. About 2 o'Clock completed Capt Carter's Brigade of 4 light 6 pounders 2 Lieuts 48 men and sent him under the Command of Colonel Mackenzie, with part of the 31st 9th, & part of some other Regemts to the amount of 4 or 500. The Rebels left this yesterday at about One o'Clock. all their Guns & Stores were sent up the Sorell in Bateaus, Some 24 poundrs & 18 poundrs. One Battery to the east of the river Sorell for 10 Guns completed, & for 8 Guns to the west finished. 3 they had thrown up a great many works, Stockades & Lines. They Certainly at first meant to make a stand here, but on our approach did not feel bold.

16th & 17th Lay wind bound at Sorell.

18th - Disembark'd at 4 in the morning with 2 Six pounders, 24 men, 90 rounds P Gun; Landed about a mile above Sorell, & march'd by land to St Tower [St.Ours], got in by 5 in the evening - miles 10.

19th - Left St Tower at 4 in the morning, marched thro' Countdecure [Contrecoeur], - halted at Vershear [Verchères] - to Veronne [Varennes] in the afternoon - distance 24 miles.

20th - Left Veronne, went thro' Bushelviels [Boucherville], & arriv'd at Longuiel, - 12 miles.

21st - March'd to Chamblee [Chambly] with 6 pieces of Cannon 18 miles.

22d - March'd to St Charles - miles 18.

The King of Prussia when he has been on the brink of ruin never plann'd better than what the Rebels did by endeavouring to Surprize the Troops, & burn the Shipping at the Three Rivers. - Nothing but the 6 pounders prevented their Succeeding. - Nay had they not lost their road they would have been an hour sooner, & must have Carried their point.

They have burnt St Johns, Chamblee, 4 Schooners, & a number of Bateaus &c. We have found about 20 of their Guns: And I was Surpris'd to find a 32 pounder in the River near Chamblee fort. our Troops are mostly between this & St. Johns, and the Generals say we shall not be able to move for 3 weeks; but I say Six at least. I have the honor, etc.

Gth Williams

[Endorsed] Rec'd Kew Lane Augt 11th, 1776

1. Sir John Fortescue, ed., *The Correspondence of King George the Third from 1760 to December 1783* (London, 1927-1928), III, 382-86.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Sunday 23th of June 1776 [Salem harbor]

At 3 in the Morning came to sail stood to the S E at 10 saw the fleet to the S E saw severall of Our Cruzers stood to wards the fleet gave them A signal which the Commodore Answerd then the fleet tack and stood up for Boston at 6 in the After noon came to Ankor in Nantaskett road Capt [Seth] Hardin[g] of the Coneticut Breggt Came on board the fleet Allmost up to the Gravs ²

1. John Fisk Journal AAS.

2. The entries are confusing. The commodore signalled was probably Captain Samuel Tucker, who was the senior captain of Washington's schooners. The fleet that stood into Nantasket was the American schooner; the other fleet consisted of the transports under convoy of H.M.S. *Flora*.

JONATHAN GLOVER TO MAJOR GENERAL ARTEMAS WARD ¹

[Marblehead] Sunday Morning 2 oClock June 23 1776

Honoured Sir

I have this Moment Received the Incloused Remarks from the Honle Richd Darby Esqr of Salem. I therefore take the Earlist oppertunity To Informe your E[xce]llency of it ² If there Should Be any Armed Vessels in the port of Boston you Might have the oppertunity to Send them out in Season to Meet the fleet, and Likewise that the Committee of War May Be the Better prepaired to Receive them Should they arrive at your port, as I Suppose they will, Capt Tucker in the Schr *Hancock*, and Capt [William] Burke, in the *Warrin* are Bouth in this harbour and are Now get under way I have ordered them to keep together. Capt [John] A[y]res in the Schr *Lynch* I belive is at Boston as I am inform that he Sailed from this place Last Night to carry one of his hands to Boston Ilands which had the Small pox – I am Dear Sir your Excellency [&c.]

Jonathan Glover

P S. I am Informed that Capt Harden in the Brigtn & Capt Skimmer in the Schr *Franklin* Bouth whent out of Cape Ann Last Night So that I am in hopes our f[l]eet will Joyn Each other

1. Green Papers, MassHS.

2. Derby, Massachusetts agent of armed boats for the northern district, had received from Captain John Fisk, Massachusetts sloop *Tyrannicide*, a copy of his journal for June 23. Derby sent it to Glover who in turn passed it on to General Ward.

JOHN BRADFORD TO GOVERNOR JONATHAN TRUMBULL ¹

Gentlemen

Boston 23rd June 1776

As I gave you an Account by last post of the indisposition of Capt. Harding, I thought it my duty, and it gives me very great pleasure to Acquaint you that he is so well Recover'd that yesterday morn'g he quitted my House before any of my Family were up, and went on board his brig then at Nantasket. he had a very Strong impulse he should take a prize; Yester-

day ten sail transports & a Frigate Appear'd off our harbour, Capt Harding is out with all our little Navy, and as the transports disappears to day, we are Apprehensive they got some intelligence and are put off[f], I suppose the Brig will be in to night, and so soon as Capt Harding can know the Contents of what the three vessels have on board² he designs to return home. The prize Brig being on the rocks Billged renders it difficult to get out her Cargo. I shall be Able to make a return by next post of what the three Cargo's consist, in the Interim, I have the Honor to be with great truth. Gentlemen [&c.]

Jn^o Bradford

The Honble Jona Trumbull Esqr and
Committee of Safety

1. Trumbull Papers, V, 95a, ConnSL.

2. Referring to the Scotch transports, the ships *George* and *Lord Howe*, and the brig *Annabella*.

MAJOR GENERAL ARTEMAS WARD TO GEORGE WASHINGTON¹

[Extract]

Boston 23 June 1776.

I have just received information from several Privateers that eleven sail of Transports under convoy of a Frigate, are in the Bay standing in and supposed to be part, of the Scotch Fleet; the privateers are all ordered out, and I have taken measures to secure the Transports in case they should come into Nantasket Road. I am your Excellency's [&c.]

Artemas Ward

1. Washington Papers, LC.

ACCOUNT BOOK OF WILLIAM SEVER¹

[Kingston] June 23d

Colony Dr expences of Journey to Boston for Stores	}	1. 15. .4
&c for Brig [<i>Independence</i>]		
pd Zeph Fuller for pilotage to Plimo[uth]		18. .-

1. Sever Account Book, 263. Courtesy of Captain and Mrs. Noel Sever O'Reilly, Glenview, Illinois.

GEORGE WASHINGTON TO JOHN HANCOCK¹

[Extract]

New York, June 23, 1776

Sir: I herewith transmit you an extract of a Letter from General Ward which came to hand by last night's post, containing the agreeable Intelligence of their having Obliged the Kings Ships to leave Nantasket Road, and of two Transports more being taken by our Armed Vessels with Two hundred and ten Highland Troops on board.

I sincerely wish the like success had attended our Arms in another Quarter, but it has not. In Canada the situation of our Affairs is truly alarming.

1. Fitzpatrick, ed., *Writings of Washington*, V, 167.

GEORGE WASHINGTON TO MAJOR GENERAL ARTEMAS WARD ¹

[Extract]

Sir

New York June 23. 1776

By last nights post I was favoured with yours of the 16th Inst, containing the Interesting Intelligence of your havg Obliged the Kings Ships to quit their Station, and of the further Captures of Two Vessels from Glasgow with Highland Troops on board – These events are extremely pleasing & I flatter myself the former will be attended with salutary consequences – It will give our little squadron a better opportunity of safely bringing in such Prizes as they may have the fortune to take and be the means of more Transports & other of their Vessels falling in our hands in all probability – The scheme of a decoy ship may answer many good purposes & If we get a few more of the Thirty two Transports in addition to those we have already, the Highland Corps will be pretty well broken & disconcerted . . .

I have Inclosed you Copies of Sundry Resolves of Congress, which I request you to communicate to the persons they respect, that they may govern themselves accordingly – That about Vessels taken which sailed from Boston with effects while the King's Troops possessed It, you will Transmit to the different Agents for the Continental armed Vessels, and that respecting Ordinance Stores, to Commodore [John] Manly – I have sent the Original Invoice of them & do appoint [Henry Bromfield] to act in behalf of the Continent in conjunction with such person as the Commodore shall chuse, for ascertaining their value – this you will please to notifie him of – they must be qualified as the Resolve directs & pursue the mode pointed out by It – When the valuation is made they will annex the report under their Hands to the Invoice & deliver them to you in order to their being forwarded to me – The Report may mention that they were sworn & by whom.

1. Washington Papers, LC.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

June 1776

Sandy Hook W3° S 15 Leags

Sunday 23rd at 6 A M saw a strange sail in the N W Qr set Studing sails & Gave chace hoist'd out a boat & sent her in Chace fir'd 8 Guns at her to bring her too Return'd the boat from the Chace a Sloop from Road Island bound to Cape Francesway [François] ² Light Breezes & Cloudy Wr 4 Sail in Sight

1. PRO, Admiralty 51/420.

2. The sloop *Nonesuch*, William Hefferman, master, which had cleared for Hispaniola on June 18, with a cargo of "158. bbls Flour. 21 M. Boards, 2500. Hoops, 98 Shaker Casks, and 15. Kegs Hogs Lard." Outward and Inward Entries, R. I. Arch.

PROCEEDINGS OF THE PENNSYLVANIA CONFERENCE OF COMMITTEES ¹

[Carpenters Hall, Philadelphia] Sunday, June 23, 1776.

Resolved, unanimously, That messieurs [John] Bayard, [Mark] Bird and [Jonathan B.] Smith, be appointed a committee to wait upon the chairman of the committee of safety, and desire a copy of all orders given to captain

Samuel Davidson, since his appointment as principal commander of the navy of this province, to be laid before this conference.

Resolved, unanimously, That it be recommended to commodore Samuel Davidson and to the captains of the row-gallies, &c., to forbear to take any steps which may involve the fleet in confusion, and that they wait the result of an interview which this conference intend to propose to the committee of safety, and that messrs. [Joseph] Blewer, [Thomas] Levis, [Mark] Bird, [Robert] Loller and [Dr. John] Colhoon, be a committee to wait on those gentlemen on board their vessels to-morrow morning.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, III, 645, 652, 655.

“EXTRACT OF A LETTER FROM PHILADELPHIA, DATED JUNE 23”¹

Captain Speake, of Virginia, is arrived at Chingoteague, with 6000 lb. of powder, and 12,000 lb. brimstone, some fire arms – &c. – The *Kingfisher* brought a schooner into the road, where she burnt her. – By last accounts from the Capes, the Enemy’s ships were all on a cruise along the coast – Capt. Walker, of Wilmington, who was taken in a brig, is sent in the same brig to Halifax. – I am just told, the schooner that was burnt, belonged to Egg Harbour.

1. *New-York Journal*, June 27, 1776.

MARYLAND COUNCIL OF SAFETY TO JOSEPH MIDDLETON¹

No 35.

Sir You are desired to proceed up the bay and give intelligence to any outward bound vessels, you may meet with, that are coming down, that the man of war² is at her station at the mouth of the river to receive the Governor and that we think it prudent, that they delay coming down, ’till the man of war departs. We are [&c.]

[Annapolis] 23[r]d June 1776

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

2. H.M.S. *Fowey*.

CAPTAIN GEORGE MONTAGU, R. N., TO GOVERNOR ROBERT EDEN¹

Fowey off Annapolis Maryland

Sir

23d June 1776.

I have the happiness to Acquaint you that last Night I arrived here with his Brittanick Majesty’s ship the *Fowey* under my Command, Agreeable to an Order from Captain Hamond of his Majesty’s Ship the *Roebuck*, and Senior Officer of his Majesty’s ships at Virginia: And in consequence of your Application to him, I have hoisted the flagg of Truce at my Foretop gallant Masthead to shew that I am not come in an hostile Manner, And of which I desire you will be pleased to acquaint the Inhabitants, that they may not offer any Insults to my officers & boats, And on my part I shall hold the Truce most sacred. – I have the pleasure to acquaint you that every Ac-

comodation the *Fowey* can afford is at your, and your Friends service, And that my boats shall at any time be ready to Attend your coming off; And sent for your property. I am Sir [&c.]

Geo. Montagu

1. Red Book, XII, Md.Arch.

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

June 1776 at Anchor in Annapolis Road Thomas Point SbW
Greenberry do NW

Sunday 23. at 5 AM hoisted a flagg of Truce at the Foretopgallant mast head and sent our boat with an officer & flag of Truce to the Governor, at 11 the boat returned.

First and Middle parts light Winds, latter Moderate and Cloudy

at 4 P M sent our boat on shore with a flag at 6 she brought the Governor on board, and saluted him with 13 Guns

1. PRO, Admiralty 51/375.

EDMUND RANDOLPH TO THOMAS JEFFERSON ¹

[Extract]

Wmsburg June 23. 1776.

[James] Barron has brought in the Transport, taken by Capt. Biddle off the Banks of Newfoundland, and separated from him by a Storm. Her Cargo, consisting of 217 Scotch Highland Regulars, came up to this town yesterday. Among them, we are told are many valuable Artificers. Measures are in Agitation to reconcile them to prosecute their different Occupations in this Country. Some of them are vioelnt vs. America, others tolerably moderate, and many from contending Passions curse the Parliament and Congress in the same Breath.

1. Boyd, ed., *Jefferson Papers*, I, 407.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Bristol in Five Fathom Hole

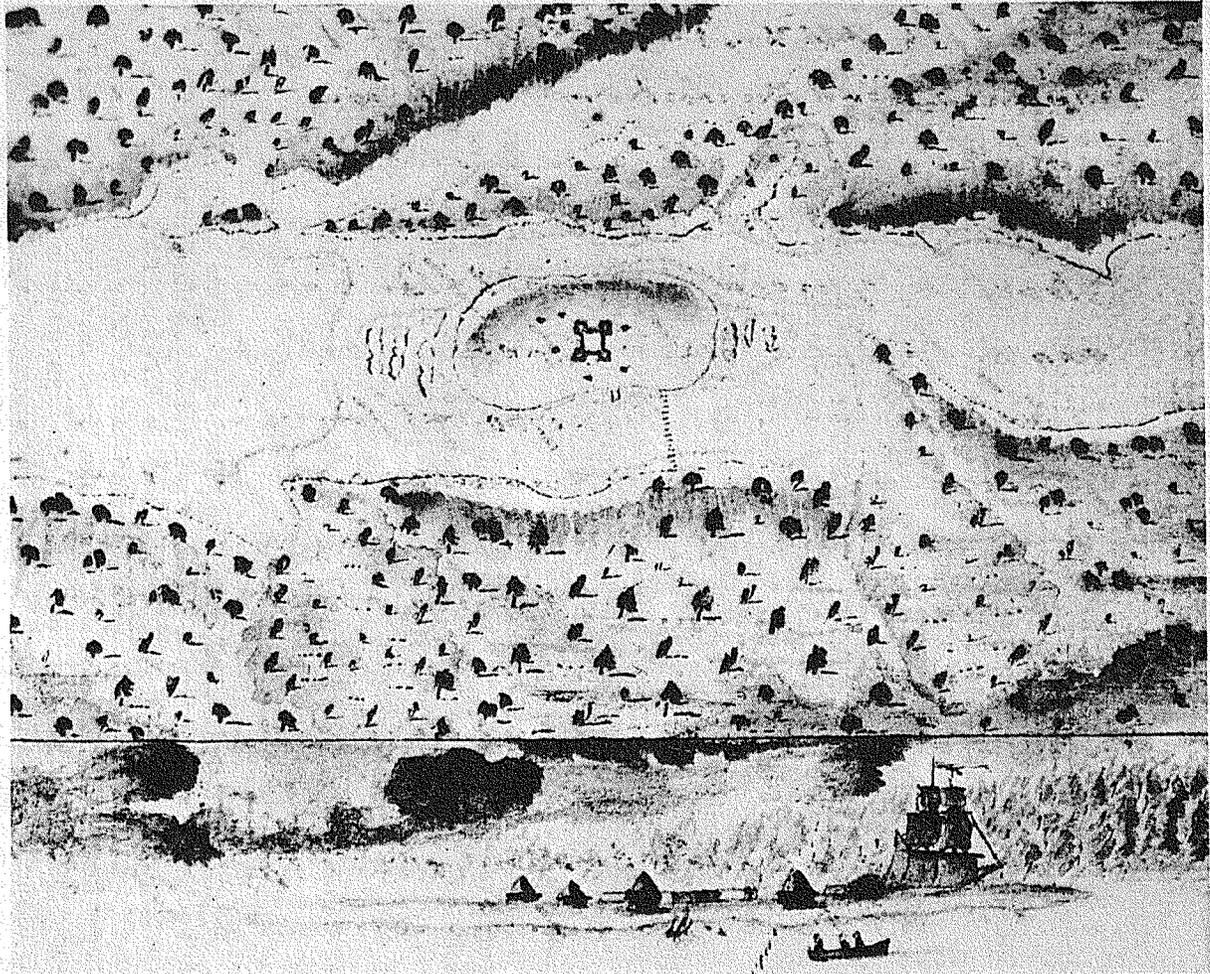
Sir

23d June 1776

If the Wind shou'd not be Fair to Morrow, the Tide of Ebb will not fall out so luckily for Us as we cou'd Wish, and as You think it will be more convenient for You, that we shou'd Attack on the Flood, I have determined in Order not to loose a Moments Time, to take the Chance of Weather, and begin on either the Flood or Ebb as the Wind may Serve; If the Wind shou'd be to the Southward of the East, I will begin on the first of the Flood, If to the Southward the Ebb must be the Time; but at all Events shou'd You think proper to make an attack I will do my utmost to cause a Diversion, and will at any Time of Tide, provided the Wind will let me, get abreast of the Battery with the Ships. I have the Honor to be Sir [&c.]

P: Parker

1. Sir Henry Clinton Papers, CL.



Fortification on the Isle Aux Noix in Lake Champlain.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Camp at Long Island

Sunday Evening the 23d June 1776

I am to acknowledge the receipt of yours of this date by Lieut. Caulfield, and am sorry to find that Wind & Weather has not been favorable for the intended attack of the Fleet this day – I can only repeat to you Sir! That whenever circumstances shall concur to make that attack practicable, I shall do my utmost to cause a diversion and to Co-operate with you.

I once more most heartily wish you success and have the Honor to be with great Regard &c.

H C.

1. Sir Henry Clinton Papers, CL.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

23d June The Rebels hard at work at their new Battery and in extending their lines in front.

The Army hold themselves in readiness to march

This day Lieut. Caulfield of the *Bristol* arrived in Camp with a Letter from the Commodore, representing that the Wind is unfavorable for the intended attack The *Roebucks* Tender came down by the Creek.

1. Sir Henry Clinton Papers, CL.

24 June

BRIGADIER GENERAL JOHN SULLIVAN TO GEORGE WASHINGTON ¹

[Extract]

Isle Aux Noix June 24th 1776

... I think it would be by far, the Best to remove to Crown Point, Fortify that, Build Row-gallies to Command the Lakes, & by Scouting parties to defend our Frontiers, as the Savages have already begun upon us. They have made two Attacks upon our men, Kill'd & taken near Twenty, Among which are seven officer. . . I hear from all Quarters that the Enemy are very Numerous in Canada. Their Shipping is also Numerous, & it cant be Doubted that all the Canadians, & all the Indians in this Quarter, Will be Compell'd to bear Arms against us, This I know they would gladly have avoided, But finding that we are not able to Afford them that Protection we promised, They are Obliged to make their peace in the best manner they can – I think it is now past a Doubt that the Neglect & Inattention to this Departmt has not only lost us Canada, But Involv'd us in a war with all the Blacks & whites in this Quarter, & to Check their progress, I know of no better Method than to Secure the Important posts of Ticondaroga & Crown point, & by building a Number of Arm'd Vesssels, Command the Lakes, Otherwise the forces now in Canada, Will be brought down upon us, As quick as Possible, having nothing now to Oppose them in that Colony – They have a Number of Batteaus fram'd Which they

brought from three Rivers, They will Doubtless Construct Some Arm'd Vessels, & then Endeavour to penetrate the Country Toward New York, This I am persuaded They will Attempt, But am Sure they can never Effect, Unless we Neglect to Secure the important posts now in our power. . . .

1. Washington Papers, LC.

JOURNAL OF CAPTAIN HENRY DEARBORN ¹

[Halifax] 5 [June, 1776]

3 O Clock this afternoon, then we embark'd on Board his Majesties Ship *Scarboroughh*.

6 Lord [Hugh] Percy din'd on board the *Scarboroughh*, at his Coming on Board he was saluted by thirteen Guns from this ship, & the same number from several ships that lay near us, I went ashore to day and found an opportunity of writing to my fellow prisoners in Quebec, which I gladly embraced.

7..8..9 We still remain here expecting every day to sail.

10 at 10..0..Clock this morning we sail'd, we had a fair brisk Breeze.

11 Little wind to day.

14 This morning we enter'd the Bay Fundy, at 3 O Clock P: M: we pass'd Falmouth, a small Village I am inform'd 15 or 18 sail of vessels own'd at six o..Clock we were abreast of Long Island, the wind is fair and fresh, we pass'd a number of small Islands, & Rocks to day, particularly Gannets Rock, which was Cover'd with white fowl in such Numbers that at a distance it looks like a small Hill Cover'd with Snow, These Fowl are Call'd Gannets or Solan Geese, they are almost as large as our Common geese.

17 At 10 Clock A..M: we Came to Anchor in Cumberland Bay about four Miles from the Town. the Country has a very pleasant appearance from where we lye, I am in a disagreeable situation to-day, but there is not such a scene of slaughter, and bloodshed, as I was in this day 12 Months.²

20 We understand we are to sail the first wind, we had a fine dinner to-day, one Fowl roasted, and another boil'd, with some pork and potatoes, I made the best meal that I had made for about six-months past, some of the Inhabitants Brought some sheep along side to-day for which they asked 48/. p.piece for, New: England Rum here is 21s/4d Lawful p. Gallon.

21 This is the first day that has looked like summer since I came to Halifax, we expect to sail from here tomorrow, if the wind do favour us, every day seems a month to me, I am very anxious to see my dear family once more.

22 We hove up to day, and attempted to go down the Bay, but the wind was so fresh against us that we were obliged to come to anchor again, after falling down about 2 Leagues.

24 We had a heavy Gale of wind at S. W. last night, it was suppos'd

that we were in great danger of driving on shore, but by letting go another Anchor, we rode it out without any damage, the wind remains still contrary.

1. *Dearborn Journal*.
2. Battle of Bunker Hill.

“EXTRACT OF A LETTER FROM CAPT. YOWARD, OF THE *Mermaid* TRANSPORT, TO HIS OWNERS, DATED HALIFAX, JUNE 24, 1776.”¹

We left Greenock the 29th of April, and having bad weather, parted with the fleet off Scilly the 4th of May, as my orders from the captain of the *Flora* frigate were, in case of a separation, to sail for Boston, I made the greatest dispatch in my power for that port. On my passage I picked up several transports, but by some accident or other parted with them all, so that we were a single ship for 24 days before we made land, which was on the 10th of June, when we discovered Cape Anne (12 leagues from Boston) soon after which we fell in with an American privateer, of 10 six pounders and fourteen swivels; we having only four swivels, we thought it best to bear off from her, but it falling calm she rowed up to us; by this time we were a little prepared for her, having got all the bedding, &c. placed in the netting all round the ship, in order to secure the soldiers we had on board, in number 120, from their grape shot. At a little before four in the afternoon, the engagement began, and continued for nine glasses, when the privateer rowed from us again. It is impossible to know what execution we did, but as we were within pistol shot of each other during two hours of the engagement, we concluded our musquetry must have been severely felt amongst them. We could plainly see them heave two killed men overboard, and I saw one man fall from the shrouds. Three of our soldiers were wounded, one seaman, and myself. On the 13th inst. we fell in with his Majesty's ship *Milford*, from whence we learned that Boston was in the hands of the Provincials, and that General Howe had sailed for Halifax; but as a few of our transports were then lying at Boston bay, under protection of his Majesty's ship the *Renown*, Captain Banks, the *Milford* escorted us thither, where we arrived, or rather came within sight of it on the 14th of June, for the Provincials the night before had erected a battery on Long Island, and in the morning began playing on the men of war and transports, whom they forced out to sea; we joined them, and arrived safe here yesterday evening.

The officers and soldiers (part of General Fraser's new raised regiment)² behaved with the greatest courage and activity, and two of the soldiers, who were dangerously wounded, we put on board the *Renown* to be taken proper care of. The vessel suffered much in her rigging. On the 22nd of June we fell in with the Lord Howe (a single ship) who saw us safe into Halifax,³ as we parted with the *Renown*, and then, without entering the port of Halifax, stood out to sea, as we suppose to the southward.

1. Almon, ed., *Remembrancer*, III, 230-31.
2. Captain Patrick Campbell's company of the 71st regiment.
3. Vice Admiral Richard Lord Howe in the *Eagle*.

JOHN LANGDON TO JOSIAH BARTLETT¹

[Extract]

My Worthy Friend

Portsmo 24th June 1776

Your kind favor of the 10th I've recd am much Oblig'd for your kind Congratulations on our Launching our Ship, we have most certainly been highly favor'd Sons of Fortune, in this matter, not one Accident having happne'd thro the whole Building, geting Masts in, and Rigging, our Top Gallant masts are all on End the Ship compleatly painted, ports all hawled up makes a grand figure, and to my (and no doubt your[]) great Satisfaction, esteemed by everyone, who sees her, as handsome and as good a Ship, as can be built in the Kingdom, (Seasoning of Timber Excepted)

I like the Resolutions of Virginia well, they ever have been firm as Rocks, near relatives to the Yankees, our Colony no doubt will be for Independance . . . the Houses have in great Measure lost the Confidence of the people, it is much to be Lamented to see the two Houses sitting at the Expence of One Hundred or more dollars p day, expence, and the most that is done is Puning, Laughing, appointing Officers one Day, Reconsidering the next, not one single Act yet passed of any Importance, the Prizes lay here Seven Months Uncondemned, for want of an Act, the Privateers determin'd not to send in any more, as there's no Law about . . .

Should I be appointed Agent I shall Resign my Seat at the house, if desired by Congress should be glad to know as soon as may be whether I am to tarry here, or not, should there be any new Arrangement in the Navey and Flag Officer come in the way you may remember me, if you please, unless some other who is likely to do much better is in the way – I only mention this Supposg that several Flags may be appointed. . . .

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

JOHN LANGDON TO WILLIAM WHIPPLE¹

[Extract]

My Friend –

Portsmouth June 24th 1776

Your favour of the 10th Instant, I've receiv'd am glad that [Thomas] Thompson is appointed to the Command, of the *Rawleigh*, I wish it had been *New Hampshire* however it will do very well for the Reasons you give. I have sent you a List of the Officers, which I've spoke to, who have all accepted, Captain Follett I've appointed Master, our Ship is almost rigged, the Top Gallant masts all on end, Last Week, a most beautiful Ship, great pity she could not be out now in this Bay, she would in all Probability pay for the whole Fleet in one Fortnight and defeat the designs of great part of our Enemies army, which are coming in every day, Convoied by small Ships, and Oblig'd to return to Hallifax, except those who are stop't by our Privateers, who would do great Execution, had we only one or two Frigates laying in our Harbour, or Boston to give them Countenance

I should be glad to know whether a Purser and Steward are to be appointed, or only a Steward, as I see by the Arrangement, as he must be ap-

pointed as soon as I begin to enter Men, which must be immediately, some few, to take Care of the Ship, pray send me an Order to Enter Seamen out of any of our Continental Troops here or Massachusetts, when the directions come to Enter Men, (as Land Men will fill their places, this must be done) . . . I see no prospect of coming to meet you half way, if you had taken Notice when I mentioned of coming it was only to do a few Trifles such as sending on Guns, which it seems are not to be had, and declaring In-dependance &c. . . . You won't forget, when Marantine matters come on, and that Flagg Officers should be appointed what I mention to you in former Letter, let me hear from you, whether I am to Contract for Guns at Providence or not . . .

Officers for Ship

Captain [Thomas] Thompson
 1st Lieut Peter Shores
 2d do John Wheelwright
 3d do Josiah Shackford

Captain Marines

George Jerry Osborne –
 1st Lieut Stephen Meads
 2d do Natha Thwing –
 Master Capt Follett who I've appointed –
 John Jackson Surgeon –

There must be a Yard, or Wharf, Brother, to heave down at, in this Harbour, and as I have the best place in it, which you know, I am ready to build, one at my own Expencc provided the Ships come there, only the Continent to pay reasonable Wharfage. – and for any Extraordinary Expencc particularly for them, this is much the best Harbour in the four New England Colonies, well and easily defended, the Masts which is a grand thing and the best of Workmen – Pray remember this, as it comes in with my Agency –

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

Boston Gazette, MONDAY, JUNE 24, 1776.¹

Colony of the Massachusetts Bay, Lincoln ss.

There being a Libel filed before me against the Brigantine *Loyal Britain*, burthen about 100 tons, said to be improved in carrying supplies to the Fleet and Army employed against the United Colonies and brought into the County of Lincoln: This Notice is given, agreeable to the Laws of this Colony that the Court erected to try and condemn all Vessels found infesting the Sea coasts and brought into either of the Counties of York, Cumberland, or Lincoln, will be held at the Meeting House in the East Precinct in Pownalboro' on Tuesday the 6th day of August 1776, at 10 o'clock in the forenoon, to try the justice of the said Capture, that all Persons concerned may appear and shew Cause, if any they have, why the said Brigantine, her Cargo and Appurtenances should not be condemned.

1. This issue also carried notices of libels filed in Plymouth "against the Brigantine called the *Fanny*, burthen'd about seventy five tons, commanded by Richard Blythe, and also against the Schooner *Peggy*, burthen'd about ninety tons, commanded by Samuel Gilstone."

THOMAS CUSHING TO JOHN HANCOCK ¹

[Extract]

Boston June. 24, 1776

Dear Sir I have received your several Favours of the 6th, 12 & 16 June & note their Contents, am obliged to you for the list of the Names of the Captains appointed for the Several Ships; I am glad to hear the money is upon the Road for the Troops & Ships – that for the Ships is much wanted, & the Continental Troops had grown so uneasy for want of their pay that General Ward had applyed to our General Court for the loan of some Money, which we were about to furnish him with, as soon as it could be struck off, for you must know our Treasury has of late been drained so much to pay for Salt petre that it had got quite empty & we have been obliged to make an Emission of One hundred Thousand pounds for a present Supply . . . I hope in your next to receive orders for Enlisting the men for the Ships, and also an order for what provisions I may want on the Commissary General or his Deputy – pray forward the Cannon as soon as possible and every further direction that may be necessary, The Ship that is launched may be ready for Sea in a fortnight if we had the Guns & orders for Enlisting the Men – I hope Capt McNeil [Hector McNeill] & Mr [John] Brown will be here Soon,² I like the names of the Ships Well, Mrs Cushing also highly approves of them, she proposed long ago that one of them should be named either the *Hancock* or *The Lady Hancock* –

. . . since My last we have taken Three more Transports with About 300 Men & which the Council have sent them to Springfield Worcester Concord & Taunton, with liberty to the Sheriff to dispose of them among the Several Towns in the respective Counties if they Incline to go out to Labour – We had Ten some say Eleven Sail of large Ships in the Bay Yesterday, one of them appeared to be a frigate & the rest Transports, but what they are we Cannot at present Tell, hope we shall soon have possession of them in Nantaskett Harbor where we have two large Ships laying as decoys, a Battery with Abt 300 Continental Troops at Long Island Head & General [Benjamin] Lincoln with a number of Men at Nantaskett – I remain with great respect [&c.]

Thomas Cushing

1. Personal Papers, Misc., LC.

2. Captain and First Lieutenant of the Continental frigate *Boston*, just launched at Newburyport.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Munday 24th of June 1776 [Nantasket Harbor]

At 8 in the Morning came to sail stood out to the Eastward saw the fleet boar away down to them fird a signall gun and hoisted a blue Ensigne at the top mast head the Commodore Answered it the fleet tack

stood for Boston we beat in to Boston Or Nantaskett road the fleet coming in As fast As possible Came on night before the fleet could git in we came to Ankor in Nantaskett

1. John Fisk Journal, AAS.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776 The Westermost Part of Cap Codd SSE dist[c]e about
2 Leagues

Monday 24 at 1 A M. Fired a Swivel Shot at the head most Ships, to Make them keep a Stern at 3 out 2d Reef of Topsls . . . at 4 Fired a Gun Made the Signl and Tack'd as did the Convoy, at 5 Cape Codd SSW. distce 3 or 4 Miles, at 7 Chased an American Privateer Schooner who stood in for Boston Light House, at 9 Made the Sigl for all Masters of the Convoy at 10 Brot. too Do out Cutter and at Noon in Company 9 Sail First and Middle parts Modr and Clear but Squally at times, the Latter Modr and Hazey wear at 1 p m hoisted in the Cutter, and Made Sail Do Saw a Sail in the NW Qur Set the Studdg Sails and gave Chace, at 3 a Sudden Squall of wind Carried away the Main Topmast Studdg Sail Boom, by which Means the Geer Broke, and we Lost the Main Topmast Studding Sail Over board at 4 Fired a Gun a Sigl for the Convoy to Tack, a Sloop to windwd at 5 hoisted a Blue Flag at the Main Topmast head, and made a Private Sigl which the Sloop did not Answer, at 6 Fired a Gun and Made the Sigl for a Pilot, and also a Gun Twice to ta[c]k which we and the Convoy did. at 8 Boston Light house WSW distce 2 Leagues,

1. PRO, Admiralty 51/360.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND ¹

[Providence] June 24 1776

Voted That Seth Chapin be second Lieutenant of Marines for the Ship *Providence*

That Twenty Barrels of Flour be deliver Charles Bowler to Bake into ship Bread.

1. Journal R. I. Frigates, RIHS.

GOVERNOR NICHOLAS COOKE TO GOVERNOR JONATHAN TRUMBULL ¹

[Extract]

Providence, June 24th, 1776.

Your letter of the 14th of May respecting the cannon came to hand on the 17th. On the 18th Messrs. Levi Hollingsworth and Thomas Richardson came to this town with an order of Congress, for 20 of them to be transported to Philadelphia; and on the 20th I set out on my journey; and when

I returned I found here a resolution of Congress that six only should be taken from this Colony, which have accordingly been delivered on board the *Fly*.

1. *Collections of the Rhode Island Historical Society*, VI, 157, 158.

Newport Mercury, MONDAY, JUNE 24, 1776

Newport, June 24.

Within about a fortnight past, Capt. [John] Grimes, in one of our galleys, has grappled up 3 cables and anchors between this town and Connanicut, having been left by the ministerial pirates, when they were driven out of this harbour. Two of the cables are 16 inches, and the other 9; the largest anchor weighed 24 c. 2 qrs and 11 lb. marked with the *Scarborough's* name on the stock.

Capt. Robert Campbell, lately arrived here passenger from Curacoa, informs that he was taken the 24th of November last,¹ by the *Viper* sloop of war, on his passage from St. Croix to New York, and carried into Antigua the 21st of December, where his vessel and cargo were condemned, as mentioned in the papers, some time past. Capt. Campbell says he left Antigua about the eighth of April, and that there had been about forty American vessels carried into that island before he came away.

Colony of Rhode Island, Providence, ss.

At the Court erected to try and condemn all Vessels that shall be found infesting the Sea Coast of America, and all Vessels belonging to any of the Inhabitants of Great-Britain, and brought into said Colony, to be holden at Providence, in the County of Providence, in said Colony, on the Fourth Day of July, A.D. 1776, at the Hour of Ten in the Forenoon, will be tried the Justice of the Capture of the Ship called the *True Blue*, of the Burthen of about 200 Tons, late commanded by James Stable, laden with Rum, Sugar, Coffee, Cotton, Pimenta, &c. taken upon the High Seas and brought into the Port of Providence aforesaid,² and said to belong to some of the Inhabitants of Great Britain, and to have been employed for the Purpose of supplying the British Fleets and Armies, now acting against the United American Collonies: And therefore the said Ship, her Appurtenances, Cargo and Guns, are libelled in the Court aforesaid, and will be tried at the Time and Place appointed – This Public Notice is given pursuant to the Law of said Colony; that the Owner or Owners of the said Ship, her Appurtenances and Cargo, or any Person or Persons concerned therein, may appear at said Court, and show Cause, if any they have, why the said Ship, her Appurtenances, Cargo and Guns, should not be condemned.

John Foster, Judge of said Court.

1. In the sloop *America*.

2. Taken by the Continental brig *Cabot*, Captain Elisha Hinman.

Pennsylvania Ledger, SATURDAY, JULY 20, 1776

Newport, June 24.

Captain Campbell, lately from Antigua, via St. Eustatia, informs, that a

little before he left Antigua, a vessel from Georgia belonging to Mr. Samuel Brenton of this place, was seized there by a man of war, with all her cargo, consisting of lumber, indigo, &c. Mr. Brenton, then present, urged his being a friend to government as a reason for his being favoured, but the admiral told him the act of parliament by which he was seized, made no provision for friends of government! He then pleaded the same to the Marshall for being indulged in buying the indigo at a moderate price; but the Marshall said it was difficult to determine who were friends of government, or to that purport, and that he should buy the indigo himself to ship to England. Just so would all American Tories fare, should this country be conquered agreeable to their wishes, but be assured the sun, moon and stars shall fall, the ocean cease to roll, and all nature change its course, before a few English, Scotch and German slaves shall conquer this vast continent.

Connecticut Courant, MONDAY, JUNE 24, 1776

Hartford, June 24.

An Embargo is laid upon the Exportation out of this Colony by Water, Wheat, Rye, Indian Corn, Pork, Beef, live Cattle, Peas, Beans, Butter, Cheese, Bread, Flour, and every Kind of Meal (except necessary Stores for Vessels bound to Sea) and said Embargo is to remain until the rising of the General Assembly in October next.

DEANE & WADSWORTH TO DENNIS & LAWSON ¹

Gentlemen

Weth[ersfiel]d June 24th 1776 –

We are Sorry that we must be so Urgent at this Time for the Remainder of the Cordage & Hemp for the frigate under our Direction,² We are in the Greatest want of it and must Desire you to purchase the Remainder without Any Delay as we are fearfull there will be no Communication by Water to New York in a Very Short Time –

The 16 Inch Cable which we had the Offer of Some time Ago we are Disappointed in, must Desire you to get it made with the Other Cordage – We have had no Letter from you for Some time Past, Shall be much Obligd to you for a Line by the Return of the Post And are in the Intrem Gentlemen [&c.]

Deane & Wadsworth

Coppy of a Letter to Dennis & Lawson

1. Barnabas Deane Papers, ConnHS.
2. The Continental frigate *Trumbull*.

NATHANIEL SHAW, JR. TO JOHN WRIGHT STANLEY & CO., NEW BERN,
NORTH CAROLINA ¹

Gentlemen

New London June 24 1776

I wrote you 5th Ins. by Post, since that I have advanced to Capt [Edward] Tinker to the Amo of £768..1/8 L M Dolars @ 6/ which I beg you'l

order paid to my Friends Messr Thos & Isaac Wharton Merchts In Phila. Capt Tinker sailed two days agoe, and hope he will arive safe he has a parcel of the best Gunns I ever saw, & hope you will find your Accot in getting them, Every article of Warr is now extravagantly high, I could have had 25 p Ct on the purchase of them – beg you'l not disapoint me in ordering payment in Phila. I am Gent [&c.]

1. Shaw Letter Book, YUL.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON ¹

[Extract]

Albany June 24th: 1776

4 O'Clock P.M.

One Gundalo is finished at Skenesborough and a second is already planking, and I hope if my Health permit me, when I return from the Westward to build one every six Days.

1. Washington Papers, LC.

COLONEL HENRY KNOX TO ROBERT TREAT PAINE ¹

Dear Sir,

New York June 24 1776.

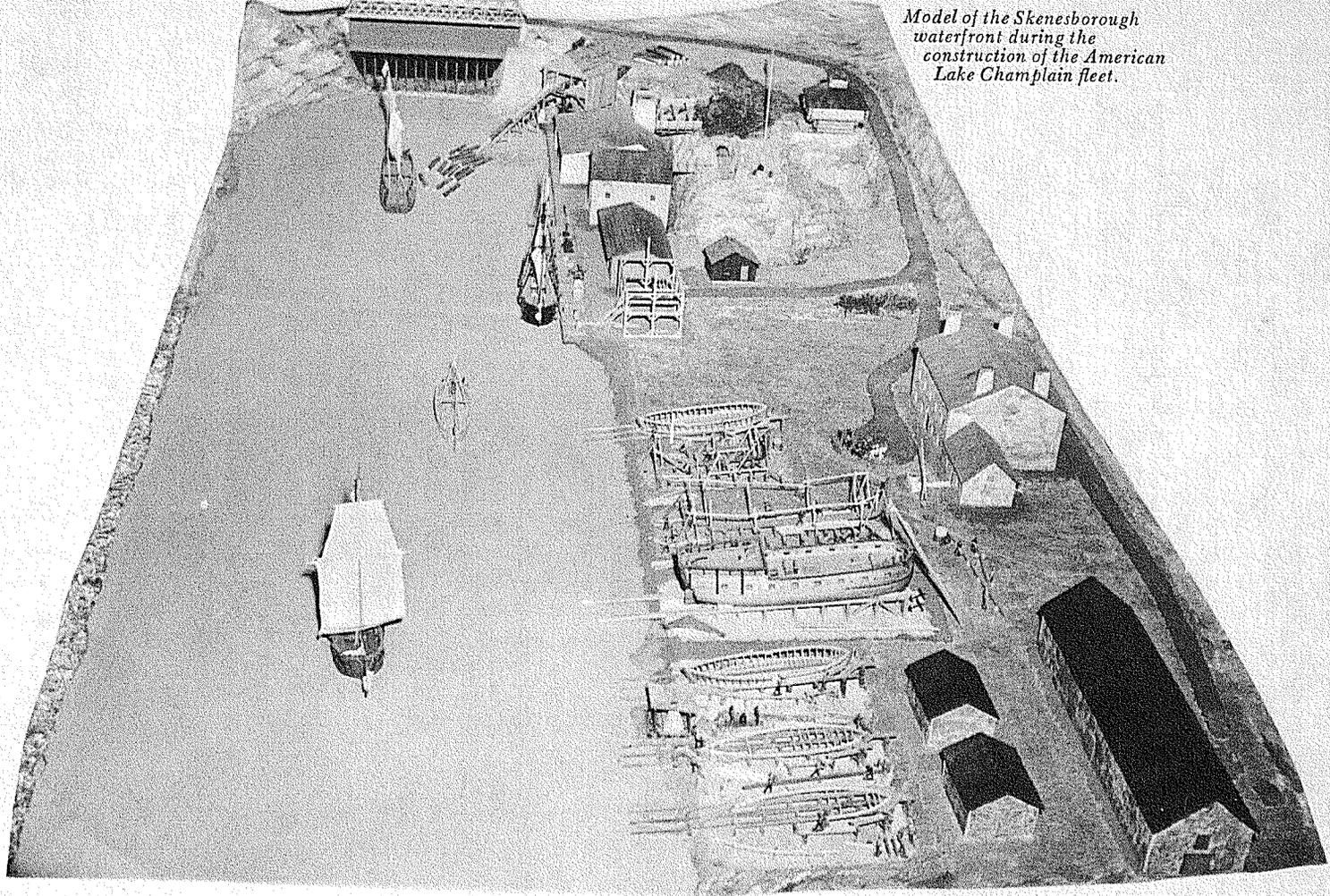
I receiv'd yours of the 20th instant last Saturday After the post was gone or I should have answer'd it immediatly. – You desire me to send you the weight and bore of the Iron Ho[w]itzers we have here – we have none. Colo [Richard] Gridley had two cast but they were never us'd – Iron Ho[w]itzers are so unweildy from their weight that they are entirely exploded in the British Army – a ten Inch will weigh 28.0.0 8 Inch 1500, & 5½ 1000. whereas a Brass 8 Inch Ho[w]itzer will not weigh more than 450 or 500, 5½ Inch 280 or 300

Their Dimensions

8 Inch		5½ Inch	
		Inches	Inches
length of Chamber	8	length of Chamber	6 $\frac{6}{10}$
Diameter ditto	4	Diameter do	2 $\frac{8}{10}$
from the Chamber to the muzzle or the whole length of the bore	} 24	from the Chamber to the Muzzle or the length of the bore	} 16 $\frac{5}{10}$

The ten Inch Ho[w]itzers have such great re-action that will break any field Carriage whatever therefore they are laid aside. – 8 Inch and 5½ to fire at Ships or to fire case shot in the field are some of the best peices of Artillery now us'd. – At the air Furnace in this city we have cast four 5½ brass Ho[w]itzers as good as those cast a[t] Woolwich, and in the course of this week we shall cast as many more – I have prov'd them and find they will elevate to an angle of 25 degrees, project a Shell a mile and 45 degrees 1 mile and ½ – The Carriages on which these are to be mounted are not yet finish'd which has prevented my making more accurate Experiments, on a point blank range or at small elevations – I have no doubt that we should be

Model of the Skenesborough waterfront during the construction of the American Lake Champlain fleet.



able with certainty to drive a Shell thro' the side of a Ship at the distance of six or seven hundred yards – with an 8 Inch 1000 yards – In your Letter of the 20th June you say we cant get Brass – Mr Byers a founder in this city tells me that he has no doubt but in a little time he could procure Copper enough to cast 80 or 100 Six pounders each of which will weigh dble the 5½ Ho[w]itzer – There is a large quantity Of Copper at Boston, which could be appropriated to no better use than to be cast into Cannon – There is a Copper mine in the Jersies which might be work'd on this occassion – there are a great number of Stills Which are only a pest to society which ought to change their form – If possible all our field Artillery small mortars & Ho[w]itzers should be brass – our heavy mortars and Cannon, Iron – It pleases me much to hear that you cast good 18 pounders &c at Philadelphia – The buisness of casting Cannon and making fire arms is of infinite importance to this Continent and cannot be too much encourag'd – The 24 pounders at this place are too heavy, they weigh 51.0.0 I have seen some Very fine 24 pounders belonging to Rhode Island which weigh'd 40.0.0 which is light enough for so large a Cannon – we have a considerable number of 32 pounders which weigh about 50.51.52 hundred each – The air furnace in this City also one at Newark in the Jersies about nine miles distance are in good order and I make no doubt will be able to cast you any number of field p[ie]ces either brass or Iron – If there is any thing further in this way in which I can be of any service, I shall with pleasure do it You will 'ere this heare of the hellish plot At this place in Consequence of some of the Amiable Kings money liberally distributed here – and also of the Spirited Conduct of our friends at Boston in driving away some of the Kings ships, but Not perhaps of two more Highland transports which were taken there last Monday which is as follows communicated to me by a letter dated Boston Monday 11 oClock – June 17 –

Yesterday were seen in the Bay two large transport vessells suppos'd to be such in an engagement with two or three privateers which they beat off and ran in to Nantasket road – Immediately upon their dropping anchor our Batteries from the surrounding posts lately taken possession off began to play on them on which they put out for sea, but were met by a Connecticut Brig Capt Harden with 14. Carriage Guns 140 hands who after a smart engagement took em both, they prov'd to be a Brig and Ship from Scotland with 210 highlanders on board – the Brig mounted a number of 4 pounders the Ship 6. 6 pounders The Ship had 8 privates and a Major Kill'd a number wounded – Colo Campbell is among the prisoners

This makes five Sail of Vessels with highlanders that have been taken – I think they open the Campaign badly.

I am Dear sir with Respect [&c.]

Henry Knox

cruise of three months if she has guns, before either of the Providence ship[s] can be got to sea, but he insist that those ships are as forward as Yours, I believe the Guns must go from hence there is a probability that enough for one ship will be in town in about 10 days, & You may depend I shall exert every nerve to get the first for you

I am just come from the Marine Commte & have once more got their Unanimous consent to nominate you for agency, I think there is no doubt but you'll be appointed, but believe it will be in expectation that you resign Your seat in Congress, which I have assur'd all that I have mentioned the matter too that you are determin'd on. I suppose a list of officers are on the way here I shall dispatch them as soon as they arrive &c

1. Captain J. G. M. Stone Private Collection, Annapolis.

PROVINCIAL GALLEY COMMANDERS' REPORT TO SUBCOMMITTEE OF
CONGRESS ¹

[Philadelphia] June 24th 1776

We the said Commanders, do resolve, to abide By the determination set forth in Our Remonstrance of the 18th Inst: to the Committee of Safety, respecting the appointment Of A Commodore (They do therefore warmly remonstrate against any Such appointment, and declare to this Board that they will Not Submitt to it) we do also report to the Sub committee—That the report which has prevail'd in Town about Our going on board the province Ship, to strick the Broad pennant With Boats mann'd & Arm'd, Is false, & without the least foundation There was not a single fire arm in One of the Boats, neither the smaest Appearance of Hostility or design on our parts, even, orders were Given to Our men not to Stir Out of thier Boats, or attempt to come On board the Ship. We do pray, when convenient that we may Have a hearing before the Honble the Committee of Conference or Convention In the Interim Your Committee may rest assured, that we will—Constantly remain in the line of Our duty, for the defence of Our River & Province, and that no differences of Whatsoever kind shall interfere with the good of the Publick, & Glorious Cause in which We are engag'd Sign'd

Benj^a Thompson

Robert Hume

H Dougherty

Jn^o Hamilton

James Montgomery

Rich^d Eyres

Alex^r Henderson

Hugh Montgomery of Fire Sloop

W^m Gamble

1. William Bradford Papers, HSP.

PROCEEDINGS OF THE PENNSYLVANIA CONFERENCE OF COMMITTEES ¹

[Carpenters Hall, Philadelphia] Monday, June 24, P.M.

The committee appointed to wait on the captains of the row-gallies, &c., made their report which was read, and is in the following words: That they had proceeded to said fleet in order to execute their appointment and wait

on said captains (the commodore being gone to Philadelphia,) who declare solemnly that they would pursue no measure that would involve the fleet in confusion, or in any wise incapacitate them from serving the public in the most effectual manner for the support, safety and defence of this province, further than that they would not submit to, but would ever protest against the advancement of Capt. Davidson whom the committee of safety have appointed commodore of said fleet, and further requested to be heard by this board or the convention, respecting the premises as will appear by a declaration of said captains to said board.

J. Blewer, Robert Loller,
T. Levis, John Colhoon.
M. Bird,

The committee also delivered a written report of the captains of the provincial gallies which was read and is in the following words, viz: ²

Ordered, That the above reports lie on the table for perusal of the members.

On motion, *Resolved*, unanimously, That the same committee be appointed to wait on the committee of safety, and desire a conference on the subject matter of their report, from their conversation with the captains of the row-gallies, &c., in the service of this province, and to make report of their proceedings in the premises.

The committee appointed to wait on the committee of safety, reported in the following words: That in conversation they found they were willing to agree to any thing with this conference in reason, that would promote harmony and good order; and further, that any of the conference was welcome to examine any of their accounts or proceedings.

(Signed) J. Blewer, Robert Loller,
M. Bird, John Colhoon.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, 657, 658-60.

2. Galley captains' report inserted at this point.

Pennsylvania Packet, MONDAY, JUNE 24, 1776

Philadelphia, June 24.

A letter from Salem, in New-England, says, "By a number of ship masters who have very lately made their escape from Halifax, we are informed, that twenty transports with troops and three frigates are gone into the bay of Fundy to fortify a pass there, and prevent the continental forces from attacking their main body at Halifax."

APPLICATION FOR CONTINENTAL COMMISSION AND BOND FOR THE
MARYLAND BOAT *Rebecca & Sally* ¹

Name and Burthen of the *Rebecca and Sally*, together with her Number of Guns, and Weight of Metal, the Name and Place of Residence of the Owners, the Name of the Commander and other Officers, the Number of the Crew and her Quantity of Provisions and Warlike Stores.

The Boat *Rebecca & Sally*, Burthen 25 Tons, 6 Swivels, 1 Pounders, 2

Blunderbusses, 6 Musquets & 1 Rifle, James Calhoun and John McLure Owners, of Baltimore County in Maryland, Thomas Russell Commander, Charles Wells 1 Lieutenant, James Forbes 2d Lieutenant, Baxter Griffin, Mate and 8 Hands. Ten Barrels of Bread and five Barrels of Pork, 3 Barrels of Beef, 30 Barrels of flour and 50 Gallons Rum. Fifty Pounds Weight of Powder and 120 lb of Musquet and Swivel Balls. Given under my Hand this 24th Day of June 1776.

Tho^s Russell ²

1. Papers CC (Ships' Bonds required for Letters of Marque and Reprisal), 196, XII, 97, NA.

2. *Ibid.*, bond was issued this date.

PETITION OF SAMUEL GALLOWAY TO THE MARYLAND COUNCIL OF SAFETY ¹

To the Honble the Council of Safety,
the Petition of Samuel Galloway on behalf of himself and James Cheston humbly Sheweth that on Sunday Evening of the twenty third Instant, Hugh Job, a Taylor, James Brooke a Painter, Robert Skinner a Carver, John Kelly a Gardener and Thomas Wilkinson, waiting man, made their Escape from your Petitioners house at West River in a Battoe, and that your Petitioners have great Reason to entertain a Suspicion that they have or will endeavour to get on board the *Fowey* Ship of War, now lying off this City, your Petitioners therefore humbly Pray this Honourable Board that they will immediately take such steps as they shall think most proper for the apprehension of the above mentioned Servants and your Petitioners as in duty bound will ever pray ²

Sam^l Galloway

[Annapolis] June 24th 1776

1. Red Book, XII, Md. Arch.

2. The names of the runaways and that of a soldier "deserted from Captain Scott's Conipy" were sent to Captain George Montagu requesting their return if on board H.M.S. *Fowey*. The "good Offices" of Governor Eden were also sought. Browne, ed., *Arch. of Md.*, XI, 512-13.

ROBERT SMITH TO MATTHEW TILGHMAN ¹

Sir.

Annapolis 24th June 1776

His Excellency having taken leave of this City, left it in charge with me, to desire you will apply to the Convention, that a proper Permit may be granted, to suffer his Stock, which he expects from his own Plantation, by way of Patuxent, to be delivered on Board His Majesty's Ship, when she gets off that River. Your being so obliging to attend to this Request will be considered as a very Pticular favor conferred on Sir [&c.]

R Smith -

1. Red Book, XIII, Md. Arch.

2. Smith was secretary to Governor Eden.

CAPTAIN GEORGE MONTAGU, R.N., TO CHARLES CARROLL, BARRISTER ¹

Sir

Fowey off Annapolis 24th June 1776

It is my wish, in every respect, inviolably to preserve the Truce under which His Majesty's ship *Fowey* came up this Bay for his Excellency your

Governour, and as soon as his Effects are all on board, which I expect them to be to Morrow Morning, the *Fowey* will return to the Fleet, without committing any Hostility if His Majesty's Colours receive no Insult.

With regard to the servants for whose return you apply, my Instructions prohibit my discharging them, to suffer perhaps a severe and Ignominious servitude, nor is it in my power to deliver up any subjects of His Majesty who embrace his service, and risk their lives in seizing an opportunity for that purpose.

The Orders to His Majesty's ships are peremptory, to receive all persons well affected, and give them every protection – Such boats along side this ship as are the property of any Inhabitants of Maryland, shall under the Truce be immediately restored to the persons claiming them; I intended to have had them landed this Evening – I hope that no Obstruction will be given to the remainder of Governour Eden's Baggage, And that of the Gentlemen going down with him being immediately put on board, as I have orders to proceed down the Bay, as soon as that service which brought me up, is compleated. I am, Sir [&c.]

Geo Montagu ²

1. Red Book, XII, Md. Arch.

2. Governor Eden made a similar reply. Browne, ed., *Arch. of Md.*, XI, 514–15.

JOURNAL OF THE MARYLAND CONVENTION ¹

[Annapolis] Monday, June 24, 1776

Post Meridien

The letters of captain Montagu, and of Robert Eden, Esq; of this day, to the Council of Safety, were laid before the Convention, and on consideration thereof, *Resolved unanimously*, That the said capt. Montagu, by detaining several servants belonging to the inhabitants of this province, and by refusing to deliver up a soldier who deserted from the service of this colony, hath violated the truce and acted in manifest violation of his promise to preserve the same sacred.²

Ordered, That the commanding officer do not permit any baggage or effects belonging to Robert Eden, Esq; or any other person on board the *Fowey*, to be carried on board the said ship; and to take care that all communication with the said ship immediately cease.

Ordered, That the letters of captain Montagu to Robert Eden, Esq; of yesterday, and the several letters from the Council of Safety, of this day, to capt. Montagu and Robert Eden, Esq; and their answers, together with the above resolve and order, be immediately published.

Ordered, That the ship *Defence* and her tender immediately proceed down the Bay, and prevent, as far as possible, any plunder being committed by the captain of the *Fowey*; but it is the opinion of this Convention, that she should not attack the said ship.

1. *Proceedings of the Convention of the Province of Maryland Held at the City of Annapolis, on Friday the twenty-first of June, 1776* (Annapolis, [1776]), 2–4. Hereafter cited as *Maryland Convention*.

2. A memorandum entitled "Strength of the *Fowey*," reads:

Fowie - frigate built - 24 - 12 pounders - abot 150 or 160 [illegible] men & abot 40
Marines - a good Number of officers a dull Sailor - 20 Swivels in her Tops - 20
Nettings -

a small Tender - [illegible] Guns - abot 30 Tons. - bad Sail[o]r

[Tim Cain] the pilot [of the *Fowie*] five Boats - Barge, Long Boat, Whale Boat, &
Cutter & Jolly Boat

Truce broke by Capt Montague.

Red Book, II, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN REZIN BEALL ¹

No 38.

Sir, We are directed by the Convention to inform you that Captn Montagu of the *Fowey* ship of war has broke the Truce, that you may be prepared to repel any violence, which he may offer on his passage down the bay, or attempts to procure Provisions. We are [&c.]

[Annapolis] 24th June 1776 ²

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

2. *Ibid.*, this date the Council of Safety also informed Captain James Nicholson that the truce was broken.

R. RIDGELY TO CAPTAIN FRANCIS SPEAKE ¹

In Council of Safety 24 June 1776

Ordered that one Quarter Cask of the Powder imported in the Vessel commanded by Capt Speake be delivered to Capt Thos Russell.² By Order,

R Ridgely Clk

To Capt Francis Speake or other commanding
officer of the Schooner *John*

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

2. Master of the *Rebecca & Sally*, commissioned this day. Charles Wells, mate, receipted for the powder on July 1, Naval and Maritime Papers, MdHS.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Monday 24th June 1776

The Council agreed with Messrs Jenifer and Hooe to load the Schooner *John*, according to Charter-party of this date filed. -

Ordered, That John Allen Thomas march the independent Company under his command to Cedar Point or Susquehana, in the lower parts of St Mary's County, and guard the shores from thence to the river Potowmack, to prevent any servants, negroes, or others from going on board the *Fowey* ship of war, as also to repel any violence; Captn Montague having broke the truce, until she shall pass through that part of the province, and have gone clear of the mouth of Potowmack river. -

Ordered That Colo [William] Smallwood be requested to furnish Captain Pitt with a Serjeant, and six men properly armed, and accoutred to assist in sailing or rowing his boat, and repelling any force, or violence, which shall be offered her by the *Fowey*, or any of her tenders or boats. -

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

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

June 1776 at Anchor in Annapolis Road
 Monday 24. A M people making Nippers.
 Moderate & fair
 P M employed as before & came on board a Flag of Truce
 from the Rebels

1. PRO, Admiralty 51/375.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO COMMODORE SIR PETER
 PARKER ¹

Roebuck at Gwins Island in

My Dear Sir Virginia the 24th June 1776

Having wrote to you so very lately by Mr [Richard] Whitworth in my Tender, which I dispatched to you the 10th instant, I have very little to communicate to you, by the *Lively* (whom I wish not to detain a single hour) than to inform you that our situation here is much the same as when I wrote, not having been in the least interrupted by the Rebels.

I have sent the *Fowey* to Annapolis for Governor Eden and as Soon as she returns I shall entrust the care of the Virginia Fleet &ca here to Captain Montagu and the *Otter*, and shall repair with the *Roebuck* to the Delaware in order to relieve the *Liverpool* and *Orpheus*, the latter being ordered to join the Admiral, and the former being quite out of Provisions, must come here to recruit.

I have the pleasure to inform you that the inhabitants of the two Lower Counties on the Delaware, tired of the Tyranny and oppression of the times have taken up Arms to the number of 3 thousand and declared themselves in favour of Government: Three very Sensible Men have been aboard the *Liverpool*, and declared that with a few Regulars to put them in order they would march directly to Philadelphia with 6 or 7 thousand men that they could raise in a week.

The Congress have already taken some Step towards disarming them, but are not in the least likely to succeed.

I have a man just came over to me from the Eastern Shore of the Bay acquainting me that the County of Somerset and its neighbouring ones in Maryland (which borders on the Delaware Counties) are nine in Ten in favour of Government, and are ready to take up Arms, and join the Kings forces the moment they shall receive a summons. This is the third ambassador I have had to the same effect, & I confess it appears to me the very best opening that has yet appeared in our favour and deserves every attention and encouragement that can be given to it.

The *Lively* has made the Signal for Sailing therefore have not time to say so much on the subject as I otherwise should, nor to give General Clinton a letter about it, which I hope he will be so good as to excuse upon the communicating to him what I have said; I should further Add that we are well informed that the people of Philadelphia are full of disgust and shew open Marks of despondency.

I trust 'ere this General [William] Howe and the Admiral are arrived at New York; the *Liverpool* picked up two Stray Transports from the West Indies and has convoyed them to that place which will give Captain Bellew an opportunity of communicating the first part of this intelligence to them; that which relates to the disposition of the People on the Eastern shore of Maryland he is not acquainted with.

I most ardently wish to hear of your Success, and am with great respect Sir [&c.]

A S Hamond

Commodore Sir Peter Parker commander in chief &ca &ca
on board his Majesty's Ship the *Bristol* So Carolina

1. Hamond, Letters and Orders, 1775-1778, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAINS MATTHEW
SQUIRE, R.N., AND GEORGE MONTAGU, R.N. ¹

By Andw Snape Hamond Esqr &ca &ca

In consequence of Orders from Vice Admiral Shuldham: You are hereby required and directed to cause a proportion of Rice to be issued to the company of His Majestys Ship under your command, on Mondays in lieu of Oatmeal for that Day.

You are likewise required and directed to cause the company of His Majestys Ship under your command to be put at whole allowance of all Species of Provisions, and continue the same until further Order.

Given under my hand on board his Majestys Ship the *Roebuck*
at Gwins Island (&ca) in Virginia the 24 June 1776.

A S Hamond

To the respective Captains of the Squadron
vizt Captain Squire – Montagu

1. Hamond, Orders issued, 1776-1777, UVL.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Monday, 24th June, 1776.

Ordered, that two of the eighteen-pounders at James Town to Captain [John] Calvert for use of his Row Galley, and that the former order for sending them to Alexandria be rescinded.²

Colonel [William] Christian laid before this Board a General List of the Highland Prisoners taken by Captain James and Richard Barron in the Ship *Oxford*, and also an allotment of them into fourteen divisions, to be distributed according to the direction of the General Convention. And it is thereupon ordered that they be immediately sent to the respective counties hereinafter mentionel in the following proportions to-wit:

[Here follows a tabulation by individual names of the fourteen counties in which the Highlanders were distributed]

Ordered that John McDugall and John Trevitt, with eight seamen be-

longing to the American cruiser *Andrew Doria*, be permitted to pass through this colony on their way to Philadelphia.³

1. *Virginia State Papers*, VIII, 217–21.

2. The galley *Norfolk Revenge*.

3. McDougall was third lieutenant, and Trevett, lieutenant of marines, of the Continental brig *Andrew Doria*. They had been assigned as prize master and mate on board the *Oxford*.

JOURNAL OF H.M. SLOOP *Cruizer*, CAPTAIN FRANCIS PARRY ¹

June [1776] Snows point West [Cape Fear]
 Monday 24th at 8 AM saw a Flag of truce on Shore, sent a boat on shore, Made the Signal to the *Scorpion* fir'd 3 guns for them to bring up the prisoners to be exchange'd, the ship in the offing was his Majesty's ship *Experiment* of 50 guns bound to Charlston.

1. PRO, Admiralty 51/218.

RICHARD HUTSON TO ISAAC HAYNE ¹

[Extract]

Dr Sir/

Montpelier. June 24th 1776.

You ask whether I ever saw a Letter so full of Queries. The Importance of the Subject would have justified more, but lest I sh[ould] equal their number in Lies, I shall in my answer confine myself to what I can vouch for Truth. I wrote you the 9th Instant when I informed you that Seven of the Fleet had come over the Bar. In the course of the following week they all got in, excepting the *Bristol* of Fifty Guns, which still lies without Amongst the number of those that have got in is a large East India Man, mounting Forty Guns, wh for some time was mistaken for the *Bristol*. They have not made any formal attack yet. The slowness of their operation affords a deal of speculation. They have landed Seven Hundred men on Long Island, from wh place three Deserters have come in to Charles Town; they inform, that they have not more than seven & twenty hundred men at the extent; that they are very sickly: & that most of them are disposed to desert if opportunity offers. I have not heard any further particulars they relate. There seems to be no doubt that it is the same Fleet wh was at North Carolina consisting of the *Bristol* of Fifty Guns, the *Acteon* of Twenty Eight, the *Sphynx* of Twenty & 2 or 3 others. Sir Peter Parker the Admiral, & the Gens [Henry] Clinton & [Charles] Cornwallis, the Commanders of the Land Forces. Gen: [Charles] Lee will I hope be made use of as an Instrument in the Hands of Providence of saving Charles Town. He has put it into an exceedingly good Posture of Defence. He is intimately acquainted with Clinton having been upon service with him – He says that he knows him to be a dam'd Fool & that he will now make him sensible of it himself. He says also that if he does not come on soon, he will send him a Challenge. We have Seventeen Hundred men at Haddrell's Point under the command of General [John] Armstrong & Seven Hundred men on Sullivan's Island by wh you may judge whether it is not to be de-

fended. General Lee is of Opinion that their scheme is to get over from Long Island to Haddrell's Point, in order to have Footing upon the Main, & then to erect the Royal Standard, wh is the reason of his garrisoning it so Strongly, but with submission to his superior Judgment, I rather think that their Intention is to attack Sullivan's Island both Front & Rear at once. On their sending their first reconnoitering upon Long Island one of their men was shot by one of our Riflemen. He was dressed in Red laced with Black, and had a Cockade & Feather in his Hat, & a sword by his side. By which it appears that he was an Officer; but that is all we know about him. . . .

On Saturday Sennight past our Sentry on Coles Island descried a sloop coming in to Stono Inlet which they judged to be one of the British Fleet. An Alarm was immediately fired, & we all repaired to our alarm Posts. but it proved to be a Sloop from St Eustatia one Francis Morgan commander with 300 Barrels of Powder 20 chests of Cartridges, several hundred stands of Arms - 90 hogsheads of Rum, a quantity of Sugar, Gin &c. It unfortunately got aground on the Bar & the crew despairing of getting her off quitted her. She wore off in the night & drifted by Morning within sight of the Men of War. They immediately manned 8 boats & sent & set her on fire. The explosion was prodigious. It would have been much greater but she had 5 feet of water in her Hold; wh had damaged a great deal of Powder . . . One day the week before last, a Hat was taken up off Simmon's Island by some persons going in a Boat to Town & carried to the President. It was a Cocked Jockey fashion, laced with gold, had a cockade & Feather in it, & on the inside of the Crown Lord Rawdon's name in Capitals. This is the Villain that was coming out a volunteer against America. By the Pres: orders, Capt [James] Ladsen with a Detachment of his company went down to Simmons' Isl to search the Beach where they found the Quarter galleries & several parts of a large new ship also two new Flat bottomed Boats one of wh[ich] is capable of carrying 30 bbls Rice & the other 25. So that in all Probability Lord Rawdon has met with a Fate wh I think he merited for engaging in such nefarious Service.²

To Isaac Hayne at Hayne Hall per Fellow Maurice

1. Charles Woodward Hutson Papers, UNCL typescript.

3. Lord Francis Rawdon was not lost at this time, nor has it been established that he was even present.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 24th Cloudy Weather and rain, Wind unfavorable for the attack of the Fleet.

1. Sir Henry Clinton Papers, CL.

VICE ADMIRAL JAMES YOUNG TO THE COMMANDERS OF THE BRITISH SHIPS IN THE LEEWARD ISLANDS ¹

(A Copy) } By James Young Esqre Vice Admiral of the Red, and Com-
 General } mander in Chief of His Majesty's Ships and Vessels employed
 No 14. } at Barbadoes, the Leeward Islands, &c.

Whereas I have received Intelligence that it is become a practice among the American People trading to and from the French, Dutch, and Danish Islands in these Seas, since the Commencement of the late prohibiting Act of Parliament, to alter the Registers of their Vessels, and by a Collusive change of property to obtain French, Dutch and Danish Papers, thinking thereby to elude the penalties of said Act of Parliament, tho they still carry on the same trade as heretofore, and continue to be entirely Navigatd with British Subjects.

You are therefore hereby required and directed, to Examine all Vessels you may fall in with answering the foregoing description and should you find on a Strict and diligent Search that the Papers of such Vessels have been obtained since the Commencement of the late prohibiting Act of Parliament; and that they are Navigated mostly or wholly by British Subjects.

You are then strictly directed to take on board His Majesty's Ship under your Command all the British Subjects found on board such Vessels, and enter them for His Majesty's Service and should it appear to You that the Change of property of the Vessel &c. is Collusive and intended to cover the property of the North American Rebels, You are then to Seize said Vessels and send them to this Island to be prosecuted, for which this shall be your Order.

Given under my Hand at English Harbour Antigua
the 24th June 1776.

Jam^s Young

To The respective Captains and Commanders of His Majesty's Ships *Portland*, *Argo*, *Seaford*, *Hind*, *Hawke* and *Pomona*, and *Endeavour* Armed Brig. By Command of the Admiral Geo: Lawford.

1. PRO, Admiralty 1/309.

25 June

BILL OF SALE FOR THE PRIZE SHIP *Peggy*¹

(Copy)

Know all Men by these presents that I Henry Newton of Halifax, in the Province of Nova Scotia Esqr for and in Consideration of the sum of Seven hundred and fifteen pounds to me in hand paid, by Patrick Reid for James Wilson Junr & Co - of Kilmarnock N: B[ritai]n the Receipt whereof I do hereby acknowledge have bargained, sold, conveyed and confirmed, and by these presents Do bargain, sell, convey and confirm unto the said James Wilson Jr & Co a Certain Ship called the *Peggy*² of the burthen of Two hundred and thirty Tons or thereabouts, lately condemned in the Court of Vice Admiralty, for the Province of Nova Scotia as lawful prize, together with her boats, tackle, apparel & furniture: To have and to hold the said Ship, together with her Tackle, Apparel, furniture and boats aforesaid, to them the said James Wilson Junr & Co, their Heirs, Executors, Administrators and Assigns forever to them and their only proper use and behoof - And I the said Henry Newton for myself my Heirs, Executors, Ad-

ministrators and Assigns, Do hereby Covenant, promise and Grant, to and with the said James Wilson Junr & Co. their Heirs, Executors Administrators and Assigns: that I the said Henry Newton have good right and lawfull authority to sell, and dispose of the said Ship, and shall and will warrant and defend the same. –

In Witness whereof I have hereunto set my hand and seal, this twenty fifth day of June Anno Domini 1776, And in the Sixteenth Year of His Majestys Reign –

Signed Henry Newton

Signed Sealed & delivered
in presence of us –

signed { Ro Bethell
Thomas Fraser

1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.

2. Formerly the American ship *Charming Peggy*, taken by H.M.S. *Glasgow*, July 25, 1775. See Volume 1, 970.

REGISTER OF THE PRIZE SHIP *Peggy*¹

Province of Nova Scotia. –

In pursuance of an Act made in the Seventh and Eighth of King William the Third, intituled, An Act for preventing Frauds and regulating Abuses in the Plantation Trade

Patrick Reid of Glasgow
in North Britain Merchant. –

maketh Oath, that the Ship [*Peggy*]² of Glasgow, whereof James Kennedy is at present Master, being a square sternal Ship of two hundred and thirty Tons, or thereabouts, was A Prize, taken by His Majesty's Ship *Glasgow*, and Condemned in the Court of Vice Admiralty at Halifax 1776 – and that He the said Patrick Reid, together with James Wilson Junr & Co of Kilmarnock North Britain, are at present Owner[s] thereof; and that no Foreigner, directly or indirectly, hath any Share, or Part, or Interest therein. – Dated at the Custom House, Halifax – the twenty fifth Day of June 1776. –

Patrick Reid

Sworn before me Henry Newton Col[lecto]r
Custom House Halifax Recorded –

1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.

2. Formerly American ship *Charming Peggy*.

London Chronicle, TUESDAY, AUGUST 13 TO THURSDAY, AUGUST 15, 1776¹

From the *Nova Scotia Gazette*.
Halifax, June 25, 1776.

We hear that a schooner laden with arms, pistols, swords, and a variety of other warlike stores, is taken by one of his Majesty's ships off the capes of Delaware, and is daily expected here. The master of the above schooner is brought in here by the *Mercury*.

Same d[ay] arrived several transports from Nantasket-road, near Boston, having on board a number of Frazier's highlanders, about 1000 of whom had arrived there some time ago.

By the above vessels we are informed, That some days before they left Nantasket, the rebels began some works, and erected a battery opposite to where the *Renown*, Commodore Banks lay. The day before they sailed, the enemy opened the said battery and began to fire upon the *Renown*, and threw several shells. The day they sailed they observed the enemy carrying a number of cannon toward Point Alderton, it was supposed to erect a battery there, to stop the shipping going out; upon which Commodore Banks thought it adviseable to leave Nantasket-road immediately, with the transports there, which he did, after having destroyed the light-house.

Same evening arrived the armed brig *Hope*, Capt. Dawson, from Nantasket-road. With Capt. Dawson came passenger one Mr. Prout, regulator of the fishery at Boston (while the fleet and army were there) who made his escape from Boston June the 12th, (in a fishing-boat, and got on board the *Hope*) after being imprisoned and his estate confiscated to the use of the inhabitants of Boston who have suffered in the present contest since the commencement of the port-bill.

He informs that Mess. [Crean] Brush, [William] Jackson, [Dr.] Whitworth, [William] Perry, and several others, who had distinguished themselves by signing the address to Gov. [Thomas] Hutchinson, the association, &c. had been taken up, tried, and condemned to be imprisoned, their estates confiscated to the aforesaid use, and that they were in gaol, the two former handcuff'd and in irons. That before he came away they saw about 150 of Frazier's highlanders (who had been taken in a transport some time before) march through Boston. That Castle William and Fort-hill are strongly fortified. That a chain of forts, batteries, and other fortifications, had been erected along the New England coast, strongly garrisoned. That Gen. Washington, with a large army under his command, was encamped near New York, which is now the rebel head-quarters. That Gen. Ward had the command of a large number of men stationed in and near Boston. That Gen. Lee had the command of some thousands in arms in the southern colonies, and that a large reinforcement had marched for Canada.

On Sunday evening arrived from off Boston-harbour a privateer brig, in the rebel service, called the *Yankee Hero*, Capt. [James] Tracey; she was taken by the *Milford* frigate, of 28 guns, Capt. [John] Burr, after an obstinate engagement, in which the captain of the privateer received a ball through his thigh, soon after which they struck. She is a fine vessel, and mounts 12 carriage guns and six swivels, her colours were a pine-tree on a white field.

Sunday last arrived off this harbour, Vice Admiral Lord Viscount Howe, in his Majesty's ship *Eagle*, but proceeded to sea again the same evening.

MASTER'S LOG OF H.M.S. *Milford* ¹

June 1776 Cape Sambro No 20°E. 12 Leagues.
 Tuesday 25 at 3 AM saw a Sail to the Et ward made Sail and gave
 Chace fir'd 2 Shot and Brought her too, sent an Officer
 onboard she proved to be an American Sloop from Newberry
 loaden with Pitch Tar and Flour, Recd the Prisoners
 onboard at 6 took the Prize in Tow.

1. PRO, Admiralty 52/1865.

JOSIAH QUINCY TO JOHN ADAMS ¹

[Extract]

[Braintree] 25 [June 1776]

About noon a Man of War and 8 Transports came in Sight & turned
 with the Wind ahead almost up to the Mouth of the Harbor but finding no
 Fleet come off; seeing no Light House, & every thing bearing a disagreeable
 Aspect they stood out to Sea again.

An Express arrived this Day from Falmouth with Advice, that 25 Sail of
 Ships were seen off Casco Bay last Sunday: if so, we shall soon have another
 Visit.

1. Adams Papers, MassHS. Continuation of June 13 letter.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776 Boston Light House W $\frac{1}{2}$ S° about 7 Or 8 Miles
 Tuesday 25th at 4 A m Fired a Gun, made the Sigl and Tack'd as did the
 Convoy, at 5 Fired Several Shot at one of the Convoy to
 shorten Sail Do 2d Reef Topsls at 9 Fired a Gun and
 Made the Sigl for a Pilot, at 10 fired a Gun made the Sigl
 and Tack'd as did the Convoy at 11 Fired a Gun the Sigl
 Still flying for a Pilot at noon in Company 9 Sail.
 Little wind and Clear wear
 at 1 p m Fired a Gun Made the Sigl and tack'd, at 2
 hoisted out the Cutter $\frac{1}{2}$ past Fired a Gun Made the Sigl
 and Tack'd, and Sent the Cutter ashore to Boston Light
 house, it then being WbS distc 2 or 3 Miles, at 4 the Sigl
 for a Pilot Still Flying at 5 the Cutter returned who found
 the Light House was destroyed but that an English Jack and
 Pendant was flying on the Island, and in the Nantesket
 Road, Saw a Ship and a Brigg at Anchor with a red Broad
 Pendant, and a St George's Ensign Flying at 8 Boston
 Light House WSW $\frac{1}{2}$ W 3 or 4 Leagues, at 10 Fired a Gun
 Made the Sigl and Tack'd

1. PRO, Admiralty 5P/360.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN
 JOHN FISK ¹

Remks on Tuesday 25th of June 1776 [Nantasket Road]

At 6 in the Morning came to sail at 8 came to Ankor in nantaskett

road Again sent the mate And 15 hands on board the Commodore to warp him up Above dear Island at 10 they came on board again the fleet seem to be coming in to Nantaskett they tack ship stood to the Eastward came to sail went to Ankor A brest of Ni[illegible] pleasant weather.

1. John Fisk Journal, AAS.

THOMAS SHAW TO COMMODORE ESEK HOPKINS¹

To Admiral Hopkins	New London June 25, 1776
at Providence—	
Sir Since my last have advanced Richard Steward Sailor	
board the <i>Columbus</i>	£0.12.0
Joseph Crage Master of Arms <i>Alfred</i>	0.14.—
Walter Spooner Midshipman	5.10.—
Gideon Whitfield ditto	4. —.—
	10.16.—

besides which have paid for their board viz Spooner & Whitfield at the Rate 12/ p Week — I forgot to mention that I have paid the board of the other small officers while here. In behalf of Nathl Shaw Junr [&c.]

T S

1. Shaw Letter Book, YUL.

“A LIST OF OFFICERS SEAMEN AND MARINES ON BOARD THE *Andrew Doria* THE 25TH JUNE 1776”¹

Number	Names	Station	Number	Names	Station
1	Nicholas	Commander	13	Joseph Sheels	Boatswain
	Biddle Esqr		14	David	
2	Elishar			Edmiston . . .	Carpenter
	Warner		15	Willm Kenedy	Cooper
3	Benjamin		16	Willm. Green	Carptrs Mate
	Dunn		17	Alexr Liviston	Qr Master
4	Philip Brown .	Master	18	Batt Moore ..	Gunrs Yeoman
5	William		19	Michael	
	Moran	First Mate		Bready	Qr Gunner
6	John Dent ...	Secd Do	20	John Nowland	Boatsns Mate
7	Michael		21	John Moise ..	Able Seaman
	Jennings		22	John Chisnell	Do..Do
8	Dennis Leary .	Midshipman	23	Samuel	
9	William Lamb	Ditto		Dobbins	Do..Do
10	John Young ..	Clerk	24	Michael Smith	Do..Do
11	Elias Rohl ...	Steward	25	John Mackee .	Do..Do
12	Alexr		26	John	
	McKenzie ...	Gunner		Christian ...	Seaman

Number	Names	Station	Number	Names	Station
27	Willm Johnston	Cook	52	Thomas Connor	Seaman
28	Nicholas Cooney	Able Seaman	53	David McKenzie . . .	Ditto
29	Willm Willding . . .	Do..Do	54	John George Daniel Duffy	Ditto Landsm
30	James Angus .	Do..Do		Thomas Fisher	Seaman
31	George Kelly .	Do..Do	1	Isaac Craig ..	Captain
32	George McCain	Seaman	2	Jonathn Seaton	
33	Jacob Cook ..	Ditto	3	Robert Kearns	
34	James Duffen .	Able Seaman	4	Samuel Johnston	
35	George McEadoms . . .	Do..Do	5	John Treasey	Private
36	William Adams	Do..Do	6	David Clark .	Ditto
37	Peter Miller ..	Seaman	7	Willm Haselip	Ditto
38	James McGuire . . .	Ditto	8	Henery Gavett	Ditto
39	John McCoy .	Ditto	9	John Ponsett .	Ditto
40	John Lee	Ditto	10	Patrick Kenney	Ditto
41	Jerry Towhig	Ditto	11	Andrew Scott	Ditto
42	John Dennis .	Boatsns Mate	12	John McNeal	Ditto
43	William Hughes	Seaman	13	Isaac Deweese	Ditto
44	Robt McPharlin ..	Drummer	14	Cornelus Grimes	Ditto
45	Donald McCoy	Piper	15	Andrew Campbell ..	Ditto
	Edward Leathon	Pilot	16	Edmond Leo	Ditto
46	Lawrence Meadows . . .	Boatsns Mate	17	Henery Frazer	Ditto
47	Richard Willson	Do..Do	Prisoners		
48	Daniel Harper	Gunners Mate	1	James Brown	} Negroes
49	John Glacker	Marine	2	Henery Hemah	
50	John McCormick	Boy	3	Jasper Chamberlain	
51	Willm Robertson ..	Do	4	John Cook ..	
			5	Dick	

1. Captain Nicholas Biddle Letters, 1771-1778, on deposit at HSP.

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

- [June 1776] So End of Block Island N53.10E – 23 Leags
- Sunday 23 At 5 A M made the *Merlins* Signal to look out a Stern as far as Signals could be seen
 Mode Breezes at 1 P M saw two Sail at Anchor under the Land Bore away for the entrance of Jones' Inlet, saw three Privateer Sloops & a Ship which we took to be a Transport ² in Jone's Inlet ½ pas Brot to and made the *Merlin's* Signal to come under our Stern, md Sail
- Monday 24 at 5 A M saw two Sail to SE gave Chace at 7 made the *Merlin's* Sigl to Chace in the SW, Sailmkr repairing the Old Foresail, Carpenters Caulking the Main Deck at 11 Tkd saw two more Sail in the SE *Merlin* in Co
 Light Breezes at 2 P M in Chace of two Sail to Windward at 3 spoke the *George* Sloop from Halifax bound to Sandy Hook with a Schooner prize wore Ship and sett Studgsls & Chaced two Sail to the So Wd: at 7 Came up with the Chace the *Mercury* Brig & *Mermade* Schooner ³ from Brazil bound to Rhode Island in 1st reef Topsls at 12 saw a Sl to the No wd gave Chace
- Tuesday 25 at 1 A M Came up wt the Chace found her to be the *Merlin* Empd Clearing the schooner & stowing it away in the Brig *Merlin* & prize in Co
 Do Wr People Empd Clearing the Schooner at 6 P M sett fire to the Schooner & md Sail *Merlin* & Brig in Co

1. PRO, Admiralty 51/181.

2. The transport was the late prize of the *Cerberus*, the *Crawford*, retaken by the schooner *Schuyler*.

3. The *Mercury*, George Bunker, master, and the *Mermaid*, Joseph Coffin, master, both from the coast of Brazil for Nantucket with oil, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487. Master's log of the *Cerberus*, kept by Andrew Christie, adds "put six men on board the Brigg & 4 men on bd the Schooner," PRO, Admiralty 52/650.

THOMAS MUMFORD TO GOVERNOR JONATHAN TRUMBULL ¹

Honbl Sir

Norwich 25 June 1776

The Bearer Capt Nathl Peck of Greenwich informs me a Small Sloop he is master off Beloning to Mr David Bush of Greenwich is Taken possession of by an officer at Saybrook for haveing on Board Eighteen Barrels of Pork & a few Hhds of Rum & Molasses, for which he had not given Bond agreeable to the Law of this Colony, but says he went from Lyme to Saybrook for that Purpose – I think it my Duty to inform your Honor that in the Course of Last Year Mr Bush Sent me a Considerable Quty of Flour &c by this Capt Peck, & I have ever Supposed both Mr Bush & the Bearer are Heartily engaged in the American Cause, The Pork he has on Board Vizt 18 Barrels I bot of him but on examining it at Groton found it Rusty that I

Refused Taking it, & I believe he Really was Returning to Greenwich with it – I am your Honors [&c.]

Tho^s Mumford

P. S. the inclos'd I Recd from Capt Hart Respecting Capt Hart Sch[ooner]

1. Trumbull Papers, V, 96a, ConnSL.

“EXTRACT OF A LETTER, DATED SOUTHAMPTON, (LONG-ISLAND)
JUNE 25, 1776.”¹

Two of our privateers took a ship and a sloop from England, and carried them into the South-Bay, an inlet called Nichol's Gut; the ship had on board 5 gentlemen, their wives, children, servants, and household furniture, intending to settle on some pleasant part of the conquered lands: I hope we shall be able to settle them all as these are settled (viz.) in a [goal].

1. *Connecticut Gazette*, July 5, 1776.

MAJOR GENERAL PHILIP SCHUYLER TO GEORGE WASHINGTON¹

[Extract] Albany June 25th 1776 1 O'Clock A M.

. . . The Grief I feel on the Evacuation of Canada by our Troops, is greatly alleviated by the little Loss sustained in the Retreat and the Hope I have that we shall maintain a Superiority on the Lakes.

Be pleased to order up six Anchors and Cables for the Gundaloes that are constructing of the Size of what is called the small Anchor and Cable of an Albany Sloop.

I shall immediately write to Governor Trumbull to procure fifty Ship Carpenters if he can, and send for a like Number to the Massachusetts Bay.

If any Dutch Mill Saws can be procured at New York be pleased to order up four Dozen with six Dozen of Files for them.

Having learned that General Gates is upon his Way up I have ordered a Boat down to meet him. I am Dear General [&c.]

Ph: Schuyler

1. Washington Papers, LC.

BRIGADIER GENERAL BENEDICT ARNOLD TO GEORGE WASHINGTON¹

Dear General Albany June 25th 1776 –

By this express, you will receive advice From Genl Schuyler of our evacuating Canada, an event which I make no doubt (from our distressed situation) you have some time expected, the particulars of Genl [William] Thompsons repulse, & Captivity, as nearly as could be ascertained, has bin transmitted, you. – on advice of which, very direct Intelligence that the Enemy were greatly superior to us In n[u]mbers, I advised Genl Sullivan to secure his retreat by retiring to St. Johns, he was determined to keep his Post at Sorell, If possible & did not retire untill the 14th Inst at which time the Enemy were as high up with their Ships as the Sorell. – The 15th at Night when the Enemy were at Twelve Miles distance from me I quitted

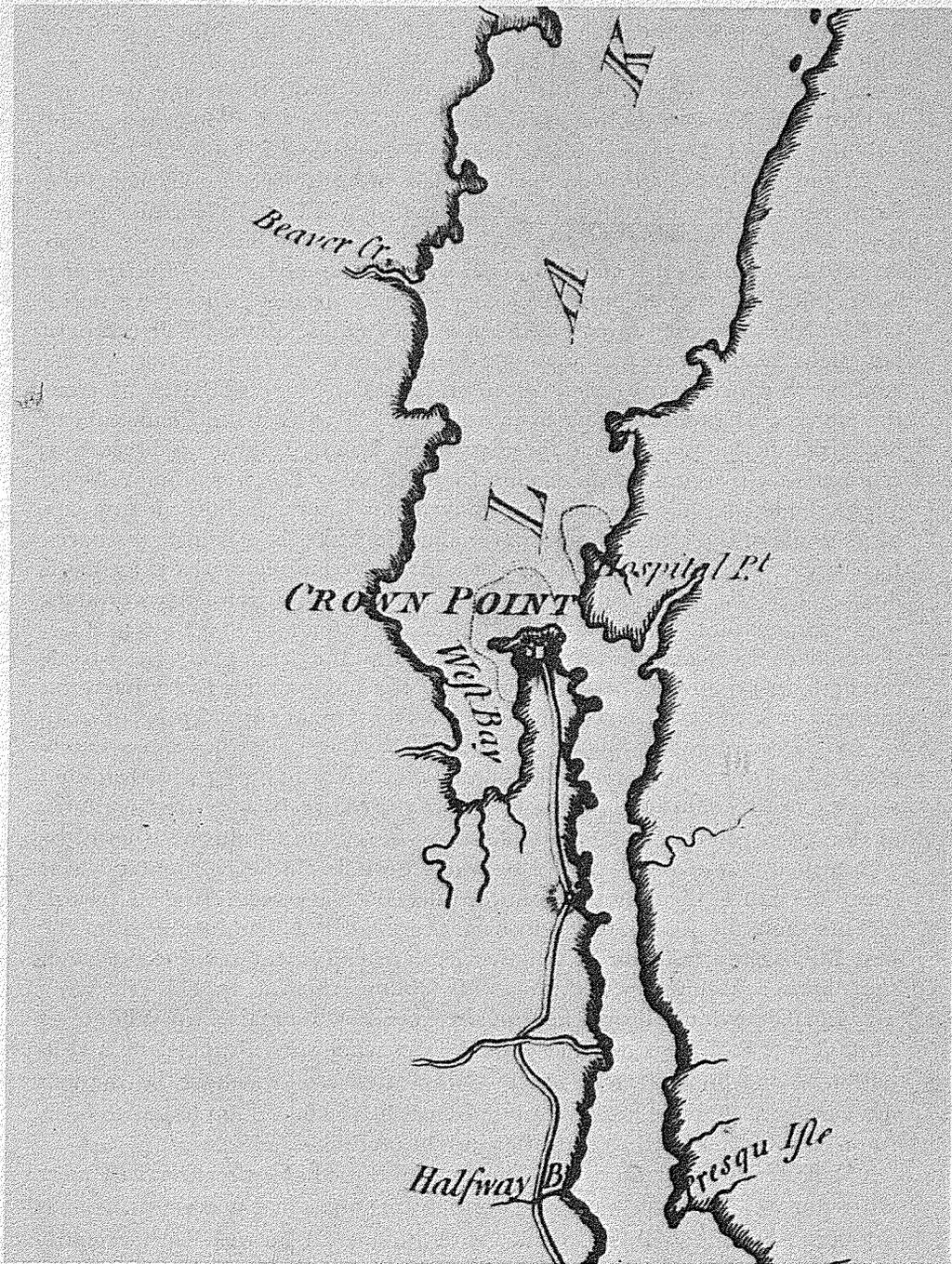
Montreal, with my little Garrison of Three hundred Men The whole Army with their Baggage & Cannon, (except three heavy peices left at Chamble), Arived at St Johns the 17th & at the Ile Aux Noix the 18th previous to which it was Determined by a Council of Warr, at St Johns that in Our distressed Situation (One half of the Army Sick & allmost the whole, destitute of Cloathing & every necessary of Life except Salt Pork & Flour) It was not only Imprudent but Impracticable to keep Possession of St Johns.

Crown Point, was Judged the only place of health & Safety to which the Army could retire, and Oppose the Enemy, it was found Necessary to remain at the Ile aux Noix, for some few days untill the Sick heavy Cannon &c could be removed, Genl Sullivan did not Chuse to leave the Ile aux Noix, untill he received positive Orders for that purpose, & thought it necessary for me to repair to this place & wait on Genl Schuyler, I arived here last night & am happy to find him of our sentiments In quitting the Ile Aux Noix, which from it's low situation Is rendred very unhealthy, & from the Narrow Channell leading to it from the S. Part of Lake Champlain of Six Miles in length & from three to eight hundred yards in breadth is rendred very insecure, as the enemy by light pieces Cannon & Small Arms, might render all Access to it dangerous If not Impracticable. – It now appears to me of the Utmost Importance, that the Lakes be emediately secured by a large Number of (at least Twenty or thirty) Gundaloes Row Gallies & floating Batteries, the Enemy from, undoubted intelligence have brought over a large Number (it Is said One hundred) Frames for Flat Bottom Boats design'd to be made use on Lake Champlain, and from their Industry & Strength will doubtless become masters of the Lake, unless Every nerve on our part is Strained to exceed them in a Naval Armament. – I think it absolutely necessary that at least three hundred Carpenters be immediately employd Fifty Sent from Philadelphia, who are acquainted with Building that kind of Craft would greatly Facilitate the Matter, – A particular return of the Army could not be obtained, in our hurry and Confusion it will be transmitted you in a few days I believe the whole abt Seven thousand, & at least One half of them Sick & unfit for duty, but daily recovering Upwards of One thousand more are yet to have the small Pox, the Enemy from the best Intelligence that can be obtained, are, near Ten thousand exclusive of Canadians & Savages, few of the Latter have Joind them, as yet –

I make no doubt it will be thought Necessary to repair Crown Point, or build a new Fort Near that Place, the former from, the Advantage of It's Situation, & the fine Barracks nearly Compleated will I believe be thought most proper, I make no Doubt but Genl Gates, whom I am happy to hear, [is on] his way here will pay emediate attention to it –

I flatter my Self our Arms under your Emediate direction will meet with more Success than they have done in this quarter, I make not the least doubt our Strugles will be Crowned with Success, I am with every Friendly wish, most respectfully [&c.]

B Arnold



Crown Point and surroundings.

MAJOR GENERAL PHILIP SCHUYLER TO GOVERNOR JONATHAN TRUMBULL ¹

Sir

Albany June 25th – 1776

General Sullivan with our Northern Army is now at Isle au noix to which place he retired on the 18th inst. having conducted his retreat from the Sorrel in such a manner as not to lose a man and only nine batteaus with three pieces of Cannon – For particulars, as I am crouded with business, permit me to refer you to Mr [Jonathan] Trumbull [Jr.] who will write you by the Bearer – We have, happily, such a naval superiority on Lake Champlain that I have a confident hope the Enemy will not appear upon it this Campaign, especially as our strength in that way is encreasing by the addition of Gondolas, two of which are nearly finished –

Congress has ordered that we should, by all means, keep the navigation of that Lake to ourselves. I must therefore employ more Ship Carpenters and should be glad if Your Honor would order some proper persons to engage two Companies of twenty five each – The wages will be the same as those recieve that are now employed in the public Service, and I wish they should enter into a similar agreement, observing that their pay will commence from the time they respectively leave home, and allowing at the rate of one day for every twenty miles for coming to or returning from Albany, from thence the same as those now employed. What that is Your Honor will see by the enclosed which is a Copy of my agreement with one of the Companies now employed, as they must necessarily provide themselves with provisions during their march, I will allow them one third of a Dollar pr Day untill they arrive at Albany, and as every specie of this allowance cannot at all times be got, the difference will be paid at the end of the Campaign & therefore they will give receipts to the Commissaries for the quantity of each specie they may recieve –²

Sundry Persons are prisoners here, some from Canada and others from Tryon County – The Committee of this place think it dangerous that they should remain in it, and have requested me to move them elsewhere – I have ordered them to your Colony – They are to leave this to morrow by the way of Dutchess County, and I have directed their Route to Hartford – permit me to beg your Honor to give the necessary Directions for their future residence – A list of the names is enclosed – Serjeant Brown of the Artillery I am informed by General Arnold and others attempted to escape into Quebec – He I think ought to be closely confined for his breach of promise –

Be so good Sir as to favor me with a line in answer by the Bearer and advise me, if you possibly can, when you guess the Carpenters (if any) may reach Albany – I am, Dear Sir [&c.]

Ph: Schuyler

1. Trumbull Papers, Letter Book I, ConnSL.

2. Schuyler wrote a similar appeal for ship carpenters to the Massachusetts Council in which he observed: "by increasing our Naval strength on Lake Champlain we shall be in a Condition to prevent the enemy from penetrating into the Country South and East of the Lake." Mass. Arch., vol. 195, 48, 49.

GEORGE WASHINGTON TO HENRY BROMFIELD ¹

Sir:

New York, June 25, 1776.

The Honble Congress having determined a Valuation shall be made of the Ordinance Stores taken last Fall by Captain Manley, and directed me to appoint a Person in Behalf of the Continent to do it, in Conjunction with one to be chosen by Captain Manley, as you will perceive by the inclosed Resolve, I must request that Favour of you to undertake the Business.

I have transmitted the original Invoice to Major General Ward upon which you are to act.

It will be necessary to qualify, as the Resolve directs, and after the Estimate is made, to annex it to the Invoice under your Hands.

General Ward will forward it to me when it is finished, and praying your Excuse for this Trouble and Liberty. I am, etc.

1. Fitzpatrick, ed., *Writings of Washington*, V, 178-79.

GEORGE WASHINGTON TO LIEUTENANT COLONEL BENJAMIN TUPPER ¹

Sir,

New York June 25th 1776

I this Morning Received Information, that one or more Boats have passed through the Narrows in Defiance of the Fire from the Rifle Men, who had no Boats to pursue them. This passage I had Reason to suppose was properly guarded, by the Whale Boats under your Command, and am not a little surprised on hearing the Contrary.

I do expect you will for the Future have them rowing across the Narrows from Dusk of the Evening to Day Light in the Morning, giving Orders to each Boat to keep the strictest Lookout; as there is no Doubt our inveterate Enemies who have had a Hand in the late horrid Plot,² will try every Method in their Power to escape from the Hands of Justice. I am sir. Yours &c

G. Washington

1. Washington Papers, LC.

2. The so-called Hickey Plot.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH ¹

[New York]

[June] 25th. Two deserters came in, from the *Liverpool* man-of-war. They reported, that the fleet from Halifax, with Gen. Howe's army, were hourly expected to arrive in New-York. Every exertion was now in exercise, to complete the works, and to obstruct the river. The latter was near Fort Washington, and prosecuted by sinking a number of large hulks, and frames called *chevaux-de-frise*, composed of large and long timbers framed together, with points elevated, to pierce and stop the way of vessels meeting of them. These were boxed at the bottom, to contain a vast weight of stones, which were put into them, and with which they sunk. A line of these, and hulks, was formed across the river; some of them sunk very well; others, rather irregular; and some of the hulks, which were strapped together with large timbers, separated in going down. A passage was left open for

vessels to pass through; and the British, as it was proved afterwards, found the means of knowing where it was, and of passing through it.

1. William Abbatt, ed., *Memoirs of Major-General William Heath By Himself* (New York, 1901), 40. Hereafter cited as Abbatt, ed., *Heath Memoirs*.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Martis, P.M. June 25th, 1776.

Genl. [John Morin] Scott informed the Congress that he has waited on His Excellency Genl. Washington, and conferred with him on the subject of small cannon for privateers; that His Excellency desired him to inform Congress, that the merchants and others are at liberty to take away and make use of any of the 4 pound cannon.

1. *New York Provincial Congress*, I, 506.

DIARY OF ENSIGN CALEB CLAP ¹

[New York]

June 25th two Men, from the Men of-war Deserted and came to General Washington, informs that they are put to much Trouble for want of Water, and that they have no fresh meet only small Craft with a Calf or so which the Officer mak use of these Men inform that they begin to Dispare of having any assistance, and that if they have no relief soon they will be obliged to move off

1. *The Historical Magazine*, 3rd series, III, 136.

DIARY OF DR. THOMAS MOFFAT ¹

[On Board His Majesty's Sloop *Swan*]

June 21 wind N N E course west by North Latitude 39.34 N Longitude 67.53 W. Thermometer 65. learnd from a Ship Tender that a Pirate Schooner had hoverd and exchanged Shot with the *Ranger* Transport who obligd her to Sheer off. The *Centurion* not yet returnd.

June 22d Wind NNE Course WNW. Latitude 39 Longitude 70 Thermometer 65. The N Hampshire Gentleman dind aboard the *Swan*. Before sunset Captn Ayscough receivd orders from the Admiral to bring up the Rear of the Fleet in place or absence of the *Centurion*

June 23d Wind E Course W by north Latitude 40 Longitude 70.13 Thermometer 65 Sandy Hook distant 59 Leagues

June 24 wind S by E course WSW noon sounded without bottom. Steerd west by S. Latitude 39.10 Longitude 71.19

June 25 morning calm noon Latitude 39-42 Longitude 72.21 Thermometer 68 Coll Sheriff [William Sherriff] dind aboard the *Swan*.

1. Thomas Moffat's Diary, LC.

WILLIAM BURNET TO GEORGE WASHINGTON ¹

May it please your Excellency

Newark June 25 1776

Aggreeable to your Excellency's Desire I have called together the Com-

mittee of the County of Essex & laid before them the Letter you was pleased to send me of the 21st instt – The Committee sent for David Ogden Esq & enquired of him, from whom he received the Intelligence of the Rifle Guards agreeing for a Sum of Money to carry a Person on board the Men of War – He informed the Committee that about three Weeks ago, he was on Long-Island in Company with Mr Alaxender Wallace, who told him, that the Rifle Guards could safely be bribed & in Confirmation of it said, that the Rifle Guards on Long Island near the Fishing Place, had agreed to set a Person on board one of the Men of War, for a Reward of a Number of Dollars, but how many he cannot remember – Mr Ogden says now, he cannot be certain, whether Mr Wallace told him that he himself tempted the Guards or that another Gentlemen told him, that he had done it – But I perfectly remember that when Mr Ogden told me the Story, which was soon after he heard it, I understood him that the Person who made the Experiment told him of it himself & as I thought it a matter of Importance as soon as he had finished the relation I asked him particularly, whether the Gentlemen who offered the Bribe & whom they agreed to carry on board the Men of War told him of it himself & he answered yes he did Mr Ogden mentioned to the Committee one Circumstance which he did not tell me of before, that the Guards when they engaged to go on board, said they must not return – Mr Wallace is out of our District or we would call upon him with Pleasure – If the Gentlemen within whose Jurisdiction he is properly apply to him, perhaps the whole Affair may be brought to Light. I am your Excellency's [&c.]

W^m Burnet Chairman

1. Washington Papers, LC. Burnet was chairman of the Essex County Committee.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Tuesday, June 25, 1776

The Marine Committee having recommended Captain Samuel Nichols, to be advanced to major of marines; Andrew Porter, Joseph Hardy, Samuel Shaw, Benjamin Deane, and Robert Mullin, to be captains of marines; Daniel Henderson, David Love, Franklin Reed, and Peregrine Brown, to be first lieutenants of marines; James M'Clure, William Gilmore, Abel Morgan, and Hugh Montgomery, to be second lieutenants of marines; John Stewart to be captain; Thomas Pownal, first lieutenant, and Richard Harrison, second lieutenant of marines, for the frigate building in Maryland:

John Langdon, Esqr. as agent of prizes for the Colony of New Hampshire:

Resolved, That the gentlemen recommended be approved, and that commissions be granted to them accordingly.

Resolved, That the Secret Committee be directed to sell to John Maxwell Nesbit & Co. 125 lb. of powder, for the use of the privateer fitting out by them.

1. Ford, ed., *JCC*, v, 477, 478.

JOSEPH HEWES TO SAMUEL PURVIANCE, JR.¹

Sir

Philada 25th June 1776

Your favour of the 21st I laid before the Marine committee last Evening and in answer thereto I have now to inform you, that when Congress appointed the Captains for the Frigates it was agreed that the Rank should be settled hereafter, and that the Captains should only at present be certified of their appointment. Capt [James] Nicholson has been strongly recommended, and Congress has a high opinion of his abilities and merit, and I have no doubt of his standing pretty high in rank. The Marine committee will pay great attention to the recommendations of Capt Nicholson, and your board of Commissioners for building the Frigate, but when you recommend two Gentlemen for Sea Lieutenants it would be well to get such of your delegates as may be in your province to Join in such recommendation. I believe it will be agreeable to the Committee that Captain Nicholson should recommend all the warrant officers, In this, however, you can also join, and the Committee will immediately transmitt the warrants filled up agreeably to such recommendations – The Marine Officers for your Ship will be appointed to day; their names you have below – the sooner Capt Nicholson engages all the Warrant and petty officers, the more agreeable it will be to the Committee who wish to have the Ships ready Soon as possible – I fear many of them will wait for guns and anchors I am in haste, Sir [&c.]

Joseph Hewes

John Stewart, Captain	} Marines
Tho. Pownal, first Lieut.	
Richd Harrison second Lieut	

NB. these Gentlemen were strongly recommended by the delegates of your Province & I hope they will be agreeable to all.

1. Purviance Papers, MdHS.

REVEREND GEORGE DUFFIELD TO REVEREND DAVID McCLURE¹

[Extract]

Philada June 25th 1776

. . . the Storm of War that raged for some time confined to the East has now extended it's baleful Influence & the threatening Tempest hangs heavy in threatening Clouds all along our Coasts. Our preparation here consists in thirteen Row Gallies each containing fifty men with Small Arms & Swivels, & a large Cannon mounted on each Galley; (the largest a thirty two pounder;) a floating Battery carrying ten eighteen pounders; a Ship of War for River Service of Sixteen Guns nine pounders I think they are, beside these we have Chiveaux de frize sunk across th Channel save a small passage for our Vessels, which is to be stopped in like manner as soon as necessity may require, & opposite the Chiveaux de frize a Battery commanding the Channel – we have also some fire Ships, & fire Rafts in readiness if they come up near the Town, all which together with the length of our River, &

difficulty of the Channel will we hope under God's blessing prevent these Sons of murder from coming up to this City

1. Emmet Autograph Collection, NYPL.

PROCEEDINGS OF THE PENNSYLVANIA CONFERENCE OF COMMITTEES ¹

[Carpenters Hall, Philadelphia] June 25, 1776.

On motion, *Resolved*, That it be recommended to the committee of safety of this province to confine the command of Commodore Davidson to the ship of war and floating battery belonging to the province, and to issue no orders to the captains or other officers of the row-gallies, fire-ship or fire-rafts, through the said commodore, until the convention meets, and that it be recommended to the captains and other officers of the gallies, &c., to pay all due obedience to the committee of safety until that time, and until a new appointment shall take place.

Resolved, That Messrs. [Henry] Hill, [Jonathan B.] Smith and [Joseph] Blewer, be a committee to wait on the committee of safety, with a copy of the said resolution.

The above committee reports that they have delivered the said recommendation to the committee of safety, which was then sitting.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, III, 662, 663.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety,

[Philadelphia] 25th June, 1776.

Upon application of Robert Morris, Esq'r, from the Marine Committee, for a quantity of Lead for the use of the four Frigates building for account of Congress.

Resolved, That this Board supply the said Ships with Lead for their Head pumps & Haurse Holl.

Robert Morris, Vice President.

1. *Pennsylvania Colonial Records*, X, 615, 616.

PENNSYLVANIA COMMITTEE OF SAFETY TO COMMODORE SAMUEL DAVISON ¹

In Committee of Safety

Sir

Philada June 25th 1776

Your appointment as Commodore of the Pennsylvania Fleet having produced a disagreeable dispute between the Captains of the Gallies & this Board, which had determined to Support You in the Command, they now find themselves under a Necessity of changing their mode of proceeding by the interference of a very reputable Publick Body, The Conference of Committes, now met in this City who have recommended it to this Committee to Confine your Command to the Ship & Floating Battery and as for the sake of Peace & Unanimity amongst our selves & from an ardent desire to promote the Publick Good we are Induced to acquiesce in sd recommendation You are therefore to Confine Your orders to the Ship & Floating Battery the oper-

ations of which you are to direct in such manner as may be most usefull to this Province & the grand Cause of American Liberty

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

PENNSYLVANIA COMMITTEE OF SAFETY TO CAPTAIN HENRY DOUGHERTY ¹

In Committee of Safety.

Sir,

Philada., June 25th, 1776.

This Committee think proper to inform you & the other Captains of the Galleys, that a respectable Publick Body, the Conference of Committees have issued the enclosed recommendation; ² which we are disposed to acquiesce in from a desire to promote the Publick Good, which is the sole consideration by which the conduct of this Committee is now and always has been influenced.

You are therefore to repair forthwith before this Board to receive such instructions as may be judged necessary.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 778.

2. Confining Commodore Davison to a limited command; see resolution this date.

WOOLSEY & SALMON TO JOHN PRINGLE ¹

[Extract]

[Baltimore] June 25

we have Your favr of the 18th & 25 and Contents noted, the Pork we will take as we want it for the Privateteer, we cannot yet tell You what part we will get You in her but will get You a small Part if Possible, she is only a Pilot Boat & my Brother goes in her. You Positively must get us four Swivell Guns for her, ² we Proposed to our Council of Safety that they might Discharge the Brig if they would Pay the freight, we have not Yet got their answer, but believe they will Accept of it, if she Proceeds shall follow Your Directions, ³ we Cannot get a Joe Under 6 7/6 pr piece therefore You must not Expect any under that Price, we Observe what You say about the Tea, and are of Opinion that we shall send the most of it to you, as the People here are the most Troublesome set of Rascals You ever knew, & at the same time not the Best whigs, the Shugar Brandy & rum, we will Receive and Sell for Your Acct. we wish You had not sent those Articles, as the sale will be Verry Tedious, & we are fearfull not to Your Advantage, Indeed the People here make as Little as Possible Serve them on Acct of the high Prices & Scarcity of money, none of Your Spirrit Yet sold, & we se[e] no possibility of its Selling, Neigher do we think, we Can send any of it to Virginia, as the English fleet Lies Directly in the River it must go into, upon the whole if You think it will sell with You, we think you had Better order some of it to Your Place, for fear You Loose the Sale of it, . . . there is a few three Pounders here, we will try to Engage the Preference of them let us hear from You next post about them & the Price, . . . our Govenor is gone onbd a man of war that Came up for him, a bad Convention to let him go—

W. & S.

1. Woolsey & Salmon Letter Book, LC.

2. The Maryland privateer *Harlequin*, William Woolsey, commander.

3. The brig *Rogers*.

CAPTAIN GEORGE MONTAGU, R.N., TO DANIEL OF ST. THOMAS JENIFER ¹

Sir

Fowey off Annapolis the 25th June 1776.

I have been waiting all this day for the return of the boat with the remainder of the Governors baggage, but to my great astonishment perceive she is still along side the wharf; And as I Yesterday received a letter from Mr [Charles] Carroll on behalf of your board, am apprehensive she is detained. If that is the case it will break off the Truce that is now subsisting between his Majesty's ship under my Command, And the Province of Maryland.

I desire that you will be pleased to let me know the reason of this delay of the boat, that I may take my Measures accordingly: And desire that his Majestys boat now sent on shore, will return with an immediate Answer. I am Sir [&c.]

Geo Montagu

The President of the Council of Safety

1. Red Book, XII, Md. Arch.

JOURNAL OF THE MARYLAND CONVENTION ¹

[Annapolis] Tuesday, June 25, 1776

On motion, Resolved, That the Council of Safety contract for the building, fitting out, and equipping, with all expedition, seven row gallies, of such construction and force as they may think proper, and at the public expence, instead of the seven gondolas directed to be built by resolutions of the Convention in the last session thereof.

On motion, *Resolved*, That the Council of Safety immediately order detachments of the militia to such convenient posts as may be judged necessary to prevent any communication with the *Fowey* man of war.

Post Meridien

A letter from captain Montagu, of the *Fowey* ship of war, of this day, to the president of the Council of Safety, was laid before the Convention, and read. Thereupon it is ordered, that the president of the Council of Safety be directed to write a letter to captain Montagu in the following words, to wit.

In Council of Safety, 25th June, 1776.

Sir, By command of the Convention I enclose you their resolution of yesterday, which expresses the occasion of discontinuing an intercourse with the *Fowey*, which was wished and expected to have ended more satisfactorily. Any measures that may be attempted for the ostensible cause of stopping the governor's baggage must properly be imputed to your breach of the truce, and will be resented in full proportion to the injury.

1. *Maryland Convention*, 4-7.

MARYLAND COUNCIL OF SAFETY TO COLONELS JOHN HALL AND
JOHN WEEMS ¹

No 42.

Sir, Captn Montagu of the *Fowey* ship of war having broke the Truce by receiving a number of servants, belonging to the good people of this Province, and refusing to deliver them on demand made by a flag sent for that purpose; we are directed by the Convention to order part of your Battalion to keep guard in the most proper places from the mouth of South River, to the mouth of Fishing-Creek, to repel any violence, which may be offered by the said vessel, or her Tenders, as also to prevent servants, or slaves making their escape from their masters. — you will therefore take care to station at the most convenient places on that coast, such of your militia well armed, and provided with Ammunition, as can be prudently spared for the said purposes, and that you continue to keep guard on that Station, until the above vessels shall have sailed down the Bay. We are [&c.]

[Annapolis] 25th June 1776

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

MARYLAND COUNCIL OF SAFETY TO CAPTAIN REZIN BEALL ¹

No 43.

Sir, As we are apprehensive that the ship of War on her return down the Bay may make some attempt to land, either to procure provisions, or make depredations, we have therefore sent you 43 musquets and 17 Rifles in good order, that you may be enabled to defeat any such designs. — You will by the return of the Cart send us such of the arms, as you now have, that are so defective, and bad, that cannot be used. — we imagine that these muskets and rifles are more than you will want at Drumpoint, and that the overplus you will send to Captn Thomas. — we expect that arms are arrived at Port-Tobo for the Troops stationed there, before this Time. —

[Annapolis] 25th June 1776.

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

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Tuesday 25th June 1776

Mr. Smyth withdrew from the Council of Safety. — and a new plan for constructing Row-Gallies, or Gondolas, having been laid before the Convention, and approved of by them,² and Messrs Steward and Galloway and Thomas Smyth not being able to compleat the building seven vessels in time, 'tis agreed by consent of all parties, that the former contract be dissolved, and a new agreement is this day entered into as p the written Contracts filed. —

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

2. From Journal of the Convention, Tuesday, June 25, 1776:

Resolved that the Council of Safety contract for the building fitting & equipping with all Expedition Seven Row Gallies of such Construction & space as they may think most proper at the public Expence — instead of the Seven Gondolas directed to be built by Resolution of this Convention in the last Session thereof.

Red Book, II, Md. Arch.

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

June 1776 at Anchor in Annapolis road
 Tuesday 25. A M loosed sails to Dry And su[r]veyed 3 firkins of Butter
 Contents 179 lb at Noon furled sails and sent 10 Hogsheads
 on shore for Water which the Rebels detained.
 [Moderate and fair] Weather P M variously employed.

1. PRO, Admiralty 51/375.

THOMAS HAYWARD TO THE MARYLAND COUNCIL OF SAFETY ¹

Somerset County In Committee June the 25th 1776 –
 Gentlemen We are at this Time unhappily convulsed, not only by external, but internal Enemies. A number of People, in different Parts of this County particularly Merumsco and Perrehawkin, have for some days past been assembling in a disorderly and tumultuous manner, and we have reason to beleive from a Series of Concurrent Circumstances, that a Plan has been concerted between them and the Ministerial Forces. We have certain Intelligence that two Ten-Gun Sloops, an Armed Schooner and a Pilot Boat, were yesterday in our Sound, that five of Capt Gunbys men who, deserted the Evening before, were on board those Vessells, and that they took off a considerable Quantity of Stock from different Places. A Wealthy Farmer, Wm Roberts, living near the Water, on a Place called damn'd Quarter,² was last Night taken from his Bed, confined and carried off by the Enemy, together with a number of his Slaves and a Considerable Part of his Property.

We are also well assured that the old offender Isaac Atkinson is now with our Enemy and doubt not but from his Knowledge of our Situation, they may direct their Operations much to our Disadvantage. We have called to our Assistance Capt Watkins's Company from Worcester and have by this Express transmitted a State of our Case to Dorchester. We are informed that a Battalion of Riffle men are now in Sussex County, and we imagine they might be had to our Assistance, but we thought it improper to take any Steps for that Purpose untill we had your Approbation and Direction. Upon Examination we incline to think that not more than three or four Hundred of our Militia can be well equipped for Action and perhaps not more than that number be depended upon. Capts Gunby and Watkins yesterday marched their Companies down Annemessex and we are agreeably surprized to hear that a Number of the People joined them.

We hope your respectable Body will consider our Situation and direct such Steps as May be deemed necessary for our Preservation –

Signed by order of the Committee

Thomas Hayward Chairman

1. Red Book, II, Md. Arch.

2. Dames Quarter.

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

June 1776 At a Single Anchor, at Gwins Island in Virginia
 Tuesday 25th Ditto weather [moderate and cloudy], this afternoon the

Otter Tender the *Fincastle* came in and brought with her a Brig (which she had recovered from the Rebels) laden with Rum from Barbadoes.²

1. PRO, Admiralty 51/796.

2. In Howe's prize list of March 31, 1777, there is no mention of the brig's name. It is stated she was from Barbados for the fleet at Virginia, with 320 puncheons of rum, PRO, Admiralty 1/487.

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

June [1776] Moored in Gwins Island Harbour Virginia.
 Tuesday 25 At 3 P M furl'd Sails. At 5 do anchored here a Brig from Barbadoes, retaken from the Rebels by the *Fincastle* Fired a 6 Pounder at the Rebels on shore

1. PRO, Admiralty 51/663.

CAPTAIN WILLIAM PURVIANCE TO PRESIDENT OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Extract] Deep inlett Tusday Morning 25th June 1776 – I informd you that Stevens and Kennedy was at Deep inlet During the Two Days I was at New river and yesterday I have Learnt thier Secrett intentions if General [James] moore has not informd you, you may Believe what follows Persons were employd by Stevens on the Coast to give inteligens to tenders were to Call in Deep inlett and Rich inlett Sundays and Thursdays where he was to meet them one Letter is already detected and I am Very anxtius to Steale a march on that Vilan who I hope will Sum of those days fall in my hands, they will watch well if they See my men I Shall Keep them Secerted untill they Get out of thier crafts – . . . [John T.] Alston informs me Day before yesterday a fifty Gun Ship was off Cape fear Barr Left Inteligence that Carleton had Defeated our troopes at Kenneda and made grait Slaughter (a Lye I hope and belive) that he Spoak Howe with Two hundred Sail Men of Ware and Transportes at Sea – that all the Ships of ware and Transports were over Charlestown Barr if so they might as well be at Bar modas for all the Hurt they Can do I well know the place where they are.

1. Secretary of State Papers (Correspondence of Council of Safety), NCDAH.

PROPOSAL FOR COMMISSION FOR THE NORTH CAROLINA PRIVATEER SCHOONER *Johnston* ¹

Inventory of the Schooner Called the *Johnston* now fitting out as a Letter of Mark at Port Beaufort together with her Tonage, Num[b]er of Guns weight of Metal Name & place of Residence of the owners Names of the Commander and other officers Number of the Crew and the Quantity of Provisions and Warlike Stores, taken at New Bern this 25th day of June 1776. – ² Vizt

- Schooner *Johnston* burthen 55 Tons.
- 4 Two pound Carriage Guns. 6 Small arms.
- 6 Cutlasses, 100 lb Gun Powder. 400 lb. Ball –

Owners

John Green Andrew Blanchard, Edward Tinker & David Barron. all of the County of Craven in the Province of North Carolina. & Robert Salter of the County of Pitt in the Province aforesaid

Officers & Men

Edward Tinker Captain. Reuben Done first Mate, Samuel Palmer Second Mate & Seven Private Men –

Provisions

10 Barrells of Pork. 1000 lb Bread. 20 Galls of Rum. 100 lb. of Sugar 25 lb Coffee. 10 Small Hoggs. & 50 Fowls.

Edward Tinker Capt

1. Treasurer and Comptroller Papers, Port Papers; NCDAAH.

2. *Ibid.*, this date Continental bond, \$5,000, was made on the schooner.

BRIGADIER GENERAL JOHN ARMSTRONG TO COLONEL WILLIAM MOULTRIE ¹

Dear Col.

Haddrell's Point,* June 25th, 1776.

This moment I was about to write you to learn the occasion and utility of the firing from the point; . . . I hope some of your officers have been up to see and give the necessary directions. . . . The barron's ² conjectures may be right but their breastworks may as naturally be designed as a defence against any effort made upon our part. I am of opinion they will not attempt to land on Sullivan's until the armed vessels are first before your fort.

The state of the bridge and marsh is like to give me great trouble; part of the last detachment I ordered to your island, has this morning absolutely refused until the passage between the two places is safely passable . . . I am a little surprized that your sergeant, agreeable to orders of yesterday, did not meet the men I sent to stake out the best path through the marsh on your side of the bridge; nor could the man I sent find any boards laid down, as you remember was ordered on Saturday night. . . . this is the third day that for want of boats I could not get this detachment over, now part have refused. I sent an express to Gen. Lee, and in the mean time desiring to know whether any new amendments for the bridge are going on, on your side the water; and farther notice as the movements of the enemy may require. I am obliged to throw up works in a kind of chain, near four miles from this camp. The enemy constantly striving to find new landing places on the main. I am, dear sir, yours,

John Armstrong

*About one mile from the fort, is an almost navigable river between us.

1. *Moultrie's Memoirs*, I, 162–63.

2. Felix Lewis Massenbach, engineer and lieutenant in Maryland regiment.

COMMODORE SIR PETER PARKER TO MAJOR GENERAL HENRY CLINTON ¹

Sir

Bristol in Five Fathom Hole 25th June 1776.

Mr Whitworth has given me a very unfavourable Account of Your Situation, and I see many Difficulties for You to Surmount. The *Experiment*

is off the Bar, and I have ordered Her to be Lightened, and to come over as soon as possible; She may be of great Service, in the Course of Our Operations Here, but as I think we shall succeed on the intended Attack without Her assistance, I shall not delay a Moment, in putting Our Determination to begin, the instant the Wind &c will suffer Us, into Execution –

As I am not Master of the extent of Your Plan, or informed of the Intelligence You have had, and the Observations You have made, or whether You have any Intentions, (Now you have drawn the Rebels Attention to One Point) to make an Attempt during Our Attack, to Land on the Main, and March at the Back of Them, and try to take Possession of Mount Pleasant, (which seemed to be Your wish when I had last the Pleasure of seeing You) I cannot Say; and if I were Master of the same Lights You have had I shou'd not offer an Opinion in Matters; where I am confident You must be the best Judge.

I have acquainted You, that in the Arrangement I have made for the Attack of the Batteries, I Hope to Enfilade Their Works from the Ships stationed to the Westward, and to Cut off[f] the retreat of many of the Rebels; This may be of some Use, shou'd You have formed a Scheme on Mount-Pleasant; I intend also shou'd I Silence the Battery, and find it enclosed, (so that it may be defended from within) to Land Seamen and Marines under the Guns, to get in through the Embrasures; Shou'd this happen, We may keep Possession, 'till You send as many Troops, as You may think proper, Who may Enter the Fort the same Way; and I submit it to You; supposing the Palace not to be enclosed, whether a sufficient Number of Troops, may not get by this means at the Back of the Rebels.

I am sure You will excuse me, and not think I mean to Dictate, or Point out any Scheme on You, I only mention this, because it appears obvious to me, from the Observations We have had the Opportunity of making of the Beach under the Batteries –

If We shou'd be so Fortunate as to take Possession of the Fort, You will See the Union Hoisted – I have enclosed some Signals² that I have appointed relative to the Landing the Seamen and Marines of the Squadron, that You may know what I am about; –

I shall make some of the Signals, When the Battery is Silenced, 'tho I shou'd not mean to Land, and Row to the Westward agreeable to Your Desire signified to me by Lieutenant Caulfield – Success attend You, and believe me to be with true Regard Sir [&c.]

P: Parker

Major General Clinton &c &c &c³

1. Sir Henry Clinton Papers, CL.

2. Signals enclosed:

1) If I would have the marines of the Squadron prepare for landing & rendezvous at the off side of the *Bristol* from the Batteries, I will hoist a Flag, half red half white at the fore top Gallt masthead. 2d If I would have the Companies of Seamen, that have been disciplined by my order on board the ships for the purpose of making Descents, prepare for landing & rendezvous at the off side of the *Bristol*, I will hoist a blue Flag pierced with white, at the Fore top Gallant masthead. 3d If I would have

the Companies of Seamen & all the Marines prepare & assemble at the off Side of the *Bristol*, I will hoist a Flag, striped red white & blue, at the fore top Gallant mast-head.

Should only the marines land, they are to put themselves under the Command of Captain Boisrond[?] of the marines on board the *Bristol*. Should the Companies of Seamen only land they are to be under the Command of the Lieutenant that goes from the *Bristol*. But should both Seamen and marines land, the whole Body will be under the Command of Captain [John] Morris of His Majesty's ship *Bristol*.

3. On the back of this letter Clinton wrote:

Not having Candle, Pen, Ink, or Paper and fearing to detain Lieut Caulfield, Lord Cornwallis & I opened ourselves to him, told him our probable Attack on Hedrall's Point, and particularly recommended some Frigates to be sent to the Westward to favor it.

A BRITISH JOURNAL OF THE Expedition to CHARLESTON, SOUTH CAROLINA ¹

[June] 25th At day break a firing began from the battery on the N E point of Sullivans Island on the Schooners & armed Vessels in the Creek, and some shot having struck, they were obliged to retire farther into the Creek. This day a party of Highlanders took post at oyster bank opposite the Rebels works on the N E point of Sullivans Island and kept up a brisk fire.

The Light infantry Companies under the command of Col. Webster crossed the Creek and took post on Green Island This day the Commodore was joined by the *Experiment* of 50 Guns, Commanded by Capt [Alexander] Scot[t], last from Boston.

1. Sir Henry Clinton Papers, CL.

COUNT D'ARGOUT TO GABRIEL DE SARTINE, FRENCH MINISTER OF MARINE ¹

[Extract]

The Captain of the Vessel *Louis-Auguste* from le Havre, which arrived in this Colony on the 21st instant, relates that, by 20 degrees of latitude North, he encountered a Squadron of 15 Spanish warships making for St. Domingue. He adds that he passed them close enough to determine that they were all warships with three flagships, the first one flying the square ensign from the main mast, the second from the foremast, the third from the mizzen mast, which seems to indicate that there were three General Officers in this Squadron.

At Fort Royal [Martinique], 25 June 1776.

1. AN, Marine B¹, 458, 19, LC Photocopy. Count d'Argout was governor of Martinique.

26 June

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

Copy

Isis before Quebec June 26th 1776

Sr Immediately after the departure of Lieut Fook late of the *Lizard*, with Duplicates of Genl Carletons & my dispatches which were sent by the *Hunt-*

er Sloop, intelligence was received from St Ann's of Ships being in the River & all the Pilots we could procure, for the Navigation between Quebec & Montreal were got in readiness to conduct them to three Rivers without Anchoring here. Accordingly on the 27th Ultmo from break of Day, the Transports from Ireland which came under the Convoy of the Captains [Robert] Fanshaw & [Thomas] Wilkinson in the *Carysfort* & *Pearl* (with a most propitious Gale for Old England) successively arrived. And as many as we had Pilots for, sailed on without stopping, towards Richlieu, near to which the *Triton* Frigate was then stationed to regulate their passage thro' the rapids. Afterwards as the Winds failed some of the Troops moved up by land along the River side supplying themselves on their March, with Provisions out of Vessels placed for that purpose; and for facilitating their passage over the Mouths of the several Streams which disembugue into the St Lawrence between this & the Town of three Rivers.

The Pilots which brought them up to this Bason, having forthwith been sent back; on the 2d Inst from Spithead (Convoy'd by the Captains Dalrymple & Pownoll) in the *Juno* & *Blonde* began to arrive; And under the careful & judicious inspection of Capt Lutwidge of the *Triton*, the whole thereof in succession (as likewise the Ordnance Vessels) also passed the rapids aforesaid such few Ships only excepted, as drew too much Water & moreover such as contained the two Regiments of Brunswic, which are stationed here. The Troops of which Dukedom are remarkably healthy & justly admired for their Martial Appearance & strict discipline.

Both the Fleet of Transports, having thus; greatly to the honor of their conductors got thro' a very long & latterly a very critical Navigation without a single untoward Accident; the *Blonde* & *Triton* Frigates having been properly lightened; also passed the Rapids of Richlieu on the 8th And made a most respectable appearance at Three Rivers; which added to that of the *Ld Howe* & *Bute* Armed Ships commanded by the Captains [Thomas] Pringle & Parry & of about Eighty sail more of various denominations in the very heart of Canada has been of great advantage to His Majestys Service: in impressing (as may shortly appear) the Canadians & Indians with Wonder, and as, has already appeared, the Minds of the rebels with fear & astonishment.

To give their Lordships the best account I can of the late defeat of a great rebel Detachment or rather Corps near the Town of three Rivers I send you a Copy of a Letter; written upon that occasion; from Capt [Henry] Harvey of the *Marten* Sloop: whose prudent & spirited behaviour in various critical & Watchful situations since he & Capt [Robert] Linzee chased the rebel Craft up the River the Day Quebec was relieved cannot be too much commended The Rebel Detachment in question; which is said to have consisted of 2500 expected to have to do with 4 or 500 of ours only; crossed the River in the Fifty Batteaus & was under the command of one they call a General now a Prisoner on board the *Blonde*, as are 2 or 300 more on board Transport ships (or being Wounded) in the Hospital on Shore, where they are treated with great care & tenderness. As their resistance was feeble our

loss only amounted to two killed and Ten Wounded: theirs was much more considerable in both respects.

Capt Pownoll of the *Blonde* having with the utmost care & ability put things in the best Order possible for the purpose, the second & third Divisions of Transports, Artillery Ships &c &c under the guidance of Capt Pringle with the Lieuts Hayne, Edgar, Cumming & Butler, subordinate to him on that important Service, joined the *Martin* Sloop & the first on the 14th in the entrance of St Peters Lake, as did the Armed Schooners, *Magdalen*, *Maria*, & *Brunswic*, commanded by the Lieutenants Nunn, Starke, & Longcroft. And I send you a Copy of Capt Harveys Letter of the 16th that their Lordships may know how rapid our progress has been, in consequence thereof: the numerous rebels having evacuated all their Posts with the utmost precipitation on the Fleets appearance; their favorite & strong one at the Mouth of the Sorel (without firing a Gun) not excepted. Flying about a Days March before Genl Burgoyne (who to lose no time had put himself at the head of some Grenadiers, light Infantry & Canadian Volunteers) and burning sinking or otherwise destroying their five Schooners many Batteaus a floating Battery Cannon Provisions & Stores: They have reduced the Forts of Chamblee & St Johns (at which last they left Twenty two pieces of Cannon) to Ashes, together with the fine dwelling House of Colo Christie situated in the close Neighbourhood of the last mentioned Fort – The General having with unremitting diligence got near that strong place when the hindmost of the fugitive Rebels set fire to it – Nor is it supposed they will be either able or willing to make any long stand at the Isle aux Noix which is situated at this end of the lake Champlain. Those who fled from Montreal compelled some of the Merchants of that place, to part with sundry of their Goods to a very considerable Amount, some of them leaving for the Owners Congress Dollars or other Paper by way of Payment: others not even of that airy Currency –

The Rebels being thus in Six Weeks reckoning from the Day His Majestys Ships under my command arrived here, quite expelled from this Country; after a resistance on every occasion hithert[o] as flimsy & absurd as were their Motives for taking up Arms against their Sovereign: It now remains finally to expell them from Lake Champlain And their instigators at Philadelphia will now begin to recollect the Day of the Month, on which their proposed Conquest of this Province was resolved.

The business of the Navy in this River being now almost over, I have a singular pleasure in hereby assuring their Lordships that the Zeal, Vigour & Unanimity of His Maj's Servants on both Elements, Animated as one Man in their Countrys Cause, have to the best of my observation & retrospect on this expedition equalled those of the most spirited Years within my remembrance & the respectable Names herein mentioned who mostly served during the last War do well deserve the future Confidence of my Lords Commrs of the Admiralty.

Mr Robert McEvoy first Lieut of this His Majts Ship whom I beg most earnestly to recommend on this occasion has the honor of (herewith) wait-

ing on their Lordships And is accompanied by Major Le Maitre who carries
Genl Carleton's Dispatches I am &c

Cha^s Douglas

1. PRO, Colonial Office, 5/125, 15b.

JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES ¹

[Exeter] Wednesday, June 26th, 1776.

An Act for Establishing a Court Maritime &c. was read a third time &
passed to be Enacted. Sent up by Dr. Nichols & Capt. Harriman.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 168.

ISAAC SMITH TO JOHN ADAMS ¹

Mr Adams

Salem June. 26. 1776

I wrote you last past from Boston, to which refer you – the Vessell that
brought the Halifax papers, from which the extracts I sent you left itt the
first June – all which time no Troops were Arrivd from Engld & I cant see
how you could have any Intelligence of these coming to N. York so soon

As you desire of my informing you of any thing passing this way worth
Notice, I have to inform you that four days Ago Appeard Ten sail of
Vessells. One large Frig[ate] & Two Armd ships of abt 16 Guns Convoy to
some Scotch Transports 10 sail in all which have been plying up & down
and are all a loss what to do, as we Apprehend they are suspicious something
is the Matter, I was Yesterday Afternoon on a hill between here & M Head
viewing them, att which time One ship went up near the Lighthouse & we
suppose sent a boat ashore as we saw One pass and we supposd On return of
the ship which was about three hours going and returning that the fleet
would have immediately gone [off] but there seemd to be no movement &
remain this Morning much in the same Cituation except One ship standing
more Over this way as we suppose to make or take something to know what
is the Matter as itt plainly Appears they have discoverd something that they
deard not Venture in had we the Rd Island ships joynd with Our Misceter
fleet might probably give a good Account of them – Ours are lying towards
Lynn watching there Motions – I dont know of any thing that has Tran-
spir'd lately worth your Notice & therefore do not Add & are &c

P s I Open this to say that just now by some people Arrd from Novis
Cotia – That Genl Howe with abt 100 sail saild from Halifax the 8 Inst –

1. Adams Papers, MassHS.

JOHN BRADFORD TO COMMODORE ESEK HOPKINS ¹

Sir

Boston 26th June 1776 –

I make no doubt you have heard off a fleet of ten sail transports with a
single Frigate appearing before our harbour Last Sunday, they Still Con-
tinue in the Bay about two & three Leagues from the mouth of the harbour,
and yesterday sent a boat ashore to the Light house Island, where we have a

mast Erected and constantly keep Colours display'd, their was no person on the Island, and they return'd & left things as they found them

We think it would be a most luckey Circumstance if some of your fleet was here to Join the Connecticut Brig. our five schooners. our 2 Colony Sloops and a Schooner. Nine in all, its very possible we might make the whole of the troops prisoners, wch might and probably wou'd defeat their designs in this Quarter

if you shou'd think this matter worthy Your Attention, you will please to forward to me your plan of Operations & I will imediately communicate it to all our vessels, who are at sea watching their motion, we Suppose the Comodore has Orders to see this fleet into Boston and seeing a Broad pendant flying in Nantasket, & having no Boat go off to him, he is only waiting to get Certain Intelligence. how matters are to Justify him in leaving the Coast I have the honor to be [&c.]

Jn^o Bradford

On the Service of the United Colonies

To Esec Hopkins Esqr Comodore of the American Navy

Providence

If the Comodore is absent the Comitee of Safety are desired to Forward this Ltr with all Possible dispatch ²

1. Captain Nicholas Biddle Letters 1771-1778, on deposit at HSP.
2. In the absence of Hopkins, and Captains Dudley Saltonstall and Abraham Whipple, called to Philadelphia for examination, this letter went to Captain Nicholas Biddle, the senior officer of the Continentel fleet in Rhode Island. As two ships in the fleet, the *Alfred* and the *Columbus*, were without commanding officers, and the former only half manned, there was no possibility that Biddle, who had only the brig *Andrew Doria*, could avail himself of the opportunity. A similar letter was written to Hopkins by General Artemas Ward this date, *ibid*.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776

Cape Ann NNE Distce 2 or 3 Leagues

Wednesday 26 at 4 AM Made the Sigl and Tack'd, at 6 make the Sigl for the Convoy to Make More Sail, at 7 a Gun and Sigl to Tack at 9 Fired a Gun Made the Sigl and repeated the Same for the *Ocean* to leave off Chace at Noon in Company 9 Sail.

Fresh Breezes and Clear wear Tack'd Several times pr Sigl &c at 1/2 past 7 p m hauled down the Sigl for a Pilot, and in 2d Reef Topsls and handed Mizen Topsl

1. PRO, Admiralty 51/360.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Wedensday 26th of June 1776 [Nantasket Road]

At [6] in the morning sent the second Leiut up to the Town of Boston fild sum water At 4 in the After noon the boat came on board at 5 weighd Ankor bound to salem at 7 came to Ankor in salem harbour

1. John Fisk Journal, AAS.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND ¹

[Providence] June 26, 1776

Voted That Lemuel Carver be appointed a Midshipman on Board the Ship *Warren*.

That Ebenezer Allen (of Rochester) be appointed Steward of the Ship *Warren*.

1. Journal R. I. Frigates, RIHS.

ADVERTISEMENT FOR DESERTERS FROM THE CONTINENTAL BRIG *Cabot* ¹

New London, June 26, 1776

Deserted last Evening from the Continental Brig *Cabot* Elisha Hinman, Commander, (and supposed to have taken a Yaul and Oars, Compass, and Top gallant Studding sail) three Seamen, viz James Wilkeson, Abel Jones & Joseph Waine. – Wilkeson is a fat thick seaman, about 45 Years of Age, 5 Feet 4 Inches high, wears his own short brown hair. Jones is a Dutchman, about 40 Years of Age, 5 feet 7 Inches high; sandy Completion, short Hair. Waine is a Carpenter by Trade, about 5 Feet 7 Inches high, fair Comple[xi]on, born in Philadelphia Their Cloathing is uncertain, but it is supposed the two former will wear Seamen's Cloathing, and the latter long Cloaths – Likewise, was stolen at said Time, from William Bunting, Cook, two Twenty and one Ten Dollars Bill, Continental Money, supposed to have been stolen by the same Persons. Whoever secures said Deserters so that they may be brought to Justice, shall be handsomely rewarded, and all reasonable Charges paid by

Elisha Hinman

1. *Connecticut Gazette*, June 28, 1776.

NATHANIEL SHAW JR.'S ACCOUNT AGAINST THE CONTINENTAL SLOOP *Fly* ¹

[New London, June 26]

1776	The Sloop <i>Fly</i>	Dr
Apr 10	To pd Jas Tilley for Tarr barrels	£ 0..6..0
	To Warfage &c in Heaving out	0..0..0
	To Joshua Starrs Bill [block maker]	17.10
June 26	To pd Butcher	16..9
	To 2 Carriage Gunns wth all their Appurtanances	85..0..0
	To 50 Three pound Shott	1.10..0
	To 10 Bunches Grape Shott	0.10..0
	To 1 half Hour Glass	0..2..0
	To 1 Shod Shoal	0..5..0
	To 2 Cartrag Boxes	0..6..0
	To 70 Empty Cartrages	0.17..6
	To 12 pick Staffs	1..4..0

To 3 powder Horns with priming Wires & 1½ lb powder	}1..7..0
To 60 lb powder @ 6/	18..0..0
To Nathan Balys Bill	0..4..6
		£111..6..7
To My Commissions 5 pCt	5.11..5
		116.18..0

1. Shaw Papers, Ledger 39, 6, YUL.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, June 26, 1776

Resolved, That the Marine Committee be empowered to purchase the armed brig *Catharine*, with her guns, tackle, apparel and furniture, as she now lies in Connecticut.

Resolved, That the Secret Committee be directed to supply the Marine Committee with one ton of powder, for the use of the vessel which they were this morning empowered to purchase.

1. Ford, ed., *JCC*, V, 482, 484.

JOHN ADAMS TO ABIGAIL ADAMS ¹

[Extract]

Philadelphia June 26th 1776

Our Misfortunes in Canada, are enough to melt an Heart of Stone. The Small Pox is ten times more terrible than Britons, Canadians and Indians together. This was the Cause of our precipitate Retreat from Quebec, this the Cause of our Disgraces at the Cedars. – I dont mean that this was all. – There has been Want, approaching to Famine, as well as Pestilence. And these Discouragements seem to have so disheartend our Officers, that none of them seem to Act with Prudence and Firmness.

But these Reverses of Fortune dont discourage me. It was natural to expect them, and We ought to be prepared in our Minds for greater Changes, and more melancholly Scenes still. It is an animating Cause, – and brave Spirits are not subdued with Difficulties.

Amidst all our gloomy Prospects in Canada, We receive some Pleasure from Boston. I congratulate you on your Victory over your Enemies, in the Harbour. This has long lain near my Heart, and it gives me great Pleasure to think that what was so much wished, is accomplished.

I hope our People will now make the Lower Harbour, impregnable, and never again suffer the Flag of a Tyrant to fly, within any Part of it.

The small Pox! The small Pox! what shall We do with it? I could almost wish that an innoculating Hospital was opened, in every Town in New England. It is some small Consolation, that the Scoundrell Savages have taken a large Dose of it. They plundered the Baggage, and stripped off the Cloaths of our Men, who had the Small Pox, out full upon them at the Cedars.

1. Butterfield, ed., *Adams Family Correspondence*, II, 23–24.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Wednesday. 26th June 1776

The Brig *Fortune* chartered by Mr William Lux, and the Brig *Rogers* chartered by Mr George Woolsey having remained some time in the harbour laden with flour and bread belonging to this province, and no probability of their getting to their port of Delivery, by reason of men of war and tenders, infesting the Bay – and their cargoes being in danger of becoming altogether spoiled and of no value,

'Tis therefore ordered by the Council of Safety that the said vessels be unladen, and their cargoes delivered to Mr Jesse Hollingsworth, to whom written directions are given, how to dispose of the same, and that the said vessels be discharged from the public service. –²

Ordered That Captain James Nicholson be empowered to purchase Salt Beef and Pork for the use of the Ship's crew belonging to the *Defence*. –

Ordered That the Treasurer of the Western shore pay to Jesse Hollingsworth four hundred and nine pounds, thirteen shillings and nine pence, for expences incurred in raising and refitting the vessels sunk at Whetstone point, for the defence of Baltimore Town. –

Ordered, That said Treasurer pay unto Daniel Adams seventy one pounds, seventeen shillings and six pence, for detention of Schooner *Hawk* and wages for his Seamen, she being one of the afsd Vessels, that were sunk.

Ordered That said Treasurer pay to Seth Paddock eighty eight pounds, five shillings, and seven pence half Penny, for wages and detention of Sloop *May Flower* she being one of the vessels sunk for the preservation of Baltimore Town.

Ordered That said Treasurer pay to Daniel Adams, according to the direction of the Convention, one hundred and fifty four Pounds, fifteen Shillings for Flour purchased by him to ship on Board the Schooner *Hawk* p Invoice.

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

2. *Ibid.*, Council of Safety Letter Book, No. 1, Council of Safety to Hollingsworth, June 26.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN REZIN BEALL ¹

No 45.

Sir The Man of War this moment broke ground and is on her way down the Bay.² –We have dispatched a Cart with 60 Stand of arms; by it you may return Such of your muskets, as are not fit for Service – we refer you to our letter of 24th, by which you are to govern yourself. We are [&c.]

[Annapolis] 26th June 1776

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

2. H.M.S. *Fowey*.

JOURNAL OF THE MARYLAND CONVENTION ¹

[Annapolis] Wednesday, June 26, 1776

Ordered, That the small tender belonging to the *Defence* be stationed between Greenbury's and Horn point, one armed boat between Tolley's and

Horn point, and one other armed boat between Greenbury's and Hackett's point, to prevent any communication with the *Fowey*, and the Council of Safety carry this order into execution.

1. *Maryland Convention*, 7.

CERTIFICATE OF PETER CRAWFORD AND JAMES M'CASKIE ¹

This is to certify, that we were reduced to the disagreeable necessity, of making use of a Boat belonging to Mr David Kerr, & that we forcibly seized & carried off Mr Bishop, who at that time was going a Fishing, & contrary to his inclinations carried him on board the Man of War, but [on] our getting aboard immediately saw him sett out for shore with the Boat –

Given under our hands on board the *Fowey* Man of War this 26th June 1776

Peter Craufurd James M'Caskie

1. Red Book, II, Md. Arch.

“EXTRACT OF A LETTER FROM COL. [JAMES] HENDRICKS, TO BRIGADIER GENERAL [ANDREW] LEWIS, DATED HAMPTON, JUNE 26, 1776.” ¹

I send you four men under guard, who were taken on Monday, on board a brig from Barbadoes, bound for Dunmore. Early on Monday morning, we had information that a brig was aground off Willoughby's point. Major [Andrew] Leitch immediately made all possible haste, with twelve men, on board a small pilot boat which was in the bason, loaded with tobacco for the West Indies, in order to examine what she was. On coming on board, he found she was from Barbados, bound for Norfolk, with the supercargo on board, loaded with 311 puncheons of rum, and a few barrels of limes. On examination, the Major found she had got aground about 12 o'clock the preceding night, that she was very fast, and consequently that he had no other way to proceed than to leave his people on board, and come to Hampton for assistance to lighten her. A sloop bound up James river was pitched on for this purpose, being the only vessel in our harbour. Unluckily, however, both wind and tide seemed to conspire against the measure, by putting it out of our power to get her down before a tender of ten carriage guns appeared in sight of the brig; on which lieut. [Thomas] Herbert (of capt. [Thomas] Lilly's armed vessel) thought prudent to send the pilot boat off, in order to know whether the vessel in sight was an enemy or friend, which was soon discovered to be the former. In the mean time, mr. Herbert threw overboard five hogsheads of rum, and luckily got the people off, in a boat from the other shore (except one who happened to be down in the hold) the pilot boat refusing to come on board to take them off. They got all safe ashore, although the tender kept up a constant fire upon them; two of the brig's crew being on board the pilot boat, and other two before brought on shore by major Leitch. The brig belongs to a mr. Walsh of Barbados, and the whole of the people on board seemed much chagrined at the

appearance of our boat, and no doubt as much elated on our being obliged to quit her. — A convincing proof of the *friendship* the West Indians have for us.

Last Monday a ship of war, with a transport or two, arrived at Gwyn's island, where it is thought they have landed between 2 and 300 troops, from the number of tents which have been erected.

1. Purdie's *Virginia Gazette*, June 28, 1776.

LORD DUNMORE TO LORD GEORGE GERMAIN ¹

(No 3.)

Ship *Dunmore* in Gwins Island Harbour,

My Lord

Virginia, 26th June 1776.

Since writing your Lordship of the 2d of April nothing very material has happened, except our Change of Harbour, which I found absolutely Necessary, as we were constantly exposed to the fire of the Musketry of the Enemy (Elizabeth River not being above Musquet shott over) and in daily expectation of their bringing heavier Mettal down against us, and that we lay in a Tides way, and exposed to be burnt by fire Rafts, or Boats, which they might have sent down amongst us, which indeed they did attempt as your Lordship may see by the inclosed, (No 1) ² which is Authentick, as I had it from a Spy I had amongst them who may be relied on; added to this, our Salt Provisions were quite expended, and we had no fresh, it therefore became requisite to move to a place where we could have an immediate Supply of the latter, and there was no place (known to me) that appeared so eligible as the one we now occupy, and indeed so it has proved for a finer Harbour never was seen; We found on this Island (which contains two or three and Twenty hundred Acres of Land) a considerable quantity of Stock of different kinds, with great abundance of fish on all Sides of it. The only fault that I can find to it, is, that it lies too near the Main, which the Rebels occupy, all around us, as the Haven between it and the Main, in some places don't exceed two hundred Yards wide. On the West End of this Island, where it is Narrowest, I have thrown up a Small Work, in which I have five Cannon, with another on the East End with two, and two smaller ones toward the Center, which I would willingly flatter myself will secure us from any Insult from our Enemy, who, however seem to Neglect no opportunity of annoying us.

I am extreemly sorry to inform your Lordship that that Fever of which I informed you in my Letter No 1, has proved a very Malignant one and has carried off an incredible Number of our People, especially the Blacks, had it not been for this horrid disorder, I am Satisfied I should have had two thousand Blacks, with whom I should have had no doubt of penetrating into the heart of this Colony; I have done every thing in my power to get the better of it, but am sorry to inform your Lordship that all our efforts have hitherto proved ineffectual, but every other means shall be tried to put a Stop to it. I have now Seperated the Sick from the well, by the breadth of the Island, and mean if possible to keep them from each other.

I am sorry also to inform your Lordship that old Mr [John] Goodrich,

whom I mentioned in my last to your Lordship, He having taken two Prizes in one of the Rebel Harbours, and not being able by contrary Winds to get out, was in the Night boarded with a Number of Boats, by the Rebels, and taken, and is now confined in the Gaol at Williamsburg, loaded with heavy Irons, and I really fear their inhuman treatment of him will put an end to his Life; Soon after this, two of His Sons were unfortunate enough to fall likewise into their hands, who I doubt will not fare, much better than the Father.

Inclosed I send your Lordship (No 2)^s the printed paper wherein the Convention of this Colony declare themselves independant of Great Britain, and I am well pleased that they have declared themselves, for notwithstanding that they have by every artifice, prepared the minds of the People for this event, yet I am well convinced it is quite repugnant to the wish of most. Their having ordered the Prayers for the preservation of his Majesty and those of his Family &c to be erased and Substituted others for their Congress, Convention &c in their place, I am well convinced (tho' this Colony is by no means remarkably over religious) that this change will have a wonderful effect on the minds of the lower Class of People, who I am satisfied even now only wait for an Army able to protect them, which Army, I doubt not, were they Landed, they would immediately join, even many of those, I am satisfied, that now appear in Arms against us would willingly change Sides.

Finding the expence of hiring small Vessels for Tenders considerable and that the Prizes they were daily bringing in were Selling for a Song, I thought it best for his Majesty's Service to purchase a few of the fittest for that purpose. I have therefore bought five small Vessels, which are all now employed in that Service.

Hearing a few Days ago, that there were a Number of well affected Subjects to His Majesty, on the Eastern Shore of Maryland, I sent immediately three of the Tenders there to bring off as many as were willing to come, they last night brought me between fifty and Sixty, and would have brought many more had they had room for them; directly on hearing this I sent off five small Tenders and a Ship to bring as many more as wish to Serve His Majesty, I have enlisted those that came in the Queen's own Loyal Virginia Regiment.

By the *Virginia Gazette*, which I have just now received, I am sorry to see that the *Oxford* Transport from Glasgow, having on board 217 Highlanders was taken by two of the Rebel Armed Vessels on their way here, they had been taken before, to the Northward, by one of the Rebel Vessels, who disarmed them and took the Officers from on board, and put eight of their own People on board to carry her into Port, but the Carpenter of the Vessel formed a party and retook her from these eight, and was bringing her in here to me, when they were again most unfortunately retaken; of what Service would they not have been to me here!

Since I wrote your Lordship last Mr John Grymes is the only person of any consequence in this Colony that has joined me (who is against

aquisition) He is of the first Family in this Country, of good fortune, but what is more valuable than either, he is a most amiable Character, being a Man of the Strictest honor, of an excellent disposition and good parts, Brave, Active, and enterprizing; The Island being between four and five Miles in length and our Numbers fit to do duty but very few, and finding Horses on the Island, I advised Mr Grymes to form a little Troop, and take the Command of it, which he has done, by which he (being posted in the Middle of the Island) is able to give assistance to either End that should be attacked. Mr Ralph Wormsley one of the Council and Mr Philip Grymes Brother to John are made Prisoners, by the Rebels and sent to the Back Country. I am [&c.]

Dunmore

1. PRO, Colonial Office, 5/1353.

2. See spy report to Dunmore, May 3, 1776, Volume 4, 1396.

3. Spy report to Dunmore, May 11, 1776.

EXTRACT OF A LETTER FROM GWYNN ISLAND, JUNE 26, 1776¹

On the 30th of May, the *Liverpool* man of war took a Spanish snow, with 12,800 dollars, and some rum and molasses on board. She was taken off Delaware. The master said he had sprung his mast by stress of weather, was going to Philadelphia for a new one, and then to proceed on his voyage to Dominique to buy slaves. Seven French vessels sailed out of Delaware river on the 7th of May.

1. Almon, ed., *Remembrancer*, III, 223-24.

JOURNAL OF THE VIRGINIA CONVENTION¹

[Williamsburg] Wednesday, June 26, 1776.

Mr. Blair, from the committee appointed to consider the reports made by the committees of Caroline and Spottsylvania counties respectively, in relation to divers vessels supposed to be British property, and as such seized by Captain [Richard] Taylor, commander of an armed vessel fitted out at the charge of this colony, reported, that the committee had accordingly had under their consideration the said several matters; and that it appeared to them, from the several depositions taken before the said committee of Caroline county, that a moiety of the Sloop *Olive* is, and, at the time she was seized, was the property of a certain Harry Lyburn, an inhabitant of this colony, and that the other moiety belonged to Messrs. Dunlops & Crosse, merchants in Glasgow, but was claimed as the property of James Dunlop, a partner of that company, under a purchase by him set up prior to the said seizure, as may more particularly appear by the said depositions, to which your committee beg leave to refer.

That it further appeared, that the said James Dunlop is a resident of this colony, and that, before the said purchase, he, as a partner of Dunlop and Crosse, owned one sixteenth of their moiety of the *Olive*. That it farther appeared, from the report of the said committee of Spottsylvania county, the papers therein referred to, and other evidence, that the sloops *Lark* and *Speedwell*, at the time of their being seized, were the property of Messrs. William Cuninghame and company, merchants in Great Britain;

and that the sloop *Susannah*, at the time of her seizure, belonged to Messrs. Bogle, Somervell, and Company, merchants in Glasgow; that James Robeson, William Henderson, and William Reid, who reside in this colony, are in some small degree concerned as partners of the said William Cunninghame and company; and that Gavin Lawson, and Robert Gilmour, residing in America, have some interest in the sloop *Susannah*, as partners of the said Bogle, Somervell, and Company; but that, in case of confiscation, the five American owners aforesaid do not think it worth while to ascertain their respective small proportions, in order to entitle themselves to an exemption.

That it farther appeared, that James Lindsay, as skipper of the *Speedwell*, is entitled to credit with the said Cunninghame and Company for 75 l., being the amount of his wages; but that there is an unsettled account against him on the books of the said Cunninghame and company.

That it farther appeared, that the sails belonging to the sloop *Speedwell* were lodged in Mr. William Reid's warehouse some time before the capture, and therefore, not being below high-water mark, were not seized nor included in the inventory returned; and that, in like manner, all the furniture of the Sloop *Olive*, except standing rigging, one anchor, and cable, had been laid up in Mr. Dunlop's storehouse in Port Royal; only the articles contained in the said exception having been seized.

That it farther appeared, that, among the articles contained in the inventory of stores, &c. belonging to the sloop *Susannah* and the sloop *Lark*, are three negroes, viz. Davy and Ned, belonging to the former, and Priamus, to the latter; and that they had come to the following resolutions thereupon, which he read in his place, and afterwards delivered in at the clerk's table, where the same were again twice read, and agreed to.

Resolved, That the pretended purchase of a moiety of the sloop *Olive* by the aforesaid James Dunlop, was fraudulent, and void; the same having been transacted with a view of screening the said sloop from confiscation, under the resolution of Congress of the 23d of March last.

Resolved, That the sloop *Olive*, together with her standing rigging, anchors and cable, be sold; and that the money arising from the sale after the expenses thereof are defrayed, be divided into thirty two parts, sixteen of which to be paid to the said Harry Lyburn, and one to the said James Dunlop; and that the remaining fifteen be sub-divided into three parts, two of which to be paid to the Treasurer, for the use of this colony, and the others to the captors,

Resolved, That the sloops *Lark*, *Speedwell*, and *Susannah*, together with their tackle, apparel, and furniture, slave, and slaves, to them respectively belonging, as contained in the inventory returned thereof, be sold; and that, out of the money arising from the sale, the expenses thereof be first discharged; and that there be then paid to James Lindsay so much as shall, upon liquidating his account, appear to be the balance due to him for wages, and that two thirds parts of the residue thereof be paid to the Treasurer, for the use of this colony, and the other third part to the captors.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Wednesday, 26th June, 1776.

Ordered, that a warrant issue to Captain Gabriel Jones for three hundred and twenty-one pounds, three shillings and two pence, for the pay of his company of marines to the 29th of this month, for recruiting expenses, and for sundry necessaries furnished the company.

A certificate of the review of Captain Jones' company of marines on the 22d of June was returned and commissions issued to Captain Jones and his subalterns, dated accordingly.

Ordered, that the Keeper of the Public Magazine do deliver to John Young, for the use of Captain [Edward] Travis,² one hundred pounds of powder, one hundred pounds of lead, twenty-five two-pounds ball, and fifty swivel shott, and that the Commissary of Stores do deliver him two bolts of oznaburgs.

Ordered, that a warrant issue to Captain John [Gatesby] Cocke for fifty-three pounds nineteen shillings for the pay of his company of marines to the 25th of this month for recruiting expenses and for seven blankets.

Ordered, that the Keeper of the Public Magazine do deliver to Captain John Cocke fifty-four musquets with either bayonets, spurs, or cutlasses, and fifty-four cartouch boxes; and that the commissary of stores do deliver him one drum and Fife, fifty-six Hatts, fifty-six pair of shoes, two hundred and fifty yards of Oznabriggs, eighty-four yards fifty-six dozen vest buttons, nine dozen coat Buttons, four pounds of thread, and one hundred and ninety-six yards of shirting.

1. *Virginia State Papers*, VIII, 223, 224.

2. Captain of the galley *Manley*.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Sir

Camp at Long Island 26th June 1776

I am to apologize for not sending a written answer to the Honor of your Letter of yesterdays date by Lieutenant Caulfield, which did not reach my hands till very late in the evening, and being destitute of almost every convenience, I was unwilling to detain that Gentleman and from this circumstance, was under the necessity of troubling him with a verbal message to you –

I have received no information that enables me to offer any thing new to you upon the Subject of your intended attack, nor need I trouble you with the particulars of my Situation, which is rendered more difficult every hour, from the preparations the Rebels are making to defend themselves – from the observations I have made of the progress of the Works on Sullivans Island from this place, it appears to me (though some of the Engineers differ with me in opinion) that the Work which faces the Harbor is a compleat square and finished, that on the hither end of the Island they have been every where intrenching themselves in the strongest manner, and that a Bridge or boats has been constructed to favor their retreat.

It is impossible for me at this time and under my Particular Situation to enter upon a detail of the operations of the Troops on the day of your attack, they will in all probability depend upon different circumstances, subject to a variety of changes as occasions may arise, and make them necessary; I can therefore only repeat to you in general what I have so frequently had the Honor of mentioning, that the Troops under my command will cooperate with you to the utmost for the good of His Majestys Service as soon as Winds and Weather shall favor the attack of the Fleet.

I would at the same time beg leave to add my wishes that the Frigates may be directed to proceed as far into the Harbor as possible I have the Honor to be with great Regard [&c.]

[Endorsed by Clinton] My letter to Commodore intended to have been sent the morning of the attack. no possibility before. but I had mostly said the same thing by Let. Caufield who was with L[ord] C[ornwallis] & I. the night before I wrote this.

1. Sir Henry Clinton Papers, CL.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT¹

- [June 1776] Anchor'd in St Maries River
 Friday 21. Light Breezes & Cloudy Wr with rain Gote under way & sailed over to the Georgia side, and moor'd the Schooner between the Three Rivers to Stop up the pass of Boats &ca Came down the River the Governor's Sloop with 1 Barrel Flower & 2 of Pork for the *St John*. Recd on board fresh Beef for the Schooners Co Shifted the Bob Stay
 Saturday 22 Fresh Breezes & Do Wr fired 1 half Pounder to bring to a Canoe, Sent the Boat on board her, loosed sails to dry At Noon handed them. Gote all the Spare Sails up & aired them, People empd repairing the sails & rigging & under Arms all Night
 Sunday 23 Fresh breezes & Cloudy Wr sent the sick Men on Shore wt the surgeon for the recovery of their health, fired 2 half Pds to bring to 2 Canoes sent the Boat to board them Kept the Boats Crew & the People on board under Arms Clear'd hauze.
 Monday 24. Do weather wt rain, Sent an officer with the Pilot to board a Schooner that was standing a Cross the sound with information of the Rebels being on the River - Went up the River to Consult wt Capt Graham, bootoped the Schooner with Turpentine, empd Scraping Blocks, the people under Arms all Night
 Tuesday 25. Do weather unmoor'd and gote under way & shifted our birth more handy to Command the three Rivers, moored again with 1/2 Cable each way No End of Cumberland Island East & the No end of Amelia E N E: Boarded and rummaged another small Schooner fired 3 half Pds shotted [at] said

Vessel, sent an Officer and 8 men armed to go round Cumberland Island in pursuit of the Rebels – Kept the Schooners Company under Arms all night,
 Wednesday 26 Put new service on the Cables, received on [board] two prsners
 Do weather, with Thunder Lightning & rain, Came down the Schooner *Mary* with Lumber & Passengers for St Augustine, Sent the boat to tow [her] out, fired 3 pounder for a signall for the Boat to return, sent 2 Prisoners on board said Vessell to go to Augustine.

1. PRO, Admiralty 51/4330.

27 June

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

Sir

Isis before Quebec June, the 27th 1776

In addition to my Letter of Yesterdays date, I am under the necessity of troubling you with another, whereby to lay before my Lords Commissioners, Various other Matters, – In the first place the absolute and Palpable necessity of our being omnipotent, on the other Part of this River, as also General Carleton's pressing requisition, as appears by His Excellency's letter of May the 29th in order to disjoin the Posts of the Rebels, supposing they would have made a greater Resistance do I flatter myself sufficiently evince the propriety of my having fitted out, besides the *Maria*, another Armed Schooner, (now before the Admiralty Court as Rebel property) under the name of the *Brunswick*: And I am sure their Lordships, must approve, of my having put her under the Command of Mr. Edward Longcroft, as Lieutenant, he having passed his examination for such, Anno 1771, and having moreover the much greater Merit of having purposely shut himself up in Quebec, before the seige and of having served as a Lieutenant in the *Intrepid* late Naval Battalion. – They are both cheap Vessels of War, the *Maria* being entirely Mann'd and Victualled from the *Lizard*, and the *Brunswic[h]* from the *Isis*; which last, uses some of our small sails, also, and carries Six borrowed Six Pounds.

Mr Wm Burchell Masters Mate of the *Blonde*, who has long passed his examination, fills the Lieutenancy which becomes Vacant, on the occasion of Mr [Robert] McEvoy having the honor of waiting on their Lordships, with my Dispatches I hope my Lords Commissrs will the more Readily approve & confirm, all the appointments I have made, the same having been in favor of Men of Merit, who were all personally Strangers to me, until we met on this late great occasion.

The Lakes Champlain and Ontario, following next in Order, to be taken under Consideration, His Excellency General Carleton has suggested to me, a Naval Establishment for each, – For the former an Officer to command in Chief; Six other Commission Officers, and two Hundred Seamen, To this important department, if left to me, which I do not expect nor wish,

I intend to appoint Captn [Thomas] Pringle of the *Lord Howe* Arm'd Ship, who is justly esteemed by Genl Carleton, and all who know him, as an Officer & a Gentleman.

To the Command of the Lake Ontario, I propose appointing Lieutenant Joseph Nunn, an experienced Officer, Commanding the *Magdalen* Schooner, for whom Genl Carleton, has likewise expressed his predelection: he having also served, much to His Excellency's approbation as Captain of Infantry, in the Naval Battalion, during the late Seige; for the better carrying on of which Service, I intend so, to word his Orders, that he be considered by Fleet, and Army, as a Master and Commander, in His Majesty's Navy, for the time being. No considerable time, is to be lost herein, As it is hoped a sufficient Strength of Craft will shortly be in readiness; first and more particularly for Lake Champlain – To procure Seamen, is the next great difficulty to be got over – Pressing will never do on this occasion, for which Reason, I shall be obliged in a great measure to unman the *Isis*, (for the whole season) and almost wholly the *Lizard*, she being the least fit for Service, and to take draughts, out of some of the rest of the Frigates, before I send Them to the Commander in Chief. – To the able Seamen thus to be lent, as they must be most Thorough Volunteers, it is suggested, that their Wages be made up to forty Shillings a Month; General Carleton making good the surplusage, Monthly to each man, by way of subsistance Money, out of his Contingent fund. Nor will it be possible to get men fit to be trusted, on this important & Critical Occasion, even from His Majestys Ships without some such encouragement Petty Officers to be paid, in the same proportion as the Seamen. But I hope every hour, to receive directions herein As also how to dispose of the Numerous fleet of Transports which are in this River, from the Commander in chief; from whom I have not yet Received, even the Order to put myself under his Command.

To the end, that my Lords Commissrs may judge, how the service has been, and is carrying on here, I trouble you with Copies of all the Orders of Consequence which have been given since my last, As also of some letters to the same purport. And I send you an Account of the State and Condition, of this and such other of His Majesty's Ships under my Command as are on the Spot – The *Lizard* is again out of the Cul-au-Sac, in which she lay during the Seige, and is in tolerable Repair, considering our Means and a great deal of other work we have had to employ all sorts of Naval Artificers upon, such at this place and our Ships afford. I am &c.

Cha^s Douglas

P.S. Captain [Henry] Harvey of the *Martin* Sloop (going to Newfoundland) is first returning to the Sorel, in Order to examine with the utmost precision, into the Means of Floating between Camels, as is the practice in Russia and in Holland; the Six flat bottomed Arm'd Vessels (One of which is just arrived) thro' the Rapids of Chambly into Lake Champlain, nor do I despair of success herein. Nor of our thereby becoming very shortly & Compl[e]atly Masters of that Lake.

MASSACHUSETTS COUNCIL TO CAPTAIN RICHARD WELDEN ¹

by the Major part of the Council.

Capt Richard Welden

The Brigg *Riseing Empire* under your Command being now Equipt in warlike Manner, & also being properly maned & Enabled to go out on a Cruise, You are first directed to Come to Boston & there to apply to the Commesary Genll of this Colony for such provitions as you farther stand in need of and then You are Directed to Cruize on the Coast of the Coloneys laying Between Cape Sables and New York and thro the Several Sounds lying between said Colonies at the same time taking all necessary precaution to prevent your Vessell from falling into the hands of the Enemy; and whereas, You have Received a Commitition by force of armes to attack subdue & take all ships and other Vessels belonging to the Inhabitants of Grate Brittan on the high seas, Under Certain Restrictions You must punctually follow the Instructions herewith Delivered you for Your Conduct Respecting this Matter.

By order of Council –
Jer: Powell President

Council Chamber [Watertown]

June 27th 1776 –

1. Mass. Arch., vol. 165, 12.

MASSACHUSETTS COUNCIL TO THE CONCORD JAIL KEEPER ¹

Colony of the
Massachusetts Bay } The Major part of the Council.

To the Keeper of the Goal at Concord in the County of Middlesex –
Greeting:

You are hereby Ordered, & directed to release from your Custody John Loring Committed to your keeping in the Month of April last, for being in the Employ of the Enemies of the united Colonies, having been taken on board of the Schr *Valiant* bound to Boston with Supplies for them, On his giving Bonds with sufficient surety to the Treasurer of this Colony in the sum of One hundred pounds Condition'd, that he will go to the Town of Framingham to be under the Care of Joseph Buckmington Esqr, and that he will not pass without the limits of the said Town of Framingham, that he will not correspond with the Enemies of America or in any way be aiding, or assisting to them, nor contravene any of the resolves of the Honble Continental Congress or of this Colony ²

In the Name & By Order of the Major
part of the Council –

Jer Powell

Council Chamber [Watertown]

June 27th: 1776

1. Mass. Arch., vol. 165, 9.

2. *Ibid.*, 7, this action was taken on an undated petition of John Loring, reading:

The Petition of John Loring Now in Concord Gale humbly Sheweth – that your Honours Petitioner is a Son of Joshua loring late of Roxbury in the County of Suffolk &

Province of the Massachusetts Bay and not yet Seventeen years of Age and heather too been Under the influence of my father But now I am Convinced that I have been badley instructed and am determined never to offend aney of the Good People of this Country More and really wish it was in my Power to do them Service – And what I would earnestly intreat of your Honours is that I may be delivered from this Place that I may Work for my liveing and not be any longer a Charg to the Publick – and your Petitioner As in Duty bound Shall ever Pray – John Loring.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Watertown] Thursday June 27th 1776.

The Committee of both Houses appointed to take into consideration the papers produced by Capt Obrien relative to the Captures of the Sloop *Two Friends*, and the Schooner *Polly* have attended that Business, and find that the *Polly* was Register'd at Halifax in Nova Scotia Province June 21 1775, in the Name of James Simonds, William Hazen, & James White, That said Vessel sailed from the River St John's in Nova Scotia, with produce of that Colony for the West Indies in January 1776. That on the 23d day of February 1776 she was cleared from Barbadoes in the West Indies, with West India Produce for Nova Scotia, after which she touched at Tortola, & cleared from thence March 14th 1776. for Nova Scotia – and was taken as 'tis said at, or near the River St John's in Nova Scotia, where it appears she was own'd and destined from the beginning of the Voyage – That the Sloop *two friends* was Registered at Tortola the 22d January 1776. in the Name of Peter Rose, & Robert Knox, suppos'd to be Inhabitants of said Tortola from thence cleared the 16th day of April 1776. for Halifax in Nova Scotia with West India produce, and was taken as 'tis said near the River St John's in Nova Scotia. –

That from all the Evidence We have had respecting the said *Polly* her Cargo, and appurtunances, We conceive she ought forthwith to be released, and her papers deliver'd the Master, or Owner – that with respect to the Sloop *two friends* the matter is so uncertain, that it ought to be determin'd in the Court, erected to try the Justice of Captures at Sea, and that the Captors have the Term of Twenty Days from this time to file a libel in said Court if they see Cause, for the determination thereof (the Time limited by Law for filing such a libel being expired) and in case the said Captors or some Agent in their behalf shall not file a libel within that Term she be likewise discharged and her Papers deliver'd the Commander, or Owner of said Vessel.

Read, & Accepted, & Order'd that the Schooner *Polly* her Cargo & appurtunances be forthwith released, & her papers deliver'd to the Master, or Owner; And that the Captors of the Sloop *Two Friends* have the term of twenty days from this time to file a libel if they see cause in the Court proper to try the justice of said Capture the time limited by Law for filing such libel being elapsed notwithstanding; And in case the said Captors, or some agent in their behalf shall not file a libel within that term, that she be likewise discharged, and her papers deliver'd to the Commander or Owner of said Vessel.

1. Mass. Arch., vol. 35, 87, 92–93.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776

Boston Light House SWbS 2 or 3 Miles.

Thursday 27

at 4 a m out 2d Reefs and Set him again, at 6 Fired a Gun, and Made the Sigl for a Pilot, and Soon after repeated Ditto, at 9 and 11 Fired a Gun Made the Sigl and Tacked as did the Convoy At Noon kept the Sigl for a Pilot Still flying and in Company 9 Sail –

First and Middle part Modr and fair Latter Light Airs and Calm at times Tack'd Severall times pr Sigl &c at 1 p m Saw a Sloop coming down from Boston, and pass by the Aforementioned Ship and Brig that Lay in Nantasket Road, with 2d. Reefs in her Mainsail and no Colours flying, at 6 Boston Light house WbS about 2 Leagues,

1. PRO Admiralty 51/360.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Thursday 27th of June 1776 [Salem harbor]

At [6] in the morning weighd Ankor stood out in the bay saw the fleet to the southeast saw 4 of the schooners belonging to the Continent At 4 in the After noon bore away for salem small breaze from S E At 7 Came to Ankor –

1. John Fisk Journal, AAS.

CAPTAIN SETH HARDING TO GOVERNOR JONATHAN TRUMBULL ¹

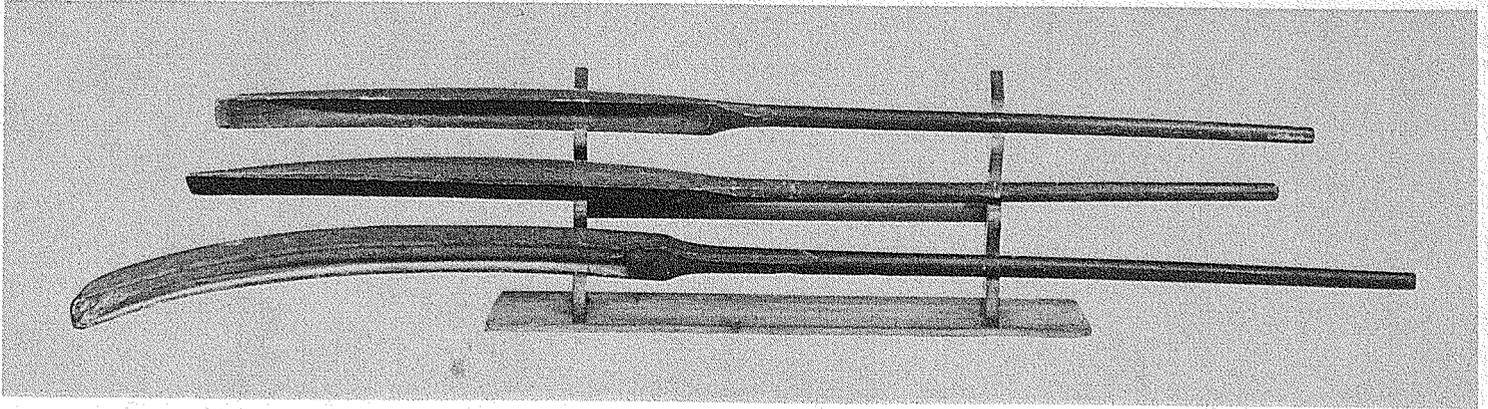
Sir

Boston 27th June 1776

your favour of the 21st Instant your Honour was Pleased to order me to Continue hear Til farther orders at that Time it appeared Sum Littel Chance of success Since I Look on the Chance to be small their has been Ever since Sundy Last 10 Ships Cruseing of[f] Boston Harbour 2 of them men of war 8 hilenders troops by the best acc[oun]ts it appears that the Troops at Hallifax Saled the 10 Instant for New york in Number 150 Sale Shall give your Honour acc[oun]t of my Captures in a few Days at Present think their is but Littel Chance hear Hope your Honour will think proper to give me orders to procead to New London By the Next Post your Honours orders Shall puntually follow the State of this action is not in print for wise Reasons the Capts of the four schooners Dispute with Each-other one sais you Did not fight and you Did not fite and so they go on I have thought proper to Libel for $\frac{3}{4}$ of the Ship *George* and $\frac{3}{4}$ of the Brig *anabeler* and my purporshon of the Ship *Lord How*. What I shall Recover I Cant tel til after tryall The 10 sale of Ships of[f] the Harbour is the Last Bound to Boston by the Best accts I am with Due Respect [&c.]

Seth Harding

1. Trumbull Papers, V, 99a, ConnSL.



Skeets used for wetting sails.

Continental Journal, THURSDAY, JUNE 27, 1776

Boston, June 27.

Monday last came from Newbury-port a young man belonging to this town; who informs us that he left Halifax 30 days ago, that the troops were all embark'd on board the transports said to be destin'd for New-York or Boston, but it was generally believed for the former; that they had at that time no reinforcements, except about 300 from the West Indies, who were blown off this coast last fall; that provisions were very scarce; that he saw Master James Lovell, who was cruelly confin'd here in goal by order of Gen. [Thomas] Gage, for 10 months, and from thence taken with the Bunker-Hill prisoners and carried to Halifax, and committed to prison, where he remained when our informant came away; that he kept up his spirits with surprising firmness amidst the accumulated insults and injuries he had received, and had petitioned General [William] Howe for tryal or to be liberated, or sent to England for tryal; that Gen. [William] Brattle and Simon Tufts mess'd together in a little chamber over a grog shop; and that Sir Francis Green was busy in distributing the arms treacherously detained from the inhabitants of this towm, to the refugees and others of the core, in case of being call'd upon to assist in the diabolical purpose of butchering and enslaving the good people of these Colonies.

Sunday Morning were discover'd standing in for this Harbour, 12 or 13 Sail of Vessels, who have been plying on and off in a strange Manner ever since. We hope in our next to be able to give a good Account of them.

The Eastern Post informs us, That another Fleet was seen off Cape Ann Yesterday.¹

1. The same fleet described in preceding paragraph.

GOVERNOR NICHOLAS COOKE TO MAJOR GENERAL ARTEMAS WARD ¹

Sir,

Providence June 27th 1776.

Commodore Hopkins together with Capt Saltonstall of the *Alfred* and Capt Whipple of the *Columbus*, being called to Philadelphia by the Congress the Command of the Fleet hath devolved upon Capt Biddle of the *Andrew Doria*, who I am informed sailed from Newport on Tuesday last on a Cruize, whether he hath returned or not, I am uncertain. In this Circumstance I thought it prudent to open your Letter to the Commodore in order to give every Assistance in my Power in the publick Defence. I shall immediately send the Letter by Express to Newport to Capt Biddle to meet him in Case he hath returned; which is all I can do, as it is not in my Power to give any Orders to the Fleet. The *Columbus* is fully manned and fit for the Sea, the *Alfred* is also fit for the Sea, but hath not above half her Compliment of Hands, neither of them have any Orders, and consequently cannot proceed to Sea. The Sloop *Providence* is now in Boston Bay, and I imagine Capt Biddles Cruize is the same Way. The *Cabot* Capt [Elisha] Hinman got into New-London on Tuesday Evening last from a Cruize. Upon the whole I do not think it probable that any Assistance can be expected upon

this Occasion from the Ships here. I am with great Esteem and Regard Sir
[&c.]

Nich^s Cooke ²

1. Ward Papers, MassHS.

2. Governor Cooke on this date also wrote to Captain Biddle informing him that he had given General Ward "the State of the Fleet," Nicholas Biddle Papers, HSP.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Thursday, 27th [June]

Voted, That Cap.[Jehiel] Tinker of the *Crane* galley be impowered to receive so much the stores of pork, beef and peas, and any other provisions, lying at Saybrook in the care of Cap. Dickinson,² belonging to this Colony, taken out of the brig *Minerva*, as he shall need for the use of said galley, and all the bread, and 1 bb. rum; and Cap. E. [Ephraim] Bill is directed to order and see the same delivered accordingly, taking his receipt therefor and the same transmit to his Honor the Governor.

Voted, That said Cap. Tinker may receive two of the nine pounders of the continental cannon at N. London, for the use of his galley; and Mr. [Nathaniel] Shaw [Jr.] is directed to deliver the same accordingly.

And Calvin Ely is appointed Master of said row-galley, and Elias Lay Second Lieutenant.

That a drummer and fifer be allowed the same wages as in the land service.

That Cap. Tinker purchase and provide a drum for the use of said galley, to be by him kept and secured for the use of the Colony. *And copies of the above given him.*

1. Hoadly, ed., *Connecticut Records*, XV, 458.

2. Elsewhere the name is given as Dickerson.

"MEMORANDUM GOODS RECEIVED FROM ON BOARD THE BRIG *Cabot*
ELISHA HINMAN COMMANDER JUNE 27TH, 1776." ¹

- 16 Casks Coffee
- 1 hhd & 3 barl Sugar
- 2 small boxes ditto (Ventures) given to the people
- 1 Cask & 13 bags Ginger
- 37 bags Cotton
- 1 Cask pimento
- 2 Qr Cask Rum
- 10 Kegs do (being Ventures) given to the peopl[e] ²

Ship's Stores

- 3 barrels flour2 barl baked in to Bread & taken off
- 1 Teirce Rice taken off
- 1 bar Oatmeal taken off
- 28 bar Bread24 taken off

1 barl Salt 1 barrel Suet taken off
 2 pr Gunn Carriages & 2 Carriage Guns 3 pounders Sold by
 Capt Hinman
 1 pr Carriages deld [Hoysteed] Hacker
 in the *Hampdon*

Water Cask

Old Sales Large Cable & anchor taken off the 21st Augt

1776

July 26 8 Musketts 8 do with Bayonetts } deld the *Mifflin*
 2 Wall peases }
 14 Cartrage boxes 9 ditto 18 Deld *Ameri[c]an Revenue*
 5 Shott Bags
 4 barl of the above Bread wt [2]63 Nt deld Col Davis on his way
 to N York with the large morters.
 2 Wall peises Returned & delivered *Confederacy*³

1. Nathaniel and Thomas Shaw Collection, Ledger 38, YUL.
2. Private property of the crew of the ship *True Blue*, taken by the *Cabot*, returned to them and noted "given to the people."
3. The final entry is of a much later date.

LIEUTENANT JOSEPH DAVIDSON TO GEORGE WASHINGTON¹

Arm'd Sloop *Schuylcr* June 27th -1776

Since our Last We have In Company with Capt [William] Rogers of the Arm'd Sloop *Montgomery* Retaken 4 Prises, which was taken by the *Greyhound* Man of War bound for Sandy hook, 2 Brigs Belonging to Nantucket with oil one has near 500 Barrels on Board & the other 150 Also A Schooner & A Sloop the Schooner Belonging to Cape Ann Loaded with Molasses & some Sugar The Sloop Outward Bound Belonging to Rhode Island Loaded with flour & Lumber² We have Inteligence by one of the Prisoners that A fleet of 130 Sail, Sailed from Halifax the 9th Inst for Sandy Hook & that Genel How Is on Board the *Greyhound* which We Suppos'd Pass'd us 3 Days Ago We having observ'd A Ship to the Westward of us About that Time Standing for Sandy Hook, Capt Rogers has Apply'd to the Committee for A Guard which they have Supply'd us With & Shall Send the Prisoners as Soon as Possible

Joseph Davison Lieut

1. Washington Papers, LC.
2. Two of these four vessels have been identified by name; the brig *Speedwell*, from Brazil, taken by the *Greyhound* on June 21, and the sloop *Nonesuch*, from Rhode Island, taken June 23, 1776. The other oil brig had been taken June 22, and the schooner on June 19. See journal of the *Greyhound* for the above dates.

GEORGE WASHINGTON TO JOHN HANCOCK¹

[Extract]

New York, June 27, 1776.

. . . I would observe to Congress, that it is not in my power to send any Carpenters from hence to build the Gondolas and Gallies General Arnold mentions, without taking them from a Work equally necessary if not more so, here of the same kind and submit it to them, whether It may not be ad-

visable, as it is of great Importance to us to have a number of these Vessels on the Lake, to prevent the Enemy passing, to withdraw the Carpenters for the present from the Frigates building up the North River and detach them immediately, with all that can be got at Philadelphia, for that purpose.

I have the pleasure to inform you of another capture made by our Armed Vessels of a Transport on the 19th. instant with a Company of Highland Grenadiers on board; The Inclosed Extract of a letter from General Ward by last night's post, contains the particulars, to which I beg leave to refer you.

1. Fitzpatrick, ed., *Writings of Washington*, V, 183.

New-York Journal, THURSDAY, JUNE 27, 1776

New York, June 27.

The transport ship from Greenock, (having on board a company of the 42d Regiment) which was lately taken by one of Commodore Hopkins' fleet, who after taking out the soldiers, except the officers and their wives, ordered her to New port, but which was soon after re-taken by the *Cerberus*, and under the convoy of an armed sloop tender, sent for Sandy Hook; on their way, (back of Long-Island) met with the Continental armed sloop, *Schuyler*, which took both the tender and ship, and brought them into a place of safety. – The ship had on board, when last taken, 80 butts of porter, &c. with five commissioned officers, two ladies, and four privates, who were brought to town on Tuesday last.¹

The ship *Reynolds*, lately sent into Dartmouth, under the command of Capt. Thomas Truxton, one of Capt. [George] M'Aroy's Lieutenants, was from Jamaica for London, Heylock Rusden, Master, and owned by William Reynolds, Esq; merchant, of that place: Her cargo consists of 302 hogsheads of sugar, 174 puncheons of rum, 100 pipes of Madeira wine, 42 bags of pimento, 27 tons lignum vitae, and 7 tons of Fustic.

1. The transport *Crawford* taken by the Continental brig *Andrew Doria*.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, June 27, 1776

The Congress took into consideration the letter from Governor Trumbull; and, after some debate,

Resolved, That the further consideration thereof be postponed; and, in the mean while, that Governor Trumbull be desired to send to Congress, an account of the cannon left at New London by Commodore Hopkins, their number, size, bore and weight, and also an account of the other cannon there.

1. Ford, ed., *JCC*, V, 485, 486.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 27th June, 1776.

The Board thinking it necessary that Capt. Henry Dougherty should

have proper Instructions for his Government, the following were drawn up, approved of, and sign'd by the Chairman:

In Committee of Safety, 27th June, 1776.

Sir:

The Committee think it proper to give you the following Instructions to regulate your Conduct, as Eldest Captain of the thirteen Armed Boats, or Gallies, in the service of this Province:

You are forthwith to take upon you the Command of the said Armed Boats, and station them, at anchor, at the East side of Fort Island, and keep them at that station until otherwise ordered by this Board, or the necessity of the service shall require their removal.

You are to cause the said Armed Boats to be frequently exercis'd, and keep them in a compleat state of preperation to receive the Enemy; And the better to effect this immediately, take an exact survey of the present Condition of the said Armed Boats, and whatever may be wanting in their Equipments make a Report of to Capt. William Richards, who is appointed and directed to supply all their deficiencies.

The Officers must Constantly Lodge in their Respective Boats, and you are to take particular care that neither Officers or Men be absent from their respective Vessels any length of time, without your license in writing, or the leave of this Board, and you are not to suffer more than four Officers, and of that Number not more than two to be Captains, to be absent at any one time, nor any of them to be longer absent than forty-eight Hours at one time.

You are to cause fifty Rounds of Powder to be delivered from the Ammunition Vessel on Board each of the said Boats, for which the Respective Captains are to give Receipts, and all the powder now on Board said Boats to be put on Board the said Ammunition Vessel, and order her up immediately to this City, to deliver the same to the Commissary.

You are by all possible Means to establish such a proper sense of subordination in the Officers & Men of the Boats, that all the orders you think necessary to Issue be punctually and implicitly obeyed, a loose and Relaxed discipline utterly enfeebling every Military Establishment, however Respectable it may otherwise be in the Circumstances of Number & Force.

Should any accident or Circumstance happen in the Fleet that has the least tendency to effect the service, you are to give the earliest information of it to the Committee of Safety, that they, if they have the means of Remedy, may apply such as the nature of the case may Require.

These being the principal matters that have occurred to the Committee, they earnestly Recommend that you endeavour to promote the utmost Harmony between you & the Officers of the Fleet,

and between one another, on which depends so much the success of every undertaking where Men are to Act in Concert, and mutual assistance is required.

By order of the Committee.

Sign'd, Geo. Ross, Chairman.

To Capt. Henry Dougherty.

The Committee having Reason to believe that wicked & ill-disposed persons have seduced and inticed some of the Men belonging to the Boats, to desert the service and go into other employ, have thought it necessary to publish the following Resolve of Assembly:

In Assembly, Tuesday March 26, 1776.

Resolved, That any person or persons, whatsoever, within this Colony, who shall harbour and Conceal any Deserter (knowing him to be such) from the Continental Forces, or any other Forces raised within this or any other of the United Colonies, for the defence of America, shall forfeit and pay any sum not exceeding Fifty nor less than Thirty Dollars, or suffer three months imprisonment for each offence, being convicted thereof by the Testimony of one or more Witnesses, before any two Justices of the Peace of the City, Borough, or County, respectively, where such offence shall be Committed, who are hereby authorized to hear and determine all Offences contrary to the above Resolve; which Fine shall be deposited in the Hands of the Overseers of the poor of the City, Borough, or Township, where the offence is Committed, for the use of the poor of such place.

And the Committee give this Public Notice, that they are determined to prosecute with the utmost Rigour, any person who shall Harbour, Conceal, or in any manner employ any Deserter from the service of this Colony.

1. *Pennsylvania Colonial Records*, X, 617-19.

MEMORANDUM BOOK OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

[Philadelphia] 27th June.

Sloop *Chance*, Capt. Robinson, ² Rendevous, widow Forrest. 3 men belonging to Capt.[Nathan] Boyce ³ have enter'd to go in s'd vessel.

Taking measures to bring back the Boat men from the Privateers fitting out at Egg Harbour.

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 484.

2. The Pennsylvania privateer sloop *Chance*, James Robertson, master, commissioned July 2, 1776.

3. Commander of the *Franklin* galley of the Pennsylvania navy.

Pennsylvania Evening Post, THURSDAY, JUNE 27, 1776

Philadelphia, June 27.

Two masters of vessels who were lately taken by the ministerial cruisers, and made their escape, report, that Lord Dunmore's whole army is now reduced to forty regular soldiers, and two hundred of the black fusileers, one

hundred and seventy-five of which last corps died on their passage from Norfolk to Gwyn's island.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON ¹

June [17]76 At Anchor off Cape Henlopen Light House
 Thursday 27 at 9 A M gave Chace to the N W
 Modr wth Rain P M in chace of a Ship & a Brig Running
 in for Cape May ² at 3 the Vessels being within the Banks,
 came too wth the Best Bower in 7 fm Light house W B S

1. PRO, Admiralty 51/4279.

2. The Continental ship *Reprisal* and the Continental brig *Lexington*.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Thursday 27th June 1776

Copy of Letter No 47 was sent to Wm Selby near Pitts-Landing, in Accomack County, in Virginia.

Ordered That Permit be made out for Seth Paddock of the colony of Massachusetts's Bay to load his sloop *May Flower* with provisions, or other commodities, not prohibited to be exported by congress, he giving security to this board, not to land his Cargo at any Port inimical to America, and to conform himself in all things, to the resolves of the Honorable Continental Congress.

The following memorial was presented, to the Convention, by the Council of Safety.

To the Honorable Matthew Tilghman Esqr President, and the other members of the honorable Convention,

The Memorial of the Council of Safety Sheweth, that at last December-Session it was resolved, that the sum of five thousand nine hundred pounds be appropriated to fortify the City of Annapolis, and place obstructions in the Channel of the river, and that the same should be laid out for the purposes afd by the Council of Safety thereafter to be appointed, if it should appear practicable to them to erect such fortifications, and lay such obstructions for that sum, exclusive of the Cost of Cannon, powder, and the like, as would prevent men of war approaching the said City. —

The Council of Safety have not raised any fortifications, in consequence of said resolve, because it was not practicable in their opinion to fortify the City, and place obstructions in the channel of the river, for the sum to which they were limited by the resolve. — they conceived it could not be done effectually without a much more considerable sum. — the river Severn between the two points, at the mouth thereof, is near fifteen hundred yards over, the channel upwards of eight hundred yards, in some places the water twenty feet deep and more, as will appear by a Chart there of, to which your memorialists beg leave to refer. — no obstructions have been thought of by them proper to be placed in the channel of the

river, but Chiveaux de frise, or piles, both those are liable to be soon destroyed by the worm. – if large piles could be driven down headed with Iron, they would be eaten so much with the worm, in the course of one season, that they would be easily born down by men of war, coming up under full sail with a brisk wind. – all obstructions of wood are liable to this objection, and therefore in their opinion not to be depended on. –

The Council of Safety endeavoured soon after their appointment to procure Cannon from Philadelphia or New York, but were disappointed, Mr Hughes hath not yet complied with his contract. – the want of heavy cannon was a further reason, why they could not proceed. – when they can be procured, your Memorialists are of opinion that Batteries may be erected at Greenbury's Point, the wind-mill point, Horn-point, and places adjacent, between that and the city on the South-side of the River, which may be of service, to prevent Landing, altho' they might not fully answer the purpose of preventing men of war approaching the place. –

Your Memorialists further observe that at the late Convention, it was thought expedient to appropriate part of the money for building three Row-Gallies, or Gondolas, so that there will not remain more than three thousand pounds currency, or thereabouts to be applied to the erecting fortifications. –

Under these Circumstances your Memorialists submit to the Honble Convention, whether they will direct the Council of Safety to endeavour to procure Cannon, and also buy up materials for erecting Batteries – giving them a discretionary power to draw on the treasury for such expences, as may be necessary, not exceeding a certain sum. – or whether your honors will direct the residue of five thousand, nine hundred pounds, to be laid out in throwing up breast-works, and making other defences within the city, to prevent the Enemy landing, and taking possession thereof.

By order and on behalf of the Council of Safety

Dan^l of S^t Tho^s Jenifer. P:

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

CAPTAIN JAMES HINDMAN TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen

Oxford June 27th 1776

At one oClock yesterday your Letter came to hand inclosing a Resolve of Convention giving information of Capt Montague's Conduct, with directions to be prepared to repel any violence offered by him, and to prevent his procuring provisions, should have been very happy to have received your Commands three Hours sooner, by that means I might have prevented Mr James Dickinson, Wm Thomas, John Stevens & Nicholas Martin going on-board the *Fowey* Man of War with several head of Sheep & Hogs, some as a present to the Governor others for Sale, Mr Dickinson inform'd me some

time before he set out that the Governor had permission from your Honors to take live Stock onboard the Man of War whenever she should come up and that He was to procure it for him, this Step has been taken by those Gentlemen without the Permission or Knowledge of the Committee of the County. Immediately on the receipt of your Letter, I hired a Boat put 20 Men onboard and sent in pursuit of them with orders to bring those Gentlemen with their Sheep and Hogs back again, about 8 o'clock in the evening my Boat met with them on their return having safely lodged all their Stock onboard the Man of War. I inform'd them of the Resolve of Convention and your orders to me; they have given me their Honor to attend at any time and place you may direct to answer for their Conduct. As I thought it necessary to inform you as soon as possible of this matter, have hired a Boat for the purpose in which Mr Anderson goes over & can fully relate to you every particular respecting those Gentlemen. shall be much obliged to you to send me by him an order for £100 or 150 as am getting the Soldiers Cloathes made up, and frequently purchasing little necessary Articles. I am Gentln [&c.]

James Hindman

1. Red Book, XIII, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO THE KENT COUNTY COMMITTEE OF
OBSERVATION ¹

No 49.

Gentn Twenty two Barrels of Sulphur, sixty Barrels of Gun Powder, fourteen musquets, ten Bayonets, ten swivels & two Blunderbusses with their furniture, belonging to this province are lately arrived in Chingoteague in Accomack County in Virginia, and are now under the care of Colo [Thomas] Matthews of that County. — as waggons cannot be procured in any of the lower Counties, we request you would immediately hire and dispatch as many as may be thought necessary to convey the same from thence to Talbot Court-House; or to such place as Brigadier General [James Lloyd] Chamberlaine shall order and direct. We are [&c.]
[Annapolis] 27th June 1776.

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

PETITION OF CATHERINE SPROWLE AGAINST THE CONDUCT OF
LORD DUNMORE ¹

27th June 1776 On Board His Majestys Ship the *Roebuck*. The petition of Catherine Sproule, Widow of the deceas'd Andrew Sproule [Sprowle] Esqr of Gosport in Virginia. — ²

That whereas the memorialist did upon the 17th Currnt apply to Andrew Snap[e] Hammond Commander of his Majestys Ship the *Roebuck* for a flag of truce to go see her son John Hunter Jnr then and now prisoner at Halifax North Carolina. The said Capt Hammond gave her leave to go on board the *Otters* Tender to carry her the said Catherine Sproule on Board the *Ot-*

ter sloop of war Matthew Squire Esqr Commander with a flag of truce recommending her to the Commanding Officer there to permit her to go see her said son John Hunter at Hallifax: agreeable thereto Majr [James] Hendrick of the sixth Regiment of Continental troops recommended the said Catherine Sproule to Brigadier [Andrew] Lewis Commander at Williamsburg who recommended her to the Committee of safety who allowed her to write to her son but return'd her to Majr Hendrick to return her to the Fleet immediately as a person dangerous for the Committee of safety. Pursuant to the said order Majr Hendrick return'd the said Catherine Sproule on board the Fleet with a flag of truce where she was meet by an Officer from Lord Dunmore with express orders that she was not again to return to the Fleet but be sent back to the Committee of safety. Upon which the said Catherine Sproule apply'd to Capt Hammond to redress her grievances who informs her that he has no right to do so; therefore the said Catherine Sproule must take the Liberty of a free born british subject to conjure you as one of his Majestys Notory Publicks to protest against the said Lord Dunmore so as he may be liable for all the bad Consequences that may attend your petitioner and her property in Virginia. – That whereas also the above mention'd Catherine Sproule intends immediately for her native Country, and did apply through James Ingram Esqr one of the appointed Commesioners for Prizes to apply to Lord Dunmore to prove the will & Codecil of her deceas'd Husband Andrew Sproule Esqr & furnished him with Copies thereof & that the said Lord Dunmore has neglected to comply she the said Catherine Sproule also protests against such injustice that she may appeal to amore able Court.

Sign'd & delivered in the usual form & fees to Mr Thomas McCulloch one of his Majestys Notary Publicks for the Collony of Virginia. –

Before these Witnesses { B. Phillips acting Lieut of the *Roebuck*
Phillips Clark Ditto

[Endorsed] That Capt Hammond did not send the said Catherine Sproule with a Rebel flag of truce but put her on Board a Schooner then ready to sail for Glasgow under his Convoy

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

2. See previous volumes in this series.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Thursday, June 27th, 1776.

Orders granted Capt. [John] Calvert ² to Com[missar]y of Stores for 50 cutlasses, 1 Drum and Fife, 350 yards Oznaburg, and 10 lbs pump leather;

1. *Virginia State Papers*, VIII, 225, 226.

2. Captain of the galley *Norfolk Revenge*.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

Thursday June 27th 1776.

The Congress having applied to the president of the Council of Safety

of South Carolina for the purchase of twenty peices of Cannon, (double fortified Six pounders) imported into this province by Capt Thomas Nelmes in the Schooner *Little Thomas* which Vessel is now lying at New Bern; and Mr Edward Blake the half owner thereof having signified in a Letter to said Captain Nelmes, that the President of the Council of Safety had directions from that Board, to load the said Vessel from this province at the Expençe of South Carolina and in case of Neglect, that he the said Edward Blake would pay the Expençe of such Cargo.

Resolved That the Treasurers or either of them pay to the said Thomas Nelmes the sum of Six hundred pounds to enable him to procure a Cargo for the said Schooner for which Sum the Province of South Carolina is chargeable; and if not paid by that province the said Edward Blake to be chargeable for the same; and be allowed in their Accounts with the public.

Resolved That Richard Caswell Esquire Public Treasurer of the Southern District draw on the Continental Treasury in favor of Richard Ellis Esquire, for two thousand eight hundred & fifty Dollars being the Amount of his Claim for nineteen hundred weight of Gun powder imported for the use of the public; and be allowed in his Accounts with the public.

Resolved That Captain Thomas Nelmes be permitted to purchase a Cargo of Provision in this province for Bermuda.

Resolved That the Treasurers or either of them pay to Captain Joshua Hampstead the Sum of One hundred and twenty pounds for two hundred weight of Gun powder imported for the use of this province and be allowed in their Accounts with the public.

Resolved That Captain Joshua Hampstead be permitted to Export white Oak Staves from this province to the French West India Islands to the Amount of one hundred and twenty pounds being the Nett value of the Gun powder imported by him for the use of the public

Resolved, That Richard Ellis Esquire be permitted to Export White Oak Staves from this province to the French Dutch or Neutral West India Islands to the Amount of One thousand and forty pounds being the Nett value of the Gun powder imported by him into this province for the public

Whereas Richard Ellis Esquire of the Town of New Bern hath applied for Letters of Marque and Reprisal for his Armed Sloop called the *Heart of Oak*, Burthen about Seventy Tons, and hath also delivered in a Schedule of the Number of Guns and the Names of the Officers, the Provisions and Warlike Stores on Board and hath also given Bond and Security agreeable to the Resolutions of the Continental Congress for that purpose. And whereas the Commissions or Letters of Marque and reprisal issued by the said Congress for this province are not yet arrived.

Resolved That George Dennison Captain of the said *Heart of Oak*, William Troop Cheif Mate and second Mate, Officers on Board (the said *Heart of Oak*) be and are hereby permitted to Act against the Enemies of the thirteen United Colonies in manner and form as Letters of Mark are permitted by the Continental Congress.

Whereas eight Commissioners were appointed to fit out the Armed

Brigg the *Pensylvania Farmer* at New Bern and it appearing that a Majority of the said Commissioners cannot be with conveniency on any Occasion Collected whereby many delays and Inconveniences may arise

Resolved That Messrs Joseph Leech, Richard Ellis and David Baron three of the said Comissioners are herby impowered, and required to act and do all things necessary to the Management of the said Brigg and her Crew on Board according to the directions of the Congress and Provincial Council heretofore made; and lay an Account of their proceedings before the next provincial Congress.

Whereas Mr John Green of the Town of New Bern hath applied for Letters of Marque and Reprisal for an Armed Schooner called the *Johnston*, belonging to the said John Green, Andrew Blanchard, Edward Tinker and David Baron, of the County of Craven and Robert Salter of the County of Pitt and hath also delivered in a Schedule of the Number of Guns and the Names of the Officers the provisions and Warlike Stores on Board, and hath also given Bond and Security agreeable to the Resolutions of the Continental Congress for that purpose, And whereas the Commissions or Letters of Marque and Reprisal issued by the Congress for this province are not yet arrived

Resolved That Edward Tinker Captain, Reubin Doze Chief Mate, and Samuel Palmer second Mate Officers on Board the said Schooner *Johnston* and her Crew be and are hereby permitted to act against the Enemies of the thirteen United Colonies in manner and form as Letters of Marque and reprisal are permitted by the Continental Congress

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

Dear Sir,

Charlestown, June the 27th, 1776.

Could you not contrive this night to take up the enemy's buoys? I have ordered Gen. [John] Armstrong to send an hundred volunteers to ease Col. [William] Thompson's regiment of their heavy duty, for I find, that a part of Col. [Peter] Horry's regiment had most magnanimously refused to take this duty on them: We shall live I hope to thank them. . . . I am in hopes your bridge will be finished this night; you can then be reinforced at pleasure. I am, dear sir, yours,

Charles Lee.

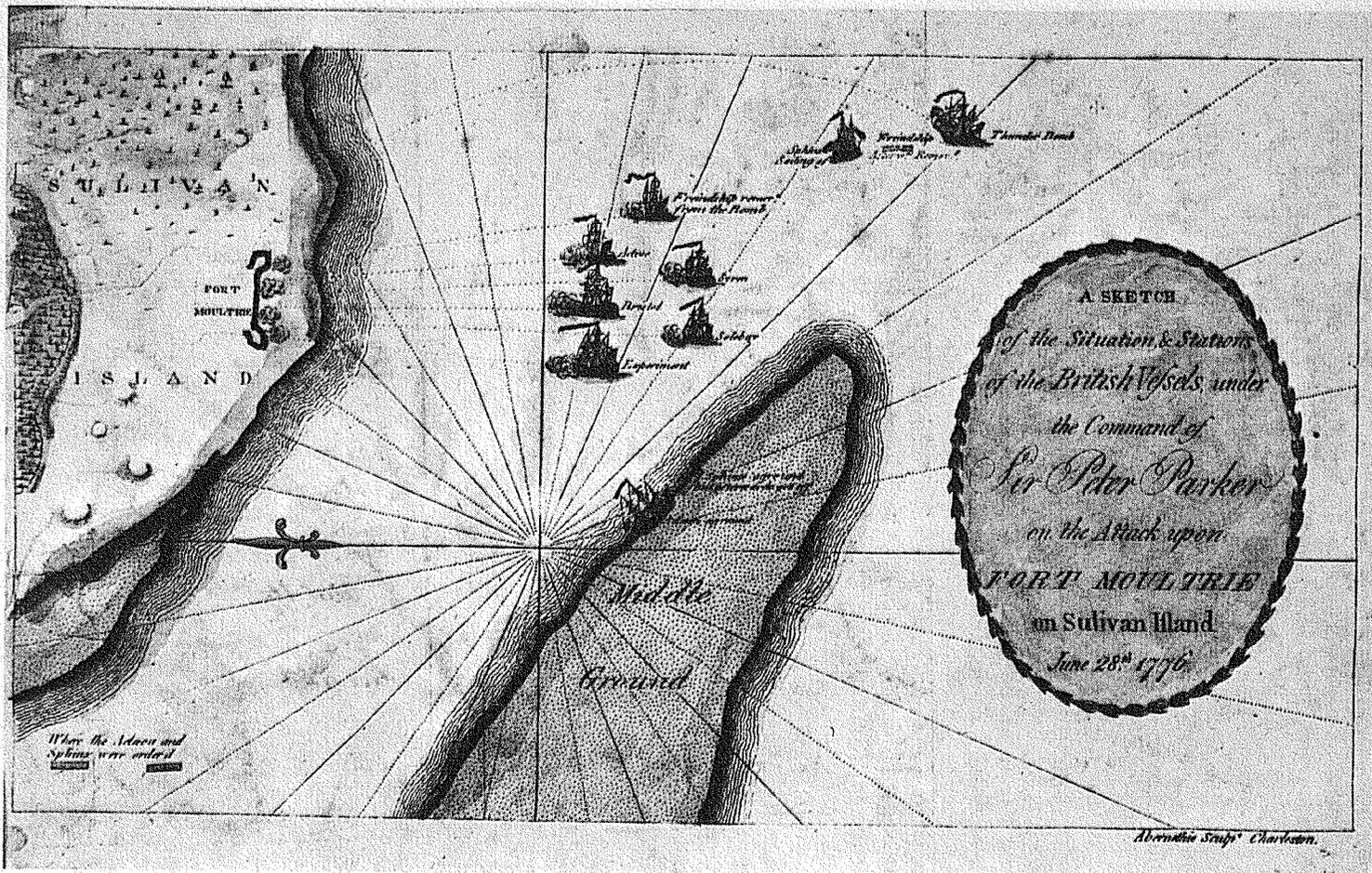
1. *Moultrie's Memoirs*, I, 165.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

Dear Sir,

Charlestown, June the 27th, 1776.

Some boats will possibly pass you to night from town on a scouting expedition, before 12 o'clock at night, their orders are to intercept some of the enemy's boats, and gain some important intelligence: I must desire, therefore, that you enjoin the whole sentinels on your Island not to challenge any boats passing from town, or to fire upon them, which would defeat



Where the *Adonis* and
Sphinx were ordered

A SKETCH
of the Situation & Stations
of the British Vessels under
the Command of
Sir Peter Parker
on the Attack upon
FORT MOULTRIE
in Sullivan Island
June 28th 1776

Abernethy Snr's Charleston

the whole scheme; on their return, if they meet with success, they shall have orders to greet you with two cheers; and if the wind or tide is against their return to town, they will put into your post, and remain with you this night: I hope your bridge is finished, as I intend to reinforce you considerably. Yours,

Charles Lee.

1. *Moultrie's Memoirs*, I, 165-66.

JOHN WELLS' ACCOUNT OF THE BRITISH ATTACK ON CHARLESTON ¹

Charlestown [June 11 to June 27]

On the 12th there blew a violent Storm, in which an Hospital Ship and the *Friendship*, which were at Anchor on the other Side of the Bar, were obliged to put out to Sea, but returned in a few Days after. A Schooner, having on board some Provisions and Coals, drifted a little Way from the Fleet, was taken by one of our Pilotboats, and brought to Town. Her Crew took to their Boat, on observing the Pilotboat's Approach.

His Excellency the President,² on the 14th, proposed to the Militia under Arms, on Oath of Fidelity, which was voluntarily and readily taken by every one present excepting three. The next Morning it was proposed to the Country Militia doing Duty in Town, and to the Artillery Companies, where it met with their unanimous Assent.

A Sloop from the West-Indies for this Port, with a Cargo of Gunpowder, Arms, Rum, &c. having, in the Afternoon of the 16th descried the Fleet, attempted to make her Escape; but, through the Ignorance of her Pilot, run aground and bilged. Next Day she was discovered by the Men of War, and a Tender, with several Boats full of armed Men, came towards her. The Crew, being only 12 Men, unable to cope with such a Force, in the Situation the Vessel was in, quitted her. She was soon after boarded, set on Fire, and blew up with a great Explosion.

By some Sailors who deserted from the *Ranger* Sloop lying near Long-Island, we were informed, That the Land Forces were about 2800, [some say 3300]³ Men, under the Command of Major General Clinton, who had under him Major-General Lord Cornwallis and Brigadier-General [James] Vaughan.

On the 21st, our advanced Party at the N.E. End of Sullivan's Island fired several Shot at the armed Schooner *Lady William*, an armed Sloop, and a Pilotboat, lying in the Creek between Long-Island and the Main; several of which hulled them. For several Mornings and Evenings the Enemy threw Shells, and fired from Field Pieces on our advanced Post, but without any Effect.

A large Ship hove in Sight on the 25th in the Morning. She was thought to be the *Roebuck*, but we have since learnt she was the *Experiment*, Capt. [Alexander] Scott, of 50 Guns; next Day she came over, having her Guns out. On the Day following, the 27th, between nine and ten in the Forenoon, as soon as the *Experiment* had her Guns all in, the Commodore hoisted his Topsails, fired a Gun, and got under Way. His Example

was followed by several others of the Men of War; but a Squall coming on, and Wind shifting from S.E. to the opposite Quarter, prevented their coming much nearer at that Time. In the Afternoon the Commodore again got under Way, and came about a Mile nearer Sullivan's Island.

1. *South-Carolina and American General Gazette*, May 31 to August 2, 1776.

2. John Rutledge.

3. The brackets are those of the printer of the *Gazette*.

NARRATIVE OF MAJOR GENERAL HENRY CLINTON ¹

[Off Charleston, June 16 to June 27, 1776]

The first object of our attention after landing [on Long Island] was to ascertain the Situation and depth of the Ford. But to our unspeakable mortification & disappointment we discovered that the Passage across the Channel which separates the two Islands was no where shallower at low water than seven feet instead of 18 Inches, which was the depth reported. This of course rendered it impracticable for the Troops to take that Share in the attack of the Fort on Sullivan's Island which had been at first intended, and was agreed on only under the Presumption of there being a Ford. For, having only fifteen flat bottomed Boats left, not more than 700 Men with the assistance of every additional aid could be thrown on shore at a Time. And these would have to land thro' a high Surf in face of an Intrenchment well lined with musketry exceeding themselves in Number; exposed at the same time to a heavy fire from Batteries of Cannon as they rowed up, without a possibility of being covered while landing by either Battery, Frigate, armed Ship, Galley, or Gun boat. After this, even if they could effect a landing, they would have their ground to maintain under every Disadvantage, while the Boats were returning and bringing back another freight of Troops. Consequently the Attempt appeared to the General Officers as well as myself so full of temerity, that it was resolved on the 18th (which was the soonest we were certain of the fact) to send Brigadier General [John] Vaughan to the Commodore to state our Situation & consult with him upon the best Means of employing the Troops under these Circumstances in support of the attack by the Kings Ships whenever he should judge proper to begin it. General Vaughan was likewise directed to offer to the Commodore two Battalions to act on his Side, if he and General Vaughan (who was to command them) thought they could be covered in their landing and were likely to be of any essential Service.

It may well be supposed that I suffered no small uneasiness on seeing myself thus enticed by delusive Information, which offered an important object to my Grasp, to turn my face to the South, so contrary to the opinion I had but a few days before given to both the Minister & Commander in Chief; then drawn on in its Pursuit by unforeseen delays and accidents considerably beyond the time I had prescribed to myself or the Tenor of my Instructions admitted; and now after all likely to be foiled by this discovery, which from the confident assurances I had received there could not have been the slightest suspicion of.

Sir Peter Parker, in the answer he sent me by General Vaughan on the 21st, seemed to imply that he thought himself fully equal to the attempt with the Ships alone, and only expected from the Troops the best Cooperation in their Power when he made it. The 23d of June was accordingly named for the day of action. Unfortunately Contrary Winds prevented the Ships from moving for some days; whereby the Rebels had time to perfect another Battery and Intrenchment that was begun on the 22d. This being 500 yards back from their first Position on the Point, in very strong Ground with a much more extended front, having a Battery on the right and a Morass on the left, & abattis in front oblig'd us to make an entire Change in the Plan of operations on our Side. For it was apparent, that the few men I had Boats for, advancing singly through a narrow channel uncovered & unprotected, could not now attempt a landing without a manifest Sacrifice. Lord Cornwallis & I therefore took some Pains to explain & point out the Circumstances of our Situation to Mr Whitworth (one of Sir Peter Parkers Lieutenants), supposing that his Description (from having been on the Spot) might make the Commodore more clearly sensible of them, than any we could send him in a Letter. We at the same time informed him that the Troops could now do nothing more in Support of his attack than to cause a Diversion as occurrences should arrise; and that we should probably with this View land on the main apportée for an attack on the Rebel Battery at Haddrells Point, if the Commodore would be pleased to send a few Frigates to the Westward to enfilade the Communication between the Main & Sullivans Island. The Commodore in his answer to this Message, says,

[Here is inserted an extract from Parker's letter of June 25, 1776]

This letter was also accompanied by some Signals, by which I was to know when the Battery was silenced, when the Commodore took Possession of the Fort, when he landed his Seamen & Marines, and in short everything he was about.

I have transcribed these Extracts from Sir Peter Parkers Letter only to shew; that he expected nothing more from the Army, than a Descent on the Main in Cooperation with the Frigates he was to send to the Westward, and a Detachment from it to receive the Fort from his Seamen and Marines after he had silenced the Batteries with his Ships and taken Possession; which he seemed not to entertain the least doubt they alone were capable of effecting without the assistance of the Troops, or he certainly would have accepted the offer I made him of two Battalions to act under General Vaughan on his side. But how much soever I might have differed from Sir Peter Parker in opinion with respect to the facility of this acquisition, and the mode of accomplishing it; I could not explain to him my Sentiments on the Subject more fully than I had already done. I had now therefore only to wait his Hour of attack, and hold my few Boats & Troops in readiness to catch at advantages as they should happen to offer in the Course of it – intending in the mean time to make every Demonstration of landing that was likely to deceive the Enemy, until an opportunity should occur thro' the Cooperation

of the Frigates of doing so effectually on the main, and thereby supporting the attack of the Squadron to the full extent of our abilities. And I was not indeed altogether without Hopes that our joint Efforts might even yet prove successfull if the Ships should bring up as near the Fort as the pilots assured Sir Peter Parker in my hearing Presence was possible (about 70 yards); as the fire from the Ships Tops being so much above the Enemys Works would probably at that distance soon drive raw Troops (such as those assembled there were certainly at that time) from their guns, and it was not unlikely that our moving into their rear at that critical Moment might cause them suddenly to evacuate the Island.

1. Manuscript history of the Revolution by Sir Henry Clinton, CL.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA¹

[June] 27th The Commodore weighed at Noon between 12 & 1 – but came to an anchor on the Winds proving unfavourable.

1. Sir Henry Clinton Papers, CL.

JOURNAL OF H. M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES¹

June 1776
 Saturday 22 At anchor in Spen[ce]rs creek
 at 11 A M weigh'd by order and Run up the Creek towards the back part of Sullivans Island to cover the troops on Landing started the water and brought her on an Even Keel put one cable and stores on Bd the *Elizabeth* transport at noon got a ground
 at 11 P M Hove her off[f] and got a little further up the creek
 Sunday 23 At 10 A M hove the ballast over Board
 at 1 P M fired 2 guns for the transports boats to come to Lighten her at 3 came 5 Boats Do took out her guns and Shot and Cleerd her Hold got her about a mile further up the creek and Grounded again
 Monday 24 at Noon hove her about 2 Cable length found only 6 feet 8 inches there being 6 inches water less than we drew, only 3 feet at low water
 Tuesday 25 at 1 A M hove her about a ships length and finding there was not water enough to get up Cleard the boats and took in our guns and Shot and carried the Kedge anchor and Hawser astern the Creek not being broad Enough to wind her
 Wednesday 26 First part Sultry with small Rain Latter clear found we did not float
 Thursday 27 we did not float
 First part squally wt thunder and Lightning wt Rain Latter clear

1. PRO, Admiralty 51/4330.

JOURNAL OF H. M. ARMED SCHOONER *Hinchinbrook*, LIEUTENANT
ALEXANDER ELLIS ¹

June 1776 at a Single Ancker Among the Florida Keys Great
Mattacombe So end NWBN Distance 4 Mile
Thursdy 27 at 11 AM Saw a Sloop in the S W of us Verry good Woodg
and Waterg here
[Light Winds] Employ'd Settg up our Rigging & Watering
the Vessel took in Charge the Sloop *Liberty* Abr Aderly Master
Spoke a Schooner & Sloop belonging to [New] Providence.

1. PRO, Admiralty 51/4219.

GOVERNOR SIR BASIL KEITH TO VICE ADMIRAL CLARK GAYTON ¹

Sir Farm 27th June 1776
The Honble Mr Barrett one of His Majestys Council, came last night
from North Side, and informed me this day, that the Gentlemen of Charac-
ter and Probity told him, that an intended general Insurrection of the Ne-
groes of the Parish of Hanover was discovered a few days ago, which was to
have taken place after the 26th of July, as by that time the Negroes supposed,
not only the 50th Regiment would be gone, but almost all the Ships trading
to this Island, that in consequence of this alarm, several Slaves are already
taken up, and a great number of Cutlasses, and other Offensive Weapons
found secreted in different places – I suppose my not having official Informa-
tion of this very serious affair, from the Magistrates of that Parish, is only
owing to their wishing to transmit me exact intelligence of every particular.

However I submit to you the propriety of detaining the 50th Regiment
a few days till we learn the whole of this matter; I am urg[ed] to this early
application to you, for that purpose, having this moment received an Ac-
count of the *Squirrels* arrival; therefore apprehended that you designed,
sending them away directly – As you informed me, the armed Vessel you was
pleased to send for the Company of the 60th at St Lucea to sail as Tuesday
last, She must of course be already there, so that it is too late, to send coun-
termanding orders about that Company; however if things are in that dan-
gerous way I suppose both the Sea & Land Officers would see the necessity of
the Troops Remaining there, till further orders. I endeavour to conceal this
matter, but I am told it is generally spoke of – I am Sir with great Respect
[&c.]

Basil Keith

1. PRO, Admiralty 1/240.

28 June

JOURNAL OF H.M.S. *Blonde*, CAPTAIN PHILEMON POWNOLL ¹

June 1776 Moored off the Town of Trois Rivieres
Friday 28. at 6 A M unmoored Ship ½ past weighed & run over the
shoals of Nature de Bigot, at 9 Anchored off Point Champlain

in 7 fath water Three Transports passed us going down the river
 Fresh Breezes and clear Wr
 P M past us Three Transports going down the River the Boat employd fishing.

1. PRO, Admiralty 51/118.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776 Boston Light house SW. about 4 or 5 Leagues
 Friday 28. at 6 a m Do bore W $\frac{1}{2}$ S about 3 Leagues, at 10 Fired a Gun, and Made the Sigl for the Boats to go on Board the *Ocean* ² Fired Guns Occasionally at Noon the Sigl for a Pilot Still kept flying and in Company 9 Sail –
 First and Middle parts Light Breezes and Clear, Middle Modr and Cloudy wear as $\frac{1}{2}$ past 12 Sent the Cutter with an Officer, to Make his Observations, On Brewsters Island, Tacked Occasionally, to the *Ocean* Standing to Cover and Secure the Retreat of the Boats on that Service at 9 the Cutter returned hoisted her in Made Sail, and the *Ocean*'s Sigl to speak with her; at 11 Fired a Gun Made the Sigl and Tack'd

1. PRO, Admiralty 51/360.

2. The *Ocean* was an armed transport with sixteen carriage guns.

LIEUTENANT SAMUEL SMEDLEY TO GOVERNOR JONATHAN TRUMBULL ¹

Boston Harbour, Brig *Defence* 28th June 1776

Honourd Sr After My Respects to your Honour, & Famely I think it my Duty as A Friend to My Country to acquaint your Honour of our Battle with the Scotch Ship & Brig My Neglecting this Untill Now was by Expecting something of Truth of the Matter, Would have Been Mentiond in the Publick Prints, by some gentlemen of this Place to Acquaint this Continent of the Calm & Brave Conduct of our Worthy Capt.

We saild from Plimouth on Sunday the 19th Inst in the Morning after we got out of the Harbour we heard a Brisk and Continul Cannonading Towards Boston, But It being Very Foggy Could not Discover What it was, but exspecting the Fogg soon to Clear off[f] We Made the best of our Way Towards the Firing & at two P.M. the Weather Cleared off[f]. soon after we Discoverd from Mast Head one large ship Brig & four Sconers the Latter Making the best of their Way from the two We imediately toock them to be what we since found they are the wind being small we Did Not Come Up with the scooner[s] untill sun set when by Signals we Let them Know that we was a Friend. (One of the Capt Came On Board us Immediately & Told us that those two Vessels we Saw to Windward was two Scotch Transports with at Least three Hundred Men In & that the four Eight gun Sconers had Been attacking them Ever since Eight Clock in the Morning and found them too Warm for them, Capt [Seth] Harding Requested of him

how many Men they had all Lost He answered Not one, he told them they had Not Been Near Enough, Well Says the Capt Do you Trye Capt Harding answerd him that He had already Determend that.) and made the best of our way towards them and at Eleven at Night Found them anchor[ed] Small Distance above where the Light house Formerly stood. We Likewise Ran Close to them and Anchor'd Hailed them from whence they Came they answered from England Capt Harding ordered them Immediately to strike they Like Brave soldiers Refused & Immediately a Very heavy Fire Begun & at the End of Near two Hours we made them Surrender without the Loss of one man on our side While according to the Best accounts we Kill'd twenty beside many wounded. the Scooners all this While was at anchor some one Mile of[f] & some half mile None so Near as to Draw one shot from Either Ship or Brig while Our Brig was within Twelve or Fifteen Rods of the Enemy & Receivd all the Fire.² I Believe our Being so Near was great advantage to us they Being Very High that almost all their Cannon Shot Went over us, I Must Conclude by Beging your Honour's Pardon for Troubleing you with this Long tho Very True epistle [&c.]

Samuel Smedley

N B there is Now in the Bay Eight Transports With two Frigates supposed to be part of the same Fleet from Scotland – My Reason for Mentioni[n]g so Peticular about the above Scooners is Because they want to share Equal with us In the Prizes when it is the voice of amost all the People Here they accordg to Wrights should have but Small part if anything. which I suppose will Be soon Judged –Our wounded Is all Like to Recover soon –

1. Trumbull Papers, ConnSL.

2. This statement is in marked contrast to the recollections of Captain Samuel Tucker, of the Continental schooner *Hancock*, in a letter of March 6, 1818 to John Holmes. As Tucker's account is dated some forty-two years after the event, it can be accepted with large reservations. He wrote:

. . . I fell in with Colonel Archibald Campbell, in the ship *George*, and brig *Annabella*, transports with about two hundred and eighty Highland troops on board, of General Frazer's corps. About ten P.M. a severe conflict ensued, which held about two hours and twenty minutes. I conquered them with great carnage on their side, it being in the night, and my small barque, about seventy tons burden, being very low in the water, I received no damage in loss of men, but lost a complete set of new sails by the passing of their balls; then the white field and pine tree union were riddled to atoms.

Sheppard, *Life of Samuel Tucker*, 59, 60.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND ¹

[Providence] June 28

Voted that their be two Iron harths procured for the Ships. also that their be four Iron Cabooses sent for to New Yorke.

Voted that the Blacksmiths that engaged to do the Worke for the *Warren* be desir'd to meet [with] Committee tomorrow morning 9 oClock on Board the said Ship that they may determin who shd do the Work that is yet necessary to be done.

1. Journal R. I. Frigates, RIHS.

CAPTAIN NICHOLAS BIDDLE TO COMMODORE ESEK HOPKINS¹

Sir

New London June the 28th 1776

I arrived here the 26th of June in company with Capt [Hoysteed] Hacker in the *Fly*, Who sail'd for New York with a fair wind yesterday morning. There are several Vessels here outward bound. Capt [Thomas] Kennedy who commands one of them Shew me a paper signd by one of the Committe of Congress Directed to the Commander of Continental or Provincial Vessels of War Desiring they would Assist them in getting Clear of the Land And Another to the same purpose signd by General [Israel] Putnam. As soon as a favorable opportunity Offers I purpose going out a Head of them and to give them a Signal to Return in case I see danger.

Capt [John Paul] Jones has according to Your Orders gone to Boston. I shall send you with this the Account of Stores &c on board the [*Andrew*] *Doria* And have Ordered Capt Jones and Capt Hacker to transmit You theirs as soon as possible. I am Sir [&c.]

Nicholas Biddle

Esek Hopkins Esqr

Commander in Chief of the Continental Navy
in Philadelphia

1. Hopkins Papers, RIHS.

Connecticut Gazette, FRIDAY, JUNE 28, 1776

New-London, June 28.

Since our last the Brig *Cabot*, Capt. Hinman, the Brig *Andrew Doria*, Capt. Biddle, and the *Fly* Tender, Part of the Continental Fleet, have arrived here.

A considerable Number of Vessels, bound to different foreign Ports, are now lying in this Harbour, waiting a favorable Opportunity to put to Sea. Intelligence from Capt. John Davis, at his Station at Montauk.

Thursday, June 20. In the morning espied a ship S.E. from the point; and in the afternoon, one about E.S.E.

Friday, 21. One large ship under Block-Island – in the morning heard some heavy cannon about S.E.

Saturday, 22. No ships seen this day – several cannon heard about S.E.

Sunday, 23. In the morning saw a small sloop standing in from sea; when close in with the point, lay too a-hull, for some time, then made sail and stood for Block-Island – supposed to be a ship's tender.

Monday 24. In the forenoon saw a small sloop about half way from Montauk-Point to Block-Island, lying too a-hull – Just at night saw a brig coming in from sea.

Tuesday, 25. Early in the morning espy'd a brig under the west end of Fishers-Island, standing for New-London.

Wednesday, 26. Nothing seen at sea.

GEORGE WASHINGTON TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

New York, June 28, 1776.

I have wrote Congress about Carpenters on General Arnold's Letter, and having none to spare from hence, have pointed out the Necessity of their sending some from Philadelphia, if not there, withdrawing for the present those employed up the North River,² deeming it a Matter of infinite Importance to have a considerable Number of Gondolas on the Lakes, to prevent the Enemy from passing.

I have directed the Qr. Mr. General to procure and forward you the Anchors and Cables, Mill Saws and Files, if to be had.

P.S . . . Our armed Vessels at the Eastward, have taken some valuable Prizes, and also three more Transports safely brought in with about 320 or 30 Highland Troops well accoutred. Captain Bedel,³ one of Commodore Hopkins's Fleet took two also with about 150 more. He put all the Prisoners on Board one of the Prizes; we fear she is retaken. The Arms he took into his own Vessel. The other Prize was retaken and again taken by another of our Vessels.

1. Fitzpatrick, ed., *Writings of Washington*, V, 188, 189, 190.

2. The two frigates building at Poughkeepsie.

3. Captain Nicholas Biddle.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, June 28, 1776.

I this moment received a Letter from Lieut. [Joseph] Davison of the *Schuyler* Armed Sloop, a copy of which I have inclosed and to which I beg leave to refer you for the Intelligence communicated by him. I could wish General Howe and his Armament not to arrive yet, as not more than a 1000 Militia have yet come in, and our whole force, including the Troops at all the detached posts and on board the Armed Vessels, which are comprized in our returns, is but small and inconsiderable when compared to the extensive lines they are to defend and most probably the Army he brings. I have no further Intelligence about him than what the Lieut. mentions, but it is extremely probable that Accounts and conjectures are true. I have &ca.

P.S: I have inclosed you a General Return of the Army. The Accounts from the Lieutenant are certainly to be depended on, as some of the Prisoners in the retaken prizes were on board the *Grey Hound* and saw General Howe.

1. Fitzpatrick, ed., *Writings of Washington*, V, 190-94.

NEW YORK MARINE COMMITTEE TO WILLIAM MERCIER ¹

New York June 28th 1776.

Sir You are to proceed with all despatch to fire Island. on your arivill there you are to apply to Capt [William] Rogers, and receive of him Such Cargoes from on board of his prizes as you and he shall Judge necesseary to transept in Waggens Cross to Huntington with Intent to be brought to New York by water - for this purpose you are to Employ Carrages &c - with

good Coopers to trim the different Cargoes, before you cart them – and Observe to be very perticular in Keeping Seperate acct of the Cargoes, with the Expence on Same on Each Cargo in order to Settle the Salvage. –

as to the Vessells, as they cannot be brought round the East end at present, we have given Capt Rogers derections how to act with them If you and Capt Rogers thinck you can leave the Vessell that is loaded with provision & Lumber with Safety there, in that case you are not to unload her untill further orders from any of us Send up all the papers you find on board the different Vessells and such prisoners as will be necesseary to Condemn the Vessell & Cargoes. We are Sir [&c.]

J. S. Sands. Joseph Hallett. Thos Randall.

1. Record group 45, NA, from original partly destroyed in the State Library fire, Albany, N. Y.

“EXTRACT OF A LETTER FROM NEW YORK, DATED JUNE 28.”¹

Certain intelligence is this minute arrived, tha[t] the armed vessels *Schuyler* and *Montgomery*, retook yesterday and brought into Fire Island Inlet, four prizes, viz. two brigs from Brazil, loaded with oil; a schooner belonging to Cape Ann, loaded with molasses and sugar; a sloop, with flour and lumber, from Rhode Island. One of the prisoners informed that General Howe is arrived at the Hook, in the *Greyhound*; that the fleet sailed from Halifax the 9th inst. being 130 sail. and may be soon expected at the Hook. . . . Yesterday there were eleven sail at the Hook.

1. *Pennsylvania Packet*, July 1, 1776.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Friday Morning June 28th, 1776.

In Provincial Congress, New-York, 28th June, 1776.

Gentlemen – We have received information that six men, viz: Thos. Butler of New-York, Richd. Guildersleeve, Ebenezer Conklin and Solomon Ketchum, Junr. of Huntington, and Jonn. Armstrong and Elisha Reeves of Southhold, belonging to the sloop *Montgomery*, Capt. William Rogers, did, on the night of the 19th inst. desert from Fire island. We think it necessary that every measure should be taken to discourage such desertions, and therefore request you to use your endeavours to secure said deserters, especially such of them as belong to your district, and cause them to be returned to the said Capt. Rogers as soon as possible, who has offered a reward of 2 dollars besides reasonable charges for each man thus secured and returned to him.

1. *New York Provincial Congress*, I, 508, 509.

CHRISTOPHER CHAMPLIN TO THE CONTINENTAL CONGRESS¹

The Petition and Memorial of Christopher Champlin of Newport in the Colony of Rhode Island – humbly sheweth

That in July 1775 your Memorialist dispatched the ship *Peggy William* Barron Master to the Address of Captn St Croix of New York who contracted with Mr Jacob Watson and other Merchants to carry a Load of Wheat to Falmouth and a Market, with which she left New York the 4th September and on the 11th in a violent Hurricane lost two of her Masts with the Sails Rigging and Spars appertaining thereto, both Boats, Cabouse and all her Water except two hogsheads with other Damage, in which wrecked Condition the Master attempted returning to New York; but for Want of sails and Westerly Winds prevailing could only fetch Block Island Sound; from whence she was by a Pilot conducted to Stoning Town and from thence by an armed Schooner to Norwich in Connecticut, at which Place your Memorialist with upwards of £400 Sterling Expence repaired said ship and compleatly acquipped her to proceed on her Voyage agreeable to Charter party and had reladed 2000 Bushels of her said Cargo of Wheat on board: And in Obedience to your Honors Orders of November 15, 1775 presented the Committee of Norwich with Captn [Seth] Harding (who now commands a Continental Brig from New Haven) to take command of said Ship of whom they approved. At the same Time prayed Liberty for said Ship to proceed agreeable to your Honor's Orders. Whereupon the said Committee of Norwich on the 6th of December resolved she should not then proceed—The River of Norwich in a short Time after closing with Ice your Memorialist was obliged to unlade and dismantle said Ship and pay her Seamen, by which Prohibition and the various Consequences attending it your Memorialist is deprived of near £450 Sterling Freight with a Heavy Charge of near 1300 Dollars fixed upon him exclusive of the Repair of said Ship; and the Freighters having protested against him for Nonperformance of the Charter party who a second time petitioned your Honors for Liberty to proceed which being granted the 9th of February and by Order of the said Freighters was by James McComb laid before the Committee of Norwich who prayed Liberty for the said Ship to proceed agreeable thereto; Whereupon the said Committee resolved on the 12th of March that your Honors general Orders of the 26th of February, prohibiting all Vessels from sailing to Great Britain, entirely superceded your particular Permission of the 9th February for the said Ship to proceed and therefore she could not be allowed to proceed; and in a few Days after was published your Honors final Prohibition of the 6th of March forbidding all commercial Intercourse with Great Britain and whereby your Memorialist is entirely cut off from any apparent Relief unless by the Rectitude of your Honors Impelled by the strongest Proofs your Honors have constantly shewn to alleviate and grant Redress your Memorialist has at much Expence come to lay his singular Case before you Praying he may have such Relief as the Wisdom and Equity of Your Honors shall judge adequate to the great Loss and Expence which is fixed upon him in Consequence of the singular predicament under which his Ship has been placed, and may further arise in Consequence of his not being able to fulfil his Charterparty the Freighters having since sold the Wheat at much

Loss – All which your Memorialist submits to your Honors and as in Duty bound shall pray –

Philadelphia June 28. 1776

Chris: Champlin

1. Ship *Peggy* Papers, NHS.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

Philad'a, 28th June, 1776.

Resolved, That Mr. John Emmes be appointed Lieutenant on Board the Fire Brig't; that his pay be 17 Dollars p month.

1. *Pennsylvania Colonial Records*, X, 619, 620.

RECEIPT FOR TWO SHARES OF THE PENNSYLVANIA PRIVATEER
BRIGANTINE *General Putnam* ¹

Received Philadelphia 28th June 1776, of Willm Barrell Two hundred pounds, being in full for the first payment towards Two Shares in the Brigantine *General Putnam*, for himself and Mr Joseph Barrell of Boston, agreeable to the Votes of said Company, and wch I Promise to account for as Treasurer thereto – £200.0 –

P John Sparhawk

1. Stephen Collins Accounts, vol. 13, LC.

JOURNAL OF H.M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME ¹

June 1776 Cape May N N E 7 a 8 Miles

Friday 28 8 AM saw 18 Sail of Pirates and Merchant men at anchor off Cape May bearing N N E 7 a 8 miles

P.M saw a sail in the N E standing in for Cape May weigh'd & stood for the Cape as did the *Orpheus* & Tenders – came too in 7 fm

1. PRO, Admiralty 51/506.

MARYLAND COUNCIL OF SAFETY TO WILLIAM SELBY ¹

No 47.

To Wm Selby, near Pitt's Landing, Accomack Co[un]ty

Sir The Council of Safety has agreed with Mr Jesse Hollingsworth to send a quantity of flour from Baltimore Town to Pitt's Landing, to be carted across from thence to Chingoteague-Inlet, to be put on board the schooner *John*, Captn Speake, now lying there. – We therefore request the favr of you to give Captn Speake, or Mr Beck every friendly assistance in your power to convey the said flour from the Landing across to his vessel – the favour will acknowledged, and any reasonable expence, which you may incur therein, will be paid by us, as this vessel is loading on Account of the Province.

[Annapolis] 28th June 1776

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

CONTRACT TO BUILD TWO GALLEYS FOR THE PROVINCE OF MARYLAND ¹

Memorandum of Agreement made this 28th day of June Anno Dom – 1776. Between the Council of Safety for and on behalf of the province of Maryland of the one part and Galloway and Steward of Annl County Gent of the other part – the said Galloway and Steward have Agreed to build and compleat in a Workmanlike manner two Row Gallies or Gondolas for the publick Service agreeable to a Draft now proposed to the Council of Safety on or before the 30th day of october next, to hire and find Workmen and Labourers and all necessary provision and also all other materials proper for constructing and compleating the Hulls Masts and Yards of the said Row Gallies and keep an account of all expences whatever incurred in building said Gallies or Gondolas. – And the Council of Safety agree on behalf of the province to furnish such Sums of money from time to time as may be necessary to carry on the Work and will also make the said Galloway and Steward an allowance for the use of their Ship Yard whilst the said Vessells are building as well as for their own Services in and about Superintending the building said Vessells. –

on behalf of the Council of Safety. –

Dan of St Tho^s Jenifer

P.C.S.

Galloway & Steward

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

WILLIAM LUX TO THE MARYLAND COUNCIL OF SAFETY ¹

[Extract]

Snow Hill 28 June 1776

. . . The swivels that came in Capt Speak [Francis Speake] & small Arms lie at Colo Watts, if you will please to give orders to me I will carry them to Annap[olis] in our Schr and one cask of Powder, that in case of an attack from some of the little tenders we may defend her she will have 20 men on board. I am sorry they have committed such depredations as its contrary to the Governors promise, consequently the convention will be justified in making him amenable. I saw two of Capt Nicolsons men that had been taken by them on Friday on board a sloop belonging to one Mr Smith. . . .

1. Correspondence of Council of Safety, Md. Arch.

CATHERINE SPROWLE TO CAPTAIN ANDREW SNAPE HAMOND, R.N. ¹

On Board the Schooner *Betsy* 28th June 1776

Sir As I chearfully own my self under your protection I presume again to beg the Glorious Liberty of a free born British subject that of being first tried before Condemn'd. –

I am now barberously condemn'd to leave this Fleet by a Governor that was himself but alittle while ago protected and supported by my ever Dear deceas'd Husband! surely with my assent & concurrence, at least my then behaviour to both Fleet and Army that protected him Demonstrated. Which I flatter my self the Officers of both will do me the common Justice

to attest. How the worthy Mr Sproule has been harrassed & at last fallen a sacrifice; you your self knows: may not that satisfy a jealous Governor without persecuting his poor Widow whose last advice was to fly, but not till she had settled his affairs so as not to be lost to her or his heirs &c. Not so much as allow'd her to take a family Inventory, or to pack up my own parafamalia! Allow me good sir again to insist upon the well known British Liberty, that of being tried & then if I am Condemn'd I shall have the Satisfaction to carry that trial and Condemnation with me to convince my Friends at home & those in the Fleet here, that I did not fly off as afugitive Culprit. If you deny me this justice (even to a Criminal) you must Dr Sir excuse me if I take the necessary steps for my own safety which as a poor weak defenceless Woman ought to claim pity from the Humane Capt Hammond

– to Dear Sir

Your Afflicted & Obedt Servant

[Endorsed] A Day after the above letter was wrote Capt Hammond waited on Mrs Sproule on Board the Schooner *Betsy* & told her that he had spoke to the Governor on the Contents of her letter, but that he could not bring him to reason. –

Therefore advised her to go directly home and apply for Justice & that he would answer when called upon –

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

JOURNAL OF THE VIRGINIA CONVENTION ¹

[Williamsburg] Friday, June 28, 1776.

Resolved, That the petition of Lucretia Pritchett, executrix, and William Churchhill, executor, of Joseph Pritchett, deceased, praying to be allowed for Minny, a negro man slave belonging to the estate of the said Joseph Pritchett, who behaved with uncommon bravery in an engagement with a piratical tender, and was killed by the enemy in attempting to board her, is reasonable, and that the sum of 100 l. be allowed to the said estate for said slave.

Mr. [Archibald] Cary, from the committee of the whole Convention, reported, according to order, the amendments to the Ordinance for establishing a board of Commissioners, to superintend and direct the naval affairs of this colony; which he read in his place, and afterwards delivered in at the clerk's table, where the same were again twice read, and agreed to.

Ordered, That the said Ordinance, together with the several amendments, be fairly transcribed, and read a third time.

1. *Virginia Convention*, 77, 78.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Friday, June 28th, 1776.

Capt. Calvert settled his acc[oun]t for Disbursements for his Galley.² Ballance due him, £24.19.6½. Ordered a warrant issue to him for the same.



Charles Dee Esq.
Major General of the American Forces

A warrant to Capt. John Calvert for £95.15.0, for his board, wages, travelling expenses, &c. in fitting his Galley.

Ordered, that Capt. [Samuel] Hannway, with the quota of marines recruited by him, repair immediately on board Capt. Calvert's Galley, to enable him to enter into actual service.

Order to Mr. [Gabriel] Maupin. Same to deliver 25 Musquets and Bayonets to Capt. [William] Mitchell, for his marines.

1. *Virginia State Papers*, VIII, 227, 228.

2. The galley *Norfolk Revenge*.

PURDIE'S *Virginia Gazette*, FRIDAY, JUNE 28, 1776

Williamsburg, June 28.

Last Monday a ship of war, with a transport or two, arrived at Gwyn's island, where it is thought they have landed between 2 and 300 troops, from the number of tents which have been erected.

MAJOR GENERAL CHARLES LEE TO COLONEL WILLIAM MOULTRIE ¹

Dear Col.

[Charleston] June 28th 6 o'clock, A.M.

I shall send you immediately a reinforcement. If the bridge cannot be finished without taking down the old . . . take it down without ceremony, but it would be better to have both Yours

Charles Lee ²

1. *Moultrie's Memoirs*, I, 166.

2. This date Lee also cautioned Moultrie "not to throw away your ammunition." Moultrie noted: "This letter was written to me during the action." *Ibid*.

JOHN RUTLEDGE TO COLONEL WILLIAM MOULTRIE ¹

Dear Sir,

[Charleston] June 28th.

I send you 500 pounds of powder. I should think you may be supplied well from Haddrell's. . . . You know our collection is not very great. Honor and victory, my good sir, to you, and our worthy countrymen with you.

Yours, J. Rutledge.

P.S. Do not make too free with your cannon. Cool and do mischief.

1. *Moultrie's Memoirs*, I, 167.

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

[June 1776]

Friday 28th

In five fathom Hole within Charles Town Bar
10 A M made the Signal to weigh, Do weigh'd & came to
Sail At 20 Minutes after [10] OClock the Rebels began firing
on the *Active* & us, 1/2 past Do the *Active* came too off the
East Bastion of Sulivans Island, the *Experiment* came too off
the West Bastion & part of the Curtain, the *Solebay* on the
West Bastion ho[ve] off the Curtain Dis[tan]ce two Cables
length in 7 fm Water, The Fort fired very brisk whilst we

were plac[ing] the Ship, The other Ships wth us began to Engage.

The first part fresh Breezes & Cloudy the middle & latter parts Light Breezes P M kept a continual firing at the Battery on Sullivans Island as did the *Active Experiment*, & *Solebay*, the *Sphynx*, *Actaeon* & *Syren* got a ground $\frac{1}{2}$ past 1 Do the *Sphynx* & *Syren* got off At 2 Do we silenc'd the Fort untill $\frac{1}{2}$ past 3 Do during which time the Rebels fired one Gun let go the small Bower Anchor with a Spring to it, which was the Gunners Breeching Hawser, At 4 Do the Rebels shott away our two Springs, Do the Ship swung to the Ebb, in swinging the Enemy raked us very much, we & the other Ships kept constantly firing, the Enemys Shott went thro' & thro' us At 10 Do cut the best & small Bower Cables & back'd & fill'd the Ship from the Fort, left two Bower, a Stream, & Kedge Anchors At 11 Do sent orders for the *Experiment* to Anchor in Safety, The *Actives* Cable being shott away she sail'd ashore Do sent the Boats of the Fleet to assist her,

1. PRO, Admiralty 51/137.

JOURNAL OF H.M.S. *Experiment*, CAPTAIN ALEXANDER SCOTT ¹

June 1776

Sullivans Is NWbN 4 Miles

Friday 28

AM at 10 Commodore made the Signl to weigh, weigh'd & made sl at $\frac{1}{2}$ past 11 the *Active* brot up against the Etermost part of Sullivans battery $\frac{3}{4}$ past we brot up a Stern & within the *Bristol* & veer'd to $\frac{1}{2}$ a Cable, began [to fire] a little before 12 o'Clock

Modte & fair the 1st, latter Cloudy P M from Noon to $\frac{1}{2}$ past 5 warmly engag'd wth. the Rebels, when they ceased fire, find to appearance we have done but little damage to the Battery the Embrazures only being defaced, at 6 veer'd out a whole Cable in order to bear wth the spring, broadside on the Fortification, some minutes after the Rebels renew'd their fire, $\frac{1}{2}$ pt 7 finding the Tide of Ebb making down, Let go the Small Br & continued the Action untill $\frac{3}{4}$ pt 8 when we recd the Commodores Ordrs to cutt or Slip, Cutt both Cables & drop'd off wth the Tide, at 10 Anchd wth the Spare one in 8 fms & veer'd to $\frac{1}{2}$ a Cable - 10 Men Kill'd & abt 40 dangerously woundd, & 3 Voluntrs Killed & severl woundd the Main & Main topmt do, & Fore Yds very much Shot, likewise Main & Mizn Stays cutt wth the Rigging & Sails.

1. PRO, Admiralty 51/331.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS ¹

June 1776

At Single Anchor in five fathom Hole

Friday 28

Little wind & Rain at 10 the Commodore Made the Sigl to

Acquaint the General the ships were ready to make the Attack on the Fortifications on Sullivan's Isld $\frac{1}{2}$ past the Sigl to weigh weighed & came to sail as did the *Bristol Experiment Active Sphynx Syren Actaeon* at 11 the *Active* began to fire soon after the *Bristol & Experiment* began $\frac{1}{2}$ past Anchd with Bt Br & veer'd to $\frac{1}{2}$ a Cable brought our Broadside to the Battery, instantly we began to fire.

At Anchor against the Fortifications of Sullivan's Battery Mod: breezes & ffair. p m the Battery kept up a heavy fire, hove overbd it taking fire the Spritsail Maintop Gallt Studg sail & the old F:T: Staysl that was Condemned the 5 May last foun]d both our springs shot away carried out the Kedge Anchor Hawser to prevent the Ship's Stern from swinging into the Battery at 4 p m the Ensign was shot away at 5 the Commodore's Lieut came on bd ordered us to moor with our B[ow]ers Do verrd away & moord ship $\frac{1}{2}$ on the S[mall] Br & 1 Cable & $\frac{1}{2}$ on the Bt Br $\frac{1}{2}$ past 5 p m carried out the Stream Anchor & Cable to prevent the Ship from tending to the Ebb $\frac{1}{2}$ past 7 Swung the Ship to the Ebb & Engagd with our Starbd Guns at 9 the Comodore hauld off soon after the *Experiment* both Ships much damaged in their Masts & Hulls $\frac{1}{2}$ past 9 the Comodore's Lt came on bd & ordered us to leave the Battery Cut away the BtBr & stream Cables with the Kedge & Hawser got a spring on the S.Br to cast the Ship the right way cut away the S:Br Cable & spring & got under sail at 12 Anchd with sheet Anchor in $6\frac{1}{2}$ fs

1. PRO, Admiralty 51/909.

JOURNAL OF H.M.S. *Syren*, CAPTAIN TOBIAS FURNEAUX ¹

June 1776
Friday 28

Anchored in 5 Fathom Hole The Light House $W\frac{1}{2}So$
A M. at 9 the Commodore made a Signal to Signify to the Land Forces his intentions to Attack the Fort on Sullivans Isld with the Ships of War under his Commd $\frac{1}{2}$ past 10 weighed P Sigl 2 Divisions, the first consisting of 4 sail Vizt The *Active* (who lead the Van) the *Bristol, Experiment & Solebay*; the 2nd Division of 3 Sail Vizt The *Sphynx, Actaeon & Syren*: The *Thunder Bomb & Friendship* were before placed, the latter to cover the former; about $\frac{1}{2}$ past 11 the *Active* Anchd against the 3 Guns on the face of the Et Bastion, The *Bristol* bro't up against 5 Guns on the C[ur]t[a]in & 2 Guns on the flank of the Et Bastion; the *Experiment* against the 4 Wt mt Guns on the C[ur]t[a]in & 2 Guns on the flank of the Et Bastion; the *Sphynx, Actaeon & Syren* were to place themselves to the Wt wd of the Fort, to Infilade the Works, but the *Sphynx* who led the Van (of the line) not having a Pilot that knew the Channel, run ashore, as did the *Actaeon* who followed her, about $\frac{1}{2}$ a

Cable to the Et wd We struck & fell on board the *Actaeon*, but immediately paying ground off: got into deep water; before 12 the Bomb having thrown several Shells the Engagement became general between the Ships & Fort—Carried out our Stream Anchor & Cable to the Et wd

Mode & Clear P.M. before finding it impossible to get to our Station as we could not warp out of the [S]watch we were in, fired some Shot at the fort, & finding they reached, continued a brisk fire 'till past 3, when the fort was Silenced; But not having Men enough to land the Rebels were Reinforced from the Main, & about ½ past 4 the fire was renewed on both sides, & continued 'till near [8] at which time the Fort was again Silenced, the Commre having suffered considerable damage both in the Hull & Masts of his Ship, & having lost a Number of Men, drop'd out as did the *Experiment*, *Active* & *Solebay*; the *Sphynx* cut away her Bowsprit, the *Actaeon* having drifted across her bows, sent our Boats to their Assistance, the *Sphynx* in Warping off Cut our Kedge Anchor & 2 Hawsers; the *Actaeon* still on shore & had carried out one of her lower Anchrs—The *Active* in dropping down got a ground, sent our long boat with the stream Anchr & Cable to her Assistance, (which she lost) The *Actaeon* attempting to heave off by the Bowr Anchr (carried out) parted the Cable, when lying directly in the line of Fire from the Fort, without any Ship to cover her, & not the least probability of getting her off, she was set on fire (the People being first removed) Departd this Life Jno Pridmore Seamn

1. PRO, Admiralty 51/930.

JOURNAL OF H.M.S. *Sphynx*, CAPTAIN ANTHONY HUNT¹

1776/June Five fm Hole of[f] Charlestown
 Friday 28 Modt & cloudy . . . A M @ 9 weigh'd p sigl of the Commodore Sr P Parker, as did the *Experiment*, *Bristol*, *Active* (which led the van) *Actaeon*, *Syren*, & *Solebay*, & ½ pt 10 we got aground. @ ½ past 11, the *Actaeon* dropping onbd us, carried away our Bolsprit & all the Rigging, took out shot & lightned her abaft, @ noon warp'd off
 Do Wr @ 4 P M warp'd down the Bay, as did the overmentd ships. *Active* & *Actaeon* aground, @ 9 came to in 7 fm, sent out Boats to help them off.

1. PRO, Admiralty 51/922.

JOURNAL OF H.M. SCHOONER *St. Lawrence*, LIEUTENANT JOHN GRAVES¹

June 1776 At anchor in Spencers creek
 Friday 28 at ½ past 10 A M Sr peter parker begun to Engage the Battery

on Sullivans Island Sent a boat and 12 men up the Creek to Assist in Landing the troops . . . at 7 P M the firing Ceas'd

I. PRO, Admiralty 51/4330.

A BRITISH JOURNAL OF THE EXPEDITION TO CHARLESTON, SOUTH CAROLINA ¹

[June] 28th This morning the Commodore weighed without a signal and the Men of War were carried down to the Attack of the Fort on Sullivans Island in the following order vizt

28th June. *Active* Frigate Capt [William] Williams leads
Bristol 50 Guns Commodore Sir Peter Parker
Experiment 50-12 pounders Capt [Alexander] Scott
Solebay Frigate Ca Simmonds [Thomas Symonds]
Acteon do Ca [Christopher] Atkins
Syren do Ca [Tobias] Furneaux
Sphinx do Ca [Anthony] Hunt

The Cannonade began about 20 minutes before 12 and was kept up with the greatest vigor most part of the day, but it was thought that the position of the Fleet was too distant from Battery abt (800 Yards) to avail themselves of the advantages to be sought for on such attacks, vizt the fire from the Tops with swivels & small arms.

The Three last mentioned Frigates which were destined for Heddrels point unfortunately ran aground very early in the day - The *Syren* & *Sphinx* got off, the latter with the loss of her Boltspirit by running foul of the *Acteon* but the *Acteon* could not be moved. In the beginning of the attack the Bomb threw several Shells but most appeared to fall short, and the Mortar, (as it was afterwards understood) was soon rendered useless by the bursting of the Bed

During the attack of the Fleet the General made his dispositions in the manner before concerted by cannonading the Rebel works from the flats, and passing the Creek with the Army to be in readiness to begin his operations upon the appearance of the Frigates off Heddrels point, but as it was not thought prudent to expose the Kings Troops to a manifest sacrifice, whilst the Battery attacked by the Fleet was still in possession of the Rebels, and before any protection could be brought to Heddrels point to support the intended operations of the Army, the day was spent in observing the movements of the Fleet, which continued the Cannonade till near 9 oClock and then hauled off.²

1. Sir Henry Clinton Papers, CL.

2. The account concludes as follows: "next morning [the *Actaeon*] was set on fire and quitted. The unhealthy Climate of South Carolina at that Season of the Year The Loss sustained by the Fleet, and the tenor of the Generals instructions, were deemed sufficient reasons for deferring any further attempt for the present, and to proceed to the Northward to join Sir William Howe. -"

NARRATIVE OF MAJOR GENERAL HENRY CLINTON ¹

[Long Island, Friday, June 28]

This long menaced Attack took place at last on the 28th of June About eleven o'clock in the morning we saw the *Active*, *Bristol*, *Experiment*, *Solebay*, and three other Frigates, moving towards the Fort on Sullivans Island (in the order in which they are here placed), but no Signal whatsoever as agreed on to prepare the Troops.² Every thing was however got in readiness on our side for the Troops acting as Events should suggest. Every Demonstration was accordingly made of an Intention to land on the Island, and every Diversion by Cannonade & other ways as long as the Sands remained uncovered; Small armed vessels were at the same time ordered to proceed near the Shore as if to cover a Descent (which how ever all got aground); the Boats were drawn up, and the Troops so disposed that in an instant they could attempt a landing on either the Island or the Main as Circumstances during the attack by the Ships should direct. But soon after the leading Ships had taken their Stations we had the mortification to discover that the three Frigates (which were intended to favor the attack by the Troops on the Battery at Hadderells Point) were stuck fast on the Bank behind the Commodore, and that the Ships engaged with the Battery on Sullivans Island had brought up at too great a Distance (800 yards at least³ to avail themselves of the fire from their tops, grape shot, or musketry. From hence we soon grew apprehensive that no serious Impression could be made, and even every instant expected to see the Ships draw off. To our great Surprise however the Cannonade still continued without any favorable appearances (that we saw) until night, while the Troops remained all the Time on the Sands anxiously looking out for some Signal to let them know what the Squadron was doing But not suspecting that the Kings ships could have suffered so materially, and supposing that the attack would be renewed the next morning, the Troops were held in readiness, and the best Disposition possible was made of all our light Ordnance to enable them at the proper time of Tide to risk one Effort on the Island, should Necessity require it — which I must however confess would have been a Step not to be justified, but in Case of the Success or Distress of the Kings Ships, to take advantage of the one or to relieve the other. Break of day discovered to us that the Squadron had given up the Contest & retired, leaving one of the frigates aground which was afterwards burnt; and to this was soon added the melancholly Intelligence, that their attack was attended with very considerable Loss, which fell principally upon the two fifty Gun ships. Nothing therefore was now left for us to do but to lament that the Blood of brave & gallant Men had been so fruitlessly Spilt, and prepare for reembarking as soon as possible.

1. Manuscript history of the Revolution by Sir Henry Clinton, CL.

2. This is in error. The journals of the *Solebay* and *Syren* each specify that the Commodore gave the signal to notify the General that he was about to attack.

3. According to the *Bristol's* journal, she anchored two cable lengths off the island, which would place the distance closer to 1200 feet than the 800 yards claimed by Clinton.

COMMENTS BY MAJOR GENERAL HENRY CLINTON UPON THE NAVAL
ATTACK ON SULLIVAN'S ISLAND ¹

[June 28, 1776] ²

The Materials with which Fort Sullivan is constructed form no considerable part of its strength. The Piemento Tree, of a spongy substance, is used in framing the Parapet & the interstices fill'd with sand. We have found by experience that this construction will resist the heaviest Fire. —The Passage between Long Island & Sullivan's Island was represented as fordable at Low water, but this representation was founded in a mistake, there remain'd therefore no method of crossing but in Boats under the Fire of the enemys Cannon & breastworks. The Ships were prepar'd for the attack upon the 14th of June which was prevented by contrary winds till the 28th.

In this interval the enemy form'd strong entrenchments and mounted some peices of Heavy Cannon on the East end of Sullivan's Island to command the passage — it therefore became impracticable for us to cooperate with the ships as originally intended. —Yet, in this situation of affairs, Sr P: Parker conceiving the force of the Ships adequate to the reduction of the place, on the morning of the 28th made the Signal for the attack. — The Judgment, The Spirit, the conduct of Lt Riddle who commanded the *Experiment* after Capt Scot [Alexander Scott] had lost his arm, the whole Squadron is in a great measure indebted to for its preservation. For any further particulars relative to this affair and for the motives which determin'd the Commodore to make the attack in which he knew he could receive no assistance from the army, I must refer you to accounts from other hands —

From this account it appears — that it would have been highly imprudent in the Land Forces to have attempted the passage; — That Sr P: Parker knew at the time of his making the attack that they did not intend it, and yet had made no preparations to possess himself of the Fort, which otherwise he might have done during the time that the Fire was silenced, and the enemy had abandon'd it. —

[Endorsed] Attack upon Fort Sullivan. June the 28th 1776

1. Additional Manuscripts, vol. 25, 490, BM, NCDAH Transcript.

2. This document probably was prepared at a later date during the controversy as to who was at fault in the disastrous attack. However it fits better chronologically at this point.

“ACCOUNT OF THE ATTACK MADE UPON SULLIVANS ISLAND OFF CHARLES TOWN, BY SIR PETER PARKERS SQUADRON, GIVEN BY MR WILLIAM CHAMBERS MASTER OF A SLOOP WHO WAS PRESENT IN THE ACTION, ON THE 28TH JUNE 1776” ¹

May 31st 76 Left Cape Fear & proceeded to Charles Town, were Join'd by the *Ranger* Sloop, with Six Transports from Plymouth
June 1st Came to in the Bay of Bulls, nothing material done but clearing the Ships for Action 'til the 4th when the Fleet came too off Charles Town Barr

- 6th The Frigates with most of the Transports got in safe over the Barr
- 15th The Transports with General Clinton Saild from here, to Spencers Inlet, & there land'd the Troops, about Five Miles from Sullivans Island
- 16th A Flag of Truce, was sent to the Fort but was Fir'd at, so was oblig'd to return, in this manner we lay expecting the attack every day, 'til the 26th instant, when a Ship in the Offing Salut'd the Commodore, & Came too off the Barr, which prov'd to be the *Experiment* Captain Scott, from Antigua
- 27th The *Experiment* got over the Barr in the Evening & Got her Guns in again
- 28th The Commodore made the Signal for the Attack of the Fort of 19 Guns, 32 Poundrs on Sullivans Island, the *Active* lead the Van, the *Bristol*, *Experiment*, and *Solebay* came up next & began the Attack with great Bravery at ½ past 10 in the Morning

The *Sphinx*, *Actaen*, & *Syren*, were intend'd to pass under cover of the rest, & to rake the Fort likewise, then to attack another of Six, 18 Prs, Situat'd on a place call'd Mount Pleasant on the Main, but had the Misfortune to run ashore on the Middle Ground, through the unskilfulness of the Pilots, the *Sphinx*, & *Syren*, got clear off, the former was oblig'd to cut away her Bowspreet to get clear of the *Actaen*, who Stuck fast, much expos'd to the Enemy's Shot, laying end on; to them so that she could not bring any of her Guns to Bear on them, About 3 o'Clock in the Afternoon, the Fort was Silenc'd til ¼ past 4, at which time the Rebbels were seen by General Lee; to run from their Quarters, he being Situat'd on Mount Pleasant to observe the Action, on which he Fir'd on his own People, and Forc'd them to their quarters again, and sent over to Sullivans Island a Reinforcement of 500 Men (as we are informd since by Deserters who are coming Dayly) when the[y] open'd the Fort again & Fir'd very Briskly, until about 10 at Night, at which time our Ships were so Disabl'd, that the Commodore thought it most prudent to draw them off, leaving the *Actaen* stil onshore, at 4, in the Morning try'd to heave her off but broke the Cables, orders were immediately given to Scuttle the Ship the Rebels at the same time Firing on her from Fort Sullivan a Boat, was sent onboard the Commodore to know how to proceed but the Fort continuing to Fire on her, and no Satisfactory answer from the Commodore, orders were given to set her on Fire, & every Person to leave her as fast as possible

29th

A List of the Kill'd & Wounded –		
<i>Bristol</i>	46	86 { Captain [John] Morris, lost his Hand, since Dead of his wound, & one Midshipman
<i>Experiment</i>	43	75 { Capt'n Scott, lost his Right Arm and was very ill when I came away ²
<i>Active</i>	1	2 (Lieut Pike, his Head Shot
<i>Solebay</i>	1	7
NB. Three Midshipman Kill'd belonging to the <i>Experiment</i>		
	91	170
	261 Kill'd & Wound'd, Including Seven Officers	

An Account of the Different Regiments at the aforementioned Attack,
with the General Officers, Vizt

General Clinton
Lord Cornwallis
General Vaughen

15th Regiment

28

37

46

54

57

33

Total 7, – with the light Companies of the 4th & 44th
from Boston –

NB. the above never came to Action

1. PRO, Admiralty 1/240. The account was forwarded by Vice Admiral Clark Gayton to whom Chambers had made his report.
2. *Ibid.*, in an N.B. to the account, Chambers wrote: "I was with the Fleet, until the 21st July 1776, before I sail'd for Jamaica, at which time the *Bristol* was over the Barr and taking in her Guns, the *Experiment* & all the other Men of War, in Five fathom Hole, excepting the *Solebay*, which Sail'd with General Clinton, & the Transports to Join Lord Howe, at New York, whom I sail'd in Compy with on the 21st July 1776.–"

JOHN WELLS' ACCOUNT OF THE BRITISH ATTACK ON CHARLESTON ¹

[Charleston June 28]

Next Morning, June the twenty eighth, the following was the Disposition of the Ships of War: The *Friendship*, at the Distance of about a Mile and a Half from Sullivan's Island, covering the *Thunder Bomb*; the *Solebay*, *Sphinx*, *Bristol*, *Active*, *Experiment*, *Actaeon* and *Syren*. About Half an Hour past ten o'Clock in the Forenoon, the *Thunder* began throwing Shells on Fort Sullivan and the *Active*, *Bristol*, *Experiment* and *Solebay* came boldly up to the Attack in the Order their Names are put down. A little before eleven o'Clock the Garrison fired four or five Shot at the *Active*,

while under Sail, some of which struck her; these she did not seem to regard till within about 350 Yards of the Fort, when she dropped Anchor and poured in a Broadside. Her Example was in a few Minutes followed by the other three Vessels, when there ensued one of the most heavy and incessant Cannonades perhaps ever known. The Bomb Vessel was at the same Time throwing Shells, a Firing was heard from the advanced Post at the N.E. End of the Island, and more Vessels were seen coming up. Our brave Garrison, (consisting of the 2d Regiment of Provincals, a Detachment of Artillery and some Volunteers) under all these Difficulties, which to the far greater Part were entirely new, encouraged by the Example of their gallant Commander Col. William Moultrie, and the rest of the Officers, behaved with the cool Intrepidity of Veterans: Our Cannon were well served, and did dreadful Execution. About twelve o'Clock the *Sphinx*, *Actaeon* and *Syren* got entangled with a Shoal called the Middle Ground. The two first ran foul of each other: The *Sphinx* got off with the Loss of her Boltsprit, but the *Actaeon* stuck fast. The *Syren* also got off. Much about the same Time, the Bomb Vessel ceased firing, after having thrown upwards of 60 Shells. We have since learnt, that her Beds got damaged, and that it will require much repairing before she is fit for Service again. In the Afternoon, the Enemy's Fire was increased by that of the *Syren* and *Friendship*, which came within 500 Yards of the Fort.

Till near seven o'Clock was the Enemy's Fire kept up without Intermission. It slackened considerably after that, and they only returned the Garrison's Fire, but generally twenty Fold. At half after Nine, the Firing on both Sides ceased, and at 11, the Ships slipped their Cables.

About the Time the Ships came up, an armed Schooner and Sloop came near our advanced Post, in order to cover the Landing of their Troops, and every other Preparation for that Purpose was made: The Soldiers even got into their Boats, and a Number of Shells were thrown into our Intrenchment, but did no other damage than wounding one Soldier. Notwithstanding which, they never once attempted to land. At the advanced Post were stationed, Col. [William] Thom[p]son with his Rangers, some Companies of Militia, and a Detachment of Artillery. They had one 18 Pounder and two Field Pieces, from which they returned the Enemy's Fire. They were reinforced in the Afternoon with Col. [Peter] Muhlenburg's Virginia Battalion.

General Lee was at Haddrell's Point at the Beginning of the Action, and went in a Boat, through a thick Fire, to the Fort, where he staid some Time. He says, in the whole Course of his Military Service, he never knew Men behave better; and cannot sufficiently praise both Cit[izens]² and Soldiers, for their Conduct and Intrepidity. The [be]haviour of two Sergeants deserves to be rememb[ered]. In the Beginning of the Action, the Flag Staff was [shot down] which being observed by Sergeant [William] Jasper, of the [2d Regiment] he immediately jumped from one of the ba[stions to] the Beach, took up the Flag, and fixed [it in its] Staff; with it in his Hand, he mounted the [and] notwithstanding the Shot flew as th[ough directed

at] him, he leisurely fixed it. Sergeant [McDouglas of Capt. Francis] Huger's Company, while exerting him[self in a dis]tinguished Manner; was cruelly shat[tered by a cannon] Ball; in a few Minutes he expired: [] these remarkable Words;" My [brave lads I am dying] but don't let the Cause of Liberty [die with me] His Comrades felt for him – the g[eneral immedi]ately removed his mangled Corpse [with care and] called aloud," "Let us revenge that [brave man.]"

1. *South-Carolina and American General Gazette*, May 31 to August 2, 1776.

2. The brackets from this point to the end of the account indicate a blotch across the right hand margin of the page, in which some words are indecipherable.

DIARY OF MAJOR BARNARD ELLIOT OF THE FOURTH SOUTH CAROLINA
ARTILLERY ¹

[Charleston] 28. June

Ten Minutes before Eleven OClock this Morning the Bomb Ship threw a Bomb of 13 Inches diameter into Fort Sullivan which fell upon the Magazine there, but did no considerable damage, at the same time the *Bristol* of 50 Guns, *The Experiment* of 50 Guns, *The Syren* of 28, the *Acteon* of 28, *The Active* of 28, *The Sole Bay* of 28, the *Sphynx* of 20 Guns, *The Friendship* of 26 Guns, all weighed Anchor & drawing up their Courses bore down to Fort Sullivan, The Fort fired as soon as the 2 50 Gun Ships came within Distance & the *Syren* which three made the first line, they immediately dropt Anchor with Springs on their Cables & began a Smart Cannonade, which was return'd with Coolness & deliberation from the Fort, the Second line of frigates supported the first and an incessant fire was kept up till Eleven OClock at Night. When the Ships as well as the Fort ceased firing, the first because they were much Shatterd & had the following Numbers killed & wounded, *Bristol* on board of which was Sr Peter Parker Commodore, lost her Captains Arm, 44 killed & 30 Wounded, & all her Masts tore to Splinters, & she prodigiously hull'd. *The Experiment* had 57 killed & 30 Wounded, and her Capt. killed. *Active* had her first Lt kill'd & 1 Mariens Eye & Cheek Shot away. *Sol-Bay* Capt. Hurt 2 killed & 4 Wounded, *Acteon* run on shore, *Sphynx* lost her Bow sprit, and otherwise much damaged, *The Thunder* Bomb beds were shattered, & she unfit to continue the Bombardment, And the latter because they had no more powder, the loss at the fort was but ten men killed & 22 Wounded, so Wonderfully did God appear in Our behalf, that the Men of War cut their cables in the dead of Night & Stole away to their old Stations to refit.

1. Laurens Collection, SCHS. While Elliott dated his entry June 28, that part of it listing enemy losses, must have been inserted at a later date, as there was no way the defenders could have learned of the British casualties the day of the action.

29 June

GOVERNOR SIR GUY CARLETON TO CAPTAIN CHARLES DOUGLAS, R.N. ¹

Commodore Douglas

Chambly the 29th June 1776

Sir I inclose you an extract of a letter which I have just received from Mr

[John] Robinson of the Treasury, and as I doubt not you will see the necessity of dispatching the ships therein alluded to, I must beg you will give orders for the departure of those already unloaded, and of all others as fast as they can be discharged by the Commissarys of Provisions I am &c.

1. Guy Carleton Letter Book, BM.

GOVERNOR SIR GUY CARLETON TO CAPTAIN THOMAS PRINGLE, R.N.¹

Chambly 29th June 1776

Sir I yesterday wrote to Commodore Douglas, acquainting him that a number of Officers and seamen would be required, for carrying on His Majestys service upon the lakes, but as the Transports, from which I am in hopes of being supply'd in part with men, are now going down the river, and to prevent the loss of time, I think it necessary to beg you will undertake to raise as many Voluntier sailors from these ships, without distressing any of them, as you may be able to engage, for the encouragement of whom you may offer them any sum not exceeding Forty five shillings Hallifax Currency per month I am &c.

1. Guy Carleton Letter Book, BM. Pringle had been detached from the British armed ship *Howe* to command the naval force forming on Lake Champlain.

GOVERNOR SIR GUY CARLETON TO CAPTAIN PHILEMON POWNOLL, R.N.¹

Sir

Chambly 29th June 1776

I enclose you a copy of a letter which I have this day written to Captain [Thomas] Pringle and beg of you to undertake the same service as also to stop the Transport ships from passing Three Rivers for a little in order to give as much time as possible for the execution of this plan, communicating the same to Commodore Douglas, to whom I shall also write upon the subject. I am &c.

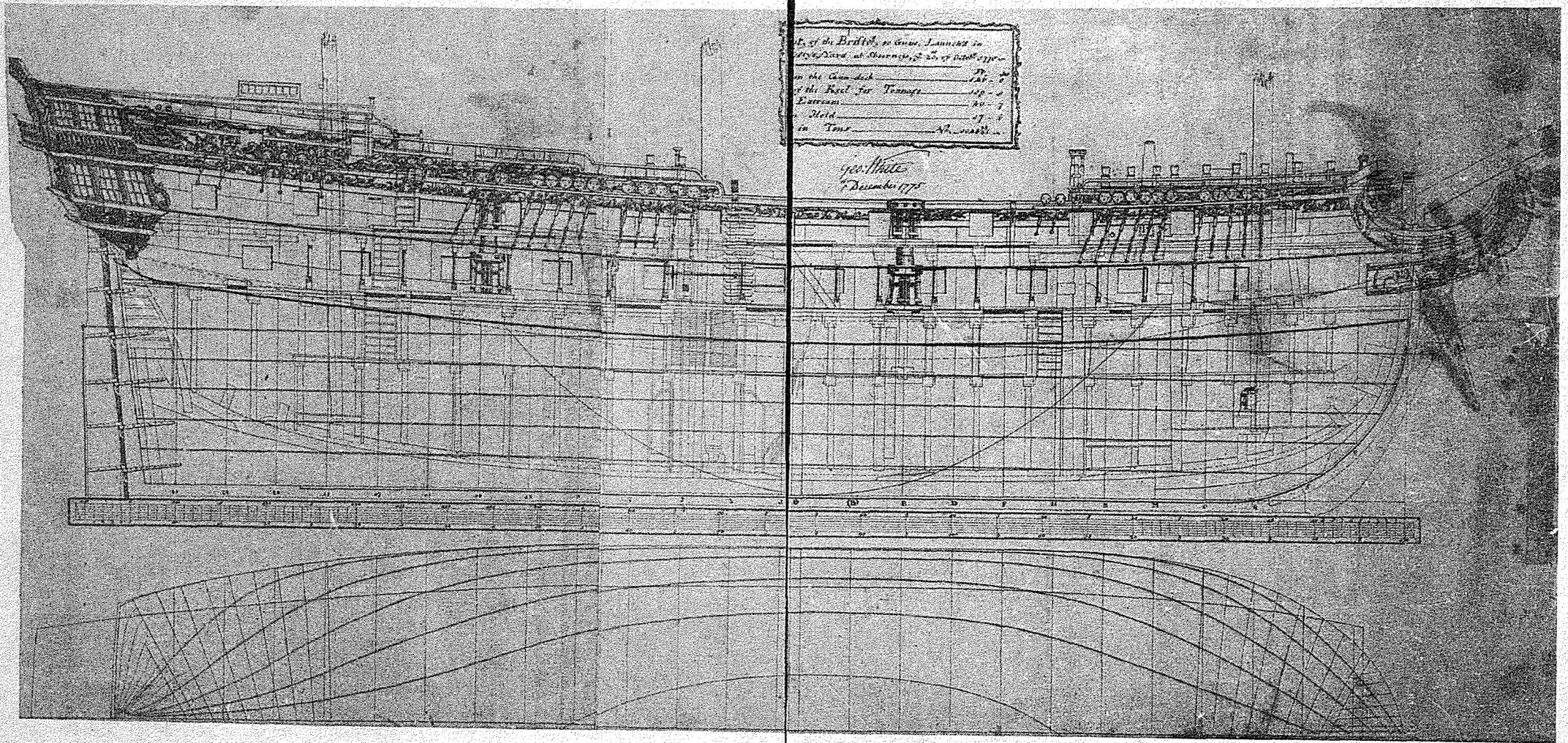
1. Guy Carleton Letter Book, BM. Pownoll commanded H.M.S. *Blonde*, in the St. Lawrence River.

JOURNAL OF CAPTAIN HENRY DEARBORN ¹

[On board H. M. S. *Scarborough*] 25 [June]

At 12. O.Clock to-day we sail'd from Cumberland with a fresh Breeze.

26 at 8..O Clock this morning we came to anchor at the mouth of Anapolis Harbour, seven Leagues from the Town, from Fort Cumberland to this place is thirty Leagues, Anapolis lays on the east side of the Bay of Fundy, the Land at the Mouth of the Harbour, is very Mountanious, and Barren, as is almost all the Land on this Coast which I have seen, - at 3.O.Clock P:M: we weighed anchor and put up the river, and at 6 of the Clock, Came to Anchor at Anoplis Town, which appears to have 50 or 60 Houses in it, and a fortification; several miles before we come to the town, there are some Inhabitants, On both sides the River, where there is several very good Orchards, the Land in general, is Cold, spruce bad looking land, but there is very find Marshes here, which makes a very pretty appearance, as we sailed up the river.²



Profile and half-breadth plans of HMS Bristol, 50 guns.

27 We apply'd for leave to go ashore to-day, but was refus'd the weather is very pleasant. . . This afternoon I was seized with a violent pain in my head, and soon afterwards, I was seized with a sickness in my stomach, after vomiting very heartily I felt some relief at my stomach, but the pain in my head increas'd, I was visited by the Surgeon of the ship, who said I was in a high fever, & urged me to take a puke, which operated very well upon me, after heaving up a large quantity of bile, I found myself much better, and a tolerable nights Rest.

28 I find myself very weak and something feverish, I have had blood let, after which I felt much better, I am now in hopes of escaping a fever, which last Night, I was much afraid of.

29 The weather is very fine, we hear today that the *Milford* ship of twenty-eight Guns, has taken a Privateer of eighteen Guns, belonging to Newbury Port, Commanded by one [James] Tracy,³ we bought some veal to-day at 6d sterling p. pound, which is very Cheap, call'd here, at 7 O Clock we left the *Scarborough*

1. *Dearborn Journal*.

2. *Journal of the Scarborough* reads: "Wednesy 26. at 4 A M set steering sails at 8 Haul'd down the steering sails at 1/2 past came too with the Best Bower in 17fms water & veer'd to 1/3 of a Cable Rogers point WSW the Gutt [of Annapolis Royal] S E at noon fir'd 2 Guns as a Signal to the *Viper* in the Harbr at 1/2 past 1 P M weigh'd & made sail at 3 pass'd by the *Viper* at 4 came too in Annapolis Harbr with the Bt Br in 7 fms water veer'd away & moor'd the Church E N E & Goat Island S W b W. Thursy 27. A M Empd occasionally [P.M.] watering & working up Junk, unbent the Main Sail. sent the *Vipers* men on board her," PRO, Admiralty 51/867.

3. *Yankee Hero*, taken June 6, 1776.

"EXTRACT OF A LETTER FROM CAPT. ROGERS, OF THE SHIP *John*,
DATED HALIFAX, JUNE 29."¹

On Sunday the 23d instant was brought in here the *Yankee Hero* American privateer of 18 carriage guns, and 10 swivels, Captain James Tracey commander, which was taken, after some resistance, by the *Milford* frigate; the captain of the privateer and twelve men were wounded, and four killed.

1. *London Chronicle*, August 3 to August 6, 1776.

The Freeman's Journal, SATURDAY, JUNE 29, 1776

Portsmouth, June 29, 1776

Last Sunday arrived at Falmouth, Casco Bay, a large French sloop in 19 days from Martinico, laden with Rum, Wines, Drugs, Linnens, Cloths, &c. The master informed us there are a number of Vessels on their passage bound to this and other ports; also assures us the French in general are firm friends to the American cause.

PETITION OF WILLIAM TUPPER TO THE MASSACHUSETTS GENERAL COURT¹

To the Honorable The Great and General Court or Assembly of the Colony of the Massachusetts Bay in New England Now Siting

The Petishon of William Tupper of Machias in the County of Lincoln

agent for the Committee of Correspondence, Inspection & Safety Humbly Sheweth that Your Petitioner Desires the Direction of your Honers what way and Manner Aught to be taken to bring forward the Tryall of the Sloops *Unity* & *Polley* the Schooners *Margueritta Diligent*, and *Satmeqush*, all which were taken Since the Nineteenth of Aprill 1775 in Machias Harbor by the Inhabitants there of with the assistance of Some Seamen that was present and of Neighbors Called in for that purpose.

Your Petitioner makes this applycation to your Honers mor pertickelerly as two of the Said Vesails are Employed in the Servise of the Colony ²

Also your Petitioner informes your Honers That the Said Committee have Discovered a Dischar[ge] of a Mortgage which Ichabod Jones Made to Jonathan Longfellow Esqr on the Seventh Day of July Last past, and, the Consideration Given to obtain the Discharge was a Note of hand which is Not yeat payd Nor be Come payable the Note is for £85 or £86. Some Shillings &c: With Interest and your Petitioner Desires your Honers Directions on the Said Discharge as it was made after the Said Ichabod Jones fled. And your Petitioner [as in duty bound &c.]

W^m Tupper

[Watertown, June 29]

1. Mass. Arch. vol. 181, 112.

2. The *Unity* and the *Polly* were taken in Machias harbor, and the *Margaretta* by Jeremiah O'Brien in the *Unity*, on June 12, 1775. About a month later the *Diligent* and her small tender blundered into Machias harbor and were seized. The *Margaretta*, renamed the *Machias Liberty*, and the *Diligent* were the two vessels taken into the colony service.

INVENTORIES OF THE CARGOS OF THE THREE VESSELS WITH HIGHLAND TROOPS CARRIED INTO BOSTON ¹

Inventory of the Cargo taken out of the Ship *Lord Howe*. Boston, June 19, 1776.

76 small arms, 1 ditto, 12 ditto, are 89 muskets; 82 bayonets; 71 cartridge-boxes; 65 bags bread; 1 barrel pease; 2 pounds powder; part of a cask of currants; 1 cask and part of a cask vinegar; 3 hogsheads rum, one part out; 6 casks mess pork; 6 casks mess beef; 17 casks ship's provisions; 13 barrels oat meal; 11 barrels pease; 1 barrel barley, 1 ullage ditto; 4 barrels flour; 1 barrel herring; 9 bags bread; 2 hogshead and 1 barrel ditto; part of a cask hair powder; 1 cask canteens and camp kettles; 54 blankets; 1 barrel meal; 2 bags tent pins and mallets; part of 10 coils cordage; a keg molasses; 4 bundles iron hoops; 1 box candles; 1 bundle hammocks; 6 iron spades; 3 boxes bullets; 3 pair hand screws; 1 iron pot; 1 box containing 93 cutlasses; a box containing a markee and materials; 100 canvass knapsacks, 36 hatchets taken out and carried up.

Inventory of the Cargo received out of the Ship *George*. Boston, June 22, 1776.

20 fusees; 31 small-arms; 6 kegs bullets and shot; 6 bundles paper for cartridges; part of a bag flints; 2 kegs part filled with cartridges; a cask containing a few books and 1 bundle bedding; 2 trunks and 2 portmanteaus; 1 black trunk; 1 bundle; 1 black canteen; 1 red bundle; 1 chest; 1 portman-

teau; 3 casks porter; 1 cask hams; 3 casks bottled wine; 7 hogsheads and part of a hogshead rum; 361 black shoulder belts; 74 bundles and 1 bag gun straps; 1 field bed and 2 bundles binding; 4 markees; the Quartermaster's camp equipage; Colonel [Archibald] Campbell's ditto; a bundle ditto not directed; 3 field tents and materials; 6 bundles tent poles for markees; 12 bundles common tent poles; 7 bundles leather bullet pouches; 3 cartouch boxes; 6 kegs bullets and shot; 23 camp tents; a remnant of ticklenburg; 1 cask and 2 bundles tentpins; 1 cask tin canteens, and 69 loose; 10 tin pans; 23 camp kettles; 1 package tents stools; 82 canvass knapsacks; 199 hair knapsacks; a bale containing 80 blankets; a bale containing 50 watch-coats; 1 box black plumes; 4 bundles soldiers' clothing; 1 bundle stockings; 3 pairs shoes; 2 bags with belts and knapsacks; 2 pieces plaid; 7 bonnets; 2 pieces and part of a piece duffel; 144 soldiers' blankets; 33 beds; 85 pillows; a bale of brown paper; 44 hatchets; 1 bundle twine; 1 cask sheathing nails; 2 casks 5-penny nails; 1 set small weights; 2 iron spades; part of a cask currants; 15 barrels pease; 6 barrels flour; 2 barrels barley; 9 barrels pork; 27 barrels beef; 19 kegs butter; 15 barrels oat meal; 2 tierces and part of a tierce vinegar; 2 barrels herring; 1 bag rice; 74 bags bread; 14 hogsheads bread; water cask. Inventory of a Cargo of the Brigantine *Annabella*, as far as taken out. Boston, June 29, 1776.

31 small-arms, by Captain [Daniel] Waters. Received into the store from the sloop as follows: 240 pairs of shoes; a bale of tents, quarters 23; 2 cables 12½ inch; 1 ditto 11 inch, 20 fathom; 1 piece junk; 8 barrels and 3 ullages of oat meal; 1 cask pease; 3 casks pork; 9 casks beef; part of a cask vinegar; 1 box candles; 1 tierce rum; 1 hogshead rum; 8 sails and a bundle old canvass, delivered to Mr. Barrett; 6 iron spades; 2 shod shovels; a piece sheet lead; 1 firkin butter; 1 crosscut saw; 4 tent poles; 5 pack saddles; 2 anchors; 1 small ditto, iron stocked.

Received by brig *Defence*: 3 barrels and an ullage of flour; 2 barrels pease; 43 cartouch boxes; 17 leather bullet pouches; 18 bayonets; 16 shoulder straps; sundry rigging and clocks; 3 long bolts for shackels; 1 bundle iron hoops; 126 empty casks, small and great.

Received by the *Warren*: 30 small-arms; 47 cartouch boxes; 16 belts; 42 leather bullet pouches; 25 gun straps; 36 cutlasses; 39 bayonets; 8 boxes candles; 4 pair shoes; 1 drum; 1 halbert; 1 old ensign.

Received by the sloop: 1 anchor, 11 cwt. 3 qr. 12 lbs.; a parcel of loose bread; 10 water casks; some rigging and blocks; a cabin stove; a piece of junk; a bag containing nails; 8 casks mess beef; 4 ditto pork; 6 casks ships' provisions; 1 barrel oat meal; 2 hogsheads rum; 1 keg bullets; 3 pack saddles; a part of a cask beef; part of a barrel herring; about 7 chaldrons coal.

1. Force, comp., *American Archives*, 4th VI, 1113-14. These inventories, while unsigned, were made out by John Bradford, Continental agent at Boston.

JOURNAL OF H. M. S. *Flora*, CAPTAIN JOHN BRISBANE ¹

June 1776

Cape Codd S S E Distce 2 or 3 Leagues

Saturday 29 at ½ past 6 [A.M.] wore to Eastwd at 7 brought too and

Made the Sigl for the *Ocean*, at Noon Reced on Board 12 Tuns of water from the different Transports in Company 9 Sail.

First part Modr and hazey Latter Do and thick Foggy wear at 2 p m Fired a Gun, and Made the Sigl for all Masters of the Transports, at 3 hoisted in the Cutter, and at 6 made Sail at 8 the Eastermost part of Cape Codd South 4 Leagues in Company 9 Sail

1. PRO, Admiralty 51/360.

Providence Gazette, SATURDAY, JUNE 29, 1776

Providence, June 29.

Capt. Daniel Bucklin, in the *Montgomery* Privateer from this Place, has retaken, and sent into Dartmouth, the Brig *Betsey*, formerly of this Port; she had been taken by the *Argo* Frigate, and condemned at Antigua,¹ from which Place she was bound to Ireland, with 135 Puncheons and 18 Tierces of Rum.²

Yesterday Capt. Samuel Chace arrived here from the West-Indies, having on board 10 Pieces of Cannon, a Quantity of Sail-Duck, some Powder, Salt Petre, Brimstone, &c.

1. "Brig *Betsey*, and one negroe Thomas Wood [master], taken by the *Argo*, William Garnier." See Admiral Young's Prize List, May 1, 1776, Volume 4, 1375-77.

2. She had been renamed the *Rover*.

INTERROGATION OF JAMES WATSON, A SEAMAN ON BOARD THE
PRIZE BRIGANTINE *Rover*¹

Interrogatories answered by James Watson of New York.

June 29th 1776

Interogo 1st Where was you Shipped on board the Brigantine called the *Rover*, And at what Time? -

Answer At the Town of St Johns in the Island of Antigua, about the 30th Day of May or first of June 1776.²

Intero 2nd Was you on board the said Brigg when She was taken by the Privateer *Montgomery*, Capt Daniel Bucklen Commander?

Answer Yes. -

Quest. 3. At what Time was the said Brig: taken? -

Answer On the Eleventh or Twelfth Day of June AD: 1776 -

Interog. 4th Do you know who were the Owners of the said Brig at the Time She sailed from Antigua?

Answer Messrs Hunter and Tayler, Merchants in Antigua, as I was informed by the Clerk of the Stores there.

Interog: 5th Was the said Hunter you mentioned the Capt of said Briga

Answer No. it was one Mr Hunter a Merchant at Antigua.

Interog: 6th Did Capt Hunter shew any uneasiness at the Time when he discovered said Privateer? -

Answer Yes, and he said that he would not be taken and carried into

America for Five Hundred Pounds, and Jibed the Brigg and made all the Sail he could to get away.

Interog: 7th Did you see the Capt or the Mate of said Brigg, heave overboard any papers, at the Time She was taken –

Answer Before the Sloops Boate came onboard, I saw the Mate come out of the Cabin, with a Bundle of Papers, and went forward and hove them overboard. –

Interog: 8th Did you over hear Capt Hunter say that he owned any part of the said Brigg & Cargo

Answer No, not until a few Minutes before She was taken, when he said he owned part of said Brig: and Cargo and expected to loose it. all and would take a Dollar for his part. –

Interog: 9th Do you know what Countryman the said Capt Hunter is?

Answer – I have often heard him say before he was taken that he was an Englishman born, and valued himself upon being so. But after he was taken he said he was born in America though begotten in England, and that he had Property in America. –

Interog. 10th Why did you alter your Name from James Watson to James Vandike?

Answer – Because I left the *Argo*, one of the Ships of his Britanic Majesty, which took the said Brig. when called the *Betsey*, and being afraid I should be taken up in Antegua. –

Interog: 11. What Character did Capt John Hunter bear in Antigua, had he the Name of being a Friend to America in the present Contest with Great Britain and with what persons did he keep Company, in Antigua? –

Answer – I can not tell whether he was a Friend or a Foe to America but he kept Company with one Mr Tweedy who was there said to be a great Foe to America who said that he would stand Hangman for all the Americans. –

James Watson

[Endorsed] Providence ss. In Providence June 29th AD: 1776 –

The aforementioned James Watson in his own proper Person came and made solemn Oath to the Truth of all the several Answers to the aforewritten Interrogatories on this Sheet of Paper, and by him subscribed; Capt John Hunter late Commander of the Brigantine *Rover*, being present at the Time and Place of Caption – Before me –

Jn^o Foster Judge of the Court for Tryal of
Prize Vessels

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

2. On the crew list, among the papers found on board the *Rover*, James Vandyke was signed on June 1st, 1776. The balance of the crew were John Hunter, master, April 26; Edward Webb, mate, May 3; Shewell Posten, James Terres, Robert Cullis and Francis Boyce.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Extract]

New York, June 29, 1776.

The Accounts communicated yesterday thro' Lieut. [Joseph] Davison's

Letter are partly confirmed, and I dare say will turn out to be true in the whole. For two or three days past three or four Ships have been drop[pl]ing in and I just now received an Express from an Officer appointed to keep a look out on Staten Island, that forty five arrived at the Hook to day, some say more, and I suppose the whole fleet will be in within a day or two. I am hopeful before they are prepared to attack, that I shall get some reinforcements but be that as it may, I shall attempt to make the best disposition I can for our Troops, in order to give them a proper reception, and to prevent the ruin and destruction they are meditating against us.

1. Fitzpatrick, ed., *Writings of Washington*, V, 199, 200.

JOURNAL OF LIEUTENANT COLONEL SAMUEL BLACHLEY WEBB ¹

[New York] Saturday, 29th June.

This morning at 9 o'Clock, we discovered our Signals hoisted on Staten Island, signifying the appearance of a fleet. At 2 o'Clock P.M. an express arrived, informing a fleet of more than one Hundred Square rig'd vessels, had arrived and anchored in the Hook – This is the fleet which we forced to evacuate Boston; & went to Halifax last March – where they have been waiting for reinforcements, and have now arrived here with a view of puting their Cursed plans into Execution. . . . Expresses are this day gone to Connecticut, the Jerseys, &c., to hurry on the Militia.

1. Worthington C. Ford, comp. and ed., *Correspondence and Journals of Samuel Blachley Webb* (New York, 1893), I, 150, 151. Hereafter cited as Ford, ed., *Webb Papers*.

GUNNERS' AND CARPENTERS' STORES SHIPPED TO FORTS CONSTITUTION AND MONTGOMERY ¹

A Return, made New York June 29th 1776, to his Excellency George Washington Esqr General & Commander in Chief of the Forces of the United Colonies, of Sundry Articles, Shipp'd, for the Forts Montgomery & Constitution, in good Order, by Hugh Hughes Assistant Quarter Master General, on Board the Sloop *Liberty* Henry Palmer Mastr And to be Delivered to the Commanders of those Forts, or their Order.

Short Shingles	5000	Pounds of 8d Nails	112
Barrells of Powder	50	Pounds of 6d Nails	50
Hinges	18 pair	1 Casks of 10d Nails	290 lb
Stock Locks	18	1 Cask of 20d Nails	326 lb
Box of Glass 7 by 9	1	Large Deck Nails –	200 lb

his
Henry X Palmer
mark

Israel Smith

1. Washington Papers, LC.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Saturday Morning, June 29th, 1776.

The application of Joseph Dwight for a commission as letter of marque

the Adms tender, at ½ past 2 running round Sandy Hook Point at 3 running up Amboy River at ½ past brot too with the small Br In 5 fam Veer'd away and moord NW & SE. Never Sink SEBS 3 Leags Wst pt Long Island NEbe 5 Leags at 12 out Yawl to bring on board a Canoe who had come from Staten Island, with a Gentn & servant & one Rifle Man who run from the Rebels –

1. PRO, Admiralty 51/885.

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

June 1776 Moor'd off Sandy Hook The Light Ho EBN Distance 1 Mile

Saturday 29th Saw a Fleet to the S E Sent the Pilots out in the *Shuldham* [tender].
Fresh Breezes and Cloudy with Lightning in the first part. P M Anchor'd here his Majestys Ship *Chatham*, Vice Adml Shuldham, *Centurion*, *Rose*, *Swan* & *Senegal* with a Fleet of Transports, Saluted the Admiral with 15 Guns, which he Returned.

1. PRO, Admiralty 51/693.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY¹

In Committee of Safety,

Philad'a, 29th June, 1776.

This day Henry Fisher's Receipt for the Guard Boat sent down to Lewis Town, and the sundry Articles hereafter mentioned, was deliver'd this Board, Vizt:

Armed Boat *Eagle*.

- 1 four pound Canon & 40 Rounds of Cartridge.
- 2 Swivels 60 do.
- 4 priming wires & 2 Belts.
- 2 priming Horns & 1 Bunch of Match.
- 1 former for the Guns.
- 2 sponges & rammers for swivels, & 1 large Worm for do.
- 2 Lint Stocks, 1 Lanthorn, 1 Half Hour Glass.
- 2 platers, 1 Mug, 1 Can, 1 tinder Box, 1 Mop, 1 Pot.
- 6 Lances, 1 Compass, 2 Tents.
- 1 Tea-Kettle.

Rec'd the above articles of Capt. Charles Lawrence, June 6, 1776.

Sign'd Henry Fisher.

1. *Pennsylvania Colonial Records*, X, 620.

JOURNAL OF H. M. SLOOP *Kingsfisher*, CAPTAIN ALEXANDER GRAEME¹

June 1776 At Anchor off Cape May

Saturday 29 3 AM saw the above Sail² – weigh'd & gave chase as did the

Orpheus & Tenders – she prov'd to be an arm'd brigg laden with Powder &c which we run on shore & brought our Ship to Anchor abreast of in order to cover our boats which we sent to destroy her – by some accident she blew up and we lost our Masters Mate & Six men with the Long boat swivels muskets, pistols Long boat oars Sails &c.³

P M weigh'd and came to Sail as did the *Orpheus* & Tenders

1. PRO, Admiralty 51/506.
2. The brigantine *Nancy*, Hugh Montgomery, master.
3. See Lambert Wickes' letter of July 2, 1776.

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

June [17]76 Cape Henlopen WBN 4 or 5 Le[agues]
 Saturday 29 at 4 AM gave Chase to a sail to the No ward ½ Past 8 came too wth the Bt Br in 6½ fm at 9 sent two Boats man'd & Arm'd wth *Kingfishers* to destroy the Chace which had run on Shore she Prov'd a Brig from the West Indies wth Amunition set her on fire & Blew her up,² on which Service we had one Man Wounded & Several of the Boats Oars lost the *Kings[fisher]* lost 7 Men & her Long Boat.
 at 2 weigh'd & made Sail

1. PRO, Admiralty 51/4279.
2. A schooner from the West Indies, with ammunition, merchandise etc., driven on shore and blown up, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487. See also journal of the *Kingsfisher* and footnote.

LUX & BOWLY TO DANIEL OF ST. THOMAS JENIFER¹

Sir.

Baltimore 29th June 1776.

We are just now informed by Mr [Jesse] Hollingsworth that he has your Instructions to unload the Brig *Fortune* and discharge her from the public service – As she has been long loaded and the whole time fully manned and held in readiness to sail and of course her disbursements very high, We are desirous to know upon what terms, she is to be discharged; for which purpose our Mr. [William] Lux, who, we expect will be in Annapolis on Monday on his return from the Eastern shore, will wait upon the Honl Council of Safety – or if he should be disappointed and not return so soon, D. Bowly will then be down – In the meantime we have desired Mr Hollingsworth to wait, 'til we had been with you. We remain Sir [&c.]

Lux & Bowly

To the Prest of the Council of Safety of Md

1. Correspondence of Council of Safety, Md. Arch.

WOOLSEY & SALMON TO JOHN PRINGLE¹

[Extract]

[Baltimore] 29 June

there is [an] order to Unload Your Brig, but we have Refused to Deliver a Barrel untill they give us from Under their hand they will pay us the freight, we Suppose they will be Affronted, but we would Rather they ware

than we should trust them too much,² our Govener [is] gone but he & Capt. Montague [George Montagu] have Broak the Truce by taking of Number of People without Permission & in that number many Servants, which has put our Convention into aflame, and Disappointed the Goveners friends much, we think it fortunate for the Province that he has behaved so, as it will make our Province in Generall better whigs, Let us have the Perticulars of the N York & [illegible] affairs next Post, we shall write by Private hand on Tuesday and send Your Acct You will be Concerned in the Privateteer *Harlequin* Comanded by Wm Woolsey one twenty fourth we are as much & by which we Expect that boath You & us will make a Verry large Estate, she is now only waiting for her Swivells, which we are Endeavouring to Borrow Untill You send us some to Replace them, the Concern Intends fitting another Vessel of the same kind out as soon as they are Clear of this on[e], Your Brig goes Pretty well, but it would take a Large sum to fit her out.

W. & S.

1. Woolsey & Salmon Letter Book, LC.
2. The brig *Rogers*.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Saturday 29th June 1776

Ordered That the Treasurer of the Western shore pay to Isaac Vanbeber one hundred and eight pounds, for Demurrage of Brig *Hannah*. –

Mr [Thomas] Smyth having first withdrawn, the Council of Safety agreed to allow him & Messrs Galloway and Steward, eight Pence Currency pr Pound for all the Iron, which they shall furnish, and use in building the Gondolas contracted for, on Behalf of this Province.

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

JOURNAL OF THE MARYLAND CONVENTION ¹

[Annapolis] Saturday, June 29, 1776

The committee of claims bring in and deliver to Mr. President the following report, to wit.

Your committee of claims have examined the charter – parties and other papers relative to the brig *Fortune*, the property of Messrs. Lux & Bowley, and the brig *Rogers*, chartered of Mr. George Woolsey, and are of opinion that an allowance be made to the former for the demurrage of the brig *Fortune*, of three hundred and ninety-three pounds twelve shillings currency; and to the latter, for demurrage of the brig *Rogers*, four hundred and six pounds fifteen shillings and eight pence currency. All which is submitted to the consideration of the honourable Convention. Signed per order,

John Johnson, clk. com.

Which was read and agreed to.

1. *Maryland Convention*, 12.

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

June 1776

At a Single Anchor at Gwins Island in Virginia

Saturday 29th at 4 in the morning a Sail having been seen, weighed and gave chase, the *William* Transport with one of the officers on board her, in Company at 7 went aground on Windmill Bar, employed getting her off: the *Fowey* arrived here from Annapolis with his Excellency Governor Eden. Fresh breezes and cloudy weather, at 6 in the afternoon hove her off of the Bar, and weighed and run into deeper water: Anchored in $4\frac{1}{2}$ fathoms Windmill point NW $\frac{1}{4}$ No 5 miles and Cherry point SWt 7 Miles:

1. PRO, Admiralty 51/796.

ORDINANCE CREATING A BOARD OF COMMISSIONERS FOR THE VIRGINIA NAVY ¹

[Williamsburg, June 29]

Whereas the naval preparations of this colony will be carried on with greater expedition and success if proper persons are appointed, whose business it shall be particularly to superintend and direct the same:

Be it therefore ordained, by the Delegates of Virginia, now met in General Convention, and it is hereby ordained by the authority of the same, that Thomas Whiting, John Hutchings, Champion Travis, Thomas Newton, jun., and George Webb, esquires, be, and are hereby appointed and declared a board of commissioners for the purposes herein after mentioned; and the said board shall, as soon as possible, assemble at such convenient time and place as may be appointed by the person first named of the said board, and being so assembled, and having taken an oath, to be administered to the member first named by any two other members, and afterwards by him to the rest of the board, well and faithfully to execute the duties of his or their office, shall proceed to the election of a person to preside over the board, who shall be called first commissioner of the navy. And the board shall also appoint a clerk, and such other assistants as they may judge necessary, who for their services shall receive such salary or reward as may be judged reasonable and adequate thereto by the General Convention, or Legislature. And the board shall have power to adjourn from time to time, and to such place as they may think fit or convenient. And if any exigency should require an intermediate meeting of the board, the first commissioner, and in case of his absence any other member of the board, may convene the same, and proceed to business in the same manner as if such meeting had been holden at the time to which it was adjourned.

*Provided always, that a majority of the board shall have full power and authority to enter upon and execute the duties to them by this ordinance assigned; and in case of the death, sickness, or absence of the first commissioner, may choose any other of their members to preside *pro tempore*.*

And be it farther ordained, by the authority aforesaid, that the business of the said board shall be to superintend and direct the building of all vessels, whether such as are employed for the immediate annoyance of the enemy, or for expediting the transportation of troops over rivers; to manage the outfits of the same, furnish them with necessary ordnance, victualling, provisions, and naval stores; to take under their care the publick rope-walk already erected, or to erect other rope-walks and dock yards, as occasion may require; to contract with workmen builders, or other persons, for these purposes; to provide as large quantities of timber for ship-building as to them shall seem fit; to audit and pass all accounts of the expenditure of money, howsoever incurred in the naval department; to recommend proper persons to the Governour and Council, or the executive power, to fill vacancies in the navy or marines, who are to be approved or commissioned by him or them; to inform themselves of the state of the navy, as often as possible, by requiring proper returns and reports from the officers thereof; to draw warrants upon the treasury for the sums of money necessary for the purposes aforesaid; to keep an accurate list thereof; to cause their proceedings to be fairly recorded; to hold them in readiness to be laid before the Convention or Legislature, whenever thereto required; to remove or suspend all officers in the naval department, upon neglect of duty or misbehavior; and generally superintend and direct all matters and things to the navy relating.

Provided always, that nothing herein contained shall be construed to empower the board to alter, or in any manner affect, any contract heretofore made by the Committee of Safety with builders or other persons, to build vessels without application to them for that purpose made by the Legislature (in which case they shall determine upon the dimensions, form, size, and burthen of the same) to draw warrants upon the treasury at pleasure, without having them counter-signed by the executive power, or to interfere in any manner with the jurisdiction of the court of admiralty.

And be it farther ordained, That the board shall forthwith provide for, and superintend, the building, preparing, and outfitting of the two row-gallies directed to be built for the defence and protection of the counties of Northampton and Accomack, and of the boats necessary for the commodious transportation of troops over the several navigable rivers.

And be it farther ordained, That no member of this board, after he shall have accepted the said office, and undertaken to perform the duties thereof, shall hold any military office whatsoever, or be capable of sitting or voting as a member of the legislature; and that each of the commissioners by this ordinance appointed shall receive twenty shillings for each day's attendance at, or traveling to or from the board, in full satisfaction for his services and expenses.

1. *Ordinances Passed at a General Convention of Delegates and Representatives, from the Several Counties and Corporations of Virginia Held at the Capitol, in the City of Williamsburg, On Monday the 6th of May, Anno Dom: 1776 (Williamsburg, 1776), 42-44.*

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Saturday, June 29th, 1776.

Ordered, that Capts. Gregory and Phipp be requested to appraise the Carboose [*sic*], sails and other articles on board the *Oxford* prize which may be wanting by Capt. [James] Cocke for his cruizer, and that the same, as soon as appraised, be delivered to him.²

1. *Virginia State Papers*, VIII, 229.2. The brig *Raleigh*.BENJAMIN HARRISON, JR. TO ROBERT MORRIS ¹

[Extract]

Williamsburg 29th June 1776

. . . Our Attempts to get Tokely² Maned have hitherto been unsuccessful, & will be so till you obtain the Order of Congress that I wrote for two Posts ago, The Tobacco can not be transported to the Eastern Shore at present, unless Lord D[unmore] removes from his present Station

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

2. William Tokely, master of the brig *Fanny*.BRIGADIER GENERAL ROBERT HOWE TO THE CHAIRMAN OF THE NORTH
CAROLINA COUNCIL OF SAFETY ¹

Charles[ton, South Carolina]

June 29, 1776

Sir,

The necessity we have for powder, & the certainty of your having it replaced from Virginia, induces me to request of you, (by the desire of Gen. Lee) to despatch with the utmost expedition, as large a quantity as you can possibly spare, as the safety of this place, may probably depend upon it.

As the General has enclosed, open for your perusal, his account of yesterday's action to the Convention of Virginia, I shall not trouble you farther, on that occasion than to add, that the consequences of the action, have been more decisive, than we then thought; many dead bodies having been found; & the ship which was burnt, that was took for a 28 Gun Frigate, proves to be the *Acteon* of Thirty two guns. The enemy withdrew from the Fort with precipitance & confusion. Our people boarded the ship on fire, turned her guns upon the foe, & fired upon them, we hope with effect, saved some of the things, - & quitted her, just before she blew up. As farther particulars occur, I shall do myself the honor to transmit them; & am with the greatest respect, Sir [&c.]

Robert Howe.

1. Robert Howe Papers, UNCL.

DIARY OF MAJOR BARNARD ELLIOTT OF THE FOURTH SOUTH CAROLINA
ARTILLERY ¹

[Charleston] 29th June

Genl Orders Parole Sullivan Countersign Moultrie.

Genl Lee thinks it his duty in the most Public Manner to return his

thanks to Colonel Moultrie & his Garrison for their brave defence of the Fort in the late attack. As likewise Col: [William] Thompson & the Corps under him for their Spirited & Gallant behaviour, in preventing the Enemy from making good their landing on the East End of Sullivan Island.

This Mornng the *Acteon* was fired upon from Our Fort, the Enemy left her & put fire to her & by night she was burnt down.

1. Laurens Collection, SCHS.

JOHN RUTLEDGE TO COLONEL WILLIAM MOULTRIE ¹

Dear Sir,

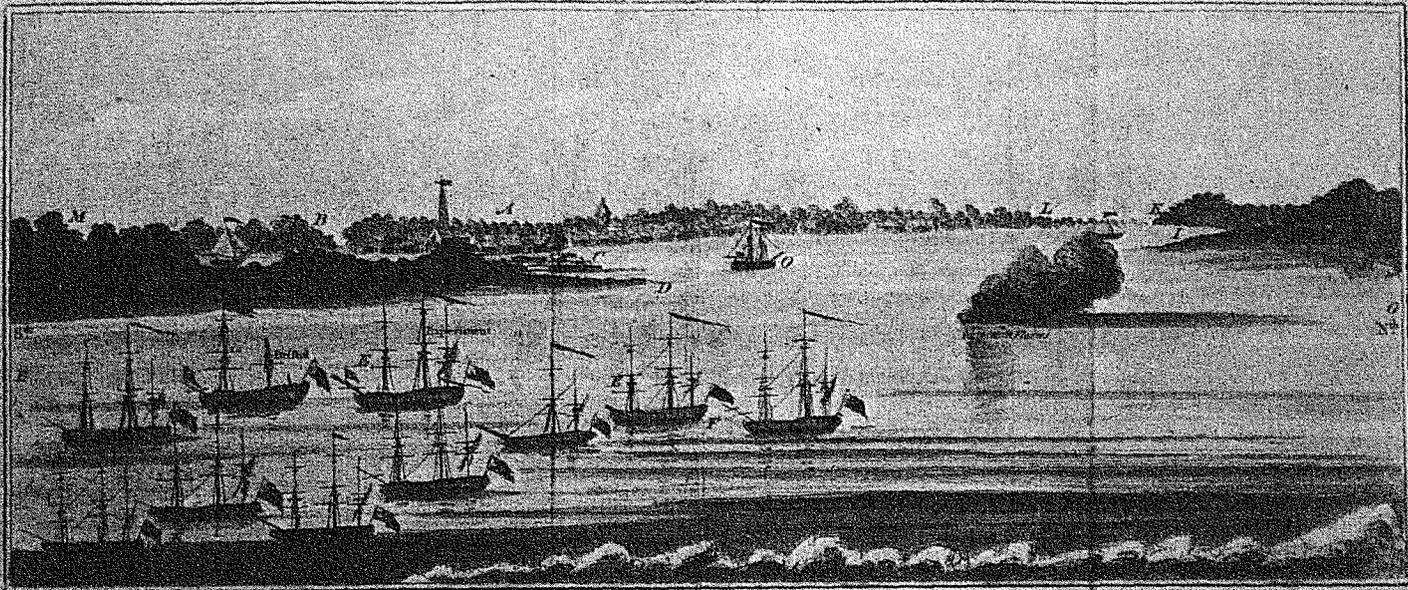
[Charleston] June 29th, 1776.

My very particular thanks are due to you, and the brave officers and men in your garrison, for their heroic behaviour of yesterday. I beg that you will receive them yourself, and make them acceptable to the gentlemen, officers, and soldiers. Seeing the necessity of supporting you properly, I will strain every nerve to supply you with ammunition: no man would go a greater length than myself in this matter; but, my good sir, you know the scantiness of our stock: I send you 1500 pounds, and think more cannot be spared: Indeed to do this, I have been obliged to get 2000 pounds from Dorchester: We must not wholly exhaust ourselves for the forts; small arms must decide the matter at last.

I daily expect powder from Eustatia, then I hope to supply you plentifully; if those gentry think proper to revisit you, after saying what I have done, you will not need any caution, to spare your powder: I beg and entreat of you only to fire your heaviest guns very slowly, only now and then, and take good aim; if a brisk fire is kept up on your side, to attempt, by any means, to equal theirs, your ammunition will soon be expended, and what shall we do then . . . I, therefore, once more request most earnestly, that you will observe this advice: I send this powder upon [Owen] Roberts' pressing it much, in consequence of a letter from Capt. [Barnard] Beekman; but yet I think it cannot be wanted, I mean, what you have had, cannot have been near expended; I think you had 21 rounds to each gun, besides the 500 pounds sent yesterday, and surely nothing like that quantity could have been fired yesterday: I presume there must be a good deal made up for the guns, that were not fired, which Beekman has not thought of when he was writing to Roberts: pray, sir, have this matter investigated, and let me have a correct state of it by the bearer, Capt. [James] Legaré, or any other good hand, coming up soon, let me have it; acquaint me if any thing, and whatever you may think material, or proper for me to know. I should mention, and you will please to communicate to the garrison, Gen. Lee's sentiment, which he thus expresses to me, 'Their conduct is such as does them the greatest honour, no man ever did, and it is impossible ever can behave better.' I hope you will caution the men with their field pieces, at the advanced guard, and the riflemen also there, not to expend their ammunition in random shot, or unnecessarily. Dear sir, yours,

J. Rutledge.

1. *Moultrie's Memoirs*, I, 168-70.



LONDON, Engraved & Published according to Act of Parliament Aug^o 26th 1776, by W^m Paden Comor of 55 Mark Lane Charing Cross.

A N. W. & V. View of CHARLES TOWN from on board the Bristol Commodore, Sir Peter Parker Kn^t, &c. &c. taken in Five Fathom Hole the day after the Attack upon Fort Sullivan by the Commodore & his Squadron, which Action continued 9 hours & 30 minutes.

A Charles Town, B Ashley River, C Fort Johnston, D Cummins's Point, E Part of Five Fathom Hole where all the Fleet rode before & after the Attack of Fort Sullivan, F The Station of the best of Frigate the Solberg, G Mount Pleasant, H Part of Mount Pleasant, I Part of Ring Island, K Wm. King's Island, L Cooper's Island, M John's Island, at the Southern Point is Fort Johnston opposite the Center of Mount Pleasant Three Miles and a 1/4 distance, N Breakers on Charles Town Bar, O Relics Schooner of 12 Guns.

*To Commodore Sir Peter Parker Kn^t, &c. &c. This View is most humbly Dedicated and presented by
Lt. Colonel Tho^s James R^{et}. of Artillery, Five Fathom Hole, South Carolina, June 29th 1776.*

JOURNAL OF H.M.S. *Active*, CAPTAIN WILLIAM WILLIAMS¹

- June 1776 At Anchor in five fathm Hole
 Friday 28th AM Light Airs and Rain till 9, then fair at 1/2 past 10 Do the Comodore fired a Gun loos'd His Fore Sails and Made a Weft of his Ensign being the Private Signal to Weigh 1/2 pt 11 Anchor'd in 1/4 less 4 fathm Abreast of the Fortification On Sullivans Island and within 1/2 Gun Shot of their Batterys The Rebels immediately began a brisk fire On us With Thirty Six Pounders. The *Solebay* Rowed Guard. Modte & fair at Noon the *Bristol* Comodr Sir Peter Parker Anchd about Our Length a Head of us and the *Experiment* about as far a Head of Him both which Cover'd the Curtain and the *Solebay* a head of him Who Cover'd the West Bastion we Cover'd the face of the Et Bastion & began a brisk fire wch Continued with great Warmth till 9 in the Evening When the *Bristol Experiment* & *Solebay*, Cut & Sliped & Went Off from the Batterys without Random Gun Shott, at 10 we Sliped the Small Br end for end and Cut the Best Br in the Splice, lost Two Bowers & two Do Anchors, but in Casting Unfortunately got a Ground,
 Saturday 29th at 2 She fluted hove her off and Run her down And Anchd by the *Bristol* in 7 fm f[ro]m 11 PM till 2 AM we was greatly within point blank of their Batterys the *Actaeon* & *Syren* struck on the Middle Ground, the *Syren* gott off, but the *Actaeon* bilg'd and Burned. Lost Shott and Hove Overboard [in] the above Engagement Boatwains Stores of Different [de]nominations as appears by Expence Book, Gunners Stores of Different Denominations part which was Sunk the Long-boat, Missing, and Shott away at the Same Time as appears by Expence Book, Carpenters Stores [of] Various Sorts Broke Shott away Cut and Lost As [ap]pears by Expence Book, Our people employed as [m]uch as they Could in righting the Ship after the [a]bove Engagement. Light Airs & Calms, Very hot and Sultry, All the Squadron as well as Ourselves Very Assiduously Employ'd [r]epairing the Damages received engaging the Batterys On Sullivans Isle which Shattered us all very Much being no less than 32 pounders.

1. PRO, Admiralty 51/5.

JOURNAL OF H.M.S. *Bristol*, CAPTAIN JOHN MORRIS¹

- June 1776 In five Fathom Hole
 Saturday 29 At 3 A M a Boat came from the *Actaeon* to acquaint the Comodore, that the Ship coul'd not be got off – Employed getting the Dead out of the Ship & clearing the Decks, At 10 Do saw

the *Actaeon* blow up, found one of the Quarter Deck, one of the Main, & two lower Deck Guns Dismounted Captain [John] Morris lost his right Arm in the Engagement.

First part light Airs & Cloudy, middle Calm, latter part light Airs & fine Weather, P M Employed knotting & repairing the Rigging · Carpenters Employed stopping the shott Holes in the sides & Ca

1. PRO, Admiralty 51/137.

JOURNAL OF H.M.S. *Experiment*, CAPTAIN ALEXANDER SCOTT ¹

June 1776 At Anchor 5 fathm hole near Charlestown
 Saturday 29 at 8 AM found the *Actaeon* on fire, within reach of the Rebels Shot, cutt away & Lost in the above Action, Boatswains, Gunrs & Carprs stores, of different Denominations particularly a Boat & Small Br Anchor & Cables, two Cable, an Azimuth & steering Compass, and a Six Poundr being Shott [in] two & old Fore Course
 Do Wr P M Variously empd about the Riggg

1. PRO, Admiralty 51/331.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS ¹

June 1776 At Anchor off Cummins Point
 Saturday 29 at 6 A M finding the *Acta[e]on* could not be got off they set her on fire shifted our Birth further down Anchd with sheet Anchor in 4 fs found one Man killed & 6 wounded & 2 of our 9 Pounders dismounted

1. PRO, Admiralty 51/909.

JOURNAL OF H.M. SLOOP *Ranger*, CAPTAIN ROGER WILLS ¹

June 1776 Moor'd in Ranger Creek
 Friday 28th heard Several Guns fir'd saw from the Mast head the fleet [un]der sail running up to Sullivans Isld, saw the firing from the Isld & Ships.
 First and Latr parts Mode Midl light airs wth Thundr Lighg & heard from Noon till 8 (PM) a very heavy Cannonading between the [Fle]et and Sullivans Isld, the Captain went up and [illegible] in the Evg and saw one of the Frigates onshore,² at 10 the Firing Ceased.
 Saturday 29th at 4 (AM) the Captain went up the River, at ½ past 5 he saw the Frigate on [fi]re, at 11 she blew up, Empd as before –
 First part Mode & Cloudy wth rain Midl light airs latt Mode & Cloudy at (pm) sent an Officer and a boat up the River to assist the *St Laurence* [Sc]hooner,

1. PRO, Admiralty 51/769.

2. The *Actaeon*.

MAJOR GENERAL HENRY CLINTON TO COMMODORE SIR PETER PARKER ¹

Camp Long Island

29th June 1776

Commodore Sir Peter Parker Knt

As I am anxious to hear from you since your attack of yesterday, and supposing you must be busily employed after the Engagement by seeing no boat from you on her way to this Island – I have sent Capt [William Glanville] Evelyn one of my Aid de Camps to wait upon you for such information as you may think proper to give him, and at the same time to acquaint You with our Situation.

I hope to hear on his return of your Welfare & have the Honor to be &ca

H C.

1. Sir Henry Clinton Papers, CL.

“PARTICULARS RELATIVE TO THE ATTACK [ON SULLIVAN’S ISLAND]” ¹

Saturday June 29th

Observations

At 10 oClock the first appearance of an intended attack by the Fleet yesterday was the Commodore losing his sails & getting under weigh, the Flood [tide] was then made strong – The General however ordered the Artillery upon the sands & the Mortar Battery to fire upon Signal.

As the Tide rose very fast it was reported to the General that the Artillery could stay no longer with safety – The Sloops & Schooners were ordered down which got aground, reporting they had sounded & found a Bar across their head – As therefore there was no one single thing that could go down to cover our landing, till such protection could be obtained, it was thought rash by all to attempt it, and the flat bottomed boats were ordered in a situation equally apporteé to make a diversion on Sullivans Island or a Main as occasion might require.

The Commodore having promised to send Frigates to shew themselves between the Island & Haddrels point – the Troops were immediately passed to their different Stations, and the Artillery ordered to land on the Sands as soon as they could be placed there – part of them being sent to the Green Island –

At eight oClock the Genl went over to the Troops, heard that the Raft d’eau the only thing that could give us the least feeble protection was gone adrift, and anchored under the ennemys fire. the Field officers commanding the attack was such a one as he lamented to be obliged to lead Troops to, he believed it would be necessary to attempt it, & asked them whether they thought their men were steady enough to begin in the night or rather wished to wait for day

They all seemed to agree that their Men would be more steady in the day, and that they should dread night attacks with such young Troops.

The General & Lord [Charles] Cornwallis were clearly of the same opin-

ion and all thoughts of the attack were put off till next morning – when to the Genls great surprize he found the Commodore & Ships returned to their former Station, having left a Frigate aground.

1. Secret Dispatch Book, Germain Papers, CL. The “particulars” were probably written by Sir Henry Clinton.

JOURNAL OF THE BERMUDA ASSEMBLY ¹

Die Saturni, June 29th, 1776. Ante Meridiem.

The Committee of this House appointed on Wednesday last to meet a Committee of the Council to draw up an Address to His Majesty, came in and reported to the House the Result of their Conference; which was read as follows, viz.: –

Bermuda.

At a Committee of Council and Assembly appointed by both Houses, held at the House of Copeland Stiles, Esqr., on Thursday and Friday, 27th and 28th of June, 1776.

Present: –

Of the Council:

The Hon. Thomas Smith,	} Esqrs.
Jonathan Burch,	
John Harvey,	

Of the Assembly:

Copeland Stiles,	} Esqrs.
George Bascome,	
James Tucker,	
William Hall,	
John Jennings,	
Stephen Judkin,	
St. George Tucker,	
Daniel Hunt,	
Nathanial Jones,	

The Committee of the Assembly having made several Representations of the Distress of these Islands to the Committee of the Council, the Majority of the Committee of the Council agreed with the Committee of Assembly that an Address be presented to His Majesty by the Council and Assembly in the words following, vizt: –

To the King's Most Excellent Majesty: –

The Humble Address of the Council and Assembly of Bermuda.
Most Gracious Sovereign:

We your Majesty's Most Dutiful and Loyal Subjects the Council and Assembly of your Majesty's Bermuda or Somer Islands in America, with all humility beg leave to approach the Throne and testify our dutiful and affectionate attachment to your Majesty's sacred Person and Family, the most Zealous regard to the British Constitution and Government and the most unfeigned Solicitude for the Happiness and Prosperity of that Parent State which we have ever been taught to consider with the utmost Reverence. We have long regarded the unhappy Difference between the Mother Country and her American Colonies with the utmost anxiety and have beheld the Progress of them with unfeigned

sorrow and Concern, not only as the Source of innumerable Misfortunes to the whole British Empire by the Suspension of Trade and the introduction of intestine War, the greatest of Civil Evils, but as the immediate Fountain of a Torrent of Calamities by which we are likely to be overwhelmed in this unhappy Island; unless the Hand of Providence, thro' the gracious Interposition of your Majesty, shall save us from the Destruction which Threatens us on every side. We therefore with humble hope and Confidence in your Majesty's Paternal Regard to the Welfare and Happiness of a People whose Hearts have ever glowed with Loyalty to your Majesty, and your illustrious Progenitors presume to lay before your Majesty a full and candid state of the Distresses we have suffered, and are likely to feel in a still greater extreme by the operation of some of the late Acts of the British Legislature.

From the earliest settlement of these Island our local Circumstances have obliged us to rely on the Continent of North America for sustenance, as the supplies of Provisions necessary for our subsistence could only be drawn from thence, these Islands not affording above a fourth part of the Quantity necessary for the support of the Inhabitants. Having no internal staple of Commerce these supplies have been usually procured from the hire of our Vessels, which have almost immemorially been employed as carriers from the Continent to the West Indies. This with the advantage we derived from gathering Salt at Turks Islands and carrying it to the American Market has been the only means of procuring that Subsistence from other Parts, which our own Country was incapable of affording.

We heard therefore with terror of the Resolutions of the Americans to withhold all Trade and Intercourse with every other part of your Majesty's Dominions after the 10th of September, 1775. Self Preservation gave the alarm, and in such an Exigency there was no alternative but an application to the American Congress, setting forth the Situation of the Island, and requesting a Dispensation of that Resolve in favor of a People who without their aid must inevitably Perish, or a Submission to all the Horrors of Famine and General Distress. When such Motives (and such alone) influenced their conduct, the Inhabitants of Bermuda assured themselves that the Father of His People would not take umbrage at a measure dictated by the most powerful and irresistible Law of Nature. The People therefore imprest with those sentiments deputed some Persons from the several Parishes to make application for that purpose in May, 1775. At that time we scarcely knew of the dawning of Civil War, and cherished hopes that it might still be prevented from breaking out by an amicable and honourable Reconciliation. Altho' this pleasing hope has been blasted by the Event, yet we flatter ourselves that your Majesty will regard with a

favourable eye a Measure which if reprobated by the Malevolence of some, or the Misinformation and Ignorance of others was yet Dictated by necessity and most urgent of human Incentives. But we had scarcely begun to felicitate ourselves on the Dissipation of this impending Cloud of Evils before another impregnated with still more dreadful Calamities arose by the operation of the Law prohibiting all Trade and Intercourse with the American Colonies. The loss of our Trade we considered as one of those General Misfortunes from which in times of state Convulsions we could not expect to be wholly exempt. But when we beheld ourselves precluded from the means of procuring a Subsistence, our souls thrilled with horror at the Reflection. The dire alternative now left was to behold those whom the Ties of Blood and nature rendered still dearer to us than ourselves, sinking beneath the Weight of Famine and distress without the power to relieve their wants or to hazard our all and even our Liberties and Lives in obtaining Provisions for their support.

In Vain might it be suggested by our Enemies or by those who are unacquainted with our Situation that we might procure the necessary supplies from Great Britain, Ireland or the unprohibited Colonies in America. The remote situation of the Former the exaggerated prices of Provisions there, and the want of a Staple to purchase them with are Obstacles insurmountable by an indigent People, and from the latter we have found from Experience that it was in vain to hope for supply as the productions of the Florida's and Nova Scotia are scarcely adequate to their internal Consumption and the great interruption given to agriculture by the Disturbances in Canada has effectually prevented all Exportation from thence. We have therefore been compelled by our Extreme Exigencies to adopt a Conduct which those Exigencies alone could have suggested, since we have ever paid the most implicit Obedience to every Act of the supreme Legislature of the Nation by which our vital Existence has not been immediately endangered.

To your most Gracious Majesty, therefore as the Guardian and Parent of the People, we now sue for Redress of those Calamities which must inevitably involve your faithfull Subjects of these Islands in utter ruin and Destruction, unless by your Majesty's Gracious Interposition the supreme Legislature of the Realm should be induced to make such Provision in our Behalf as may remove those dreadful Evils with which we are at present threatened.

From various concurring Circumstances we are induced to apprehend that some unfavourable Representations of the People of Bermuda have been made to your Majesty, and that their Conduct has been stigmatized as undutiful and Disloyal. But we humbly trust most gracious Sovereign that such Representations will make no Impression in your Royal Breast, For there are not in your Majes-

ty's extensive Dominions a People whose Hearts are more firmly attached to their Sovereign and the British Constitution than your Majesty's Subjects of Bermuda, and therefore with submission we presume to hope that the Depredation on our Magazine cannot be imputed to them as a Crime, as from the remote and unguarded Situation of it, that Robbery could have been easily perpetrated by a very inconsiderable Number of Men. The ample Reward offered by the Legislature for the discovery of the Offenders demonstrates our thorough Detestation and and abhorrence of that Transaction, and tho' no Information has been given against any Individuals, yet we have the strongest Reason to believe that it was perpetrated by the Crews of two American Vessels, perhaps sent for that very purpose.

If we have been charged with resisting Government, we humbly conceive that our Conduct will appear to have been ever directed to it's support. If your Majesty will graciously condescend to lend an Ear to the following authentic Relation of the altercation between Capt. [John] Tollemache, of your Majesty's Sloop *Scorpion*, and some of the Inhabitants of these Islands: In September last application was made by a Lieutenant of the *Scorpion* to purchase for Exportation some Rice detained here by an Act to prevent the Exportation of Provisions then lately passed. The holder of the Rice declining to sell it the Lieutenant attempted to take it by Force which occasioned a Resistance on the part of the People and his design was frustrated. This produced a remonstrance Letter from Capt. Tollemache to the Justices of Somerset and Port Royal. The Inhabitants of those Parishes returned an answer expressive of their disapprobation of a Measure adopted in direct opposition to the Law of the Country but declared their cheerful acquiescence in the Determination of their Representatives who by adjournment were to meet the Ensuing Week in General Assembly, and at the same time preferred [*sic* proffered] a Petition to His Excellency the Governor requesting that they might be permitted to meet at the Day appointed, willing to refer the Dispute to them as the delegated Guardians of their Rights and Safety. To them His Excellency by an immediate adjournment refused to communicate the Requisitions of Capt. Tollemache, and by that means put it out of the power of the People to accomodate him with the supplies required.

This Act done in support of the Laws of our Country and for the preservation of our Lives, having been represented as an outrageous Insult on Government, we think it necessary to explain to your Majesty that any unfavourable Impressions which Malice or Prejudice might have attempted to make in your sacred breast may be utterly obliterated and expunged. That your Majesty and your illustrious Line may long reign over a free and happy People, and

that the British Constitution and Empire may continue to flourish with the greatest splendor under such happy auspices is the ardent and sincere Wish of your Majesty's most Loyal and affectionate Subjects of Bermuda.

John Lewis, Clerk of the Committee.

Resolved that the said Result of Conference is the Opinion of this House, and Ordered that it be laid before the Council for Concurrence.

Eodem Die. Post Meridiem.

Moved that the Address to His Majesty contained in the Result of Conference passed this Day, be fairly transcribed and signed by the President of the Council and Speaker of the Assembly, and that the same be transmitted to London by the first convenient opportunity in order to be laid before His Majesty. Ordered accordingly.

1. Journal of the Votes of the Assembly, 1684-90, Bda. Arch.

"EXTRACT OF A LETTER FROM JAMAICA, DATED JUNE 29, 1776." ¹

A pamphlet has been circulated here under the title of "Common Sense," which was sent hither from America. It is written with great virulence against the English administration; and its design is to stir up the colonists to assert their independency on the mother country. There are many false assertions in it, one of which Admiral Gayton had thought proper to contradict in the *Jamaica Gazette*, in the following words:

I have seen a pamphlet published in Philadelphia, under the title of *Common Sense*, wherein the Author says, that 40 years ago there were 70 and 80 gun ships built in New England: In answer to which I do declare, that, at that very period of time I was in New England, a midshipman on board his Majesty's ship *Squirrel*, with the late Sir Peter Warren, and then there never had been a man of war built of any kind. In 1747 (after the reduction of Louisburgh) there was a ship of 44 guns ordered to be built at Piscataqua by one Mr. Messervey, she was called the *America*, and sailed for England the following year; when she came home, she was found so bad, that she never was commissioned again. There was afterwards another ship of 20 guns built at Boston, by Mr. Benjamin Hollwell, which was called the *Boston*, she run but a short time before she was condemned, and those were the only two ships of war ever built in America; therefore I thought it my duty to publish this, to undeceive the Public in general, to shew that what the Author has set forth is an absolute falsity.

Clark Gayton.

1. *London Chronicle*, August 27 to August 29, 1776.

"EXTRACT OF A LETTER FROM ST. JOHN'S, ANTIGUA, DATED JUNE 29." ¹

On Wednesday [June 26] went into English harbour, a very large northward sloop, loaded shiefly with superfine flour, taken by his Majesty's ship

Portland. – And on Thursday arrived in the harbour of St. John's a topsail schooner, loaded with flour, taken by his Majesty's ship *Roebuck*.

1. *London Chronicle*, August 20 to August 22, 1776.

INVOICE OF GUNPOWDER SHIPMENT FROM ST. EUSTATIUS ¹

Shipped by the grace of God, in good order and well conditioned, by Jas. Smith, in and upon the good schooner pilot boat called the *Lovely Lass*, whereof is master, under God, for this present voyage and now riding at anchor in the roads of St. Eustatia and by God's grace bound for Philadelphia or some port in North America, to say, ten half barrels, containing five hundred weight of gunpowder, on the proper account and risk of the shipper, and consigned to Mr. Joseph Donaldson, merchant, Philadelphia, or to such committee or council of safety as may be appointed at any other port she arrives at, being marked and numbered as in the margin, and to be delivered in the like good order, and well conditioned, at the aforesaid port of Philadelphia, &c. (the danger of the seas only excepted) unto Joseph Donaldson, or such committee or council of safety or to their assigns, he or they paying freight for the said goods settled already with primage and average accustomed. In witness whereof, the master or purser of the said schooner hath affirmed to 3 bills of lading, all of this tenor and date; the one of which three bills being accomplished, the other two to stand void. And so God send the good schooner to her desired port in safety – Amen.

Dated at St. Eustatia, June 29, 1776.

John Taylor.

1. *New York Provincial Congress*, II, 238.

30 June (Sunday)

COMMODORE MARRIOT ARBUTHNOT TO VICE ADMIRAL RICHARD HOWE ¹

(Copy)

Halifax the 30th June, 1776

My Lord The Eleven Sail of Transports having kept pace with the *Renown* in equipping themselves to proceed to their destination; I have ordered Captn Banks to take them under his Convoy and directed the *Hope* Captain Dawson to assist in performing that Service, as at this Season the Fogs are intollerable.

The *Milford*, Captain [John] Burr arrived here yesterday to Victual and Water, which I have compleated to four Months, and ordered her Commander to Sea immediately: as at present not one Ship of War is on this Coast, and many small privateers are hovering near Boston, and I am very apprehensive will soon find their Way to our Neighbourhood: so soon as they learn the State of the Coast.

Permit me my Lord most earnestly to represent to your Lordship the necessity of a Ship to be stationed at this, because it is a place where all the Rebellious Subjects are confined, but no place is to be found for that purpose, the few Prisoners which General Howe brought Hither he was obliged to ask for the Province Goal, a small miserable Place, and since his