

# **Naval Documents of The American Revolution**

**Volume 9**

**AMERICAN THEATRE: Jun. 1, 1777–Jul. 31, 1777  
EUROPEAN THEATRE: Jun. 1, 1777–Sept. 30, 1777  
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**Part 3 of 5**

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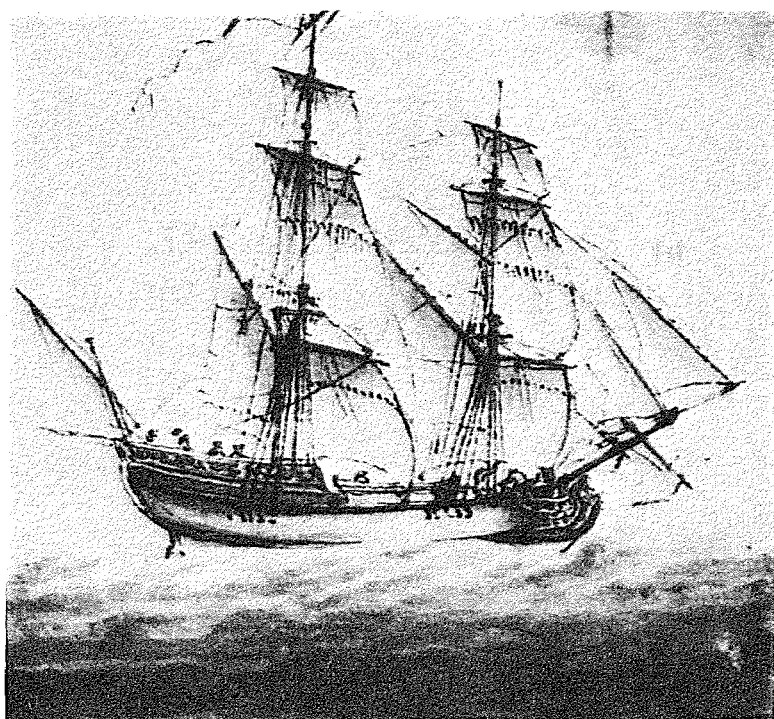
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# EUROPEAN THEATRE

*From June 1, 1777, to September 30, 1777*





## EUROPEAN THEATRE

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### SUMMARY

A letter written from Dublin in July noted: "Our trade with Waterford, Corke, Belfast, and Derry, is entirely at a stand, in consequence of the swarms of American privateers which infest our coast." Similar cries of alarm and pleas for convoy protection came from other port cities in Ireland, England and Scotland.

While all American raiders were called privateers, a three ship Continental Navy squadron, with Captain Lambert Wickes as senior officer, was wreaking particular havoc on British merchant shipping.

Gustavus Conyngham was once again at sea from Dunkerque in the newly outfitted Continental Navy cutter *Revenge*. Silas Deane wrote to Robert Morris that Conyngham's exploits had made him "the terror of all the Eastern Coast of England & Scotland."

The Royal Navy countered the serious American assault on Britain's trade by increasing the number of patrol areas and ships assigned to search, capture, or destroy missions. This stepped-up effort had its effect. Mill Prison at Plymouth, and Forton Prison, Portsmouth, received increasing numbers of rebel seamen.

Increasing use of French ports by American armed vessels, and the presence of their prizes in those ports, led to a storm of protests by Lord Stormont, British Ambassador to France. To give the appearance of responding positively to English complaints, King Louis XVI issued edicts restricting American activities in the ports of his kingdom. As a consequence, prizes began to be diverted to Spain.

The American Commissioners in Paris, considering the current political climate, ordered the *Reprisal*, Wickes, and *Lexington*, Captain Henry Johnson, to sail for the United States. But two days out of Morlaix on his homeward passage, Johnson encountered H.M. cutter *Alert*. After a close hot engagement *Lexington* surrendered, and Captain Johnson was sent a prisoner to Mill Prison.

1 June (Sunday)

SILAS DEANE TO JOSEPH HYNSON<sup>1</sup>

Sir,

You will receive herewith Letters for Mr Eyries &c at Havre du Grace which on your arrival deliver; if the *Anonyme*, is gone, you will loose no Time, in following her to Nantes, and on your going on board take a Careful Inventory of her Stores, inquire her Age, & Ascertain her just Value which You are immediately to send Me an Account of, leaving the Copy, of the Letter You may write, with Mr Williams of Nantes that he may forward a duplicate of it to Me, in case the original fail – Mr Williams will procure a Cargo for the *Anonyme* in which you will embark, as a passenger for the West Indies to which she must appear to be destin'd, but before you sail the Capt'n must sign Orders to be directed by You in every thing You will stand as far North as to fall in with Portsmouth in New Hampshire if possible, & make the first safe port to the East of Rhode Island unless by speaking with any American or others you receive advice to the Contrary. You are to be very cautious, who you speak to at Sea, & avoid speaking with them if possible – should you be drove off the New England Coast either by Contrary Winds or the Enemy, advise you, to endeavor for North or South Carolina, & on your Arrival, deliver the Letters given you to the persons to whom they are directed and attend their Orders Wishing you all possible Success I am Sir [&c.]

Silas Deane

Paris 1st June 1777

P.S. You are to be particularly careful that no Lettr or paper, fall into the hands of the Enemy, to prevent which keep the whole always ready for sinking in Case of Accident. Your Journey being altered for Nantes, you will attend the above Instructions excepting what relates immediately to Havre—<sup>2</sup>

1. B. F. Stevens, ed., *Facsimiles of Manuscripts in European Archives Relating to America 1773–1783* (London, 1889–1895), No. 167. Hereafter cited as Stevens, ed., *Facsimiles*.

2. Hynson immediately passed this information to his British contact. See Hynson to Lieutenant Colonel Edward Smith, June 3.

JONATHAN WILLIAMS, JR., TO COMMITTEE OF CORRESPONDENCE  
IN ANY STATE<sup>1</sup>

Gentlemen

Nantes June 1. 1777.

Being appointed by the Honble The Commissioners of the United States at Paris to receive and dispatch all Expresses coming from and going to america, I have the honour to send you by the *Mere Bobie* Capt Charles Gluyo de la Cheonaye sundry Letters & packets which will be delivered to you in a leaden Box under my Seal. As the Gentleman who has contracted to furnish these Packet Boats is to provide one every month, I hope in that time to send you another; I therefore beg leave to observe that the one following may bring the answers to the present dispatches, and so on in course. I mention this at the desire of the Gentleman that there may be as

little detention as possible, but of this you are the best judges, and as in these operations the public Service is the great object, whatever measures are most proper will of course be taken.

If the Vessell arrives in Boston she will come to the address of my Father, if at Philadelphia to Richard Bache Esqr, if in another port I must beg the favour of you to deliver the inclosed Letter to some merchant in whom you have confidence for the Sale of her Cargoe, and the purchase of one in return; I have given the necessary directions as to dispatch that she may be ready to return as soon as you shall please to order.

Exclusive of the Cargo on Accot of the proprietor I have shipped twenty Bales of Broad Cloth &c agreeable to the inclosed Invoice and Bill of Lading, which are to be secured on accot of Congress and disposed of as they shall order. The Invoice expresses only the Number of Bales because I have not the particular accot of their contents, they come to me at different Times and as they arrive here I am to ship them in such ways as circumstances will permit.

I have the honour to be with the greatest Respect Gentlemen [&c.]

Jon<sup>a</sup> Williams Jr

Capt [Alexander] Wilson in a Ship from Carolina<sup>2</sup> on Accot of the Massachusetts State is safe arrived here with 1250 Casks of Rice

1. Papers CC (Letters from William Bingham and Others, 1777-82), 90, 561-64, NA.

2. *Duc de Chartres*.

JONATHAN WILLIAMS, JR., TO JONATHAN WILLIAMS, SR.<sup>1</sup>

Hond Sir

Nantes June 1. 1777 -

This will be handed to you by Captain Charles Gluyola Cheonaye of the *Mere Bobie* who come to America with public Dispatches. The Cargoe on board agreeable to the Inclosed Invoice is to your address to be sold as soon as possible for Ready Money only and the amount to be Returnd in the same Vessell if it is possible to vest it in any Goods that will answer this Market or (in failure of such goods) in hard money - The best articles are Tobacco, Rice, Indigo Flaxseed Beaver, and furr of other Kind, Bees wax Cotton, hides Deerskins Calf & mutton do Starch, salt Pork, Mohagony, cow horns Deer horns Ivory and any other Articles that will probably answer this Market &c &c I fear it will be difficult to find such Articles with us at a price that will answer, as the best of them Tobacco &c must come with as much hazard to Boston as to Europe, but some of them perhaps may be found with you from the prizes that have been brot into our port - I am desired to limit the price but at this distance it is almost imposible you have however a price current at foot which may serve as some Regulation. if you cannot load her in Return to advantage observing to keep her in the best trim for sailing and to give her the Utmost dispatch put on board her as many white Oak Staves for hogsheds pipes &c of the best quality that can be procured, as she will contain and indeed if you put other goods on board, whatever Surplus room there may be may be so fill'd up. the Staves must be fitt for water and wine casks and not for dry hogsheds - The Gentn

who owns this cargo is Monsieur Le Ray de Chaumont a Very Rich Merchant at Paris who has the American cause much at heart – and has on Various Occasions given us very Important assistance Doctor Franklin lives in one of his houses and Looks upon him as one of his best Friends besides which I myself have personally Received very great civilities from him and hope to Reap great advantage from his acquaintance and the Kind partiality he has honor'd me with. for these Reasons I cannot too strongly Recommend your most particular Attention to his Interest and the greatest possible dispatch

I have written to the [Secret] Committee on this Subject<sup>2</sup> and agreeable to Mr Chaumont desire have observ'd that as Regular packets are in future to be dispatch'd once a month the answer to these Letters this brings may be Return'd in the one that shall follow and this Plan once Enter'd upon each packet boat need be detain'd but a short time in port. all the Cargoes in the future packet boats I shall likewise address to you if they arrive in Boston if in any other Port I shall direct the surplus money to be Remitted to you which you will keep ready to dispose of according to what future orders you may Receive –

Mr Chaumont Intentions is if he can to have in Return all his Interest, because he can at any time place what he pleases in America but if he cant have all in Return his Next Intention is at least to have the first cost in Return and what ever Profit there may be to remain in your hands and at some future time he may give orders for the purchase of some Lands of which you shall be accordingly Notify'd

I have been lucky Enough to gain some Reputation among the people here for accuracy in Accots and Knowledge in Business for this Reson I beg that this Business may be managed in the true merchantile form, proper Sales of the cargo, Invoices of the Returns, and Regular Accts of what surpluss may Remain in case the Vessell should Arrive in Phila I have Consign'd her to Mr Beache [Richard Bache] if in any other Port I have left the Consignment to who Ever the Committee shall appoint and have written a General Letter.<sup>3</sup> if she arrives in Boston please to apply for and Receive this Letter – if she should arrive in any of our Eastern Ports please to send down Instructions

[Endorsed] 1st P the *Mere Bobie*

2d Copie sent by the *Massachusetts*

Capt [John] Fisk – June 6. 1777

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. Papers CC (Letters from William Bingham and Others, 1777–82), 90, 565–66, NA.

3. The general letter, giving a brief statement of purpose and directions, was addressed to "J Williams Esq Boston R Bache Esq Phila or other Gentlemen in other ports," Jonathan Williams Letter Book, January–August, 1777, YUL.

JONATHAN WILLIAMS, JR., TO CAPTAIN GLÉYO LA CHESNAÏE,  
 PACKET *Mere Bobie*<sup>1</sup>

General Rules to be observed in conducting to America vessels carrying dispatches for the Congress.

1. All the Papers, Commissions, Orders &c ought to be Made out for St Pierre de Miquelon. And no one on board Except the Captain and officers should know anything to the Contrary.

2. Speaking with any Vessel should if possible be avoided, without however going too far out of the proper course. There would be no great danger in communicating with Vessels encountered on the European Coast, but any pretext might serve for detention, and it is infinitely better to avoid this inconvenience. Nevertheless if it proves impossible, the Captain should show his clearance papers and instructions for St Pierre de Miquelon and not permit himself to be searched or detained, his Vessel being French and bound for a French Island.

3. The ships course must be directed towards the coast of New England to enter if possible into the Ports of Boston, Portsmouth, or Newberry, but carefully to avoid Rhode Island and the Ports of New London. As soon as a Vessel has entered one of the above named ports notice of her arrival must be given to the Committee of the place, the dispatches and cargo delivered, and orders awaited to return.

4. If a Vessel is chased on the New England Coast by an English Warship of superior force, the commander must gain the open sea towards the South and make sail for Virginia or the Carolinas, observing in the same manner on Arriving in any port whatsoever what was prescribed for the ports of Boston and New England. If about to be boarded by the English all Letters for Congress or the States must be thrown into the Sea.

5. If in danger of being boarded near Land it would be very prudent to throw overboard all the fresh water, and to plead the necessity of watering as the reason for Running into the first port. Circumstances may offer other similar excuses which should not be Neglected.

Signed on behalf of the representatives of Congress.

Jon<sup>a</sup> Williams Jun<sup>r</sup>

I acknowledge having received from Mr Jonathan Williams the orders of which what is herein written is a True Copy – and to which I promise and bind myself to conform.

Signed in duplicate at Nantes 1st June 1777

Ch<sup>s</sup> Gluyo de la Chisnaye <sup>2</sup>

1. Stevens, ed., *Facsimiles*, No. 255.

2. Captain La Chesnaye reported his arrival at Portsmouth, New Hampshire, on July 14 in a letter to Williams dated August 11, 1777, Franklin Papers, vol. 71, 112, APS.

## 2 June

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

My Lord

Admty Office 2d June 1777

Captain [James] Worth the Regulating Captain at Liverpool, having in his letter of the 27th past informed my Lords Commissrs of the Admty that a Bermuda built Sloop called the *Active*, John Osborne Master bound from South Carolina to France has been brought into Liverpool by Joseph Ring the 2d Mate who with three other English Men and two Dutch Men

rose and took possession of her; And their Lordships having directed Capn Worth to send the Crew of the said Vessel (except the Mate and five men abovementioned) by the first Tender to Plymouth to be disposed of as your Lordship shall direct; I am commanded by their Lordships to acquaint you therewith and that the said Persons are to be sent to Mill Prison having been taken in an Armed Vessel with a Commission from the Congress. I am &ca

P S.

P S. It appears that John Osborne late master and Jos: Price Chief Mate of the said Vessel was set on shore by a Pilot boat they met off Kinsale.

1. PRO, Admiralty 2/555, 39-40.

*Public Advertiser*, MONDAY, JUNE 2, 1777

London.

The Lords of the Admiralty have given Orders for two fourth Rates to be stationed to cruize between Cape St. Vincent's and the Streights of Gibraltar, for the better Protection of the Trade from the Mediterranean against the American Privateers, of which there are a great Number cruising in those Latitudes.

*London Chronicle*, SATURDAY, MAY 31, TO TUESDAY, JUNE 3, 1777

London, Monday, June 2.

Capt. Kelly writes to his owners from Dunkirk, that at length, after going through many ceremonies and being at great expence, he had his ship the *Joseph* which was carried in there by Cunningham, delivered into his possession, and that he was preparing to proceed on his voyage to Hamburgh.

"EXTRACT OF A LETTER FROM HARWICH, JUNE 2." <sup>1</sup>

I send you this for your information as well as that of the Post-master-general, that the *Prince of Orange* packet-boat arrived here this morning at five o'clock from Dunkirk.

1. *London Chronicle*, June 3 to June 5, 1777.

BENJAMIN FRANKLIN AND SILAS DEANE TO JOHN JAY <sup>1</sup>

Dear Sir

Dunkirk [*sic* Paris] <sup>2</sup> 2nd June 1777 -

We refer the Committee to ours to You of the 26th ulto of which we sent Duplicates, should either arrive, but apprehensive of the Contrary, we send You the Substance in this. The Brittish Commerce in Europe, especially in the North, is unguarded, the Greenland Whale Fishery & the Hudsons Bay Shippis in particular. Could two or three of our Frigates accompanied by lesser swift sailing Cruisers get into those Seas in the Months of August or September, a valuable part of the Commerce of our

Enemies might be interrupted. As Tobacco Rice &c are in great Demand in France & Remittances wanted, we submit to the Congress the sending out some of their Frigates loaded with these articles for Nantes or Bourdeaux, and whilst their Cargoes were disposed of, they might refresh themselves, & make a Cruise against the Enemy. The Coast of England to the West is unguarded either by Land or Sea. The Frigates capable of landing five hundred Men might destroy several of their Towns, which would alarm and shake the Nation to the Center, whilst the Ships might fly and take refuge in the Ports of France or Spain, but suppose the worst, that they are intercepted in their Retreat, the inevitable Consequences of so bold an attempt will be sufficiently injurious to justify the measure. But this must be done by a Coup De Main, and there can be no great apprehension of any Difficulty in retreating, since by means of the daily Intercourse between the two Kingdoms we might know the exact Situation of the brittish Fleet and Commerce in the different Ports, and never attempt until we had a fixed object in view, and were masters of every Circumstance. The Ship building at Amsterdam will be near as strong as a 74 and may join the Squadron in the Months of February or March. The East India [fleet] will be returning to St Helens, & there waiting for a Convoy, which is a single man of war. Three Frigates on that Station might effect a most prodigious affair, and if they first came to Europe as in the [course] of trade, it would be much less suspected, as they might set out from a Harbour here, and not be supposed for any other Route, but that of going directly for america. We have no more to add, than that 4000 Hanoverians are on their march for Stade to embark for america. We are [&c.]

B. Franklin S. Deane

1. Papers CC (Letters From the Joint Commissioners for Negotiating Treaties With France and Great Britain, 1777-84), 85, 65-66, NA.
2. This is a copy made by Jay and datelined Dunkerque in error. On this copy Jay noted: "The words [under]scored in the foregoing Copy are inserted from a Letter of the 8 June of the like & no other Import - that part of the original being too indistinct to be read with Certainty -"

SILAS DEANE TO JOSEPH-MATTHIAS GÉRARD DE RAYNEVAL <sup>1</sup>

Sir

Paris 2d June 1777

I had the honor of writing You Yesterday respecting Capt [John] Adams, of Boston, whose Vessel was sunk on the Coast of Bell Isle by an English man of War since which I have received intelligence that Three 74 Gun Shippes & one 64, are sailed, to cruise in the Bay of Biscay, their names are the *Hector*, *Essex*, *Egmont* & *Exeter*; permit me to remind You, that from what You did me the honor of telling Me some time since, I was pleased with the hopes of seeing a Fleet at Sea sufficient to check the insolence of Our Enemies, & even to make some diversion in favor of Our Commerce; may I still hope for it? Or am I to see the reverse? To see the Enemies of America, (and God knows they are not the Freinds of France), extend themselves the whole length of Your Coast, intercept a Commerce

equally beneficial to both Countries, as to detain, & even make prize of Vessels belonging to the Subjects of France, only because they were supposed to have Stores on board for America, – which is the Case with the *Seine* now detained in Dominica – forgive Me Sir, I will trouble You no farther, but must ask an Opportunity, of waiting on his Excellency, to represent to him, in the true Light, many things, which are of the last importance, and the situation & appearance of which, gives me more inquietude than it is in the power of Language to express. I have the honor to remain with the Utmost respect Sir [&c.]

S Deane

P.S. Since writing the foregoing I have seen a Captn from Nantes an American who says that Capt Adams was chased by an English Man of War. That finding he could not escape he attempted to run his Vessel on shore, but the Man of War got between him, & the Land, & took him within a very small distance from Shore, & the report was that taking out the People he sunk her. Letters from London mention the Same thing so that I have no doubt of the Truth of it. Captn [Henry] Johnson; going out of Bordeaux, was chased before he was out of sight of the Tower but escaped.

I have seen Mr [Ferdinand] Grand this Moment who has greatly alarmed Me; he says that his Excellency told him to tell Me, that I had been ill advised, & was betrayed, but did not inform Me in what. With respect to the Cutter at Dunkirk, I mean that last purchased, in which individuals are interested, I can only say that I advised my Freinds to get her away as quick, & as silently as possible, & to stand directly off the Coast, & on no Consideration, permit her, to return to France or near Any of its Ports. if I shall be instructed to give better advice I shall most readily do it & I doubt not, my advice will be attended to, but the owners have already expended Two Thousand pounds Sterling in the purchase & repairs, which they cannot afford to loose. I hoped farther that Capt Cunningham [Gustavus Conyngham] & his People might get a passage in her, to their Own Country, where they may be usefull. I hope at least they may be dismiss'd from Prison, & be permitted to depart in such manner as they can, though if they disperse, there will be danger of their not returning, & consequently of Our loosing a Number of brave, and honest Subjects. I can only add, that I am ready to follow most exactly the advice which shall be given Me, on this, & every other Occasion by his Excellency, but am at an uncertainty, what to do untill more explicitly informed.

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 201-02, LC Photocopy.

#### CAPTAIN JOHN FISK TO SAMUEL PHILLIPS SAVAGE<sup>1</sup>

Sir

This day I shall take on board the lighter to carry down to my Vesel 60. Chestes of Arms sum bails of blankets sum bails of Wollins 20 Ton of lead and Other things As many as I can stow & shall proceed for Boston as



soon as possible. the *Tyrannicide* is not Arrived I am afraid she is taken<sup>2</sup> Capt Clouston sailed 5 days past –<sup>3</sup> I am with Respect Sir [&c.]  
Jn<sup>o</sup> Fisk

Nantz June, 2, 1777

Pray Excuse haste

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 230.

2. *Tyrannicide* arrived safely at Bilbao.

3. Commanding Massachusetts Navy brigantine *Freedom*.

CAPTAIN ALEXANDER WILSON TO THE MASSACHUSETTS BOARD OF WAR<sup>1</sup>

Gentlemen

Nantz June the 2d 1777 –

It Gives me the greatest pleasure imaginable that I am favoured with an opportunity to advise You of my Safe arrival at this place the 27th of May after a passage of 36 Days upon Which Nothing material happened, I am Not able to Inform you any thing of the affairs here but must Refer you to the Merchant

rice Sold Last Week at 27 Livers and is upon the fall

I am With great Respect [&c.]

Alex<sup>r</sup> Wilson<sup>2</sup>

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 231.

2. Master of the *Duc de Chartres*.

3 June

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

Sir,

Admiralty Office 3d June 1777.

Having laid before my Lords Commrs of the Admiralty your letter of the 27th ultimo, acquainting them, by Lord George Germain's Directions, with the Information his Lordship had received respecting a Brigantine fitting out at Amsterdam, to be laden with Arms & Ammunition for the Rebels in North America; I am commanded to acquaint you, for his Lordships' Information, that if it is His Majesty's pleasure that Orders be given to the Captains of His Majesty's Cruizers to intercept the Brigantine above-mentioned, it is necessary to be exceedingly particular in the Description of her, as otherwise it will certainly occasion the examining many Dutch ships, and probably the bringing some into Port that may not prove to be the Ship in Question, which will not only interrupt the Voyage of such Ship, but expose the Captains of the Cruizers who bring them in, to heavy Damages for so doing.<sup>2</sup> I am &c

P. Stephens

1. PRO, Colonial Office 5/259, 176–77.

2. Knox responded on June 10 that his informant was "not able to give a more particular description of the said Brigantine," PRO, Colonial Office 5/127.

*Public Advertiser*, TUESDAY, JUNE 3, 1777

London.

An American Privateer, which cast Anchor and looked into Milford-

Haven the other Day, appears to have been hard run by a King's Ship, who had chased her some Days; and her going boldly into that Harbour deceived the Man of War, who, from the Freedom and Familiarity she shewed in those Seas, took her for a Merchant Ship, and so quitted her.

JOURNAL OF SAMUEL CUTLER<sup>1</sup>

[Mill Prison, Plymouth]

June 3, Tuesday. Fifth remove. Nine Americans – myself included in the number – sent on shore to the Fountain tavern for examination. We were escorted by seven soldiers and four midshipmen – before three justices at the above tavern, appointed on purpose to examine the prisoners. After four hours examination together, and separately, we were delivered to two constables and seven soldiers, to be committed to Mill Prison for high treason.

At 4 P.M., 3d June, 1777 I arrived at Mill Prison within quarter a mile of Plymouth town (?). There are four prisons all together. We are all committed to the largest – 132 feet by 23 – without any distinction, officers, people and negroes all in the same room. We are treated worse than the French were last war in these prisons. We are debarred pens, ink, paper, rope, candles, &c. No person is allowed to come into the outer yard to speak to us. We have no communications with any person except Mr. Cowdry, the prison keeper, and the turnkey. Cowdry is as great a tyrant as any in England, and uses us with the greatest severity. Our allowance is  $\frac{3}{4}$  lb. beef, 1 lb. bread, 1 qt. very ordinary beer, and a few greens per man for 24 hours. The beef when boiled weighs about 6 oz. This is our allowance daily, except Saturday, when we have 6 oz. cheese instead of the beef. To sleep upon, we have a hammock, straw bed, and one very thin rug.<sup>2</sup>

1. "Cutler's Journal," *New-England Historical and Genealogical Register*, XXXII, 186.

2. Cutler was captured in the Massachusetts privateer brig *Dalton*. See Volume 7, 802.

JOSEPH HYNSON TO LIEUTENANT COLONEL EDWARD SMITH<sup>1</sup>

Dr Sir

[Paris, June 3, 1777]<sup>2</sup>

I have never heard from you since the letter sent me by your man, on your arival in England which I think a little hard of it almost made me determine to write you no more but as I gave you my word to serve you wh[en]ever it was in my power, I am now Just going to leave Paris to proceed for nants there to take charge of a large Ship to load with Cloathing for amerreca there is a ship loading at Marsals [Marseilles] that will be of more consequenc to you than any gone from france since the disputes began She will load with sixteen brass morters & commanded by a french officer who has a commeson in the french service She will clear out for Martinico but I think may be easily taken before she leaves the Straits the Capt name Lundy [Pierre Landais] Set off[f] from this place last night his ship will mount Eighteen guns will carry Eighty m[e]n my ship will be about the same force, the french seem much at a loss to know how to act at preasant for I have been this three weeks ready to set of[f], but the

matter was never finally settled with the french till friday last when they determened the cargoes might be Shipt, they are from the Kings stores therefore you may Judge the part the french are acting, I should have been fond of bringing this Inteligence myself, which might have been perform'd had lord Stammont [Stormont] known me as well as you do, you know that I never wanted to take an active part against you I waited on lord Stammont as you desired but that Gentleman with his young Secretary thinks I am rather a spy sent by Mr Dean to get all I can out of them but I hope you can clear me of any charge of that kind that might be laid against me, there is a privateer that is fiting out at the same place which you may keep a look out for I dont like to inform agai[n]st my friends the Cap<sup>3</sup> of her is now with me I beg as a favour you would be cautious about Capt Lundys Ship for everything on that head is a great secret should there anything be Said of it in England they will know it came from me it will be of great conseque to them to loose she is a more valeable cargo than any gone from france you will manage that matter as you think best Mr Dean never knew of my going to Ld Stammonts but once, if I can have an Oppertunity will write you from nants yrs Sincirely J

1. Stevens, ed., *Facsimiles*, No. 165.

2. Date established by George Lupton's letter of June 4: "Yesterday he [Hynson] went from hence for Nantes." *Ibid.*, No. 168.

3. Thomas Bell.

#### 4 June

#### JOSIAH SMITH TO BENJAMIN FRANKLIN<sup>1</sup>

Honoured Sir

London June 4th 1777

I was born in the State of Massachusetts Bay and educated in the University at Cambridge, where I commenced in 1774 from which time I applied myself to the Study of Physic & Surgery till January 1777, when I took Passage in the Ship *Montgomery* of Newbury Port bound to Bordeaux. But on the 14th of March Just as we were verging upon the Coast of Europe, we had the misfortune to be chased & taken by King George's Ship *Albion* of 74 guns; ours being a merchant Ship laden with Masts Spars, &c: We were sent into Plymouth & there closely confined without the least distinction or difference to rank or title; and part of the time on short allowance. And after being divested of every thing (except our clothing) even to the little money which I had in my pockets and after much difficulty I obtained my liberty at the expiration of two months; and this by virtue of my being a passenger and their expecting that for this indulgence I should enter into their service. The ship's company after losing all their wages & adventures were turned over to other ships & compelled to do duty; and though they resolutely swore that they were subjects of the United States & beged to be sent to prison with those of their countrymen taken in arms, yet were compelled to serve the king –

I have been at liberty about three weeks, and when I left Plymouth there were about 200 of my country men, prisoners there; and as many more

at Portsmouth; the former of which I frequently visited; and informing them that I should go directly to France, they begged of me to represent their situation to your Honour. This I promised to do; as well as many other matters, which nothing but the want of a convenient opportunity prevents my fulfilling – What principally astonishes our many friends here in England is: that thousands of british seaman shod be allowed to return to England, at pleasure, to man the kings navy, while hundreds of americans are kept here in close confinement on short allowance!

I hoped to have got a passage directly to France, but cannot at present; therefore I propose proceeding to Bilboa in a spanish vessel which sails in about 6 days And from thence (unless a good opportunity presents there, to go home in an armed vessel) I expect to come to Bordeaux. I want much to inform your Honour of the situation of affairs here. Before I left America the Revd Doctor Cooper, of Boston, was good enough [to] recommend me to you by a letter, which I destroyed with a number of others the day on which we were taken. I have been in my Country's service by sea, & as I am now entirely destitute in a place where I have no relations, if your Honour could help me to a Surgeon's berth in some cruiser, that I may support myself till I can get to America, or help me in any other way I should esteem it a great favour. There is a gentleman Capt'n [Francis] Brown lately commander of a privateer, & had Just escaped, who would be glad of like assistance, he is coming to Bilboa with me; he was taken going to France – <sup>2</sup> If upon receiving this your honour would despatch a line directed to the care of Mr Gardoqui, Merchant in Bilboa, that I may receive it upon my arrival there, it might do me the most essential service – if I was in suitable circumstances I should, without delay, do myself the honour of waiting upon you in person. I am your Honours [&c.]

Josiah Smith <sup>3</sup>

1. Franklin Papers, vol. 6, pt. 1, 48, APS.

2. Brown was master of Rhode Island privateer sloop *Charming Sally* taken January 16, 1777. Charles Herbert, *A Relic of the Revolution, containing a full and particular account of the sufferings and privations of all the American Prisoners captured on the high seas, and carried into Plymouth, England, during the Revolution of 1776 . . .* (Boston, 1847), 247. Hereafter cited as Herbert, *A Relic of the Revolution*.

3. Smith later served as surgeon on board cutter *Revenge*, Captain Conyngham, who characterized him as "a man of a very troublesome & mutinous disposition," Robert Wilder Neeser, ed., *Letters and Papers Relating to the Cruises of Gustavus Conyngham* (New York, 1915), 218.

## 5 June

*Public Advertiser*, THURSDAY, JUNE 5, 1777

London.

A Letter from a Gentleman, who came home Passenger in the *Swan*, Captain Meadows, from New York, dated Corke, May 25, 1777, has the following:

At Baltimore there is a Congress Frigate of 30 Guns, called the *Virginia*, and nearly manned. . . . There is also another Frigate of 20 Guns, and several Privateers, ready for Sea; but want Seamen.

At Philadelphia there were three fine Frigates, one called the *Washington*, of 36 Guns; the *Effingham* of 32; and the *Delaware* of 28; besides a Number of Row Gallies, two floating Batteries, three hundred Fire-rafts, and two Fire-ships, in order to prevent the English Men of War from passing the Chevaux des Frize. The City of Philadelphia is defenceless on the Land Side.

“EXTRACT OF A LETTER FROM GUERNSEY, JUNE 5.”<sup>1</sup>

An American Privateer of twelve Guns came into this Road Yesterday Morning; tacked about on the firing of the Guns from the Castle, and just off the Island took a large Brig bound for this Port, which they have since carried into Cherburgh. She had the Impudence to send her Boat in the Dusk of the Evening to a little Island off here, called Jetto, and unluckily carried off the Lieutenant of Northey's Independent Company here, with the Garrison Adjutant, who were shooting Rabbits for their Diversion. Two Gentlemen of Consequence are gone to Cherburgh to demand them. The poor Pilferers got nothing but six or seven little Guinea Pigs made into a pye for the Gentlemens Dinner, and a few Bottles of Claret, though the Brig they took is valued at 7000 l. belonging to Squire Tupper.

1. *Public Advertiser*, London, June 18, 1777.

JACQUES GRUEL & CO. TO SAMUEL PHILLIPS SAVAGE<sup>1</sup>

[Extract]

Sir

Nantes June 5th 1777

We hereby confirm our last Letter of 9th May; of which you have a triplicate pr Capt [John] Fisk on whom we have Loaded the following Merchze (Viz:) 25 Bales of Blue & Red Cloths two Bales quant 100 Doz: pr Worsted Stockgs one Bale Thread Do 50 doz: pr 10 Bales of Blankets qt 522. 1 do Coverlets de Ploc qt 141. 2 Cases qt 257½ Gross large & 269½ Gro [small] buttons white mettall No 1 – 1 bale qt 10 Ps sail Cloth, No 3 – 2 Cases qt 1000 Gun Locks. 60 Cases qt each 25 Guns being 1500. New Guns 227. pigs of Lead & 3 bls Gun powder – the whole addressed to the board amounting to 94019#. 18. 6 – which please to place to the Credit of our Account.

As soon as Capt Fisk arrived, for the present we took part of the Goods intended for the *Nantes & reprisal* to hasten the Dispatch of the *Massachusetts* who will sail the first Wind. . . .

We advise you with much Satisfaction of the Arrival in our River of your Ship the *Duc de Chartres* 30th May last from Carolina after 36 days passage with a Cargo of 952 Bls. Rice. We are now unloading that Ship, & shall immediately dispatch her with such Goods as you have ordered.

We likewise advise you of the Arrival at Bourdeaux of yr Ship *Bunker hill* Capt [John] Clark, who informs us that his ship sails very ill, & as his Cargoe is of the same kind with those recd by the *Versailles* & *Nantes*, we have thought proper to leave her at Bourdeaux lest she should fall into the hands of the English cruising in the bay of Biscay; We likewise design to

sell the *Bunker hill* at Bourdeaux & to bring her Crew round here by Land to go home in Capt [Nathaniel] Carver who stands in need of them.

It is with concern that we advise you of the Capture of the Schooner *Lynch* John Adams master, her back Cargo, being on Accot of the Congress. We are &c

Signed J<sup>que</sup> Gruel & Co

1. Mass. Arch., vol. 152, Board of War Letters, 1776-1777, 233.

## 6 June

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

My Lord

[Admiralty Office] 6th June 1777

My Lords Commissrs of the Admiralty having receiv'd Intelligence that two French Ships were fitting out on the 21st of last Month either at Marseilles or Toulon, (believed to be at the former) that they were to be purchas'd or at least freighted by Mr Deane, to be laden with different sorts of Goods for the use of the Rebels; were to mount Vizt one 18 Guns, the other only 12 or 14 though she will be pierc'd for 20, that the largest is about 400 Tons, the other about 340, that they will be mann'd with French Sailors, carry French Colours, and clear out for some of the West India Islands, but that their real destination was new England, with a liberty however, to make any safe Port in No America; that they will carry double Commissions, an ostensible and a secret one, that there will be on board each Ship a French Captain and one with a Commission from the Congress, that one [Joseph] Hynson is to have the direction of the expedition, that the other it is believ'd will be a Frenchman by birth, but in the Service of the Congress & bearing their Commission;<sup>2</sup> that there will be 12 brass Mortars put on board Hynson's Vessel which is the largest of the two; that Hynson was to receive his Instructions from Mr Deane on the 22d ulto and to set out immediately from Paris to Marseilles, but that as the Ships had not then taken in their lading, it would be some Weeks before they could put to Sea; I am commanded by my Lords to communicate the above Intelligence to your Lordship, in order that you may order your Cruizers to keep a good look out for the said Ships and to seize them in case they should appear upon the Coast of No America; and I am at the same time to acquaint your Lordship that Hynson the Person above mention'd is (as appears by a Description their Lordships have had of him upon another occasion) a lusty black looking Man, and that, tho' perhaps he may endeavor to disguise himself, he must be easily discover'd, having strong marks of an English Seaman, and that there is reason to believe that the discovery once made will lead to every other & unravel the whole iniquitous Project, as he, if once taken, may be easily induced or compelled to tell all he knows. I am &c.

P. S.

The Rt Honble Ld Visct Howe

By the *Experiment*

1. PRO, Admiralty 2/1334.

2. Pierre Landais.

JOHN PORTER TO BENJAMIN FRANKLIN<sup>1</sup>

Sir

St Malo June 6th 1777 –

I hope you'll Excuse my Presumption In thus Addressing you as, It is not only In Order to Acquaint you of my Misfortune by being taken on the 1 Inst of May by the *Foydrant* [*Foudroyant*] Capt [John] Jervis, within a few Leagues of Nants River to which Place I was Bound In a Bermuda Built Sloop Cald the *Alice* Belonging to Messrs Thoms Savage, Blake, Russell, Grenwood & Compy Merchants In [illegible] Charles Town So Carolina, & after being taken I was Carried into the Port of Plimouth from whence I have In Some measure made my Escape In a wretched miserable Condition to this Place Yesterday, from the worse than Turkish Enemies the English, and now tho at Liberty Know not which way to turn my Self as I am In a Strange Country the Language the People I am totally Unacquanted with and Destitute of every Necessary of Life.

I have Also as I think It a Duty Incumbent on Me to Acquaint you of the Curcumstance of Numbers of my Poor Countrymen who have faln Into the hands of the More Cruel than Turkish Ennemies, by whom they are Committed to Mill Prison at Plimouth as Felons, After being in Confinement on board the Ships For some time Past; where they are Deny'd Candle Pen Ink or Paper or even Fire to Light a Pipe and what Is worse their friends are not Admitted within the Prison yard walls by the Centries, which are Placd at a few Yards Dist from Each Other, & It is the Particelar Desire of Capt John Adams that I Should Acquaint you of his being taken on the 9th Inst of May by the Same Ship within a League of Bell ile after we Came to Plimouth and had Paid the Examination on Shore both of Us got a Clearance throug Favr of Capt Jervis Immedly but Unfortunately for him within 3 or 4 Hours Afterwards he was Sent Back to Confinement on bord the *Foydrant* untill An Answer should be Reced from the Board – I Immedeatly made off and Happily Got a Secure Retreat in Plimth till I Affected In a Disguise my Escape from thence; I Shall Sett off Tomorrow for Nants (Shall make Bold to Acquaint you Particularly Relative to the Curcumstances of my Poor Countrymen & with their Usage & A Schetch of the Terrible Unheard of Enterogatories which they Lay before us to be answerd on Oath, as Soon as I arrive their)

I dare to say you'll not Call me to mind by my Subscribing my Name as I was but a youth when I had the Honour of Speaking to you at your Lodgings In Craven Street London when Recommd to you by my Step-father Mr Hugh Hughes Since which time I have been Employ'd by Diff't merchts in Several Parts of the World and Scrap'd together three or 400 Hundred pounds and by this Unfortunate Stroke have Lost every thing Please to Excuse my Unconnected Manner of Writing for my mind Seems to be a Good Deal Agitated by the Terrible Scene of Distress that I Seemingly have to Wade through before It Shall Please God for me to Arive Again to the Land of Liberty mean While I Remain [&c.]

John Porter

P S Capt Adams was Taken In a Schooner the Reason of his being Detaind was I understand that he had Arms on Board – my Guns when I

found I Should Inevitably be taken I hove Over Board and they Never Discovd that I had any Guns or a Commissn as Letter of Mart [Marque] Untill I was Out of their Reach –

1. Franklin Papers, vol. 6, pt. 1, 50, APS.

## 7 June

*Public Advertiser*, SATURDAY, JUNE 7, 1777

London.

The *Brooks*, Noble, from Africa, is arrived at St. Vincent's, after an Engagement with a Privateer of ten Guns to the windward of that Place, in which the Privateer lost her Mainmast, and was so much damaged that the People quitted her, and got on board a Schooner that was in Company, which blew up soon after they were on board, and fifty-five People perished: Ten were saved (among whom was the Captain of the Privateer) and lodged in Gaol at St. Vincent's.

The Cargo of the *Aurora*, which was lately taken from the Americans, and carried into Liverpool, was within these few Days sold for the Sum of 28,600 l. two-thirds of which, it is said, his Majesty has most graciously directed to be given to the Captors, who being no more than eight in Number, will share, after the Expences of the Condemnation of the Vessel, and all other Accounts relating to her are paid, upwards of 2000 l. per Man.<sup>1</sup>

1. See Volume 8.

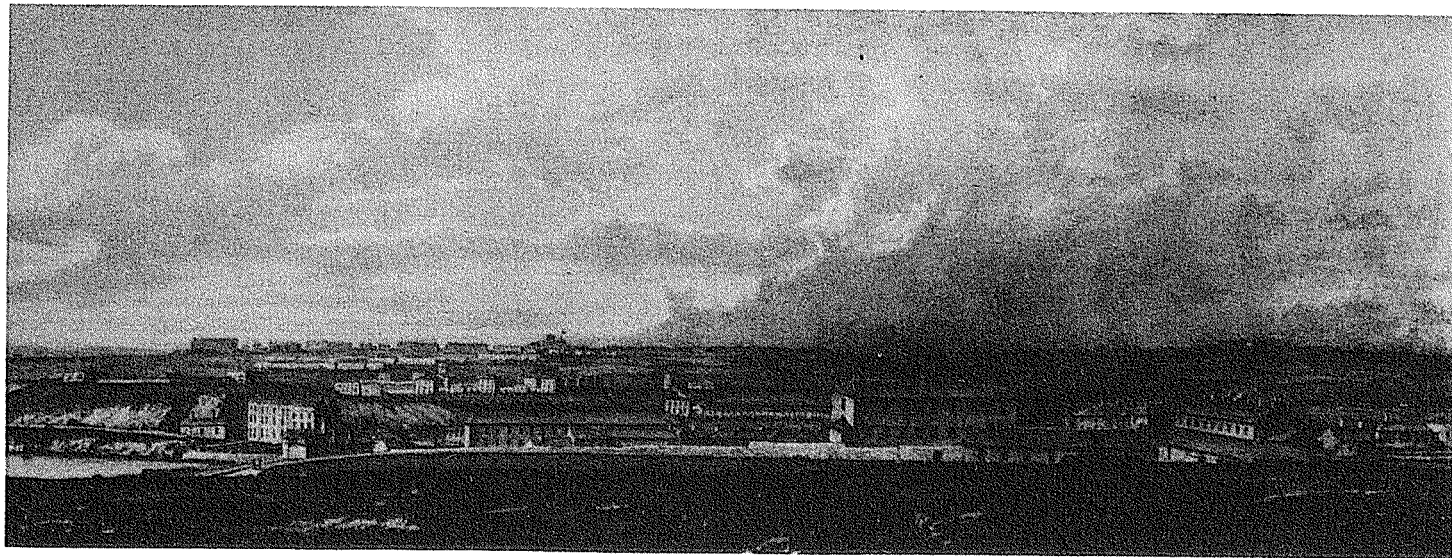
## JOURNAL OF CHARLES HERBERT<sup>1</sup>

[Royal Hospital, Plymouth]

[1777. June] 4. As we were discharged yesterday, and the boat did not come for us, we were again put upon cazzelteers and draw only a quart of milk, and a half pound of bread. Today is the King's birth-day, and there is great firing of cannon, and chiming of bells, in Dock and Plymouth. This morning about three o'clock, another prisoner died of small-pox – the same person who jumped from the window, as before mentioned. He was taken in the privateer sloop *Charming Sally*. After he was dead, his coffin was brought, which proved to be near six inches too short. But rather than have another made, they jammed him into that, in a most shocking manner.

5. This morning early, the boat came for us and twelve of us went on board and were carried along side the *Blenheim*, to which ship our company, and that of Captain [Francis] Brown, had been removed since we went on shore. Four of the twelve that were in the boat belonged to the captain's crew.<sup>2</sup> They were put on board the *Blenheim*, but the rest of us were carried on shore again, and guarded to the Fountain Tavern, to be tried by the judges; for that is the place where they sit. We were put into a small room, surrounded by a guard, and having eat nothing through the day, were very weak; so we got the soldiers to boil us a little meat, which we had obtained at the hospital. After this, we were all called up before the judges and examined. They asked each of us in what province we had been





*Mill Prison, Plymouth*

born, and whether or not we had a commission from Congress? At what time we entered on board the *Dolton*? Whether we were taken by the *Reasonable* [H.M.S. *Raisnable*]? To each of their questions we answered. We were then sent below into the little room again; then we were called up the second time, one at a time, and asked the same questions, to which we answered. They then read them over to us, and asked us if it was true, to which we replied it was. We told them we were out to fight the enemies of the thirteen United States. After we were examined one by one, the third time, we were all called up together, as at the first, and our commitments were read to us and delivered to the constable. My commitment read as follows:

"Charles Herbert, you are supposed to be guilty of the crime of high treason, and committed to prison for the same until the time of trial."

We were then delivered to the constable, and guarded to Old Mill Prison, Plymouth.

Alas! I have entered the gates but the Lord only knows when I shall go out of them again.

June 6. Our allowance here in prison is a pound of bread, a quarter of a pound of beef, a pound of greens, a quart of beer and a little pot-liquor that the beef and greens are boiled in, without any thickening, – per day.

7. Pleasant weather, but we are kept in all day as a punishment for a misbeholden word spoken to the sentry on guard.

1. Herbert, *A Relic of the Revolution*, 42–44.

2. From *Charming Sally*.

"COPY OF A LETTER FROM GOVERNOR LE MESURIER TO MR STEPHENS,  
DATED ALDERNEY THE 7TH JUNE 1777"<sup>1</sup>

I think it incumbent on me to acquaint their Lordships that Andrew Nastel Mate and Six Mèn, lately belonging to the Brig *Good Intent* of Guernsey, Paul Bieuvenn Master, are just arrived from Cherbourg and report that they were boarded by an American Privatier the 5th Instant about 4 oClock in the Afternoon, in Sight, and not two Leagues off this Island, and the next morning carried in the Harbour of Cherbourg, where they were put on Shore. The Brig was Loaded with Ginn and Oil, and bound from Rotterdam to Guernsey. The Privatier is a small black Schooner about 25 Tons, long built but very low, and when they want to fight they ta[ke] up their Hatches fore and aft and Stowd in the Hold. They carry Two Carriage Guns (4 Pounders) & Six Swivels with 32 Musquets, and had on board 26 Men, One of them a French Pilot. None of the Guernsey Men, knows the name of the Captain, who took them,<sup>2</sup> but they say that the Vessel is called the *Montgomery* belonging to Maryland, from whence they have been out five Months and had taken four Prizes, besides this; One of which th[ey] sent to America with four of their Men on board. The Capt of the Privatier set out Yesterday afternoon, in a Post

Chaise, for Paris to obtain Leave from the Court to sell his Prize; And Bieuvenn remains at Cherbourg 'till he knows if his Vessel will be condemned or not. —

1. PRO, State Papers 42/50, 182-83.

2. Captain John Burnell, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, X, NA.

#### VERGENNES TO THE MARQUIS DE NOAILLES<sup>1</sup>

[Extract]

No 32

M. le Mis de Noailles

at Versailles 7th June 1777.

I have received, Sir, the dispatch No 43 which you did me the honor to write to me on the 30th of last month.

The language used by Lord Weymouth to you, Sir, on the subject of the vessel *L'aimable Dorothee*, did not astonish us in the least; we know from constant experience that the English Ministry admits no other principles than those which the interest of the moment prescribes to it, and that it is needless to expect any Sort of reciprocity on its part for any delicate behaviour which may be observed towards the Court of London. But since it claims to establish a new jurisprudence relative to the search of neutral vessels, it will oblige the other powers to follow its example, or take measures to prevent it being put into practice. This will be the course which England will force us to adopt in order to shelter our navigation and commerce from the annoyances to which she claims to subject them. You may, Sir, make use of these reflections with the English Ministers; but you will only present them as coming from yourself, and as the effect of the desire which you have to aid in maintaining the good understanding which exists between the two nations. You may add that the new kind of search which the English Ministry claims to introduce must appear to you all the more peculiar that, when we made remonstrances on the Subject of the Bill concerning letters of marque, they assured you positively that this precaution would cause no damage to our commerce, and that it was only a matter of restraining that of the Americans. It is to be hoped that these observations, made opportunely, will produce some effect on the mind of Lord Weymouth, and that they may induce the British Ministry to modify the instructions which they give to their cruisers.

With regard to Captain Cunningham's fate, the account which I gave you in my preceding letter, will have enabled you to judge, Sir, the principles and motives which have directed our conduct on this occasion. We were well satisfied in advance that it would not prompt the English to gratitude; nor was it for love of them, but only to do homage to the principles of justice and equity which direct all his actions, that His Majesty acted with severity towards the privateer captain. Moreover, Sir, Lord Weymouth must know the Treaty of Utrecht imperfectly, if he confuses the case of Captain Cunningham with that of the frigate *Reprisal*. If that Minister will trouble himself to read this Treaty again, he will find there

the two cases well distinguished, as you have pointed out. I abstain from speaking of the reproaches cast on us with regard to the Help which our commerce furnishes to the rebellious colonies, because there is nothing to add to the reflections which you have made on this Subject to Lord Weymouth. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 220-22, LC Photocopy.

FRANCIS FOWLER TO BENJAMIN FRANKLIN<sup>1</sup>

My Lord

I take the freedom to Petition your Excellency, in behalf of Myself and the General Cause of america.

I am my Lord a subject of Great Britain, born in Aberdeen, I have Long served on board of different Ships of his Majesty's, which has Ever marked my Conduct.

At this juncture I have under my Command an active saitie [settee]<sup>2</sup>, Genoa Built, well fitted for the purpose of a Privateer, She mounts 10 Guns and Carries 40 men, and is in Every other respect a Vessel to cruize in the mediteranean against the avowed Ennemis of the Royal Congress of america, for this Vessel I have to move your Excellency for a Commission; that I may fall upon their trade unlooked for.

for my Character I beg Leave to refer your Excellency to my friend who presents this, which repose confidence sufficient in my conduct. I am My Lord [&c.]

nice 7th June 1777.

Francis Fowler

P S Description of the Vessel the saitie named the *Europe* Genoa Built. mounts ten Guns, navigated by forty Men, now Lying in the Harbour of nice; Commander francis Fowler.

1. Franklin Papers, vol. 6, pt. 1, 54. APS. Fowler was recommended to Franklin by a Nice merchant named Massequan. See Franklin to Massequan, August 11.

2. Ship with two or three masts and triangular sails peculiar to the Mediterranean Sea.

9 June

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

My Lord,

Admty Office 9th June 1777

My Lords Commissrs of the Admty having received a Petition from Benjn Evans, a Prisoner on board the *Ocean*, representing that He was master of the Brigantine *Constant Friend* taken by His Majs Ship *Albion*, and praying as the said Vessel was a Merchant Ship not armed, or intended to be armed, that himself and Wm Conyers, a Boy who belonged to her, and is his near Relation, may be released; I am commanded by their Lordships to send you the said Petition herewith & to signify their directions to you to set the Petitioner on Shore, agreeable to act of Parliament, if what he sets forth be true; and also to discharge the Boy, if he is not of a proper age to be entered on board some of His Majesty's Ships. I am &c.

P S

1. PRO, Admiralty 2/555, 63.

10 June

LORDS COMMISSIONERS, ADMIRALTY, TO COMDR. E. V. YATES, R.N.,  
AND OTHER COMMANDING OFFICERS <sup>1</sup>

By &amp;c,

Whereas Intelligence hath been received that several large Cutters & Lugsail Vessels are fitting out, as armed Vessels in the Neighbouring Ports of France which there is reason to believe are to be furnished with Commissions from the Rebel Congress in No America; And that they are intended to Cruize, and take the Ships & Vessels of His Majestys Subjects; You are hereby required & directed in pursuance of His Majestys Pleasure signified to Us by the Earl of Sandwich very diligently to look out for and to use your best endeavours to take & bring (or cause to be brought) into the first convenient Port in England, all Armed Cutters & Lugsail Vessels you may be able to come up with and which, from circumstances, you may have good reason to suspect to be Rebel Cruizers, Pirates or Smuglers; As also every other Armed Vessels under the like suspicious Circumstances. Given &c 10th June 1777

Sandwich Palmerston H. Palliser

By &amp;c PS

|                       |                  |        |           |
|-----------------------|------------------|--------|-----------|
| To Capt [E. V.] Yates | <i>Ranger</i>    | Slo    | Downes    |
| • [John] Harvey       | <i>Speedwell</i> | •      | Do        |
| • [Francis] Parry     | <i>Lynx</i>      | •      | Spithead  |
| • [Anthony] Kempe     | <i>Wolf</i>      | •      | Waterford |
| • [R. R.] Bligh       | <i>Wasp</i>      | •      | Dublin    |
| Lieut [William] Hills | <i>Wells</i>     | Cutter | Dover     |
| • [Thomas] Gaborian   | <i>Sherborne</i> | •      | Dartmouth |
| • [William] Smith     | <i>Folkstone</i> | •      | Fowey     |
| • [Richard] Murray    | <i>Ferret</i>    | •      | Penzance  |
| • [William] Long      | <i>Lurcher</i>   | •      | Milford   |
| • [Charles] Major     | <i>Esther</i>    | •      | Dublin    |
| • [T. B.] Mainwaring  | <i>Meredith</i>  | •      | Shoreham  |
| • [Stephen] Norris    | <i>Greyhound</i> | •      | Downes    |

1. PRO, Admiralty 2/103, 18-19.

LORDS COMMISSIONERS, ADMIRALTY, TO COMDR. FRANCIS PARRY, R.N. <sup>1</sup>

By &amp;c

You are hereby required & directed to put to Sea in the Sloop you command with the very first opportunity of Wind & Weather & proceed & Cruize between Portland & the Ram-head for the protection of the Trade of His Majs Subjects and diligently to look out for, & upon falling in with to endeavour to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America.

You are at the same time to use your best endeavours to procure Men for His Majestys Fleet agreeable to your Press Warrant and Instructions particularly from homeward bound Merchant Ships; Victualling all such

as you may procure more than your established Complement as the Sloop's Company; bearing them on a Supernumerary List for Victuals accordingly disposing of them on your return to Spithead as Adml Pye or the Commanding Officer of His Majs Ships there for the time being shall direct; And taking care to deliver with them a List of their Names with the times when they were respectively procured that they may be entered for Wages accordingly on the Books of the Ships wherein they may be appointed to serve.

You are to continue upon the above Station for the space of Ten Days after your arrival thereon & then to make the best of your way back to Spithead & remain there until you receive further orders: sending Us an account of your arrival & proceedings

Given &c 10th June 1777

Capt Parry – *Lynx* – Spithead

By &c P S

Sandwich

Palmerston

H Palliser

1. PRO, Admiralty 2/103, 19-20.

LORDS COMMISSIONERS, ADMIRALTY, TO  
LIEUTENANT THOMAS GABORIAN, R.N.<sup>1</sup>

By &c

Whereas we have received information that a small American Schooner Privatier of 2 Guns & 6 Swivels Mannd with 23 Men (4 of whom are Frenchmen) was lately Cruizing off of Rock Dovie about 7 Leagues to the Southward of Guernsey; <sup>2</sup> You are hereby required & directed to put to Sea in the Cutter you command with the very first opportunity of Wind & Weather & proceed & Cruize between the Isle of Bas & the Isle of Brehat diligently looking out for & endeavouring to take or destroy the said Privatier & any other Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of No America which you may be able to come up with.

You are to continue upon the above Station for the space of Ten Days after your arrival thereupon And then, in case you do not fall in with the above Privatier or receive any well grounded intelligence which may give you a probability of doing so or of your meeting with any other Privatiers belonging to the said Colonies which may be upon the said Station or in the Neighbourhood thereof You are to make the best of your way back to Plymouth where you are to remain until you receive further Order; sending Us an Account of your arrival & proceedings. Given &c 10th June 1777

Lt Gaborian – *Sherburne* Cuttr – Dartmo

By &c P S

Sandwich

Palmerston

H Palliser

1. PRO, Admiralty 2/103, 21-22.

2. Maryland privateer schooner *Montgomery*.

PAUL WENTWORTH TO LORD SUFFOLK <sup>1</sup>

My Lord

The two Ships which Mess Horneca, Fiseaux & Co, are building for

Congress Account, but ostensibly for Messrs Le ray de Chaumont, Grand & Co at Paris – are of a peculiar construction, under the direction of a Chevr de St Louis, M. Bouck [Jacques Boux], formerly in the French Navy. They are to carry 30 Guns each; of 24 & 18 pounds Calibre on one Deck, & yet to be able to Load 1000 – or 1200 Tons of Merchandize: & are to be completed by the 1st August.

I think I had the honor to mention to Your Lordship that the States Genl, had received from M. de Graaf, about the time they delivered their Answer, what He calls *pieces justificatives*– the defense turns upon the General Instructions to Governors –: To respect the Flag of every Nation first saluting the States Flag – & then to return an equal Number of Guns to those received, except to Merchants ships, which are to receive one Gun less. The Privateer saluted under Congress Colours, which the Govr Considered as belonging to no Nation, & therefore returned the Salute as to a Merchants ship<sup>2</sup>

I have the Honor to be most respectfully [&c.]

P Wentworth

Poland Street [London] 10 June 1777.

1. Auckland Papers, III, 13–14, BL.

2. Salutes exchanged with Continental Navy brig *Andrew Doria* at St. Eustatius.

CAPTAIN HENRY ST. JOHN, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

Torbay, Plyo Sound 10th June 1777.

Please to acquaint their Lordships, that I this day arrived here with His Majesty's Ship under my Command, from a Cruize; but have not met with any American Vessel. The Account inclosed I had from a Captain Gill (a Passenger on board a Ship I met with at Sea) whose Vessel was lately taken by the Americans, on a passage from Quebec to Antigua I am Sir [&c.]

H. St John

Philip Stephens Esqr Admiralty

[Enclosure]

Captain Gill's Account of American Vessels at Nantz 11th May 1777.

1t A Ship Privateer of 18 Nine Poundrs, painted black & Yellow – 220 Men, Philadelphia built, No Quarter Galleries, a Woman Head; Com-manded by one Weeks [Lambert Wickes].<sup>2</sup>

2d A Brig of 16 Six Poundrs & 120 Men<sup>3</sup>

3d A Sloop, which had been a Dunkirk Cutter, fitted for a Privateer. She is Sloop-rigged, has 8 three Poundrs & 12 Swivels, a Flying Topsl, Topgt Sail and Royal, and lower Studdg Sails, a green Stern and black Counter.<sup>4</sup>

4 A Schooner of 16 Guns, Sailed from Nantz 16 days before. Supposed to Cruize in the English Channel

The above Ship & Brig Privateers, were ready to Sail, and had Orders to Cruize between Cape Finisterre & Ushant. Many Ships are hourly expected from America, and four Ships with Tobacco, Indigo &c had lately arrived.

The Brig had taken 12 prizes, Nine she sent to Philadelphia, & three she burnt.

H. St John

[Endorsed] 13 June Own rect Send Copy to the Com. Off. at Ports & Plyo with directn to furnish copies to all the Cruizers that may sail to the wd from these ports respectively.

1. PRO, Admiralty 1/2483.
2. Continental Navy brig *Reprisal*.
3. Massachusetts Navy brigantine *Freedom*.
4. Continental Navy cutter *Dolphin*.

#### BENJAMIN FRANKLIN TO SILAS DEANE<sup>1</sup>

Dear Sir

M. Chaumont advises to equip Capt. Wickes at St. Malo, where he can be furnish'd with Cannon, Cordage, Sailcloth, Salt, Anchors, and other things proper to carry to America; and may go directly from thence without the double Risque of a Coasting Voyage to take in such things at another Port. He has obtain'd a Letter of Recommendation to M. Beugeard, a Merchant of Importance there, who can supply these things, and who being well with the Commissary, is desired to procure for our Vessels the necessary time to load & equip. If you approve of this, the Express can carry the necessary Orders. I am ever [&c.]

B F

[Paris] Friday mornng – June 10. 77

1. Silas Deane Papers, ConnHS.

#### NARRATIVE OF CAPTAIN JOHN PORTER, LATE MASTER OF THE SLOOP *Alice*<sup>1</sup>

Captain John Porter Commander of the Sloop *Ellis* [*Alice*] from Charles town with rice and Indigo bound for Nantes or Bordeaux saild from said Charles town 1 March 1777 on the 1 of may off Bell isle in Soundings of 50 fathom about 8 Leagues off[f] the mouth of the Loire was taken by the *Fourdroyant* Capt Jno Jervis of 80 Guns on the ninth of the same month Remaining Prisoner on board with Liberty of the main Deck he saw a Topsail Schooner standing to the East & Southward when the Ship gave Chase and Came up with her about 4 or 5 OClock P M before the Ship Came in gun shot she fired & continued firing 'till she had fired 58 Cannon 9 & 24 pounders – the Schooner still Crowding all the sails she possible could till within about a Mile; – when it being impossible to Escape the Schooner bore away and Came under the ships Stern she being not further than 3 miles Distance from the Land of Bell isle as the Schooner was Coming Down before the wind with her topsails Clew'd up, the ship notwithstanding fired two 9 pounders and 2, 24 (Grape shot as the people on board the ship said) accompanied with a Voley of 40 Small arms when the Capt of the Schooner with his Speaking trumpet Call out – What would you have me to do? have not I struck the boat was then sent on board the Schooner and brot the Capt on board the Ship he proved to be Capt Jno Adams of the *Lynch* who had saild from the river Loire the same day he was



taken after Cruising in the Bay about 10 days the *Foudroyant* arrived in Plimouth the 25th when after passing Examination on Shore both Capt Adams and Capt Potter were Discharged but in about 3, or 4 hours afterwards on Information being given to the Admiral (as Capt Potter afterwards heard) that there were Arms on board the *Lynch* Capt Adams was again Seized and sent on board the *Fourdroyant* since which he has heard he was well but nothing further and thinking him self in Danger of a Like event he pass'd him self as a Smugleer and Came to Guernsey from whence he came to St Malo and thence by Land to Nantes –

Capt Porter cannot forbear in this Narritive to do Justice to Capt Jervis of the *Foudroyant* who treated both Capt Adams and himself with a Degree of Kindness uncommon in the British Navy: a Treatment which his unhappy Country men on board other ships and in the Mill Prison between plimouth & Dock know nothing of they being very rigourously Confin'd and in the Latter place as he was well inform'd they were not allow'd fire Candles or the Use of Pen Ink or paper nor Even the sight of any Freind –

I hereby certify that the above acct is taken from my Verbal Relation and that it is in Every part Strictly True

Sign'd – John Porter

Nantes June 10. 1777 –

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,  
CAPTAIN JOHN FISK<sup>1</sup>

|    |   |         |       |   |
|----|---|---------|-------|---|
| H  | K | Courses | winds | Remks on Tuesday 10th of June 1777  |
| 5  |   |         | ENE   | at 5 AM. weighed Ancor and came to sail at 6  |
| 10 | 6 | west    |       | the pilote left us at 9 the land one the Eastern                                      |
| 11 | 5 | WSW     |       | side of the river bore East 5 Leagues Distance saw                                    |
| 12 | 5 |         |       | 3 sail in the west gave chaise spake them all french                                  |
|    |   |         |       | men Pleasant weather  |
|    |   |         |       | Latt By Obs 46 <sup>D</sup> 55 <sup>m</sup> – Longd in 2 <sup>D</sup> 57 <sup>m</sup> |
| 1  | 5 | West    | North | moderate breaze of wind & pleasant weather  |
| 12 | 5 |         |       | Middle part fair pleasant weather   |

1. John Fisk Journal, AAS.

11 June

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

(No 102)

Separate.

My Lord,

Paris 11 June 1777. –

I lost no Time in executing the important Orders transmitted to me in Your Lordship's Letter No 38, which I received yesterday Morning. I executed them in the following Manner. By way of Introduction, I mentioned to M. de Vergennes, the Information Mr [Andrew] Frazer had at

my Desire given the Commander at Dunkirk with regard to the Cutter arming there, and added, that I knew the Commandant by means of this Information, and that, which he himself had collected, was apprized of every Particular, and had made his Report accordingly, yet notwithstanding all this Sir, the Armament of this Cutter goes on, and will continue, till positive Orders are sent from hence to stop it. He threw in a Word or two about our Smugglers arming more than they used to do for fear of our Cruizers. I told him that this Cutter which was to mount 18 Guns at least, was certainly not to be employed as a Smuggling Vessel, but was to carry a Commission from the Congress a Commission that would be issued by Franklin and Deane. This Sir, is agreeable to a most extraordinary Plan which they have formed, and of which I have more than once given you some Intimation; They purchase, or hire Vessels, which they arm in your Ports, man them with French Sailors, transmit them Commissions from hence and then mean to pass them for American Vessels, and send them out as such to cruize against us. This is the Case of the Cutter at Dunkirk, it is likewise the Case of a French Vessel now arming at Marseilles, whose present Name is the *Tartar*.

I believe Sir, there is no Instance of Men who come to take refuge in a Country making such an insolent Abuse of the Asylum granted them (he interrupted me here to say, *ils ont L'Asile, mais ils n'ont que cela*;) These Refugees do what would be unpardonable in an Ambassador from the most friendly Power. If for Instance, we had the Misfortune to be at War with Spain, and were at Peace with France, you certainly would not suffer a Spanish Ambasador to purchase Vessels, arm them in your Ports, and send them *des Lettres de Marque* to cruize against us: and yet Sir, what would not be suffered in an Ambassador, from a State in Alliance with you, these Rebel Emissaries have the Insolence to attempt every Day. What they have hitherto only attempted in Europe, they have executed in the West Indies, and that in such a manner, as calls loudly for Redress. There is one Bingham an Agent from the Rebels who resides at Martinico, and who gives Commissions to Ships fitted out there, which are manned by French Men and have at most one American on board; if these Ships meet with any trading Vessel of ours, they take her, and carry her into some one of your Islands, where the Ship and Cargo are sold: if on the contrary they are boarded by any of our Cruizers, the Men all speak French, and shew French Papers. Whilst I was saying this, I gave him a little Extract I had made of the Letter Your Lordship transmitted to me last Week, that gives an Account of the taking of the Sloop called the *Venus*: And whilst he was reading it, observed to him, that that was but one Case out of many; that those Seas were infested with Ships of this kind which hitherto we had not meddled with, but he must be sensible that the Evil was a very grievous one, and such as must have a Remedy: I added that I was particularly enjoined to make the most serious Representations upon the Subject, that I made them very short, as it would be idle to use reasoning in so plain a Case, and employ Arguments to prove to a Man of his Penetration so self-evident a Proposition as this, that if they really meant to preserve Peace

with us, *ils ne pouvaient pas permettre a leurs Sujets de nous faire la Guerre; sans doute sans doute*, Said he hastily, it is contrary to all Rule, and must not be endured. He then, My Lord, went to his Table and took down in writing a Minute of what I had said to him, and noted in that Minute the different Names I had given him. After he had finished this, which he did not read to me, I told him that I had purposely avoided giving in a Memorial upon the Subject, as Memorials often led to disagreeable Altercations, which was what we wished to avoid; but I added, that I hoped and believed his Excellency would make a faithful Report of the whole to His Most Cn Majesty, on whose Friendship the King my Master relied, and whose Love of Justice he knew, and was persuaded that both these Sentiments would engage him to give the necessary Orders for immediately stopping a Practice so injurious to us, and so directly contrary to every Sentiment of Friendship, every Principle of Justice. I purposely gave this Turn to my Discourse to lay M. de Vergennes under the Necessity of making an exact Report. He not only assured me that he would do so, but said that Orders should be sent to the New Governor of Martinico to remedy this Abuse, and that the Captains of the Frigates stationed in those Seas should receive similar Orders, and be directed to visit all such Ships as they thought suspicious: he ended with saying that those Orders must issue from M. de Sartine's Department, but that upon this Occasion he would take care to read the Letters before they were sent: As this was as much as I could well desire, I ended with thanking him for the Promise he had made me, and the Readiness he had shewn to remedy so pernicious an Evil: I am however, My Lord, far from expecting a radical Cure.

I am with the greatest Truth and Respect My Lord [&c.]

Stormont.

1. PRO, State Papers 78/302, 342-45.

## 12 June

### PHILIP STEPHENS TO COMMISSIONERS FOR VICTUALING <sup>1</sup>

Genl:

[Admiralty Office] 12th June 1777

Having laid before My Lords Commissrs of the Admty your Letter of the 9th Instant, desiring to know, as the *Betsey* Sloop, laden with Provisions, for the supply of His Majesty's Stores at Plymouth, was taken on the 2d Inst off the Boulton, by an American Privateer, whether you should permit any Vessels lading with Provisions or Victualling Stores to proceed from London to Portsmouth or Plymo or from thence to the Port of London or between Portsmouth & Plymouth without Convoy in future, I am commanded by their Lordships to acquaint you that the said Vessels may proceed as usual to the Ports aforementioned without Convoy. I am &c.

P: S.

1. PRO, Admiralty 2/555, 84-85.

"EXTRACT OF A LETTER FROM MERSEA ISLAND, IN ESSEX, JUNE 12."<sup>1</sup>

This morning an American privateer of 18 guns anchored off this

place, and soon after sent a boat on shore with eight men and an officer, which alarmed our country people; but our fears were soon dispelled on their landing, when they assured us they came in a peaceable manner, with money to get some fresh provisions, for they did not want to distress the poor; accordingly we got them such as the island would afford, for which they paid, and immediately went on board, weighed anchor, and sheered off.

1. *London Chronicle*, June 17 to June 19, 1777.

BENJAMIN FRANKLIN TO V. DU LONGPREY CONEY ET FILS, CHERBOURG<sup>1</sup>

Gentlemen

Paris, June 12 [1777]

I receiv'd your Favour of the 6th Inst. P. Capt. Burnell, and am much oblig'd by the Civilities you have shown him. The Prize cannot, as you observe, be sold & delivered in your Port, it being contrary to Treaties, & to Ordinances made in Conformity to those Treaties; But I suppose it may be done in the Road without the Port, or in some convenient Place on the Coast, where the Business may be transacted without much Observation & conducted with Discretion, so as to Occasion no Trouble to the Ministers by Applications from the English Ambassador. I say I suppose this may be done, because I understand it has been practiced in many Cases on the Coast of Brittany. But a formal Order from the Minister to permit such a Sale & Delivery in any Port of France, is not to be expected while the Peace continues, & the Treaties consequently in Force. I request therefore the Continuance of your good Offices to Capt. Burnell, & your Assistance in enabling him to dispose of his Prize in the best Manner practicable; and I shall be glad to hear from you, whether you find such Facilities in the Operation, as that we may conveniently order other Prizes to your Address at Cherbourg which may be taken by any of our Cruisers hereafter. I have the Honour to be Gentlemen [&c.]

B. F. —

1. Franklin Papers, Series 2, vol. 18, 363, LC.

### 13 June

"EXTRACT OF A LETTER FROM LIVERPOOL, JUNE 13."<sup>1</sup>

The *Marlborough*, a letter of marque, Capt. Dawson, is come into this port, after being out on a cruize, and has brought in with her a prize, which she took, called the *Three Brothers*, Bentley, from Charles-Town, South Carolina, bound to Bilboa, with 98 barrels, and 46 half barrels of rice, and several casks of indigo, the Captain of which, finding himself taken, attempted to kill Capt. Dawson, but by the assistance of the crew was put in irons.

1. *London Chronicle*, June 14 to June 17, 1777.

LORDS COMMISSIONERS, ADMIRALTY, TO COMDR. RICHARD BLIGH, R.N.<sup>1</sup>

By &c

Lord Viscount Weymouth, one of His Majesty's Principal Secretaries of State having transmitted to us a Copy of a Letter from the Lord Lieut of

Ireland, inclosing one from the Lord Mayor of the City of Dublin, requesting on the part of the Merchants of that City, that the Linnen Ships of that Kingdom may be convoyed as far as the Isle of White [Wight]; You are therefore, hereby requested and directed (notwithstanding former Orders) to see the said Linnen Ships and any other Trade bound from thence to England as far up the English Channel as the Isle of White accordingly, and to continue to do so until you receive farther Orders. Given &c. the 13th June 1777.

Palmerston Lisburne H. Palliser.

Capt'n Bligh – *Wasp* Sloop – Dublin

By &c P. S.

1. PRO, Admiralty 2/103, 28.

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

My Lord,

[Admiralty Office] 13th June 1777

I have communicated to my Lords Commissrs of the Admty your Letter of the 10th Inst informing them of the *Torbay* being returned to Plymouth from a Cruize, also that the *Nancy*, the *Ocean's* Tender from Fowey, with two of the Rebel Prisoners, who made their Escape from the *Blenheim*; the *George and Molly* Tender, with thirteen newraised Men, and the *Sherborne* Cutter, are arrived at Plymouth; And that in Consequence of the Information you received from Lieut Governor Cabot of the Island of Jersey, you have caused the *Sherborne* Cutter's force to be augmented by a Corporal & six Marines from the *Ocean*, & sent her in quest of the Privatier he mentions, and to assist and protect the trade carrying on in and about the Islands of Jersey, Guernsey and its dependences, & of her being put to Sea; And I am commanded by their Lordships to acquaint you that they approve thereof. I am &c

P. S.

1. PRO, Admiralty 2/555, 88–89.

WILLIAM CARMICHAEL TO CHARLES W. F. DUMAS<sup>1</sup>

[Extract]

Sir,

Paris, June 13th, 1777.

We are still without any news from America, except what we get by the way of England. . . . I believe a certain brig from a place called Rotterdam has fallen into the hands of the chosen people, for one of my countrymen crossed the Atlantic in a small vessel of about 20 tons on purpose to take her; at least he informs me that he had carried into Cherbourg a brig laden with about two hundred hogsheads of Geneva, some pitch, oil, etc., from Rotterdam, which said articles will, before this reaches you, be metamorphosed into louis d'ors of France.

I have crossed the Chesapeake in this very ferry-boat in which my bold countryman crossed the Atlantic.<sup>2</sup> I had been told by a man high in office in England that resistance was a chimera in us, since their armed vessels would swarm so much in our rivers as even to intercept the ferry boats. His assertions are verified *vice versa*; our ferry-boats ruin their commerce. You

smile and think me amusing you. Be assured that is not the case. This very little boat took on her passage another brig of 200 tons from Alicant and sent her into America. She also took four or five vessels in the Channel, chiefly smugglers, and plundered them of their cash, and the Captain, being a good-natured fellow let them go, as he did a transport, which he took in sight of a man-of-war, and was obliged to give her up, bringing off, however, with him his people. He has promised for the future to burn those he can not send in, and I believe will be as good as his word. This is the way the English serve not only ours but the French vessels which they take on our coast. The captain tells me he was told this last circumstance by several French captains whom he saw prisoners (himself a prisoner) at New York. The eyes of this court will be opened, it is to be hoped, before it is too late, a war being inevitable, in my opinion, to force an accomodation . . . Our valuable commerce is more hurt on the French coast than on our own. We have lost about £60,000 sterling from South Carolina only, all which was coming to be laid out for French manufactures. It is a fact at present that the manufacturers of this country can not execute so fast as they receive orders.

The English papers published by the authority of General Howe at New York tell with triumph that one of their cruisers has sunk a twenty gun French ship at some distance from the Delaware, and every soul perished. We have some fears that this is the *Amphitrite*.<sup>3</sup> Another ship was taken, French property, a few leagues from the harbor of St. Pierre, which she had just quitted.<sup>4</sup> If they dare to do this in their present critical situation, what will they not dare if successful, or at peace and united with us?

. . . All the navy, all the army contracts are made, for five years in England. Letters of marque were given to contractors and friends of government; for what? To cruise against our trade? No; but to be ready at a signal given to enrich themselves by the first captures on the French nation; for the gleanings of our commerce are no object to a private adventurer, assured as the English ministry are of the pacific intentions of this court. From the quarter I mentioned to you in my last they will try his patience, and they do right, for the only hope they now have of conquering us is to deprive us of the means of resistance and the hopes of foreign aid, which keeps up the spirits of the people. . . .

P.S. You will not mention publicly, for particular reasons, the history of the little privateer. When the captain of our small privateer boarded the transport and told him he was his prisoner, he very insolently asked where his ship was, not conceiving that any person would have crossed the ocean in so small a boat.

1. Francis Wharton, ed., *The Revolutionary Diplomatic Correspondence of the United States* (Washington, 1889), II, 337-39.

2. Captain John Burnell in the privateer *Montgomery*.

3. Ship *Morris* was destroyed, not *l'Amphitrite*.

4. *La Seine*.

14 June

CAPTAIN JAMES WORTH, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

Liverpool 14th June 1777 –

Please to inform their Lordships after Post last Night, the Ship *Tartar* Adam Goold Master belonging to Liverpool, arrived from the West Indies, and in her Passage, in the Latitude of 31°:85' N. 2 Degrees to the Eastward of Bermudas he took a Snow named the *Mercury* Pierre Tephaigne Master, a french Man, from some Port near Boston, Bound to Dunkirk, loaded chiefly with Lumber, a small Quantity of Salt Fish, & as the French Master informs me to the Value of 6120 French Livres mostly in Spanish Gold.

The Crew of the Prize consisted of Seven Men, Two French Men besides the Master, one American & three Irishmen who to avoid serving in the American Privateers, Entered on board this Vessel to get Home. I have sent them all on board the *Union* Tender, 'till their Lordships are pleased to signify their pleasure concerning them. I am Sir [&c.]

James Worth

1. PRO, State Papers 42/50, 194.

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

Sir,

Admiralty Office 14 June 1777. –

I am commanded by my Lords Commissioners of the Admiralty to acquaint you for Lord George Germain's information that since my Letter to You of the 12th instant respecting the India Ship lately purchased to serve as a Storeship, their Lordships have learnt from the Navy Board that it was their intention to send in her Twenty thousand Beds, which Lord Howe has represented to them to be much wanted for the use of the Soldiers on board the Transports in North America, as also an Assortment of Naval Stores, which will likewise be greatly wanted for the Fleet under his Lordship's Command. It may therefore naturally be conceived that the diverting this Storeship from the Service for the purpose of carrying the Cloathing to Canada, will be attended with the utmost Inconvenience; And as a part of the said Cloathing is already embarked on board the *Arwin* Galley, and an Able Officer appointed to superintend the Navigating her, and as it is not intended that She shall proceed without a sufficient Convoy; Their Lordships hope that the first Arrangement respecting the Canada Cloathing may take place. I am &c –

Ph<sup>p</sup> Stephens.

1. PRO, Colonial Office 5/259, 183–84.

“EXTRACT OF A LETTER FROM HARWICH, JUNE 14, 1777, TO THE  
POSTMASTER-GENERAL AT LONDON.”<sup>1</sup>

The master of a fishing smack arrived last night from Dunkirk and acquainted me, that he saw Cunningham [Conyngham] and his crew at large on Thursday last [June 12], and they were proving carriage guns, in order

to put on board a large cutter of 130 tons burthen; that she was to be navigated by French sailors to Havre de Grace; and that Cunningham and the crew were going there over land, in order to fit her for sea. He also declared, that he saw a brig in Dunkirk road, that had got on board the powder, small arms, ammunition, &c. for the said cutter, which is painted blue and yellow, was built for the smuggling trade, reported to be a fast sailing vessel; that Cunningham told him the guns proving were for his use on board the said cutter; that he soon would have another Harwich packet, which he did not in the least fear of making a legal prize of; which was farther confirmed by the crew the same evening at a public house. I thought proper to give you this intelligence, and make no doubt of necessary steps being taken to put a stop to the proceedings; she is to mount 20 carriage guns, and to carry 50 or 60 men. I am, Sir, yours,

(signed)

James Clements.

1. *London Chronicle*, June 14 to June 17, 1777.LIEUTENANT WILLIAM HILLS, R.N., TO PHILIP STEPHENS<sup>1</sup>

(Copy)

Sir,

*Wells Cutter in the Downes 14th June 1777*

You will be pleased to acquaint my Lords Commissrs of the Admty, that on the 11th Instt I received a Letter from the Collector & Comptroller of His Majs Customs at Dover, informing me that there was a Brig at Dunkirk taking on board Ordnance Cannon, Shells, Shott, and Intrenching Tools of all Sorts and was supposed to be bound to America, I immediately sailed with His Majesty's Cutter under my Command in quest of her, and on the 12th came off Dunkirk, where I found the same Brig as discribed laying at Anchor in the Road. I went on shore to Mr Frazier to get what Information I could relative to her Cargo, and he gave me the following Account, that she was fitted out at Dunkirk, and had on board, several Peices of Brass Cannon, Pistols, Bumb Shells, Shott and intrenching Tools & cleared out for Martinico and that the Cargo belongs to the King of France. You will also be pleased to acquaint their Lordships that Cunningham and his Crew, was set at Liberty on the 10th Inst at 10 O'clock at Night. The Person who fitted out the Lugger, called the *Surprize* is named Hodge An American by birth. He is also the Proprietor of the Cutter now fitting out at Dunkirk this Cutter is named the *Greyhound* & carries twelve six Pounders & thirty Swivels & Cunningham has declared that he means to put to sea in her on Sunday next, but from her Situation I do not think she can sail so soon and this Declaration of his allarmed the Masters of all the English Vessels; so that they are afraid to leave the Port. And, you will also be pleased to acquaint their Lordships that Mr Frazier has received a Letter that the Brig which now [lies] at Newport is fitting out by one [Jonathan] Nesbitt an American Agent, & supposed will sail as a Privateer. You will also [be] pleased to acquaint their Lordships that I shall proceed [in] His Majesty's Cutter under my Command to Chatham [to] get the People paid their



Wages, after which shall return to my Station without a Moments Loss of time And [am] Sir [&c.]

(Signed)

H. [sic] Hills

1. PRO, State Papers 42/50, 186-87.

FORTON PRISON ROLL OF THE MASSACHUSETTS PRIVATEER BRIGANTINE  
*Rising States*<sup>1</sup>

The Briggenteen *Rising States* taken the 15th of April 1777  
by the *Terrible* of 74 Guns

Committed to Forton Prison the 14th of June 1777 the first  
Prisoners in this Place

| Men's Names             | Ship &<br>Station | Run<br>Dead &c |
|-------------------------|-------------------|----------------|
| James Thompson          | Capt.             | Run            |
| Jos Lunt                | Lieut             |                |
| Henry Fritze            | Capt Mar          | Run            |
| Saml Prichet [Prichard] | Lieut Mar         | Run            |
| Thos Cummins            | Boatswn           | Run            |
| Morris Geghagen         | Masts mate        | Run            |
| Christopher Clark       | Carpenter         |                |
| James Woodward          | Gunner            | Run            |
| Francis Abbet           | Stuard            | Run            |
| Daniel Dana             | Capt Clark        | Run            |
| Uriah Townsend          | Sl Maker          | Run            |
| Matthew Grice           | Cooper            | Run            |
| Thos Clark              |                   | Run            |
| Richard Chapman         |                   | Run            |
| Wm Humber               |                   | Run            |
| John Jones              |                   | Run            |
| Benj Lambert            |                   | Run            |
| George Peas             |                   | Run            |
| John Rogers             |                   | Run            |
| Benjn Oates             |                   | Enterd         |
| Johnson Lunt            |                   |                |
| Jos Lunt                |                   |                |
| David Carnes            |                   |                |
| Oliver Johonot          |                   |                |
| Oriendo Dana            |                   |                |
| Elisha Bowen            |                   |                |
| Thos Burges             |                   |                |
| Reuben Lock             |                   |                |

| Men's Names     | Ship &<br>Station | Run<br>Dead &c |
|-----------------|-------------------|----------------|
| Eliab Allen     |                   |                |
| Wm Stephens     |                   |                |
| Timothy Connor  |                   |                |
| Wm Jasper       |                   |                |
| James Holton    |                   |                |
| Edwd Manning    |                   |                |
| Josiah Martin   |                   |                |
| Boston Ruddock  |                   |                |
| Agustus Coolage |                   |                |
| Wm Graves       |                   |                |
| 38              |                   |                |

1. U.S. Revolution Collection, LC.

### JOURNAL OF CHARLES HERBERT<sup>1</sup>

[Mill Prison, Plymouth]

[1777. June] 8. Sunday; and there has been a great number of persons at the gate to see us, who gave in, for our relief, several shillings.<sup>2</sup>

9. Rainy weather, so that we keep house all day, except when we go out to draw our provisions.

10. There have about ten or twelve prisoners come from the ships to prison to-day. Having so lately had the small-pox, and being so long physiced afterwards, I require more victuals now, than I ever did before; and our allowance is so very small, and having only sevenpence left of what little money I had when I came to prison, I had a continual gnawing at my stomach; and I find that unless I take some method to obtain something more than my bare allowance, I must certainly suffer, if not die, and that soon. As necessity is the mother of invention, I am resolved to try to get something, and to-day when a carpenter came to put in a window at the end of the prison, I entreated him to bring me some deal, and I would make him a box, which he did.

11. To-day we have made a charity-box, and put it up at the gate. There is written upon it, "Health, Plenty, and Competence to the donors." I have finished the box for the carpenter, and he likes it so well that he wants more made, and he brought me some more wood for that purpose, — some for him, and some for myself.

12. I have been busy all day making boxes, and some of the prisoners are making punch ladles, spoons, chairs, and the like; for which they, now and then, get a shilling.

13. We have chosen a purser amongst ourselves to take charge of the avails of the charity-box. Some days we get four or five shillings, and upon others, not more than four or five pence.

14. To-day we drew only half a pound of greens. They tell us it is by the order of the board; our meat is very short, and our broth only the pot-liquor with the fat skimmed off.

1. Herbert, *A Relic of the Revolution*, 44-46.

2. Cutler's Journal: "June 8. Sunday. We are allowed every day to walk in the airing ground from 10 to 12; then locked in till 3 o'clock; then we are let out again till 7 o'clock, then in and locked up for the night. An officer of the guard gave me a shilling, and to four others a shilling each," *New-England Historical and Genealogical Register*, XXXII, 187.

M. CORBET, LIEUTENANT GOVERNOR OF JERSEY, TO LORD WEYMOUTH <sup>1</sup>

(Copy)

My Lord,

I do myself the honor to acquaint your Lordship that the American Privateers I had the honor to mention in my last sent by way of France, being fitted at Breha upon the Coast of Britany and another Cruizing a few Leagues to the Westward of Guernsey, have evidently fixed their Station to watch Vessels coming from or going to the Westward; and to intercept the Trade of these Islands to and from England thro' the Race of Alderney and the Caskets; one of them a Schooner of Six Guns <sup>2</sup> on Friday afternoon the 6th Instant took a Brig of about one hundred and Twenty Tons, bound from Holland to Guernsey, and has carried her to Cherbourg, The Mate and Crew are sent to Guernsey the Master remains there to try what he can do; of this I have informed the Admiral at Portsmouth, by a small Lobster Boat that Sailed yesterday in Ballast, trusting to their not being worth taking; I have beg'd of the Admiral to give us that small Force requisite to Protect the Trade of these Islands, which at the same time will enable me to make use of His Majesty's leave to go to England, without which I must remain here blocked up by these Boats, as my attempting it without Protection would be rather imprudent; – Should the Admiral be obliged to have recourse to Superior Authority may I hope for the honor of your Countenance in this Application, both as to the Trade and that I may not fall into their Hands. –

If a Cutter, Sloop of War, or other Armed Vessel was ordered to call in here at least once a Fortnight, many informations that come to me, might be usefull, which by delays are of no use; The Privateer now at or about Cherbourg has a French Pilot, and most of their Crews are French. I have the honor to be &c.

Jersey 11th June 1777.

M. Corbet, Lt Govr

P.S. The Anchoring Ground is good, and proper Pilots may be had in this Island. –

P.S. I open My Letter again to acquaint your Lordship that by a Boat this moment arrived from Carteret, within Six Leagues of Cherbourg, I am informed the Prize is Seized by the Commissaire de Guere, so far as to prevent her being Sold in that Port, that the Captain is gone to Paris about it, that they have a French agent in that Port who seems confident they'll carry their Point, and be allowed to sell there; By my accounts this is the

smallest of three Privateers that are in these environs, it is not Thirty Tons, has but two Guns upon Carriages and four Swivels, and about Twenty five Men, mostly French; – It is strongly suspected the French are the promoters of and concerned in this place, for the Americans could never think of these bye Ports, nor could they come in so small a Vessel.

Jersey 11th June 1777.

M. Corbet, Lt Govr

Jersey 14th June 1777.

A Letter from a Gentleman of undoubted veracity in Guernsey, dated 11th Instant, says, "Last night Samuel Goodwin of this Island coming from England, was brought too by an Armed Vessel of Eighteen Guns, between the Coast of England and Cape La Hougue, They asked him for a Pilot to go into Cherbourg, and as they spoke French and English, they suppose him an American Privateer; They searched the Vessel but finding nothing but Ballast, they let him go. –

M. Corbet, Lt Govr

1. PRO, Admiralty 1/4133, 154.

2. Maryland privateer schooner *Montgomery*.

GABRIEL DE SARTINE TO THE MARQUIS DE BOUILLÉ, GOVERNOR GENERAL  
OF MARTINIQUE<sup>1</sup>

[Copy]

Versailles 14th June 1777.

A Note, Sir, delivered to M. le Comte de Vergennes by the English ambassador, declares that a Vessel, belonging to Mr. Prejent of Martinique and commanded by a man named Ord, the Only American who was on board, took on March 18th last the English Ship the *Venus* commanded by Captain Sharpe.<sup>2</sup> It is further discovered that on the 21st of the same month the Ship was carried into a Bay a League from St. Pierre. Since M. d'Argout has mentioned nothing about This to me, I have reason to think that the account is not at all accurate. You would be well advised to make the most precise inquiries. If these facts are true, the King's Intention is that in the meantime you return the English Ship and Her Cargo, and that you give me an account of the Matter, so that I may learn His Majesty's further orders.

It is certain that French Vessels are fitted out at Martinique and are sent out with a commission from the Congress although there are only one or two Americans in their crews; that these Vessels take English Ships, and that when they encounter Warships of that Nation, they show French Clearance Papers to Lábrya [La Brea, Trinidad] which they surrender. These Tactics are genuine Acts of Piracy which can not escape your watchfulness and which you must both forestall and check. I can not recommend to you too much to attend to it with the greatest of care and to observe scrupulously the neutrality which has been prescribed in your Instructions.

I have The honor to Be [&c.]  
de Sartine

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 267, LC Photocopy.

2. See Volume 8, 177.

16 June

*London Packet, or, New Lloyd's Evening Post*, FRIDAY, JUNE 13,  
TO MONDAY, JUNE 16, 1777

Monday, June 16. London.

Two of the American vessels which have been brought into England by their crews, were lately condemned in the Court of Admiralty as prizes to the King; and his Majesty, out of his Royal bounty, in order to reward those brave fellows loyalty and love of old England, has ordered two thirds of the value of each ship and cargo, which amounts to a very considerable sum, to be divided among the crew; and we are well assured that if the crew of any disguised foreign ship that is loaded with arms or ammunition, or any kind of stores for the rebels, should bring her into a British port, and she or her cargo should be in like manner condemned in the Court of Admiralty to the King, that his Majesty would give the whole value to the crew. – More encouragement to the *Honest Johns* who have been kidnapped into the Rebels employ, to return to their King and Country's service!

On the 7th instant arrived at Milford Haven, the Brigantine *Milford*, of Milford, Henry Every, jun. master, from Topsham, in ballast, who in the night of the 2nd instant was boarded off the Start, by a boat and six men, from a schooner of about thirty tons, who said they were from America, and declared them their prisoners; but finding the brig in ballast only, re-delivered her for 20 guineas, four of which they returned to the Master. Declared that they had taken ten vessels before the brig, one of them bound from London to Plymouth, with naval stores, and it is imagined sent the captures to some port in France. The master's name was Hall, but would not tell to what place they belonged. Said they had a commission from the Congress. In the day-time she appeared as a fisherman, and in the night stood in towards the land and made captures. Was in pursuit of several other vessels.

CAPTAIN JOSHUA ROWLEY, R.N., TO PHILIP STEPHENS<sup>1</sup>

[Extract]

*Monarch.* Spithead 16th June 1777 –

When the time of my Cruise had expired, the Wind being Contrary to my return, I haul'd away to the Westward in hopes of a favourable Slaunt and on the 4th of June Latd 46.43 Ushant E N E Distce 82 Leagues, we fell in with, and took, the *Bell-Savage* Brig (Late *Yorrick*) an American, from So Carolina, bound to Nantz or the first port in France in the Bay of Bisca, Loaded wth Rice Indigo Deer Skins and Tobacco, of about 160 Tuns Burthen Elijah Steel – Master, which I have detained as a prize and Brought in with Me.

Having undoubted intelligence from the Crew, as well as from Letters I found on board her, that a Ship Two Brig's and an Armed Sloop, Sailed at the same time (the 22nd April) but parted Company soon after they

lost sight of the Land; and also that Several others were to Sail from thence in the Course of a few days, bound for French and Dutch Ports – I thought it most expedient for his Majesty's Service to Continue on My Station a week Longer, as there was great probability, by so doing, to intercept some of them, and thereby, further distress the Americans: altho' it has not had the desired Effect, I yet flatter myself it will meet their Lordships Approbation.

From the tenor of the Several letters I found on board the prize, it plainly appears that very Considerable Commercial intercourse subsists between the Rebels and France, and some wth Holland – If their Lordships would Chuse to have the Letters laid before them I will immediately send them up.

1. PRO, Admiralty 1/2390.

#### ACCOUNT OF THE CAPTURE OF CAPTAIN JOHN BURNELL<sup>1</sup>

Cherburgh, June 16.

The following are the Particulars of the Artifice made Use of to carry off Captain John Brunel [Burnell], of the *Montgomery* Privateer, who came in here with a Prize, to the Captain of which the American behaved with unlimited Generosity, and there seemed to be the strictest Friendship between them, which has made every Body exceedingly angry with the Treatment he met with. On Sunday the 15th of June, as Capt Brunel was at Dinner with the Captain of his Prize and a Pilot, an English Officer, disguised like a Smuggler, introduced himself into their Company, and among other Things talking of Spying Glasses, Capt. Brunel said he wanted one, and the Officer boasting much of one he had on board, said he would sell it him for Five Guineas & proposed going on board to try it. Capt. Brunel, who had drank pretty freely, having been well supplied by the Officer, and not having any Mistrust, agreed to go in a Boat belonging to the Town, and with French Colours, having with him his Son, the Captain of his Prize, the Master of the same, and some Merchants of the Place, and he did not discover the Trap laid for him till he was along-side of the Vessel, as Care had been taken to disguise it like a Smuggling Vessel, though actually an armed Sloop. As soon as the Boat got close to the Ship, two Men seised Capt. Brunel, who getting loose, jumped into the Sea, and reached the Boat again, but at that Instant the Vessel uncovered her Guns, and threatned to sink the Boat if they did not bring him back. This obliged them to return, and Capt. Brunell being put in Irons, and his Son<sup>2</sup> confined, they weighed Anchor, and sailed for England.

1. *Connecticut Gazette*, November 28, 1777.

2. Not his son but his first lieutenant, William Morris. The British vessel was H.M. cutter *Sherborne*, commanded by Lieutenant Thomas Gaborian, R.N.

17 June

"A:B" TO EDWARD STANLEY, CUSTOM HOUSE, LONDON<sup>1</sup>

(Copy)

Sir

Dunkerque 17 June 1777.

It may be agreeable to be informed that since Cunningham, master of

the pretended Privateer & his Crew have been released out of Prison, they are employed in fitting out another Privateer, which had been provided before, & is likely to be soon ready. She is a large Cutter, on which they have raised Ports for 20 Carriage Guns which she will mount besides Swivels, & as many men as they can Muster. This Expedition, from what I can learn, is again intended against the Harwich Packets, as proper Intelligence will be given from London to these Corsairs, when a sum of money will be ship'd on either of the said Packets; for Money they are I believe in great want, the Congress Agent in Europe Mr Thos Morris, having already some of his acceptance protested for Nonpayment, to my certain knowledge. Besides the above Vessel, there is now repairing a large Ship of 400 Tons, which was a Privateer out of this Port in the last War, & has been since the Peace, employed in the West India Trade. She will make a formidable appearance, but I believe cannot be got ready for some time.

I am of Opinion that some trusty Person ought to be sent here, in the capacity of a private Gentleman, on a tour for his pleasure, to watch the motions of these Armaments, in order to take proper Measures to intercept them soon after their sailing out. I am &c

A:B.

1. PRO, Admiralty 1/4133, 159.

THOMAS MORRIS TO SAMUEL PHILLIPS SAVAGE<sup>1</sup>

Sir Bordeaux June 17th 1777

I have been here some time in order to expedite sundry Vessells arrived to my address from different parts of America – and embrace this Oppy to acquaint you that Captain Hariden in the Privateer Brig *Tyrannicide* was chased in here on Saturday last by the *Fudroyant* and had a miraculous escape – he was under the necessity of throwing all his Guns overboard to lighten the Brig – he was fortunate in having a good Ships Company who saved the Vessell by hand laboring at their Oars. Captain Hariden has taken sundry valuable prizes, all which I sincerely hope may arrive safe at their destined Ports in America I shall put 14 four pounders onboard the *Tyrannicide* with some swivels &ca also 35 to 40 Tons of goods assorted in the same manner with those sent by Captain Fisk in the Brig *Massachusetts* Captain [John] Clarke is still here, and his Ship the *Bunker Hill* not yet disposed of I shall soon address you again in the mean time remain with much respect [&c.]

Tho<sup>s</sup> Morris

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 256–57.

18 June

*London Chronicle*, TUESDAY, JUNE 17, TO THURSDAY, JUNE 19, 1777

Admiralty Office, June 18.

By letters received from the Hon. Samuel Barrington, Captain of his Majesty's ship *Prince of Wales*, and from Capt. [Joshua] Rowley of the *Monarch*, it appears the former has taken and sent into Plymouth an Ameri-

can schooner called the *Mary*, John Roberts master, laden with salt, brandy, and dry goods, bound to South Carolina; and that the latter has taken and brought into Portsmouth the *Belle Savage* brig, Elijah Steel master, from South Carolina, having on board a cargo of rice, indigo, deer skins, and tobacco.

It further appears by a letter received from Dartmouth, that the brig *Success*, a letter of marque, Arthur French master, had on her voyage to Newfoundland retaken a brig, called the *Falmouth*, from Greenock to Quebec, which he intended to carry to St. John's.

"EXTRACT OF A LETTER FROM CAPT. MONKS, OF THE *Dolphin*, FROM  
NAPLES AND LEGHORN, DATED OFF DOVER, JUNE 18."<sup>1</sup>

I arrived here this morning, after a passage of 42 days from Gibraltar, from whence I sailed, in company with sixteen others, under convoy of the *Enterprize*, who saw us as far as latt. 44. long. 18.34.W. In latt. 45.26, long. 9.00, was brought too by his Majesty's ship *Hector*, of 74 guns, who had in company an American ship, the *St. Ann*, Robinson, of 200 tons, taken on the 16th inst. bound from Carolina to Bourdeaux, with rice and indigo. On the 15th inst. I fell in with the *Boyne*, Capt. [Herbert] Sawyer, latt. 49.15, long. 8.30.W who on my application to him conveyed me to Plymouth, where I arrived on the 16th. The *Boyne* had also taken on the 12th an American vessel, with rice and indigo for Bourdeaux, and Capt. Sawyer informed me, that on the 28th of May he had fallen in with three privateers, viz, a ship, a brig, and a sloop in latt. 45. who had hoisted American colours, and to whom he gave chase, but carrying away his topmast they escaped. These vessels, by information received from a Dutchman on the 30th of May, off Porto, came out from Nantz the 12th preceding.<sup>2</sup>

On the 17th I was chased by a brig, who fired several shot through my sails and rigging, and by her behaviour, and being American built, I took her for a privateer, but on coming up she proved to be a tender called the *Hope*, the officer's name Bridges, who brought me too, and insisted on coming on board; and notwithstanding I informed him of my voyage and destination, and of being under quarantine, pressed two of the best men on board, being then very weakly manned, and at the same time carrying away the head of my foretop-mast, I desired assistance, but could only get two such men as he pleased; whilst he was in company a schooner appeared to leeward, on the French coast, which the men he had put on board told was a privateer, that had taken several vessels thereabouts; but the tender left me, and hawled in directly for the land, without taking any notice of her.

1. *London Packet*, or, *New Lloyd's Evening Post*, June 18 to June 20, 1777.

2. Continental Navy squadron - *Reprisal*, *Lexington* and *Dolphin*.

CAPTAIN SAMUEL WARREN, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir/

Please to acquaint my Lords Commissioners of the Admiralty that I arrived here this Day in His Majesty's Sloop *Ceres*, under my Command



after having Cruized Agreeable to their Lordships Orders Dated 16th May 1777 from the 26th Day of May to the 16th Day of June, during which time have not seen either Privateer or Merchant Vessel belonging to the Rebelious Colonies of No America. In my way to Plymouth saw a Brig to the Eastward of the Sound, which I Brought too, found her to be the *three Sisters* of and belonging to Charles Town So Carolina was bound to Nantz, but in her passage was taken by the *Elizabeth* Mercht Ship Benjn Hughes Master from London bound to Jamaica who put on board her Six Men with Orders to proceed to Plymouth or Portsmouth but no Copy of Commission as a Letter of Marque, therefore doubt the propriety of her taking this Vessel, and have Brought her in here, shall detain her till I am satisfied on that head – Please inform me if any Commission of Letter of Marque has been granted to said Ship *Elizabeth* or not, herewith be pleased to receive the State & Condition of His Majesty's Sloop *Ceres*, shall wait their Lordships further Orders.

I am [&c.]  
Sam<sup>l</sup> Warren

On Board His Majs Sloop *Ceres*  
Plymouth Sound 18th June 1777

1. PRO, Admiralty 1/2672.

“MUSTER ROLL FOR THE CONTINENTAL SLOOP *Dolphin* SAMUEL NICHOLSON  
ESQ COMMANDER ON A CRUZE FROM FRANCE MAY 1777”<sup>1</sup>

| Time of Entry | Names                                   | Stations                  |              |
|---------------|---|---------------------------|--------------|
| April 16th    | Sam Nicholson                           | Captain                   |              |
|               | Seth Clark                              | 1st Lieutt                |              |
|               | James Diggs <sup>2</sup>                | 2d Do                     |              |
|               | Elipt Downer                            | Surgeon                   |              |
| May 24th      | Arth <sup>r</sup> Dillaway <sup>3</sup> | Sailg Master              |              |
|               | Johnson Leech                           | Mate                      |              |
|               | Joseph Ordeorne                         | Do                        |              |
| April 16th    | Barthw Flaherty                         | Carpenter                 |              |
|               | E. D. Vannerer                          | Sailmaker                 |              |
| May 9th       | Michl Kennedy                           | Gunner                    |              |
|               | John Collins                            | Clerk & Steward           |              |
| 26th          | Dominique                               | Cook                      |              |
|               | John Desoe                              | Carp <sup>tr</sup> s Mate |              |
|               | James Leister                           | Boatswain                 |              |
|               | John Money                              | Seaman                    |              |
|               | Hugh Hugues                             | Do                        |              |
|               | Thos Beck                               | Boatswain                 | run 13th May |
| 29th          | Charles Ingram                          | Seaman                    |              |
|               | John Lauana                             | Do                        |              |
|               | James Robbins                           | Do                        | run 13 May   |
|               | John Blank                              | Do                        |              |

| Time of Entry | Names                        | Stations                 |  |
|---------------|------------------------------|--------------------------|--|
|               | Cape Pravo                   | Marine                   |  |
|               | Rainey Pravo                 | Do                       |  |
|               | John Lemance                 | Do                       |  |
| 30th          | Lewis Diuval                 | Seaman                   |  |
|               | Wm Cannow                    | Marine                   |  |
|               | Joseph Lasqualla             | Seaman                   |  |
| 15th          | Pettre Provo                 | Marine                   |  |
|               | Charles Dedo                 | Do                       |  |
|               | James Cann                   | Do                       |  |
| May 8th       | Wm Hayes                     | Boy                      |  |
|               | Champaine                    | Marine                   |  |
|               | Pettre                       | Boy                      | run 13th May   |
| 22d           | Matt Thomas                  | Boy                      |  |
| 24th          | Nathl Leech                  | Seaman                   |  |
|               | Joshua Lenard                | Do                       |  |
| 10th          | Quartre                      | Boy                      |  |
| June 18th     | James Swaine                 | Seaman                   |  |
|               | Henry Dailey                 | Do                       |  |
|               | Arthr Kane                   | Do                       |  |
|               | Andw Montgomery              | Boy                      |  |
| Apl 23d       | John B. Tannery <sup>4</sup> | Seaman &<br>Prize Master | run with Prize Brigg<br>to Liverpoole<br>Sam Nicholson |

[Endorsed] Sloop *Dolphin* Muster Roll April May & June 1777

1. Papers of John Paul Jones, 6572, LC.

2. James Degge.

3. Dillaway had been an officer on board the Massachusetts privateer *Rising States* and had brought a prize into France.

4. Correct name was Jean Baptiste Tanays. He traitorously carried Lambert Wickes's prize brig *Betsy* into Liverpool, William Bell Clark, *Lambert Wickes Sea Raider and Diplomat* (New Haven, 1932), 225. Hereafter cited as Clark, *Lambert Wickes*.

## 19 June

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN HYDE PARKER, SR., R.N.<sup>1</sup>

By &c

His Majesty's Ship the *Arethusa* being directed to repair to the Downes & to remain there until further Orders; you are hereby required & directed, so soon as she arrives, to receive on board the Ship you command any new raised Men who may be on board the *Adventure* Tender or any other of His Majts Ships & Vessels in the Downes supernumerary to their respective Complements, and then put to Sea with the first opportunity of Wind & Weather, & make the best of your way to Spithead; where you are to dispose of the said Men, & of any other supernumeraries you may have on board, as

Admiral Sir Thomas Pye, Commr in chief of His Majts Ships & Vessels at that place, shall direct; taking care to deliver with them a List of their Names, with the times they respectively came into the Service, that they may be entered for Wages accordingly on the Books of the Ships wherein they may be appointed to serve

Having so done you are to proceed without a Moments loss of time, & cruize between Ushant & Cape Finisterre for the Protection of the Trade of His Majesty's Subjects, & diligently to look out for & to use your best endeavours to take or destroy any Privatiers, or other Ships or Vessels belonging to the Rebellious Colonies of North America, which you may be able to come up with.

You are to continue upon the above Station, for the Space of one Month after you pass Ushant; & then make the best of your way back to Spithead, & remain there until you receive further Order; sending Us an Account of your arrival & proceedings. Given &c the 19th of June 1777. —

Sandwich Lisburne H Palliser

Captn Parker, *Invincible*, Downes

By &c

1. PRO, Admiralty 2/103, 37–38. A similar order to cruise between Ushant and Cape Finisterre was given the same day to Captain Jonathan Faulknor, of H.M.S. *Royal Oak*, PRO, Admiralty 2/103, 42.

#### LORDS COMMISSIONERS, ADMIRALTY, TO COMMANDERS OF FOUR CRUISERS<sup>1</sup>

By &c.

Whereas we have received Intelligence that a Ship from Carolina, laden with Indigo & Rice, lately arrived at Amsterdam, having come North about, & that 30. Sail more were daily expected in the same Track; And whereas we have received further Intelligence, that Cunningham [Gustavus Conyng-ham] who commanded a Lugsail Vessel called the *Surprize* & who lately piratically took & carried into Dunkirk the *Prince of Orange* Packet Boat hath been within these few days past (together with the Crew) released from his confinement at that place, that a large Cutter called the *Greyhound* of 130 Tons burthen, painted blue & yellow & carrying 12 Carriage & 30 Swivel Guns, is now fitting out at that Port by one [William] Hodge, an American by Birth, who is also Proprietor of the abovemention'd Lugger, that Cunningham is to command the said Cutter & very shortly to proceed to Sea with her & the Lugger with intention, as there is great reason to suppose, to commit further Acts of Piracy; You are hereby required & directed to put to Sea in the Sloop you command without a moments loss of time, & to proceed & cruize on your former Station between the Nase of Norway & the Coast of Jutland, (stretching occasionally 20. Leagues to the Westward of the said Land) for the Protection of the Trade of His Majts Subjects, & very diligently to look out for, & to use your best endeavours to take or destroy the Ships expected from Carolina, and also the Cutter & Lugger, abovemention'd, in case they, or any of them, shall steer that way, & all other Ships &

Vessels belonging to the Rebellious Colonies of North America which you may be able to come up with.

You are to continue upon the above Station, for the Space of one Month – after your arrival thereupon, & then return to Leith for further Orders; sending Us an Account of your arrival & proceedings. Given &c the 19th June 1777.

Sandwich    Lisburne    H Palliser

Captn [James] Orrok, *Hazard* Sloop, Leith

|   |   |  |
|---|---|--|
| “ [Anthony] Parry, <i>Alderney</i> Sloop,<br>Yarmouth | { | <u>on your former Station</u><br><u>between Yarmouth sands</u><br><u>&amp; the Coast of Holland</u><br><u>Yarmouth</u> |
|---|---|--|

|   |   |   |
|---|---|---|
| “ [William] Dudingstone, <i>Camelion</i> Slo,<br>Downes | { | <u>Between the West end of</u><br><u>the Dogger Bank &amp; Jutts</u><br><u>Reef.</u><br><u>Downes</u> |
|---|---|---|

|   |   |                  |
|---|---|------------------|
| “ [Henry] Lloyd, <i>Pelican</i> ,<br>Ship | { | Nore<br>Do<br>Do |
|---|---|------------------|

1. PRO, Admiralty 2/103, 39-40.

“EXTRACT OF A LETTER FROM PLYMOUTH, JUNE 19.”<sup>1</sup>

His Majesty’s ship *Belleisle* has taken and sent into this port, the brig *Mercury*, Askew Hillcot, Master, from the River Mississippi, reported to be bound for London with a valuable cargo, consisting of indigo, beaver skins, and dear skins.

This ship brings an account, that just as they sailed from the Mississippi, a disturbance had happened between the English and Spanish Settlers there, and that the Spaniards had taken all the English shipping on that river, and had placed a soldier in each of the Settlers’ houses. It seems that the Spaniards claim all the lands on both sides of the mouth of the river, and that the English rent the plantations of the Spaniards that settle there, as our plantations are many miles up the river.

1. *London Chronicle*, June 26 to June 28, 1777.

“EXTRACT OF A LETTER FROM HAVRE DE GRACE, DATED JUNE 19.”<sup>1</sup>

Cunningham’s vessel is almost ready to put to sea, and it will be necessary for you not to trust your property on board any vessel that is bound from Harwich to Holland, unless they are under convoy; for Cunningham has got a stout vessel, which is a swift sailer, and has 12 carriage guns, be-

sides swivels, and his crew is a gang of desperadoes, picked up at Dunkirk from amongst the smugglers, &c. He vows revenge for the loss of his two prizes, the *Prince of Orange* packet boat, and the *Joseph*; for as soon as he can put to sea, he has declared he will sail to Harwich, where he doubts not but that he shall soon pick up a prize.

1. *London Packet, or, New Lloyd's Evening Post*, June 25 to June 27, 1777.

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

Private

My Lord

Paris June 19, 1777.

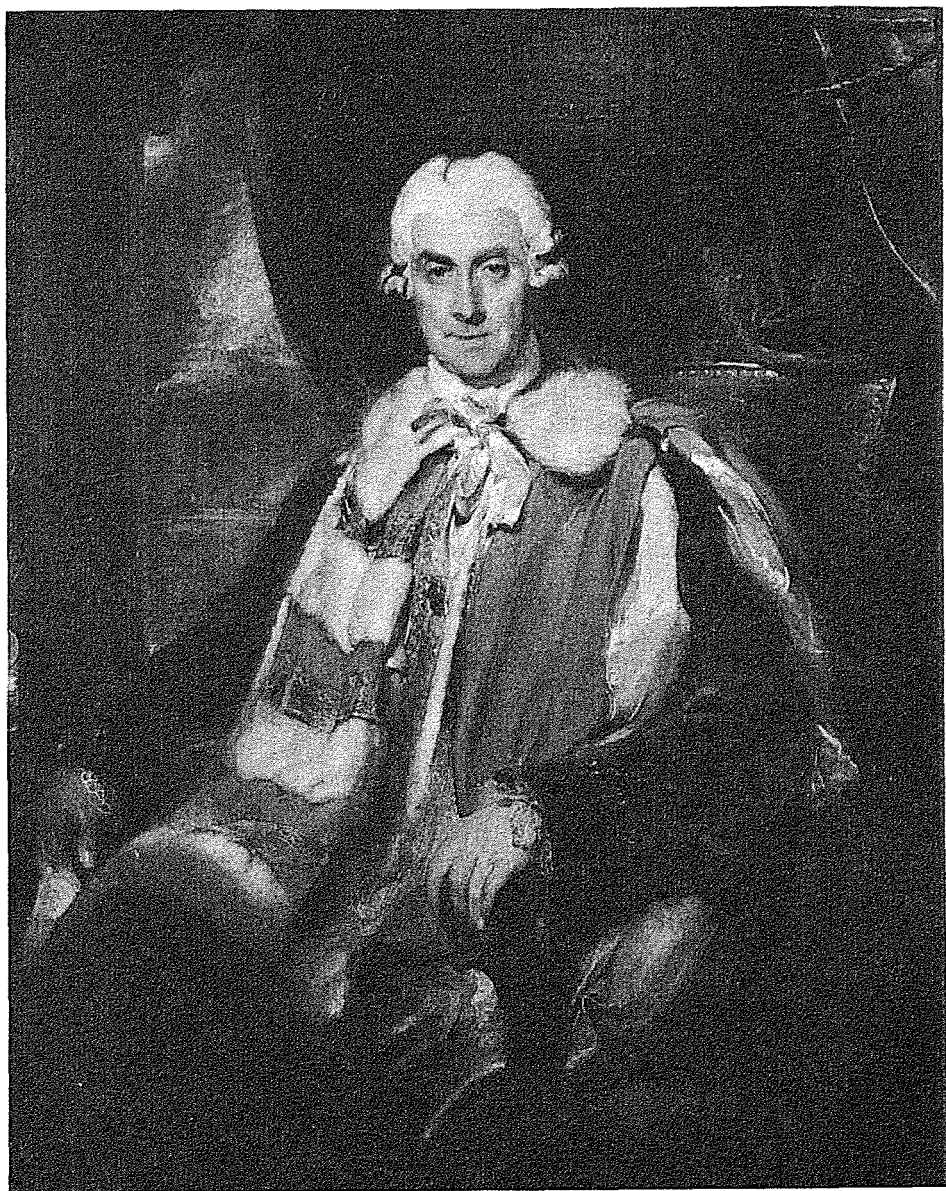
Tho Your Lordship can want no further Proofs of the Constant Duplicity and insidious Policy of this Court, Yet I think it my Duty to give You in this secret Manner some very strong ones

I have very good Reason to believe that not long ago M. de Vergennes sent a Message to Deane and Franklin to tell them that they were certainly betrayed, and to beg them to be more upon their Guard for the future

What passed with regard to the Dunkirk Pirate made the Rebel agents apprehend at first a change of System in this Court. Mr Deane has had several Conversations and Explanations on the Subject either with M. de Vergennes directly or through M. Girard which is the same thing, and has had the strongest and fullest assurances that there is No change of System but that France must proceed with great Caution not to provoke a War which the state of her Finances makes her desirous to avoid at least for the present – that she wishes the Americans every possible Success and will contribute to it by every Secret Succour in her Power. These Promises My Lord, are but too well kept. The french Ministers have within these three or four Days consented that between one and two hundred Tun of Brass shall be sent over to North America with proper Workmen to cast it into large Cannon, those formerly sent being all four Pounders. All this Brass or much the greatest Part of it will probably go by the Way of the french West Indies and will certainly be shipped from Marseilles. Your Lordship knows that the *Amphitrite* took but a Part of the Artillery, which M. de Coudray and Beaumarchais had prepared The Rest was deposited at Marseilles and Dunkirk. Two Brigs that are to convey this Artillery from thence have been chartered there, one of them is actually sailed viz the Brig which Mr. [Andrew] Frazer mentions to have sailed on the 10th Instant for St Pierre in the Island of Martinico having on board a Train of Field artillery and a large Quantity of entrenching Tools The other Brig will sail in a few days and is likewise to go to Martinico

All the articles from Marseilles will be conveyed in one large Ship under the Direction of a Capt Lundy [Pierre Landais] who was a Lieut to M. de Bougainville in his Voiage round the World He goes out to enter into the Naval Service of the Congress.

The order for the Release of Cunningham and the other Pirates was granted on the Sollicitation of Franklin and Deane They kept the order for some time without making Use of it, being Apprehensive that the Crew



*Lord Weymouth*

would disperse if they were released before another Ship was ready to receive them. They are Now I believe on board the Cutter called the *Greyhound*<sup>2</sup> that Cutter which I have so often Mentioned to M. de Vergennes Notwithstanding all My Remonstrances She is to sail in a few days, but has positive orders to return no more to Dunkirk.

Pulaski is to embark at Nantes on board a Massachusets armed Vessel Capt Fisk. Hynson is certainly gone to Nantes, to take charge of a french Ship that is to sail from thence laden with Goods and Stores The Ship is a bad one and much objected to as such which will occasion some delay Deane is gone to Rouen & Havre but the real object of his Journey seems doubtful The Equipment at Havre is Not I believe as considerable as some of my Informers make it.

The Farmers General have actually paid to the Rebel Agents One Million of Livres for which they are to receive Tobacco. This Payment was made very lately.

M. de Sartines has advised that all Prizes taken by the Americans and come into any french Port should be immediately sold and if possible before they come into the Harbour and without waiting for any instructions from the Rebel agents here He says that by this Means this Court will always be able to plead Ignorance of the Transaction and want of Time to prevent it.

All these Facts which I look upon as certain want no Comment. I earnestly beg that the Information I here give Your Lordship may be kept as secret as possible and I can venture to assure You that this Secrecy is very essential to His Majts Service. Deane thinks himself sure that France will never suffer the Colonies to return to their obedience without risking a War to prevent it I have no doubt that the french Ministers have given this Promise, and I am inclined to believe they mean to keep it, the Execution however will depend on Circumstances, in the present Moment they lie by, thinking the Rebels able to defend themselves and if We prosecute the War in America With the unrelenting Vigour that the Necessity of the Circumstances requires They may, and I am confident, will be surprized with the News of a decisive Victory before they are aware

With the Knowledge We have of their insidious Designs We are not only justified in taking every possible Measure of Defence but in my poor opinion are loudly called upon to be constantly on the Watch and to have a great Fleet ready to act instantly so that if the Necessity should arise we may be able to strike at once a decisive Blow which might end the War the Moment it began as Ld Torringtons Victory ended the War in Sicily.

The whole Conduct of the french Ministry is the more extraordinary & the more dangerous to themselves, as it has not I believe the entire Sanction of the King their Master at least I know the Ct D artois who declares himself a friend to the Americans, said the other day that the King his Brother throws great obstacles in the Way *Quand il entend parler de quelques Secours donnés aux Americains il est furieux* was one of Ct D artois Expressions I can give Your Lordship this little anecdote as certain

but I do not lay more stress on it than it deserves. I am however much inclined to believe that Many things the Ministers do in favour of the Rebels are concealed from his Most Xn Majty

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

Stormont.

1. PRO, State Papers 78/302, 366-69.

2. Renamed *Revenge*.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gentlemen

Nantes June 19, 1777

Since my last I am not favor'd with any of yours – The goods are all gone to the Ship and I hope by the begining of the week will be all Stowed away – I find there are here a number of Americans two or three Vessells that have lately come in being for Sale; if you think proper to encourage any operation of a warlike nature I imagine I could muster Officers an[d] men sufficient for such a Design – A French Gentn has proposed to me an old Frigate which might be fitted for a Privateer and make an advantageous Cruize I should be Oblidge if you will be pleased to inform me wether or not in such a case you could give me the Necessary Commissions I am Yr

J W

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

20 June

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN HARVEY, R.N.,  
AND LIEUTENANT STEPHEN NORRIS, R.N.<sup>1</sup>

By &c

You are hereby required & directed (notwithstanding former Orders) to proceed & Cruize in the Sloop you command from the Downes to Beachy-head for the protection of the Trade of His Majestys Subjects and very diligently to look out for & to use your best endeavours to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of No America which you may be able to come up with At the same time employing yourself very diligently in procuring Men for His Majs Fleet agreeable to the Press Warrant & Instructions you have received for that purpose particularly from homeward bound Merchant Ships

You are to continue upon the above Station & Service until you receive further order calling once in every Ten Days in the Downes to enquire for Orders & not finding any to the contrary to return immediately & Cruize as above directed

And Whereas the *Greyhound* Cutter is ordered to Cruize upon the abovementioned Station & the *Ranger* Sloop & *Meredith* Cutter between Beachy-head & Portland for the like purposes; You are to settle such Signals with the Officers commanding them as shall be judged proper & necessary for the better knowing each other by; in order to prevent the inconvenience & loss of time which may otherwise be occasioned by your pursuing each



other: And to give them any assistance they may stand in need of in the execution of their Instructions

And, in case you shall receive well founded Intelligence that any Privateers or other Ships or Vessels belonging to the Rebellious Colonies abovementioned are in parts Contiguous to, tho' not actually within the Station you are hereby directed to cruize upon; You are at liberty to proceed in quest of them taking care to return immediately to the said Station, so soon as you shall have taken, destroyed or driven them away; or be thoroughly satisfied that none such are there. Given &c 20th June 1777

Sandwich Lisburne H Palliser

Capt Hervey – *Speedwell* Slo – Downes

Lieut Norris – *Greyhound* Cuttr – *Speedwell* Sloop

By &c PS

1. PRO, Admiralty 2/103, 46-48.

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

My Lord,

[Admiralty Office] 20th June 1777.

I have communicated to my Lords Commissrs of the Admty your Letter of the 17th Instant, informing them of His Majesty's Ship the *Boyne* being arrived in Plymouth Sound, & that an American Brig taken by the *Boyne* is arrived at Plymouth,<sup>2</sup> and desiring to know, as the Master of the Brig, is an Englishman whether he is to be liberated as the Masters of other American Commercial Vessels (who are Americans) are ordered to be, or not, as also how you are to dispose of the Crew of the said Vessel, who except the Mate & a Negroe are all Natives of France; And in return, I am commanded by their Lordships to acquaint you that the Master is to be liberated according to the Act of Parliament, but the Mate, & the rest of the Crew are to be distributed on board of His Majesty's Ships to serve as part of their Complements.

I am also to acquaint you that the Navy Board are directed to pay the Persons who apprehended one of the Rebel Prisoners who made his Escape from the *Blenheim* the 5th Inst the same Reward as they paid to the Persons who apprehended those who some time since escaped from the Hospital. I am &c

P.S.

1. PRO, Admiralty 2/555, 115-16.

2. *Constant Friend*.

LORD WEYMOUTH TO LORDS COMMISSIONERS, ADMIRALTY<sup>1</sup>

My Lord,

St James's 20th June 1777.

Your Lordships having transmitted to me in your letter of yesterday's Date copy of one from Captain Worth the regulating Captain at Liverpool with an account of the arrival at that Port of a Snow named the *Mercury* Pierre Teuhaigne, a french Man master, which had been taken by the Ship *Tartar* of Liverpool, on her Voyage from america to Dunkirk, and that there are on board her two french Men besides the master, and your Lord-

ships having in another Letter of the same date acquainted me that an american schooner called the *Mary*, taken by His Majesty's Ship the *Prince of Wales*, was arrived at Plymouth with a french Officer who was a Passenger on board her, and your Lordships having at the same time desired that I should receive The King's Pleasure concerning the disposal of the said french Officer and french Men; I have laid before The King your said Letters and am to signify to your Lordships His Majesty's Pleasure that the said french Officer and french Men be confined in the same Places which are destined for the confinement of the Rebel Prisoners. I am &c.

Weymouth

1. PRO, State Papers 44/232, 109.

*Public Advertiser*, FRIDAY, JUNE 20, 1777

London.

A Correspondent says, that a greater Insult could not be offered to this Kingdom, than by a late Transaction in France, viz. the French Court permitted Dr. Franklin and Silas Dean to open the Mail that was taken out of the *Prince of Orange* Packet, by Cunningham and his Crew, and taking what Papers they pleased; not only to satisfy their Curiosity, but to send what Intelligence they could to their Masters the Congress, in order to frustrate the Measures of Government; and at the same Time deprive Individuals of the Satisfaction of hearing from their Friends and commercial Correspondents. This is a Degradation to the Honour and Dignity of the British Nation.

*London Chronicle*, THURSDAY, JUNE 19, TO SATURDAY, JUNE 21, 1777

London, Friday, June 20.

The *Liberty*, Lee, a Provincial privateer, of 16 guns, is taken and carried into Lisbon.

The *Perseverance*, from Halifax to the West Indies, is taken by the Provincials, and carried into Salem.

## 21 June

*London Chronicle*, THURSDAY, JUNE 19, TO SATURDAY, JUNE 21, 1777

London Saturday, June 21.

Last Sunday the *Hazard* sloop of war sailed from Leith roads, for the coast of Norway, in quest of some American privateers, which, it is said, are hovering upon those seas, with an intention, it is supposed, to intercept the ships in the Baltic trade. She is to be joined by some other ships of force.

The *Thames*, Capt. Ward, one of the March fleet that sailed under convoy from Portsmouth, on his passage had an engagement with an American privateer, and took her, and has carried her into Nevis; but the *Thames* not being a letter of marque, the Admiral claims the prize.

"EXTRACT OF A LETTER FROM PORTSMOUTH, JUNE 21."<sup>1</sup>

Yesterday ten American prisoners who were confined at Forton, near Gosport, broke out and have not since been heard of.

Arrived his Majesty's ships *Centaur* and *Egmont* from a cruize; the latter a few days ago fell in with an American privateer, and engaged her, when two of the *Egmont's* guns burst, by which accident 18 men were killed and wounded.

1. *London Chronicle*, June 21 to June 24, 1777.

JOURNAL OF DR. JONATHAN HASKINS<sup>1</sup>

[Mill Prison, Plymouth, 1777]

15th [June] Sunday Very rainy Some Charitable Person sent in for the American Prison[er]s. 2 Qrs of Veal All ready Cooked – John Chandler is Invaluated & Samll his Brother is Discharged as being a Passenger & a man of a Liberal Education –

16th Munday rainy wr 11 More Prisonrs Comtted Consisting of English, Irish, Scotch, Dutch, Swead & Portigue's none of these were to be Comtted till this Day –

17th of June Tuesday Pleast wr 10 Americans Brot from the Royal Hospital, the *Doltins* [*Dalton's*] People. Robt Burgoyne Swam from the *Blenheim* in the Night & made his Escape, & Nev'r more was heard of, but som Conjecture he was Drowd<sup>2</sup>

18th Pleast wr A Present made by the Assembly Gentlemen of Several packs of Cards. –

19th rainy wr, The *Diamond* Frigate Arived from N. Y—k

20th Raw cold wr

21 Saturday Cloudy wr 9 more Prisoners 5 of the *Doltin's* & 4 of the *C. [Charming]* Salley's Crew the Total here 167

1. MeHS.

2. Burgoyne was a crew member of the *Dalton*.

VERGENNES TO THE MARQUIS DE NOAILLES<sup>1</sup>

[Extract]

No 34

at Versailles 21st June 1777.

I have received, Sir, the dispatch No 45 which you did me the honor to write to me on the 13th of this month.

The King and His Council have highly approved, Sir, the explanations which you gave to Lord Weymouth on the subject of the search of our merchant ships; you caused that Minister to see clearly that the principles followed by His Court in this matter are not only unjust, in themselves, but also that they may involve the most dangerous consequences. Indeed, if every nation allowed itself, on the high seas and at its own caprice, unlimited search of all merchant ships, commerce would experience most harmful disturbances, and would soon see itself exposed to the license of the

searchers, and to all the excesses which they might think allowable. We admit the right of warships to stop and search merchant ships; but, in our opinion, it is abusing that right to exercise it indiscriminately in all cases and at every encounter. The safety and freedom of trade require that the examination should be limited to the papers which state the true destination of these vessels, and that search should only be permitted when they are sailing in a suspicious direction, that is, when they are encountered outside the line of their destination.

In order to justify the violation of these principles, Lord Weymouth maintains not only that the French merchants send a great quantity of contraband goods to the rebellious English Colonies, but also that the Americans frequently take on armaments in our ports. You have been informed previously, Sir, of the prohibitions that have been made in all our ports against the export of arms and munitions of war to the American Colonies. We have, so far as depended on us, taken care that these prohibitions were observed; but it is impossible to prevent all clandestine and disguised exportations. The Court of London itself has daily experience of this; in spite of the most rigorous vigilance, it has not yet been able to keep in check its own subjects, and it may remember that it has never prevented English ships from carrying on contraband trade on our coasts, and principally on the Spanish coasts, despite the complaints of the Court of Madrid; on the other hand, the King cannot and will not ruin the commerce of his subjects by forbidding them to sell in his ports goods which have hitherto been saleable; we have declared this in good faith to the English Ministers before. I understand that it would be agreeable to them that we should shut our ports to the Americans, but would it be prudent to provoke and draw down on ourselves the resentment of a people who, having nothing to lose with us, would find much to gain if they had a pretext for seizing our ships returning from America. In reminding the English Ministers of all these things, you will call their attention, Sir, to the principles which I established at the beginning of this letter, viz, that the search of our ships should only take place when they are, without legitimate reason, in latitudes far from their line of course; in these cases we shall not object either to search or confiscation, if authorised by the circumstances. To convince the English Ministers how much we desire to put an end to the disagreeable disputes to which this matter may daily give rise, we propose to them, after the example of Spain, to communicate to and devise with Us the instructions to be given to the Commanders of His Britannic Majesty's warships. As I do not doubt that on his part Prince de Masserano has received instructions relative to this matter, you will be good enough to plan with him the steps it may be desirable to take to induce the English Ministry to adopt our proposal.

In several Cases the British Ministry has wished to give false appearances to the necessity of the search of our ships by the pretext that the Americans in order to escape pursuit by English warships have hoisted the French flag. I do not Contest this fact, which is probable, but, the inspection of the ship's papers proving sufficiently whether the ship is French, the examina-

tion of these same papers gives all the certainty that can be desired without it being necessary to proceed to a more rigorous search.

With regard to the arming and fitting out which Lord Weymouth asserts that the Americans make in our ports, we prevent them when they come to our knowledge, and that is what we have just done with regard to those now in question in the port of Marseilles. But it is impossible that we should be punctually informed of all arming and fitting out, and it is all the more natural that Viscount Stormont should know of them before us, and more precisely than we, as he has spies in all our ports, even with an ostentation, I could willingly say a want of consideration, of which we should have grounds to complain, if we had any interest to hide what can be done in our country. But the British Ministry should not blindly believe all the reports which its Ambassadors receive from their Emissaries. Their reports are mostly very inexact, and sometimes so vague that Lord Stormont in making his complaints has not been able in certain cases to designate either the precise Place of the affair, or the name and rank of the participants. The orders to our ports to oppose all irregular arming and fitting out are precise; they are about to be energetically repeated, but the English Ministry should know from its Experience that people who seek to deceive know well enough how to take precautions in order not to be easily discovered.

Lord Stormont handed to me at our last Meeting The List of the different grievances with which he reproaches our people on Martinique. He had spoken to me about them a week before, and, on his simple statement, orders had been sent immediately to remedy them; for greater efficiency and in order to impress our insular subjects, who appear to have been seduced by a Spirit of plundering, still more severe measures are to be taken, and which shall not leave room for false interpretations. This is what you may, Sir, tell Lord Weymouth, assuring him that, if the King's justice can not prevent some irregularities Especially in Such a Distant Place, it can curb and punish them. His Majesty, faithful to neutrality and to the pacific inclinations of which he has given an assurance to the King of England, will not allow His Subjects to do anything Contrary to them, but he has a right to expect that His Britannic Majesty, animated with the same feelings, will be good enough on his part, to remedy the irregularities and excesses which are only too frequent on the part of his naval officers.

Lord Stormont has spoken to me of some arming made by some of our own merchant captains. I have no precise Knowledge of this, but I have not concealed from him that several of our ships, which are able to arm themselves, think it necessary to take this precaution, in order to protect themselves against the annoyances which they meet with from English Cruisers. We can not prevent them providing for their safety; it is a natural right, and England Alone could prevent it, by ordering Its privateers to respect our flag and our commerce. It is in this sense, Sir, that I have replied to the English Ambassador, and I beg you, Sir, to adapt to this the explanations you may have occasion to give in this matter to the British Ministry. This has not, however, prevented me from requesting M. de Sartine to ascertain

from the ports whether the arming has not another object, and to provide against it as far as that may be necessary.

To conclude this, Sir, it remains for me to reply to the observation which Lord Weymouth made to you as to the manner in which we send munitions to our islands. This Minister is in error if he thinks that they are sent only by warships; at least five-eighths goes out on merchant ships; and that is all the more necessary as we rarely send ships of the line to our Colonies, and the frigates which cruise there, are too encumbered with their own armaments, and the provisions which their long Station assignments require, to allow of their being loaded with munitions of war. Moreover, Sir, you will only make further explanations to Lord Weymouth, to correct his ideas, and by no means to justify us: we have no need of that in a matter which depends solely and absolutely on the kindness and good pleasure of His Majesty, as you very well observed to the English Minister.

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 289-94, LC Photocopy. Published in Stevens, ed., *Facsimiles*, and in Henri Doniol, *Histoire de la Participation de la France à l'Etablissement des États-Unis d'Amérique* (Paris, 1886), V, 505-09.

## 22 June (Sunday)

LIEUTENANT THOMAS GABORIAN, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

London 22d June 1777

I beg you will be pleased to acquaint their Lordships that in consequence of my Orders from Lord Shuldhham I went with His Majesty's Cutter under my Command in pursuit of a Privateer Schooner called the *Montgomery*, who had taken several Prizes in the English Channel, and on the 14 Inst I was informed at Alderney that she was at Cherburg with a Prize She had taken, In Consequence of that Intelligence I immediately proceeded to Cherburg and came to Anchor at Sea five or six miles from that Place, And formed a Plan with my Pilot to Entice the Commander (who I well knew to be a Man belonging to Ilfracombe) on Board. I therefore sent him on Shore as the Master of a Smuggling Vessel, in hopes by that means to be able to decoy him on Board, which he from my directions and His own diligence luckily affected, by offering him a present of an Extraordinary good Spying-glass on condition he Wou'd protect him from the Revenue Vessel which he pretended had Chaced him from the Coast of England he then invited him his Lieut and the French Gentlemen who were with him on board the Supposed Smugling Vessell, which they accepted of, During which I was prepared with My People Arm'd and Conceald to receive them, I likewise disguised the Cutter as much as possible to prevent their Suspecting a deceit, they accordingly came on Board in a French Boat, and when on Board finding his Mistake the Commander of the Privateer jump'd over board, but on my presenting a Pistol at him, he directly returnd when I had got him on board, I desired the French Gentlemen to go on Shore I then Confined the Commander and his Lieut of the Privateer and took from the former all his Papers Amongst which are his Commission and Instructions from the Congress with letters of

Recommendation from Silas Deane, all which I herewith Send for their Lordships perusal, and Shall be particularly happy to find my Conduct has the Honour to meet with their Lordships approbation I am Sir [&c.]

T Gaborian

I order'd the Master of the Cutter to Proceed to Plymouth and to dispose of the Prisoners as my Lord Shouldham shall think proper [Enclosure] No 1 Copy

John Burnell Commr of the *Montgomery* Schooner Privatier from Annapolis in Maryland; in length by the Keel 37 Feet breadth 10 Feet Burthen 25 Tons & Sails very fast – Declares to me that on the 10th Inst he Breakfast with Mr Franklin at Paris & Dined with him & Mr Dean the same day & Monsr de Chaumont near Paris where Mr Franklin lives applied to the French Ministry to get the Brig which he had taken & carried into Cherburgh Condemned & was informed By Mr Franklin the Ministry would have nothing to do with it but that they was at liberty to sell the Prize & Cargo. And that the said John Burnell received orders from Mr Franklin & Deane to burn or destroy all Such Vessels he should take & could not conveniently carry into Port & those he could was to send the People away in a Boat and to proceed to the first Port in France & there dispose of Vessel & Cargo as from America.

That Mr Franklin & Deane informs him the said John Burnell that an American Privateer had lately sailed from Bordeaux or Nantz with arms & ammunition & several French Gentlemen Passengers for America And also that there are three Continental Privatiers Cruizing now in St George's Channel in order to intercept the Linnen Trade but if they should not succeed on that Plan are to go & Cruize in the North Seas in order to intercept the East Country Trade; The Ship mounts 18 Carriage Guns Swivells & Small Arms the Brig 16 &c – And the Cutter bought from Dover 8 &c – N.B. The above Privatier sailed from the Capes of Virginia the 11th of last April having taken a Brig laden with Salt, Harvey Master from Dartmouth to New foundland 120 Leagues to the Westward of Scilly which he sent to America, And on the 5th of June he took off the Gaskets a Brig Beaveneau Master from Rotterdam to Guernsey laden with Gin & Rosin which he carried into Cherburgh on the Coast of Normandy & had I not taken him he was going to sell her

T<sup>s</sup> Gaborian

The *Montgomery* Privatiers intended Cruize

To go along the Coast of France as far as Dunkirk then to stretch over to the Lincolnshire Coast there Cruize for the East Country Ships when he thought he might be discovered to go for the North Coast & so on to Scotland & back on the Coast of Norway, Holland, Flemish Banks & then to France again.

[Endorsed] 24 June send Copy of this with the Inclosures (16 Nos) to Ld Weymouth for the Kgs information and desire to know how the said Prisoners are to be disposed of.

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

at Versailles 22nd June 1777.

I have Examined, Sir, the Extracts, which you have done me the honor to send me, of letters written by various Englishmen relating to the American privateers who cruise in the waters of the Windward Islands. I have seen that they continue to maintain that several of these privateers belong to the inhabitants of Martinique and Guadeloupe, and that the sale of the English prizes takes place publicly in our islands, and particularly at St. Lucia. On this occasion the English ship *Venus*, taken by a privateer belonging to Mr. Prejent, with a commission from the Congress, is again referred to, which formed the Subject of a note recently sent to you by the English Ambassador. I can only refer to the letter which I had the honor of writing to you on the 14th instant on the subject of the ship *Venus*. I am still as convinced of the impossibility of preventing every abuse, as of the exaggeration of the facts which arouse the complaints of the Court of London. I am repeating, moreover, to the Marquis de Bouillé, the orders which I addressed to him in my letter of the 14th instant, to forestall and put a stop to all clearances which might be disguised, as well as to observe the neutrality which has been prescribed to him by his instructions. I am instructing him again to inform the Commandant of St. Lucia that the admission of Foreigners into the ports of the Island, must not be extended to Privateers bringing in prizes, in regard to which he must conform to the rules of neutrality by obliging the Privateers to set sail again with their prizes within 24 hours, save those exceptional cases provided for by the Ordinance of 1681, and by preventing all sale of prizes or their cargoes. I am addressing the same orders to the Governor of Guadeloupe, and desire him, as well as the Marquis de Bouillé, to give me an account, in the greatest detail, of all the facts which have given or may give rise to complaints on the part of the English

I have the honor to be with very sincere attachment [&c.]  
de Sartine

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 302, LC Photocopy.

## 23 June

CAPTAIN LAMBERT WICKES TO MASTERS OF SEVEN PRIZES <sup>1</sup>On board the *Reprisal*, the [2]3 of June 1777.

These are to certify, that the brig *Crawford*, Alexander Alexander, formerly master, who was taken by one of the squadron (yesterday) under my command: that I give the said brig to each of the under written men, who have been taken by me and my squadron, to carry them to Whitehaven, and there to dispose of her upon their joint accounts, and to be disposed of, as they think most proper after their arrival at the said port of Whitehaven. Given under my hand the day and date above written:

Lambert Wickes.



Witness, Henry Johnson.

Alexander Alexander, master of the brig *Crawford*.

John Yowart, master of the *John and Thomas*.

Joseph Hutchinson, master of the *Jason*.

Thomas Attridge, master of the ship *Peggy*.

John Wardley, of the ship *Grace*, Liverpool.

Caleb Grave, master of the *Favourite*, of Maryport.

William Drummond, master of the *Jenny and Sally*.

1. John Almon, ed., *The Remembrancer; or Impartial Repository of Public Events. For the Year 1777* (London, 1778), V, 175–76. Hereafter cited as Almon, ed., *Remembrancer*. Letter misdated June 3 by printer.

*London Chronicle*, SATURDAY, JUNE 21, TO TUESDAY, JUNE 24, 1777

London, Monday, June 23.

Benjamin Hughes, Captain of the *Elizabeth* West Indiaman for Jamaica, has taken the *Three Sisters*, a prize bound from Charles Town, South Carolina, to Nantz, with 650 barrels of rice, and 20 barrels of indigo, and sent her into Plymouth.

“EXTRACT OF A LETTER FROM ON BOARD THE *Conquistador*, DATED AT THE NORE, JUNE 23.”

It is currently reported on board here, and we believe not without some foundation, that some American vessels or privateers, harboured in the ports of France, have bound themselves in a league, by an oath, to cut out his Majesty's guardship *Conquistador* from her moorings in the Nore, where she lies for the reception of new raised men to man the fleet; it is astonishing to us, it being such a scheme as the united naval powers of France and Spain never attempted against our ships at the Nore all last war.

1. *London Chronicle*, June 26 to June 28, 1777.

JOURNAL OF TIMOTHY CONNOR, MASSACHUSETTS PRIVATEER BRIGANTINE  
*Rising States*<sup>1</sup>

[Forton Prison, Portsmouth]

June the 23d Woodard [James Woodward] and [Benjamin] Lambert was brought back to Forton again and left the Capt and Fritz,<sup>2</sup> the Night before very much fatigued. Woodard and Lambert was put into the Black hole on Six ounces of beef, half a pound of bread one pint of small beer for 24 hours there they was to have continued for 40 days in a few days after I was taken out of my bed at eleven o'Clock at Night on suspicion of going to break out by some secret intelligence and was kept there till the next Day when nothing being proved against me I was released The Black hole is a place where you are by yourselves and not allowed to come out or even to speak to us

1. Connor's Journal, LC.

2. Captain James Thompson and Marine Captain Henry Fritze.

“EXTRACT OF A LETTER FROM CAPT. [ANDREW] FRAZER TO  
LORD VISCOUNT WEYMOUTH DATED DUNKIRK. 23D JUNE 1777.”<sup>1</sup>

I now beg leave to add to my former letters to your Lordship, that I have not the smallest doubt that the Cutter will sail when ready, which may be in about a week hence, & accompanied by the Lugger, unless orders come from Versailles in the interim to prevent it.

I take the liberty of observing to your Lordship, that in case it should be judged proper to send any vessels on this Coast to watch their motions, that they ought to be of superior force to Sloops & Cutters that have been here as yet, as well as the best going vessels, for both the Cutter & Lugger are considered as prime Sailors, and will be manned by a Set of most daring and desperate men, almost entirely English & Irish outlawed Smugglers, for the Americans amongst them do not exceed eight or ten, altho' all Cuningham's Crew, excepting one Man\* from Ipswich, swore at the Admiralty, that they were Natives of America. – I have some hopes of not only detaching this Man from Cuningham's Crew but of engaging him to enter into The King's Service. If I succeed I will send him by the first opportunity to England, & recommended to Your Lordships Office.

\* Anthony Lulpitt

1. PRO, Admiralty 1/4133, 161.

JOHN COLLET TO LORD STORMONT<sup>1</sup>

My Lord,

Genoa 23d June 1777 –

Last week an anonymous letter was brought me, acquainting me that a Large Bark, (a description of which I have the honour to inclose Your Lordship,) was purchas'd for the Americans,<sup>2</sup> and tho' to be dispatched from hence with Genovese Colours, was to hoist American Colours at Sea, a Person being appointed to take the Command of her. I immediately applied to the Secretary of State here, who promiss'd me every step shou'd be taken to come to the truth, in the mean time the Rudder was taken off, the Vessell secur'd in the Arsenal, and the Sailors Chests rummaged but nothing found, the Secretary told me on Saturday that every precaution was taking to come to the bottom of this affair. I hear from other people she was purchased by one Alberto Causa, a Genovese Merchant here, by orders, and for account of one Fiquet of Marseilles, who was recommended to Mr Causa, by the house of Aubert of Marseilles, for twenty five thousand Livres, She was to be sent down under Genovese Colours, with Six Guns, thirty musketts, and forty Men, I am uncertain as yett if the Government here will find any proofs to stop her, if do not, and she shou'd sail, may still suspect She may be fitted out at Marseilles, wherefore I think it my Duty to acquaint Your Lordship, as I shall do of what this Government determines, and whether She sails or not.

I have the honour to be with the greatest Respect My Lord [&c.]

John Collet

1. PRO, State Papers 78/303, 91–92.

2. Collet in a letter of July 5 to Lord Weymouth revealed that the bark rather than being purchased for the Americans would “cruise against the Turks,” PRO, Foreign Office 28/1, 86.

24 June

LORDS COMMISSIONERS, ADMIRALTY, TO REAR ADMIRAL SIR PETER PARKER<sup>1</sup>

By &amp;c.

Whereas by our Commission bearing date the 11th instant, we have appointed you Commander in Chief of His Majesty's Ships & Vessels employed and to be employed at & about Jamaica, & in the Gulph of Mexico from the River Mississippi to Cape Florida, And whereas we intend that, so soon as you can be spared from the Operations of the present Campaign, you shall proceed to that Island, in the *Chatham* if she shall be in a proper Condition, if not in the *Bristol*, by which you will receive this; we having sent Orders for that purpose to Vice Adml Lord Visct Howe; you are, therefore, when his Lordship shall signify to you that your Services in North America can be dispensed with, – required & directed to proceed to Jamaica, in the *Chatham* or *Bristol*, as his Lordship shall direct, accordingly; hoisting your Flag on board her – And, upon your arrival there, you are to deliver to Vice Adml Gayton the inclosed Packet, containing our Orders to him to return to England; to deliver to you attested Copies of his Instructions as Commr in Chief of His Majts Ships & Vessels on that Station, & also of all such Orders & Directions received from Us since, as may remain in the whole or in part unexecuted, & to communicate to you any Intelligence & Advices he may have received, & such particulars respecting the State & Disposition of the said Ships & Vessels as may be necessary for your Information & Guidance in carrying on the said command; And so soon as the said Vice Admiral shall leave Jamaica on his return to England, You are to take upon you the Chief command of the said Ships & Vessels agreeable to our aforesaid Commission; governing yourself therein by such parts of the original Instructions abovemention'd as may relate thereto, & carrying into execution such of the said Orders & Directions as may remain in the whole, or in part, unexecuted. Given &c. the 24th June 1777.

To Sir Peter Parker Knt  
Rear Admiral of the Blue  
& Commr in Chief of His Majts  
Ships & Vessels at and about

Sandwich  
Lisburne  
H. Palliser

Jamaica &amp;c. &amp;c.

By &amp;c. P.S.

1. PRO, Admiralty 2/103, 57–59.

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

By &amp;c.

Whereas we have appointed Rear Adml Sir Peter Parker (by whom you will receive this) to relieve you in the command of the Kings Ships & Vessels employed and to be employed at and about Jamaica &c. You are hereby required & directed to return to England in His Majts Ship *Antelope*, as soon as possible after the said Rear Admiral's arrival, and to repair to Spithead, where you are to remain til' further Order; sending us an Account of your arrival & proceedings; taking care to deliver to him attested Copies

of your original Instructions, & also of all such Orders & Directions as you may have received since, which may remain, in the whole, or in part un-executed, and communicating to him any Intelligence or Advices you may have received, & such particulars respecting the State & Disposition of the abovemention'd Ships & Vessels, as may be necessary for his Information & Guidance in carrying on the said command. Given &c. the 24th June 1777.

To Clark Gayton Esqr

Vice Admiral of the White

&c. — at Jamaica

By &c. P.S.

Sandwich

Lisburne

H. Palliser

1. PRO, Admiralty 2/103, 62-63.

*London Chronicle*, TUESDAY, JUNE 24, TO THURSDAY, JUNE 26, 1777

Admiralty Office, June 24.

Vice Admiral Gayton, Commander in Chief of his Majesty's ships on the Jamaica station, writes, in his letter of the 2d of last month, that the whole number of rebel vessels which have been taken by the ships under his command, amounted to 124 sail.

JOSEPH HARDY TO LORD WEYMOUTH<sup>1</sup>

No 18.

Cadiz 24th June 1777

A French Vessel arrived here two days ago from Martinique, several of the letters she brings mention the favourable reception given in that Island to the American Privateers which are completely fitted out there and many of them intirely manned with French Seamen. one letter from the Chevalier de Kersaint Captain of a French Sloop of War which sailed from hence in March says that on his arrival at Martinique he found in the Port eighty two English Ships some of which were of considerable value which had been brought in by the American Privateers. . . .

1. PRO, State Papers 94/204, 23-24.

## 25 June

"EXTRACT OF A LETTER FROM ARENDAHL IN NORWAY, DATED JUNE 25, RECEIVED YESTERDAY BY THE *Prince Christian*, CAPT. THORSON."<sup>1</sup>

Last Saturday we received advice from Christiansand, that at two miles west from that place is arrived a large American privateer, of 28 guns besides swivels, and 160 men. It seems she is come from Dunkirk, and is to be followed by another privateer. The English ships coming from the East country will be in the greatest danger. It is surprising that the Captains of English vessels who are continually going to Dunkirk, do not represent the danger to government and obtain frigates to cruize for their protection, and not suffer themselves to be thus shamefully taken on their own coasts.

1. *London Chronicle*, July 10 to July 12, 1777.

PHILIP STEPHENS TO COMMISSIONERS FOR SICK AND HURT SEAMEN<sup>1</sup>

Gentn

Admty Office 25 June 1777

Having communicated to my Lords Commrs of the Admiralty Your

Letter of the 21st Instant, informing them of your having received One from the Keeper and Agent of the Prison at Forton, acquainting you that Eleven of the Prisoners<sup>2</sup> had on the 20th in the Morning made their escape by breaking through the Wall, notwithstanding a Centinel had been placed in the Prison day & night; I am commanded by their Lordships to signify their direction that One of you do immediately go down and examine the Premises, and give the necessary directions for adding to the security of the place, and to report whether a reinforcement of the Guards, or anything else is wanting. I am Gent [&c.]

Ph<sup>d</sup> Stephens

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.
2. All from Massachusetts privateer brig *Rising States*.

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

[Extract]

My Lord

[Admiralty Office] 25 June 1777

I have communicated to my Lords Commrs of the Admty your Letter of the 22d Inst informing them that the *Sherborne* Cutter is arrived at Plymouth – with the Capn & Lieut of the *Montgomery* Rebel Privatier, and that you ordered them on board the *Blenheim* for their better security, and they were the next day to be committed to Mill Prison; And I am commanded to acquaint you that their Lordships approve thereof.

1. PRO, Admiralty 2/555, 139-40.

JOURNAL OF H.M.S. *Valiant*, CAPTAIN JOHN LEVESON GOWER<sup>1</sup>

June 1777

Ushant N46°E 40 Leas

Wednes 25th

at 6 Boarded a Swedish Brig from Bourdeaux to Stockholm Calm & Clear at 8 Scrub'd between Wind and Water at Noon in Chace of a Brig to the NW.

Little Wind and Clear Wr Continued the Chace at 4 PM Light Breazes and Clear Wr at 7 in 1st Reef Top Sl at 8 Fired a Shot to bring too the Chace Shorten'd Sail and brought too sent an Officer to take Possession of the Chace which we found to be an American Brig from Charlestown So Carolina bound to Nantz<sup>2</sup> in Boats made sail Prize in Compy –

1. PRO, Admiralty 51/1022.

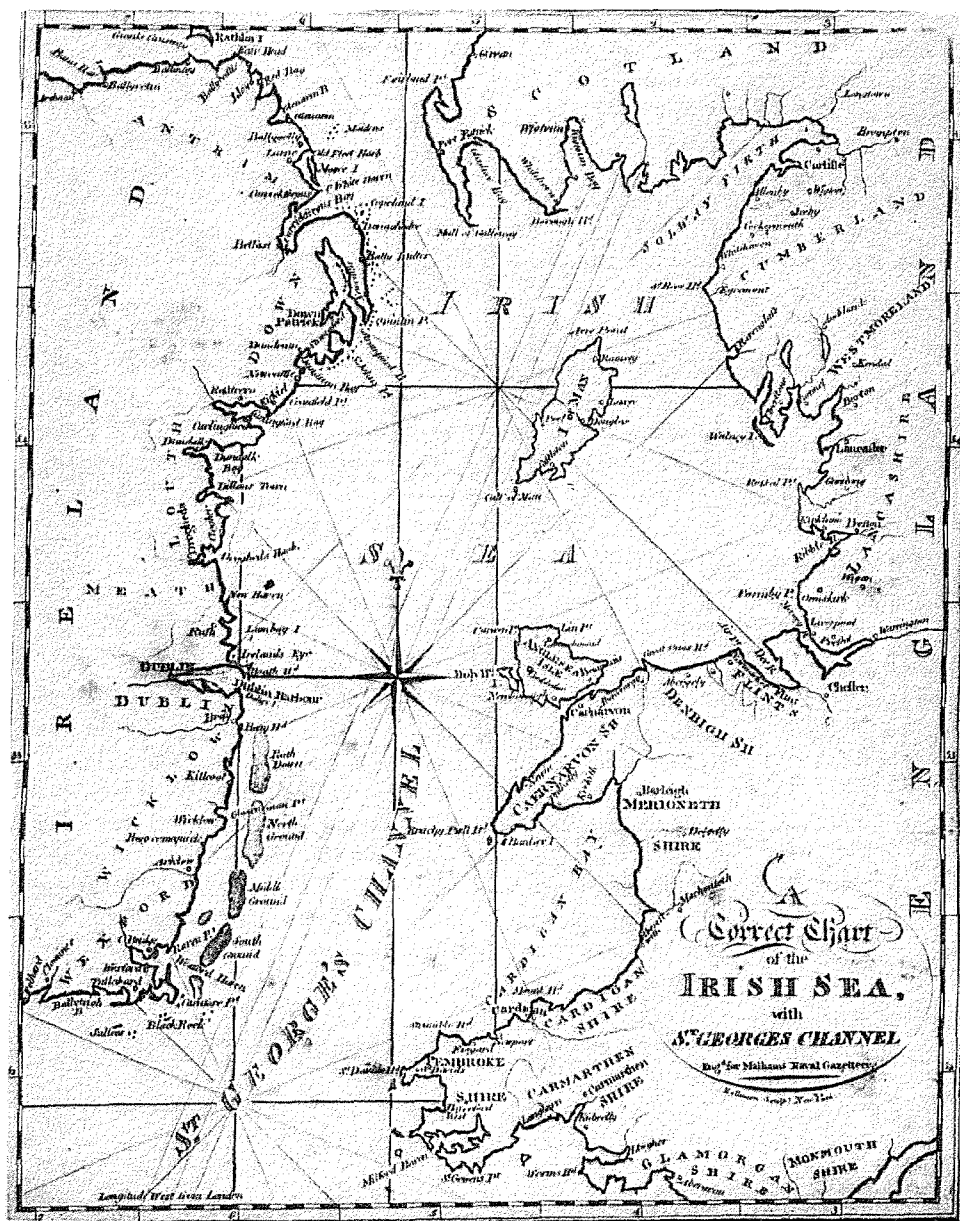
2. Brigantine *Elizabeth*, with rice, tobacco and indigo, *London Gazette*, July 1 to July 5, 1777.

26 June

NEWS FROM WHITEHAVEN<sup>1</sup>

Whitehaven, (in England) Thursday, June 26.

The brig *Crawford*, formerly of Glasgow, arrived here this morning with one hundred and ten seamen, besides five women and some children, which had been taken by the Americans from different vessels, all in this channel.



The following authentic account will best explain this disagreeable affair, which our duty to the public obliges us, however, unwilling, to relate:

The *Expedition*, Braithwaite, sailed from hence on Sunday the 15th inst. bound for Norway; the Wednesday following, being then about two miles from the Mull of Cantire, she fell in with three American privateers, viz. the *Reprisal*, Commodore Wickes, of 18 guns and 130 men, with eight cohorns in her tops, and a number of swivels; her carriage guns all six pounders, double fortified: The *Lexington*, Johnson, of 16 guns and 110 men, with 4 cohorns in her tops, and a great number of swivels; her carriages same weight of metal as the *Reprisal's*, and fortified in the same manner; and the *Dolphin*, Nicholson, of 10 guns and 64 men, with a number of swivels and small arms.

The following is an account of all the vessels taken by the said privateers from the 19th instant to the 23d inclusive.

June 19th. Sloop *Merrin* of Greenock, Neal Taylor, from Greenock to Suna, ballast, sunk.

19th. Brig *Expedition* of Whitehaven, William Braithwaite, from Whitehaven to Norway, ballast, sunk.

19th. Ship —, Ribble M'Gomery, ballast, sent to France.

21st. Brig *Jenny and Sally*, of Glasgow, Wm. Drummond, from Glasgow to Norway, ballast, sent to France.

20th. Sloop *Jason*, of Whitehaven, Isaac Hutchinson, from Whitehaven to Petersburg, ballast, sent to France.

20th. *Jenny and Peggy*, of Irvin, William Howe, from — to Irvin, ballast, sunk.

20th. Sloop *Edward and Ann* of Queensferry, Edward Brown, from Koningsburg to Liverpool, wheat, sent to France.

21st. Bark *John and Thomas* of Whitehaven, John Yowart, from Norway to Dublin, deals, sent to France.

22d. Brig *Graystock*, of Workington, James Clarke, from Workington to Dublin, coals, sunk.

22d. Brig *Richard* of Whitehaven, Thomas Ledger, from Whitehaven to Dublin, coals, sunk.

22d. Brig *Favourite* of Maryport, Caleb Grave, from Maryport to Dublin, coals, sunk.

23d. Ship *Grace* of Liverpool, John Wardley, from Jamaica to Liverpool, rum, sugar, and tobacco, sent to France.

23d. Brig *Peggy* of Killabeg, Thomas Atridge, from Corke to Liverpool, butter and hides, sent to France.

23d. Brig *Crawford* of Greenock, Alexander Alexander, from Greenock to St. Ubes, ballast, given to the masters and crews to bring them to Whitehaven.

Sunk also a small boat off the Mull of Cantire, Thomas MacDugan, master.<sup>2</sup>

On Tuesday last, Johnson, (by permission of his Commodore, Wickes,) put 110 of the prisoners on board the *Crawford*, with leave for them to depart, and make the best of their way to any port in England. They were

put on board said vessel about one league from Tuscar, but under a promise of reaching Whitehaven, if possible, without putting into any port, or landing any of the passengers. The reason of this caution is obvious; Whitehaven being at the greatest distance, the alarm would be so much longer in reaching the ears of Government, which they could not doubt would immediately take the most hasty steps to prevent any future depredations, especially so near home.

1. Almon, ed., *Remembrancer*, V, 174-75.

2. This list varies somewhat from that enclosed in John Botterell to Philip Stephens, June 26.

SAMUEL MARTIN TO PHILIP STEPHENS<sup>1</sup>

(Copy)

Four O'Clock in  
the Morning –

}

Whitehaven 26 June 1777

Sir

I send this by Express, for the immediate information of my Lords Commrs of the Admiralty that the *Reprisal*, Weeks Master of 18 Guns, the *Lexington*, Johnson of 16 Guns, and the *Dolphin*, Nicholson of 10 Guns; came round the West of Ireland, and upon the 19th instant took off the Mull of Cantire the Vessels as per List at foot hereof<sup>2</sup> These Pirates proceeded down the South Channell, on monday last fully intending to cut the *Dorset* Yatch out of Dublin Harbour and destroy all the Ships in Pool beg but very luckily the Wind feinted and not knowing but there might be some Frigates in the Channell Service they durst not come to an anchor in Dublin Bay. a Vessel belonging to me called the *Jason*, bound to Russia they put such Materials as they took out of the Ships into, and sent her to France, and off Tuskar gave their Prisoners the *Crawford* and sent them to this Port where she arrived this morning at three o'Clock, Captain Hutchinson informs me that they had [hopes] of falling in with the Linnen Ships bound from Dublin; but having missed them they were returning to France to get a supply of People, He says there are a great many French Landsmen on board; that they sail remarkably fast the *Reprisal* is a Ship with a Figure Head and Brightsides, the *Lexington* a Brig and the *Dolphin* is a Folkstone Cutter sold from Dover – Captain Hutchinson also informs me that there are several others fitting out; and that their Lordships may depend they intend to cruize in the North Channel and a number of them will attend upon the Baltick Trade; as he discovered by one of the Officers; that a few Hempships would be of considerable consequence to them I presume to exchange in France for Rigging and Sails – He says they are victualled for Six Months but have not any great quantity of Water, but that, they said they could get readily, on the Irish Coast. They ordered all their Prizes for Nantz, and would call there themselves or at L'orient just to get the Men they sent in the Prizes on board again I shall draw to the Post Mistress for the Charge of this Express and I beg Sir you'l excuse my incorrectness as I am sollicitous to loose no time in transmitting this very disagreeable account being called out of Bed. I am in all duty to their Lordships Sir [&c.]

Sam<sup>l</sup> Martin



P:S: Capt Hutchinson informs me too that 13 Sail of Stout Vessels are fitting under the American Flag to cruize against our Trade and would be ready in a short time.

The orders from Dr Franklyn was to sink, burn and destroy all he met.

1. PRO, State Papers 42/50, 222-23.

2. Martin's list is not as complete as John Botterell's, and has not been carried here. See next two entries.

JOHN BOTTERELL, CUSTOMS OFFICIAL, TO PHILIP STEPHENS<sup>1</sup>

Sir/

Whitehaven June 26th 1777

I have been inform'd by the Masters of several Vessels just arriv'd in the Brig *Crawford*, that they have been taken by three American Privateers, Viz.

The *Reprisal* a Ship of Eighteen Six pounders Lambert Weecks Master – The *Lexington* a Brig of Sixteen four pounders Edward [Henry] Johnson Commandr – A Cutter of ten four pounders Nickolson Mastr. They came from Nantz and proceeded in consort to the Westward of Ireland and Enter'd the Channel at the North between the Mull of Cantire and Ireland and have swep the Channel as low down as Bardsey Isle near Cardigan on the Welch Coast, they kep their prisoners till the 24th on board the *Crawford* Brig whom they dismiss'd after their promising to proceed to Whitehaven and no other port, the Masters Acquaint me the American privateers will endeavor to intercept the Linnen trade from Ireland A list of the Ships & Vessels taken and destroyd I have enclos'd which was deliver'd to me by several of the said Masters.<sup>2</sup> I am Sir [&c.]

Jn<sup>o</sup> Botterell

[Endorsed] R 28th June at ¾ past 8 P M

1st July Own rect & let know their Ldps have sent 2 Ships & a Sloop in quest of those Privateers.

1. PRO, Admiralty 1/1497.

2. See following entry for enclosure.

LIST OF VESSELS TAKEN BY THE CONTINENTAL SHIP *Reprisal* AND CONSORTS <sup>1</sup>

| Masters Names    | When Taken | Ships Names                   | Where belongs | Where Came from | Where Bound | What Laden                   | Sunk | Sent to France |
|------------------|------------|-------------------------------|---------------|-----------------|-------------|------------------------------|------|----------------|
| Nail Taylor      | 1777       | Sloop <i>Merrin</i>           | Greenock      | From Greenock   | Suna        | Ballast                      | Sunk |                |
| Wm Breathard     | 19 June    | Brig <i>Expedition</i>        | Whitehaven    | Dublin          | Norway      | Ballast                      | Sunk |                |
| George Hutchison | 20th       | Sloop <i>Jason</i>            | Whitehaven    | Whitehaven      | Petersburgh | Do                           |      | France         |
| Wm How           | Do         | Brig <i>Jenny &amp; Peggy</i> | Erwin         |                 |             | Ballast                      | Sunk |                |
| Edwd Brown       | Do         | Sloop <i>Edwd &amp; Ann</i>   | Queens Ferry  | Cunsburd        | Liverpool   | Wheat                        |      | France         |
| John Yoward      | 21st       | Ship <i>John &amp; Thomas</i> | Whitehaven    | Norway          | Dublin      | Deals                        |      | France         |
| Rebb McGommery   | Do         |                               |               |                 |             |                              |      |                |
| Wm Drummond      | Do         | Brig <i>Jenny &amp; Sally</i> | Glasgow       | Glasgow         | Norway      | Ballast                      | Sunk |                |
| Jams Clark       | 22d        | Do <i>Graystock</i>           | Workington    | Workington      | Dublin      | Coals                        | Sunk |                |
| Thomas Ledger    | Do         | Do <i>Richard</i>             | Whitehaven    | Whitehaven      | Dublin      | Coals                        | Sunk |                |
| Caleb Grave      | Do         | <i>Forrester</i>              | Mary Port     | Mary Port       | Dublin      | Coals                        | Sunk |                |
| John Wardly      | 23d        | Ship <i>Grace</i>             | Liverpool     | Jamaica         | Liverpool   | Rum Sugar<br>& Tobacco       |      | to France      |
| Thos Allridge    | Do         | Brig <i>Peggy</i>             | Killybiggs    | Cork            | Liverpool   | Butter Hides<br>& Calf skins |      | France         |
| Alexr Alexander  | Do         | Do <i>Crawford</i>            | Greenock      | Greenock        | St Ubes     | Ballast                      |      |                |

A Copy

Given to the Masters of the Vessels taken with their people, who Arriv'd  
here this Morn 26th June 1777 Whitehaven

Jn<sup>o</sup> Botterell

1. PRO, Admiralty 1/1497.

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

Sir/

Whitehaven June 26th 1777

Since my Express of this days date to you I have Order'd the *Fly Cutter* belonging to the Excise of this Port to proceed immediately to the first Port in Ireland sending an Acct of the three American Privateers being in this Channel and the Number of Captures they have made in Order to Caution the trade in general and more particular the Convoy to the Linnen trade, I have been oblig'd to hire Eight Men to Navigate her at two Guineas pr head with a proper supply of provisions, the Men belonging to her being imploy'd on Service at this port and could not be spared which I hope their Lordships will approve on.

The Merchants and people are exceedingly alarm'd at this place on Acct of these Privateers, they have desir'd me to represent the Ship *Dunmore* a Frigate belonging to this port of twenty Guns, ten Nine pounders and ten Six pounders but Peirc'd for two and twenty upon the Main Deck, A Ship very fit for the Service, they will use their Utmost endeavours to get her Mann'd at this place, provided her destination may be in this Channel and her Men not turn'd over to any other Ship against their inclination she is already engag'd for the transport Service and is under Orders to proceed to Deptford, but they would rather wish to have her imploy'd on the Service in this Channel if their Lordships think proper to appoint her, she has all her stores on board and two Months provisions for One hundred and fifty Men at an Anchor in the Road every thing ready for Sea, ready to receive any Officers their Lordships may please to appoint they mean to let her continue in the Road till I am honor'd with their Lordships answer.<sup>2</sup>

Inclos'd is the Weekly return I am Sir [&c.]

Jn<sup>o</sup> Botterell

P S The Privateers send all their Prizes Mann'd with Foreigners

1. PRO, Admiralty 1/1497.

2. Botterell wrote to Stephens again on June 29 that the *Dunmore* sailed "last night after post, in order to proceed to Deptford where she is to be measur'd and taken into the service as a transport," PRO, Admiralty 1/1497.

*London Chronicle*, TUESDAY, JUNE 24, TO THURSDAY, JUNE 26, 1777

London, Thursday, June 26.

Advices are received from New Providence, that a hurricane had happened at the Bahama Islands, which had driven on shore two American privateers, a great number of Bermudian vessels, and had also done great damage in the Gulph of Florida, where a Spanish man of war foundered, and all on board perished.

The *Peter and John*, M'Carty, from Oporto to London, is taken by the *Freedom* privateer.

The *Dispatch* sloop of war has taken and sent into Corke, the *Friendship*, Dixie, from South Carolina for Bourdeaux, with Indigo, rice &c.

The *Noble*, Addis, from Cork to New York, is taken, and carried into Guadaloupe.

The *Three Sisters*, Spiers, from St. Ubes to Corke, and the *Lord North*, Martin, bound to Corke, are both taken by the *Freedom* privateer.

AMERICAN COMMISSIONERS IN FRANCE TO VERGENNES<sup>1</sup>

To his Excellency the Count de Vergennes Minister for Foreign Affairs  
We the underwritten Commissioners from the Congress of the United States of N. America, beg leave to represent to your Excellency, that Captain Burnel[1], Commander of an armed Vessel commissioned by the said States, did lately take Refuge in the Port of Cherburgh with his Vessel and one of his Prizes, putting himself under the Protection of the King.

That an armed Vessel belonging to the King of England, which in pursuit of the said Burnel had cruised some Days before the Entrance of the said Port, did at length come in Disguise, and cast Anchor within half Musket-shot of the King's Forts, pretending to be a Smugler chased in by an English Cutter.

That Captain Burnel, deceived by these Pretences, and conceiving himself always safe under the Command of the King's Forts, did imprudently go on board the said pretended Smugler, when immediately the Deck was filled with armed Men before concealed, many of them with their Officers in the Uniform of the British Marine who attempted to seize him: That he broke loose from them and leapt into the Sea, and swimming would have got into the French Pilot Boat which brought him on board, the People of which were preparing to receive him; when the English Captain ordered his Men to point their Guns into the said Pilot Boat, and threatened a full Discharge upon the said Boat, if they offered to assist or take in the said Burnel, which oblig'd them to desist, while the English retaking him, got him again on board, put him immediately in Irons in the Hold, and hoisting Sail carried him off, together with Mr [William] Morris, one of his Officers who accompanied him, and who is the Son of a Gentleman in America.

For the Truth of these Facts we refer your Excellency to the Procès verbal taken before the Admiralty at Cherburgh.

As we conceive this Action to be in Violation of the Law of Nations, & of the King's Protection, under which the Captain certainly was when in the Water, and when the French Boat was by an English armed Force prevented from receiving him, we rely on his Majesty's Magnanimity, and on the Justice and Honour of this noble Nation, that the said Capt. Burnell will be reclaimed by the King, and restored to his Vessel, together with his Officer Mr Morris: which we do accordingly most earnestly request; being fully persuaded, that the same will make a grateful and deep Impression on the Minds of the Americans, and augment the great Esteem and Respect, they already have for his Majesty, and their growing Affection for the French Nation.

We have the Honour to be, with great Regard [&c.]

B Franklin      Silas Deane

[Endorsed] 26 Juin 1777

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 213-14, LC Photocopy. A copy is in the Benjamin Franklin Collection, YUL.

27 June

LORDS COMMISSIONERS, ADMIRALTY, TO LIEUTENANT JOHN BAZELY, R.N.<sup>1</sup>

By &amp;c

Whereas we think fit that you shall command His Majestys Cutter the *Alert*, which is coming round, from Dover to Deptford, to be fitted out for immediate Service; You are hereby required & directed, so soon as she arrives at the last mentioned Place, to repair on board her and take upon you the charge & command of her accordingly, her Officers & Company being hereby strictly required & directed to obey your Orders, And you are as strictly to observe & execute the general Printed Instructions, and such orders & directions as you shall at any time receive from Us, or any other your superior Officer for His Majestys Service.

And Whereas we have ordered the said Cutter to be fitted & Stored for Channel Service Mann'd with Sixty Men & Victualled for Three Months with all Species of Provisions except Beer of which she is to have as much as she can conveniently stow; You are hereby required and directed to use the utmost dispatch in getting her ready for the above Service accordingly; And then falling down to Galleons Reach take in her Guns & Gunner's Stores at that Place, and proceed to the Nore for further Order. Given &c  
27 June 1777

To Lieut John Bazely hereby appointed  
to command His Majs Cutter *Alert*  
at Deptford

Sandwich  
Lisburne  
H Palliser

By &amp;c P S

1. PRO, Admiralty 2/103, 73-74.

"EXTRACT OF A LETTER DATED MILL PRISON, PLYMOUTH THE 27TH  
JUNE 1777 FROM MR WM COUDRY KEEPER AND AGENT THERE  
TO THE COMMISSRS FOR SICK & HURT  
SEAMEN &C." <sup>1</sup>

Beg to acquaint you, on the 24th Inst I received two Prisoners one of which is John Burnell late Commander of the *Montgomery* Privatier, at the same time received an Order from the Justice, to keep him confined by himself, which I have done in one of the small Prisons in the upper Yard, being the only place not occupied: the same evening I waited on the Justice to know his reason for his being confined alone, that I might acquaint you therewith, the Answer was there was some discoveries he had made was thought might be of Service to Government, and that I should keep him by himself as long as I could, which submit to your directions: I have learnt from him since he has been in Prison, that he was in Paris, and that Mr Franklin to[ld] him they should give the English a blow where they least expected it, and that he had learnt from a Prisoner on board the *Blenheim*, that they had boug[ht] a French Frigate, and that she is fitting in some Port in the Mediterranean, and if she fell in with a Man of War, was to be a French Man; but if with a Merchant to be an American Continental Ves-

sel, and the American Captain's name is [Thomas] Bell and the ship to carry 26 or 28 Guns. . . .

1. PRO, State Papers 42/50, 234-35.

CAPTAIN SAMUEL NICHOLSON TO JONATHAN WILLIAMS, JR.<sup>1</sup>

Dear Sir

St. Malo June 27 1777

This will inform you of Capt Wick[e]s & myself being chased in here this day by a 74 Gun ship who we fell in with yesterday morning off[f] Ushant, Johnston was in company the first of the Chase, but altred his course & Left us where he will get in I know not, but I imagine he will endeavour to beat down the Channel & get into Nantes or Bordeaux, we had been through the Irish Channel & between the Islands of Scillely & the Lands End of England, & Stretching over to Ushant fell in with this Ship; Capt Wicks only escaped by throwing all his guns overboard and sawing three of his beams in two, he had I suppose a Thousand shot fired at him, but very fortunately none struck him; in our Rout we took 18 prizes, 8 of which we sent forward for any port they could make in France or Spain, 7 we Sunk & 1 we gave the prisoners & two Smugglers we gave them their Vessells again.

My Little vessell is torn all to peices, if She goes out again from here she must have new Mast Bowsprit &c, however I hope they will never think of fitting her out again, as she will be only a pick pocket to them, as she is by no means fitt for the business, I have Suffer'd a great Deal in her this Cruize, have been constantly under water as we have had bad weather. We are Received by Governor and all the Officers of this port with open arms and every Service offer'd us.

Amongst our Prizes sent forward is a Jamaica Ship a Norwayman & a Wheat Vessell very valuable. If you can be of any Service to me in getting a nother Vessell I hope you will use your Interest. Pray write & Let me know if you have any news from America. I am Dr Sir [&c.]

Sam Nicholson

1. Silas Deane Papers, ConnHS.

"EXTRACT OF A LETTER FROM AN OFFICER BELONGING TO HIS MAJESTY'S  
SHIP THE *Levant*, DATED GIBRALTAR, JUNE 27." <sup>1</sup>

This day we returned from a three weeks cruize, particulars as follows: After four days sail from the Streight's mouth we fell in with a 14 gun privateer, called the *Vigilant*, having with her a brig from Lisbon, named the *Mayflower*, bound to Bristol, which she had taken the day before. We gave chace, and in two hours came along side, and engaged her 10 minutes only, when she struck, after having one man killed and three wounded; the weather being moderate, and our Captain finding the brig making off, ordered the Lieutenant on board the privateer, with some men, to cut all the lanyards of her shrouds and stays, to prevent her carrying sail while we pursued the brig, which we came up with in about an hour, and took her

without any opposition. Having taken her hands, and replaced them with 18 of ours, we again made sail for our former prize, which we came up with in about two hours. Our men soon repaired her damage, and without any loss of time put her in a sailing posture. Our Captain, in searching her papers, found the master's name to be Richard Witear, that she was fitted out at Dunkirk, which place he left 12 days before, and said he had been chased by a two-deck ship, which he supposed to be the *Worcester*, but got clear under cover of the night.

Our Captain ordered the officer to make the best of his way for Gibraltar with the *Mayflower* under his convoy, we continued cruising to the N.W. for two days, without meeting any thing till the third day at noon we saw a deep laden ship, which we gave chase to, and before dark came up with and fired a shot at her, which so intimidated the crew, that they struck. She proved to be about 200 tons, called the *Pitt*, Edward Sheers, Master, fitted out at Cherburgh, and bound to Boston, having on board two brass mortars, 150 swivels, bar iron, some shot, musquets, &c. the whole supposed to be worth about 3000 l. sterling.

We sailed for Gibraltar, which place we made in five days, and had the satisfaction to find our two prizes both safe arrived the day before.

The *Raven* came in five days before with a valuable prize, called the *Vengeance*, of 10 Carriage guns, and six swivels, and laden with rice, tobacco, indigo, &c. which prize she met about forty leagues to the westward of St. Eustatia.

1. *London Chronicle*, July 29 to July 31, 1777.

## 28 June

LORDS COMMISSIONERS, ADMIRALTY, TO LORD WEYMOUTH<sup>1</sup>

My Lord

Admty Office 28th June 1777

Having this moment received by Express a Letter from Mr [Samuel] Martin dated at Whitehaven the 26th instant, giving an account that the Rebel Privatiers *Reprisal* of 18 Guns, *Lexington* of 16 Guns, and *Dolphin* of 10 Guns (which, according to other information we have received, sailed lately from France) came round the West of Ireland, and upon the 19th instant took off the Mull of Cantire the several Vessels therein mentioned, some of which they sunk and of the others had sent some to America, and some to France; and that they were themselves returning to France to get a fresh Supply of People; We send your Lordship herewith a Copy of Mr Martin's said Letter for His Majesty's information, and beg leave to observe that if the American Privatiers continue to fit out in the Ports of France, and to carry their Prizes thither, it will not be in the power of this Board to give that protection to the Trade of His Majesty's Subjects which they will stand in need of, while so large a number of His Majesty's Ships are employed in North America We are My Lord [&c.]

Sandwich    Lisburne    H Palliser

1. PRO, State Papers 42/50, 220-21.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN CARTER ALLEN, R.N.<sup>1</sup>

By &c

Whereas we have received advice that the three Rebel Privatiers (described on the other side hereof) which lately sailed from France, came round the West of Ireland & between the 19th & 23d Instant, took Fifteen sail of Merchant Ships off the Mull of Cantire, some of which they had sunk, & sent others to America & to the French Ports of Nantes or Port L'Oriont, and that it was supposed they would themselves proceed off those Ports, in order to take their Men again on board; You are hereby required & directed to take the *Ceres* Sloop under your command, if she is in Plymouth Sound (whose Captain will be directed to follow your Orders), and proceed together, or, if she is not there, proceed without her, up St George's Channel (taking her, however, with you in case you meet her at Sea), and use your utmost endeavours to take, or destroy, any of the Rebel Privatiers or Ships belonging to the Rebellious Colonies which you may meet with.

You are to send to Dublin for any intelligence you can procure of the Rebel Privatiers abovementioned or any others that may infest those parts, & proceed in quest of them; or, if you receive no intelligence of them there, proceed as far as the Mull of Cantire, making the like enquiries for information at Campbeltown and proceeding, as before directed, in pursuit of, & using your best endeavours to take or destroy, any Privatiers you may hear of in that Neighbourhood; But, not receiveing any Well grounded information of their being any Privatiers in those parts, you are to return round the West Coast of Ireland to Plymo Sound & wait for further Order; sending to our Secretary, for our information, an Account of your arrival & proceedings. Given &c 28th June 1777.

Capt Allen – *Albion* – Plymo

p Express at 10 pm.

By &c PS

Sandwich

Lisburne

H Palliser

*Reprizal*, a Ship with a Figure head and

bright sides, ..... 18 Guns

*Lexington*, a Brig, ..... 16 Guns

*Dolphin*, a Folkstone Cutter, ..... 10 Guns

1. PRO, Admiralty 2/103, 80–81. Similar order was issued the same day to Captain Matthew Moore, H.M.S. *Exeter* at Spithead, PRO, Admiralty 2/103, 81–82.

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

My Lord

[Admiralty Office] 28th June 1777.

My Lords Commissrs of the Admty having received Intelligence that the Luggar which lately took one of the Harwich Packet Boats is now fitting out at Dunkirk, & hath taken two more Guns on board, & that a large Cutter is also fitting out there by the same Person, with a view, as there is reason to believe, to commit farther depredations upon the Trade of His Majesty's Subjects, that it is expected they will be ready to sail in a very few days, when they are to proceed to Havre de Grace, or Nantz, where they are to compleat their Guns & Stores, that they are to be Navigated to those Places by French-



men, that their Commanders & Crews are to go thither by Land, And that the Latter are composed of about one hundred Subjects of Great Britain, amongst whom are seven Men who assisted in running away with the *Speedwell* Tender; I am commanded by their Lordships to acquaint you therewith, and to signify their direction to you to make the same known to the Commanders of any of His Majesty's Ships or Vessels under orders to cruize in the Channel, or to the Westward, which may be at, or come to Plymouth, to the end that they may look out for, and endeavour to intercept the said Pirates. I am &ca

P:S: <sup>2</sup>

1. PRO, Admiralty 2/555, 154-55.

2. Same order was sent to Admiral Sir Thomas Pye, Portsmouth, and the Senior Officer at the Downes.

# JOURNAL OF DR. JONATHAN HASKINS<sup>1</sup>

[Mill Prison, Plymouth, 1777]

22 [June] Sunday All in good health; but Badly Clothed & much worse fed we are Allowed By Govermt As follows Viz Each Man to have In a Week 7 lb of Brown Course Bread, 7 Quarts of the Smallest of Beer, 4½ lb. of the meanest of Beef, 1 lb. of Greans, 6 Ounces of Cheese & ½ a Jill of Salt. & some times the Pot Liquor at [after] the fat was taken off[f] –

23d of June Clear & Pleast wr We've had a Contribution box hanging upon the Gate for this ten Days past; But as the Soldiers Receive the Principle part or [of] the Money, for Letting People Come (in at the Outer gate) to see the Americans Horns, we have for this reason taken Down Our Box. all we've Collected Amounts to 17s. to d[ate] which is One penny pr Man –

24th Tuesday Capt John Burnell & Mr [William] Morris his Lieut was this [day] Comtted here; they Belonged to a Small Privateer Named the *Montgomery* they were lying in a French Port Call'd Sherbone [Cherbourg] An English Cutter Lying off sd port heard of this Capt Burnell Who was an English-man & had a family Living in England whome he had left for some Family affair the Capt of the Cutter sends a man on Shore & Invited Capt Burnel on Board to Drink some White Ale, he Not knowing him to be an Enemy was Simple Enough to go but when he Step'd On board he was a Prisoner & Brot away Immediately without a Shift to his back, & his Lieut the same the Capt is put into an Apartment by him Self. –

25th J. Wednesday this Day recd ½ pint of Salt for 4 Men pr week as Usual

26th rainy weather Arthur Bennet recover'd from an Eruptive Fever but was Judged to be the Small Pox; Samll Lambert this Day sent to a Hospital fixed in the Other Yard for us, with the S. pox. –

27. More sent to the Hospital Sick

28th Saturday Black Will Employ'd As a Nurse for Our Sick at the Hospl

1. MeHS.

V. DU LONGPREY CONEY ET FILS TO BENJAMIN FRANKLIN<sup>1</sup>

[Extract]

Sir:

at Cherbourg 28 June 1777.

We find ourselves honored with Your agreeable Letter of the 23d instant. There arrived in This City Mr Budd of Guernsey who by Virtue of a power of attorney for the owners of the Vessel and Cargo taken prize by the American Privateer, demanded the restitution thereof from the Members of the Admiralty, to which no Reply whatever was made. The Proceedings of Mr. Budd induced us to make an estimation of the Vessel and the Cargo. According to the Findings It appears to Consist of Two Thousand Bricks, 121 casks & 17 barrels of Geneva Water, 73 cakes of Resin, 2 Lots of Iron, 25 Copper Fuses, 3 Dozen Calf skins and 4 small baskets of Merchandise. We consider that the total Amount for the Cargo and the Vessel, if Sold at public Auction, would be from 30 to 32 Thousand livres....

1. Franklin Papers, vol. 2, 17, HSP.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

Gentlemen,

St Mallo June 28th 1777 –

This will inform you of my Safe Arrival at this Port Yesterday in Company with Captain Samuel Nicholson of the Sloop *Dolphin*, We parted from Capt Johnston on the day before Yesterday a little to the East of Ushant – Now for the History of our late Cruize. We Sail'd in Company with Captains Johnston & Nicholson from St Nazair May 28th 1777, the 30th fell in with The *Fudrion* [*Foudroyant*] about 40 leagues to the West of Bell Isle who Chased us, fired Several Guns at the *Lexington*, but we got clear of her very Soon, and persued our Course to the No West in order to proceed round into the North Sea, in our way hither we brought too, Several French, Portugeas & Dutch Vessels all of which we let go, as Soon as we found who they were nothing more happen'd till we Arrived of[f] the No end of Ireland June 19th when we took two Brigs & two Sloops one of Each we Sunk, the other a Small Smugling Cutter we let go, and the other a Brig from Newry, sent into Port in Ballast, 20th took the Sloop *Jassan* [*Jason*] from White Haven, bound to Petersburg in Ballast sent her in 21st took Scotch Sloop from Prusia bound to Liverpool loaded with Wheat, took a Small Scotch Smugler and Sunk her 22d took the *John & Thomas* from Norway bound to Dublin loaded with Deals, the Brig *Jenny & Sally* from Glasgo bound to Norway in ballast. Sent them forward 22d took a Brig from Dublin bound to Irwin, Sunk her, took three large Brigs loaded with Coals from Whitehaven bound to Dublin Sunk them in Sight of that Port, after taking all the People out of them, took the Brig *Crawford* from Glasgo bound to St Ubes in Ballast – 23d took the Ship *Grace*, from Jamaica bound to Liverpool Loaded with Sugar, Rum, Cotton & Tobacco & the Brig *Peggy* from Cork bound to Liverpool loaded with Butter & hides, sent them forward, 24th At 8 P M, Gave the Brig *Crawford* to the Prisoners & sent them forward to Whitehaven, We Stood Down the Irish Channel. 25th took the Sloop *John & Peter* from Haverdegrass bound to Dungarvin in Ballast,

gave them their Vessel & let them go; this day we passed between Scilley and the Lands End 26th At 4 P M took a Snow from Gibraltar bound to London loaded with Cork,<sup>2</sup> sent her forward. at 8 A M, Saw a large Ship of War off Ushant, Stood for her at 10 A M discovered her to be a large Ship of War standing for us,<sup>3</sup> Bore away and made Sail from her, She Chased us till 9 P M, and Continued fireing at us from 4 till 8 at Night, she was Almost within Musquet Shott, & We escaped by heaving our Guns overboard and lightning the Ship, they pay very little regard to the Laws of Newtrality, as they Chased me and fired, as long as they dare stand in, for fear of runing aShore.

As I shall be under the Necessity of getting the Ship refitted here I hope you will furnish me with a Credit for what Money I want here, as soon as Possible, we Can get Supply'd here with Guns and every thing Necessary on tolerable easey Terms, I am in hopes you'll soon hear of Captain Johnstons Arrival as I saw him Clear of the Ship that Chas'd us. I think you had best Sell the Cutter and purchase some other Vessel for Capt Nicholson, as She is only a pickpocket and will want a heavy repair, if fitted out again for another Cruize, I shall look out and see if there is any Vessell in this port fitt for a Cruizer, If I should find one, will let you know, As I had not the pleasure of knowing Captain Johnston before I could not give him a Caracter Sufficient to his Merrit & Now beg leave to recommend him as a Very brave Active Officer & worthy your Honours utmost Attention. I little tho[ught] of Reaching St Mallo, as the ship fired near a H[undred] Shott at us, all of which reached & passed us -

The Prizes is Sent into L'Orient, Nantz, Bilboa or St Sabastian's, or the first port they Can reach. from Gentlemen [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 1, 86, APS.

2. *Friendship*.

3. H.M.S. *Burford*.

CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS  
IN FRANCE<sup>1</sup>

Gentn/

St Mallo June 28th 1777 -

This will inform You of Capt Wickes & Self being Safe Arrived at this Port. Capt Johnson I beleave is Still out - On Thursday the 26th Inst off Ushant we fell in with an English 74 Gun Ship who gave us Chace wch Obliged us to bare away & run up this Channell he was to windward of us & the wind at S.W. Soon after the chace began Capt Wickes made the Signall for Johnson & mySelf to make the best of our way off on wch I hauled my wind to the Northwest, till the Man of War Pass'd me wch he did with out takeg any Notice of me Soon after I tack'd & Stood in close with the land, when I made another Sail bareg down on me I did not make Sail from her till I made her out to be an Armed Snow, on wch I made all the Sail I coud & run for this Port, I think in abt 4 Hours I run him out of Sight. next morning I fortunately fell in with Capt Wickes off this Place & we both came in here together, where we are very kindly re-

ceived by every Person of Consequence in the Place, – on our leavg Nants we run down on the Coast of Spain but Saw nothg there, from thence we made the best of our way for the Irish Channell, but the winds blowg constantly from the Northwd, were Obliged us to go round Cape Clear & in to the Northwest of the Island, between it, and Scotland where we made 7 Prizes, from thence made Sail thro' Channell & run down between Scillee & the Lands end of England, & was Stretchg over & made Ushant, when we fell in with this 74 Gun Ship, we had Just before taken A Snow Under the Lizard, bound for Falmouth, from Giberalter, loaded with Cork, we sent 8 Prizes forward for the first Port they cou'd make in France or Spain, 7 we Sunk 1 we gave the Prisoners & 2 Smuggelers we gave their Vessells again, 3 Briggs loaded with Coals we Sunk in Sight of Dublin harbour –

Gentn my little Vessell is tore all to Pieces with this Cruize, & if You think Proper to fitt her again will want A New Mast & bowspritt, New topmast, & A Cable & anchor with many other things wch will cost You A Deal of Money & after all is by no Means fitt for the business, for She must carry So much Provisions for her Men that it P[uts her] deep in the water wch Obliges her to carry S[uch a] Press of Sail that her Mast can not be Seen [as] Sufficent to Stand; I carried away my Mast 4 feet from the head & Sprung it in another Place 6 feet below the rigging; so that when ever we are in chase or chased, we are allways in Danger of being taken, Gentn I shall say no More about the Vessell because I bought her for You, but remember She was bought for A Packett, wch She is very fitt for Now, or any thing else where You have need, for no more than 20 Men, wch is barely enough to Sail her – She is tight & Strong, Capt Wickes & Capt Johnson will tell You how She has behaved during this Cruze, if another Vessell that has only 1 Mast more can be Procured for me, I shall be happy, however I shall follow Your Orders in every Particular; therefore You will be kind enough to give me Your Orders whether to fitt her again or not, I have abt 30 Good Men & Officers on b'd Now & in case it shou'd meet Your approbation dont doubt but a Vessell Might be got here & fitted at Very little expence more than what the Cutter woud sell for, as a great Part of our Stores &c would do in Another Small Vessell that [size] Gentn [&c.]

Sam Nicholson

1. Franklin Papers, vol. 6, pt. 1, 84, APS.

#### VERGENNES TO THE MARQUIS DE NOAILLES<sup>1</sup>

[Extract]

No 35

at Versailles 28th June 1777.

... The protests, that we make against the force which English warships exercise against our merchant ships, are manifestly founded on the law of nations, on customs of the sea, and on the text of the Treaties; Lord Suffolk, unless he wishes to deceive himself, Should not Suspect our intentions; they are fully justified, both by the very nature of our requests and by the Scrupulous care with which we undertake to redress all the grievances brought before us by the British Ministry. Moreover, Sir, I exhausted this

subject in my earlier letters, and I have nothing to add, either to the principles I set forth or to the thoughts which accompanied them: and we are left only with the desire to see the English Ministers agree with their fairness and adopt them as a rule of conduct: If they reject them, and persist in wanting to search all our ships indiscriminately, as well as those of Spain, they will force us to consider other means to shelter our commerce from such an inquisition.

Regarding the King of England's reserve towards the inclinations of the other powers, it naturally did make us very suspicious of that Prince's intentions; but our Suspicions have decreased considerably since we were informed of the conduct of the merchants in our islands: we Know that they are fitting out privateers with commissions from the Congress with really indecent public knowledge, and as the Court of London must Suppose that such fitting out cannot be done at all without the permission, or at least the connivance of the government, It No Doubt suspects us, by our favoring them, of views contrary to the assurances we give them daily of our peaceful inclinations. But I have already informed you, Sir, that measures have been taken to curb the truly reprehensible license of our merchants, and to prevent the accusations for which we gave no cause whatever; thus the English Ministers, whom you were authorized to inform, probably were not long deceived, and consequently have regarded us with feelings other than those suggested by His Britannic Majesty's speech . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 318-20, LC Photocopy.

## 29 June (Sunday)

CAPTAIN GEORGE BOWYER, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

*Burford Plymouth Sound 29th June 1777*

You will Please to acquaint My Lords Commissioners of the Admiralty of the return of His Majestys Ship under my Command into Plymouth Sound and lay before them the Inclosed Journal of my Proceedings, in Execution of their Lordships orders of the 23rd May; And also Inform them that having chased several Vessels within sight of Bell Isle, I fell in with a French Frigate of 32 Guns, who appeared evidently to be cruising off that Place.

And upon my return on Thursday the 26th June Ushant being in sight and bearing SW distance 6 Leagues I saw four sail to the NE their Manoeuvres soon convinced me, three of them were Rebel Privateers, who taking us probably for an India Man intended to attack us. Upon discovery of their Mistake, they Separated, a Ship of 18 Guns edged towards the Coast of France; a large Brig of 16 Guns hauled to the Southward; and a large Cutter kept to the Northward; The other, a Large Snow which they had taken, threw herself readily in our way, a willing Sacrifice to draw our attention from the others. I continued in Chase of the Ship from 9 In the Morning 'till 9 at Night, and came up with her fast, but not having the good Fortune to carry any thing away, by several Shot which struck her, and being close into the French Shore, not far distant from the Rocks to the

Eastward of Les Sept Isles, no Pilot on Board; Night coming on, and the appearance of squally weather, The safety of His Majestys Ship obliged me to relinquish the certain prospect of taking her; had the distance been but a few Leagues further. We plainly saw her throw her Guns over-Board, and many other things to lighten her, and I apprehend she is gone into St Maloes to refit, as I saw nothing of her, when I appeared off the next day. I send a Description of the Ship and Brigg for their Lordships information. I am Sir [&c.]

George Bowyer

[Enclosure]

A Ship Privateer mounting Eighteen Carriage Guns, The aftermost Gun as far forward as the after part of the Main Chains, Her Stern Painted Black & Yellow, the Mouldings upon the Quarters Painted White, a Black side No Quarter Gallerys a Figure Head, Three Top Gallant Yards and three long Mast Heads, for Royals, Main Top Gallant Sail and Fore Studding Sail looks blacker than the other Sails, Her English Colours a Deep Red –

A Brigg Privateer mounting Sixteen Guns two Top Gallant Yards and Royals, Her Royals much Whiter than the Top Gallant Sails, a Square Tuck is Painted Yellow, and a low round Stern Painted Lead Colour, Black Sides & Yellow Mouldings <sup>2</sup> –

[Endorsed] 2 July Send Copy to Lord Weymo[uth] for H M informtn

1. PRO, Admiralty 1/1497.

2. Continental Navy ships *Reprisal* and *Lexington*.

#### JOURNAL OF H.M.S. *Prince of Wales*, CAPTAIN SAMUEL BARRINGTON <sup>1</sup>

June 1777

Cape Finisterre S07Et 40 Leagues

Sunday 29

½ past 4 AM bore away, saw a Sail to the Eastward, gave Chace, at 7 fir'd several Shot at the chace, carried away the Main top gallant yard and split the Sail, at ½ past 9 brought to the Chace, an American Ship the *Lord Camden*,<sup>2</sup> from Nantz bound to Philadelphia, laden with Salt and dry goods, sent the 4th Lieutenant, 2 Petty Officers and 22 Seamen, and took possession of her, shifted the Prisoners and sent her to England. Cape Finisterre S10°Et 58 Leagues –

1. PRO, Admiralty 51/727.

2. George Geddes, master, PRO, High Court of Admiralty 32/391/15.

30 June

“EXTRACT OF A LETTER FROM GLASGOW, JUNE 30,”<sup>1</sup>

By a letter which came to hand last night from Port Glasgow, I have received the following particulars: That some of the people who came home with Captain [William] Drummond, of the *Jeanie and Sally*, of Greenock, who was taken by the *Lexington*, *Reprisal*, and *Dolphin* privateers, say, they heard the privateers men declare they intended visiting Clyde very soon, and

could tell distinctly what troops and ships were there, and how many were expected in the next West India fleet. This news has very much alarmed the west coast. Our Provost has ordered 300 stand of arms to be sent from Dunbarton, to be put into the hands of the people of Greenock, for fear of any descent being attempted by the crews of these privateers.

1. *London Chronicle*, July 5 to July 8, 1777.

*The General Advertiser. Liverpool, FRIDAY, JULY 4, 1777*

Whitehaven, Monday, July [*sic* June] 30.

Two or three hours has given a free circulation to a great number of falsities; one is, that the *Lexington* was off St. Bees Head, distant only two leagues on Saturday afternoon; that they attempted going into Douglas, Isle of Mann, that night: and on Saturday night they determined to run into Dublin, and cut out the *Esther* cutter and the *Wasp* sloop of war; with several other idle and improbable stories, which on the authority of several captains, who were so unfortunate as to fall into their hands, we can safely contradict: and on whose veracity we are bold to assure the public that these privateers never came to the eastward of the Isle of Mann.

On the same authority we can also add, that Wickes, declared his intention of not going out of his course for any prizes, (he was then endeavouring to run down the channel) but such as fell in his track, he must be obliged to take, if he could, in obedience to the orders of the Congress, which was, "*to sink, burn, and destroy the ships or vessels of the enemy.*" – As a proof of this, we are told, that vessels were frequently seen, and passed without molestation.

The people in general speak in the warmest terms of the humane treatment they met with from the commander of the *Reprisal* and *Lexington*, both of whom endeavoured to make the situation of their prisoners as easy as their unhappy circumstances would admit.

Two letters from seamen in the privateers, to their friends in Ireland, were brought here by the *Crawford*, but contain nothing material.

We are credibly informed that Johnson, (the commander of the *Lexington*) is the same person who was last year taken in the *Yankee* privateer, and carried into London. – He is also grandson to the late Sir John Stuart, who made a vow that he could never sleep in his shirt till *Jemmy* got upon the throne, in consequence of which, – *he died naked.*

JAMES SOLLIOTT TO THE LORD MAYOR OF DUBLIN <sup>1</sup>

My Lord

Chester 30th June 1777 –

Before this reaches your Lordships hands, you will have heard of Three American Privateers <sup>2</sup> being in the Irish Chanell where they have taken fourteen Vessels from the 19th to the 23d Inst, this Account is confirmed by a Captain of one of the Vessels (that was taken about 10 leagues to the West of Holyhead on the 22d Inst) belonging to Liverpool where he is Since Arrived after being landed at Whitehaven with Severell other Captains &

Seamen taken by the Said Privateers, the last Accounts we have of them is that they were left off Tuscar on the 23d Inst & were then pursuing their course thro' the Channell, but it is much feared that their reall Destination is to intercept the Linen Ships from Dublin for our Fair & it is much to be feared that they are not yet left our Chanell, it would be therefore imprudent for the Linen Ships to leave Dublin without a proper Convoy, to bring them Safe across the Chanell, There are two of our Traders the *Active* Capn Simmons & *Alexander* Captain Williams now ready to Sail with very Valueable Cargoes for Dublin, but we intend detaining them in Port 'till we hear of our Coast being clear of the Privateers, if a Convoy can be procured for the Linen Ships coming from Dublin to Chester, Your Lordship will do Essential Service to the Trade of the City of Dublin, by geting orders for the Convoy that comes from Dublin to take our Vessels (now detained here) under their protection on their return to Dublin, our Vessells being ready for Sea on the Shortest Notice, would be able to Joyn the Man of War in Beaumaris Bay or any other place that may be thought most proper for the Man of War to come on this Coast with Safety, I know it will give your Lordship pleasure to promote & protect the Trade & Commerce of the City of Dublin, at this time So immediatly under your good Management & protection, I remain on every Occasion with the Greatest Respect Your Lordships [&c.]

Jam<sup>s</sup> Solliott

1. PRO, State Papers 63/457, 204.

2. Continental Navy ships *Reprisal*, *Lexington* and *Dolphin*.

# JOURNAL OF DR. JONATHAN HASKINS<sup>1</sup>

[Mill Prison, Plymouth, 1777]

29th [June] Sunday raw Cold weathr

30th fair wr 12 Lamp Posts Erected round Our walls In Order to Illuminate the Jail Least some shoud Indeavour to Elope by night – the 13th Regt to Guard us, a Lieuts Guard Consisting of 36 Soldiers, 12 of which are upon Centry Steady –

1. MeHS.

# WILLIAM CARMICHAEL TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

Gentlemen

Dunkerque June 30th 1777.

I arrivd here this morning with a determination to comply with your orders & not to suffer Captn Cunningham to sail but as a merchant vessel returning with merchantable property to his own country. I found the parties concernd Disposd, of themselves, to comply with this disposition, heartily sick of having ever attempted other projects & resolvd for the future to seek other scenes of action, where they might more effectually serve themselves & Country. From doing this they are prevented by an order from Court, which disables them from sailing unless they give security not only that they shall not make prizes in the present voyage, tho' they should do it



in consequence of being attackd by the Enemy, but such is the tenor of the order (as I am informd) that the security will be liable to be calld upon in case even after the arrival of their paltry little vessel in America any other Person should purchase it for a privateer. Strangers unknown, & as it seems in the Eyes of the inhabitants here, unprotected, can never hope to find security against such remote consequences. So that unless Administration grants these unfortunate sufferers the same privilege that is taken every day by our Enemies in this port, they must give up the property imbarkd in the adventure & return, each one execrating french timidity, partiality & politics, to his own Country, or seek happier fortune in the shore opposite to this. To sell their vessel will be impossible, as no one will venture to buy a vessel so circumstanc'd, & their goods that make up the Cargo will inevitably be disposd of to vast loss. I beg you to represent this in a proper place & manner. The Manifest, spoken of, would have been sent up in a few days, had not this unexpected order arrivd, & you would have heard no more on a subject that has given you, Gentlemen, so much uneasiness & has so much exposd us in the eyes of the world. Our Countrymen that escape from Captivity in England fly to this place as an asylum. Could they be encouragd here we should soon have not only many of them, but many English sailors who fly from the Press or desert the service, & from hence we could send them to other ports less offensive to England. I shall do myself the honor to write you more fully next post. I am Gentlemen [&c.]

W<sup>m</sup> Carmichael

1. Silas Deane Papers, ConnHS.

JONATHAN WILLIAMS, JR., TO A PRIZE MASTER AT ST. MALO <sup>1</sup>

Sir

Nantes June 30. 1777

Hearing that one or more prise Ships are sent into St Malo supposed to be taken by some Arm'd Vessels in the service of the United States and Conceiving that by the Authority vested in me by the honble the Commissioners at Paris it is my Duty (in the Absence of Mr [Thomas] Morris) to take every step necessary for the public Good and the assistance of all concern'd I do in their behalf and with the advise of the Friends to the Cause here request that you will apply to the House of De Segray Beugeard fils & Co who will deliver you this for what ever Assistance you have Occasion for and take their advice and direction as to your future proceedings it will no doubt be prudent to Land your cargo in some safe place as soon as possible before the news of your Arrival is much known, but of this these Gentn will be able to Judge according to circumstances which at this distance may not be known to me – If you are not in the Service of the Congress but on private account I do not pretend to direct you but as I conceive the house that I have mention'd to be the principal one in the place I can't but recommend you to Consign your self to them

I beg to be immediatly inform'd of the particulars of the Capture and in particular wether you have heard of the *Reprisal* Capt Weeks the *Lexington* Capt Johnston the *Dolphin* Capt Nicholson and where they at present

are. in short I wish you to inform me of every p[a]rticular relative to our Concerns either public or private I am Yrs

J W

To the Prize Master of any Ship  
that may have been sent into St Malo  
by an american Ship of War<sup>2</sup> }

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. The rumored prize or prizes at St. Malo were actually the *Reprisal* and *Dolphin* chased in by H.M.S. *Burford*.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

[Extract]

Nantes June 30 1777

Honble Gentlemen

10 oClock in the Evening

My last by the Post informed you of the return of the *Mercury* and the summary of the News she brought, I now send you a number of papers which did not come into my hands 'till today being brought by one of the Ship's Officers. The Captain tells me that about the 10th or 12th of May Capt manly with a Frigate of 36 Guns Capt McNeil with another of 28, and another Frigate of 36, with 30 sail of Privateers sailed from Boston and had orders to cruise together; 2 fine Frigates lay at Portsmouth, one ready to sail, the other waiting for want of Guns &c a 74 is on the Stocks in that place –

Inclosed is a Copy of two Letters I have written to St Malo, in consequence of hearing that a large prize said to be laden with Sugar Cotton & Indigo being sent into that port. The Authority I have assumed is by the express desire of Mr [John] Ross, who exclusive of the right I derive from you (no person of better authority being here) puts into my hands the management of all prizes that comes in here or any other port on the public acct, in the absence of Mr [Thomas] Morris, & at his return to act jointly with him; on the arrival of Mr [William] Lee with superior powers, I shall resign to him. All this is unsolicited and without a request on my part, but I shall do the best I can for the public Good, concluding that with this Intention you will not be displeased with the part I act.

I also enclose a Letter from Capt Johnson who is chased into Morlaix, but I as yet have heard nothing of either Wickes or Nicholson, the Barge-men from Painbeuf report the arrival of three prizes at that place, & I am in momentary Expectation of hearing the particulars; that there are three considerable ones appears to me certain, from many different Bargemen who have come to Town, but the prize masters have not yet come up. I shall take these upon myself and do all I think necessary for the preservation of the property, according as circumstances may direct, 'till I have your particular orders, and if I sell them, shall do it to the best advantage. The Bargemen report, that, the 3 Cruizers have taken and destroyed in all 28. this number seems to me too much, but the people persist that the prize master says so, I shall however know by the time the post goes out, when shall be particular I take the earliest occasion to give you all the news as far as I know myself. . . .

1. Richard Bache Collection, Franklin Papers, APS.

EXPENDITURE OF PROVISIONS, CONTINENTAL NAVY BRIG *Lexington* <sup>1</sup>

|      |              | Beef        | Pork | Bread      | Flour | Butter | Chees | Raisons | Suet | Peas | Brandy<br>serv'd out to<br>ye wardroom | Brandy | Extra<br>brandy<br>given | Molls | Soap | Brandy<br>serv'd to<br>steeve |   |
|------|--------------|-------------|------|------------|-------|--------|-------|---------|------|------|--|--------|--------------------------|-------|------|-------------------------------|---|
| 1777 |              | lb          |      | lb         |       |        |       | lb      | lb   | Pint | Galls<br>&<br>Pints                    | Pints  | Galls<br>&<br>Pints      | Galls |      | Galls<br>&<br>Pints           |   |
| June | 1st Sunday   | 70          | .... | 203        | 70    | 2      | ....  | 12      | 5    | ..   | ....                                   | 30     | ....                     | ....  | ..   | ....                          | 1st Broached  |
|      | 2 Monday     | 70          | .... | ..         | ..    | 1½     | ....  | ..      | ..   | ..   | ....                                   | 30     | ....                     | ....  | ..   | ....                          | 2 do 1 Barrell of Brandy                              |
|      | 3 Tuesday    | ....        | 52¼  | ....       | ..    | ..     | ....  | ..      | ..   | 35   | ½:0                                    | 32     | ....                     | ....  | ..   | ....                          | 1 Barrell of Pork                                     |
|      | 4 Wednesday  | ....        | .... | ..         | ..    | 9      | 9     | ..      | ..   | 35   | ½:0                                    | 32     | 1.6                      | ....  | ..   | ....                          |   |
|      | 5 Thursday   | 70          | .... | 257        | ..    | 2½     | ....  | ..      | ..   | ..   | ....                                   | 32     | ....                     | ....  | ..   | ....                          | 5 do 1 Barrell of Beef                                |
|      | 6 Friday     | ....        | 52¼  | ....       | ..    | 2      | ....  | ..      | ..   | 30   | ½:0                                    | 32     | ....                     | ....  | ..   | ....                          | 6 do 1 Barrell of Flour                               |
|      | 7 Saturday   | 70          | .... | ..         | ..    | 1½     | ....  | ..      | ..   | ..   | ½:0                                    | 32     | ....                     | 1     | ..   | ....                          | 7 do 1 Barrell of Brandy                              |
|      | 8 Sunday     | 70          | .... | ..         | 70    | 2      | ....  | 13      | 3    | ..   | 1:0                                    | 32     | ....                     | ....  | ..   | ....                          | 8 do 1 Barrell of Beef                                |
|      | 9 Monday     | 70          | .... | 165        | ..    | ..     | ....  | ..      | ..   | ..   | ½:0                                    | 32     | ....                     | 2     | ..   | ....                          | 9 do 1 Tierce of Bread                                |
|      | 10 Tuesday   | ....        | 51   | ....       | ..    | 2½     | ....  | ..      | ..   | 38   | ½:0                                    | 32     | ....                     | ....  | ..   | ....                          | 10 do 1 Barrell of Pork. 1 bbl Peas                   |
|      | 11 Wednesday | ....        | .... | ..         | ..    | 9      | 9     | ..      | ..   | 38   | ½:0                                    | 32     | ....                     | ....  | ..   | ....                          |   |
|      | 12 Thursday  | 70          | .... | ..         | ..    | 2½     | ....  | ..      | ..   | ..   | ½:0                                    | 32     | ....                     | ....  | ..   | ....                          | 12 do 1 Barrell of Beef                               |
|      | 13 Friday    | ....        | 54   | ....       | ..    | ..     | ....  | ..      | ..   | 38   | ½:0                                    | 32     | ....                     | ....  | ..   | ....                          | 13 do 1 Barrell of Brandy, 1 Tierce Bread             |
|      | 14 Saturday  | 70          | .... | ..         | ..    | 2½     | ....  | ..      | ..   | ..   | ½:0                                    | 33     | ....                     | ....  | ..   | ....                          | 14 do 1 Barrell of Beef                               |
|      | 15 Sunday    | 81½         | .... | ..         | 70    | 0      | ....  | 13      | ..   | ..   | ..                                     | 33     | ....                     | ....  | ..   | ....                          |   |
|      | 16 Monday    | ....        | 54   | 90         | ..    | 2½     | ....  | ..      | ..   | ..   | ½:0                                    | 33     | ....                     | ....  | ..   | ....                          |   |
|      | 17 Tuesday   | 81½         | .... | ..         | ..    | 1      | ....  | ..      | ..   | ..   | ..                                     | 33     | 0.3                      | ....  | ..   | ....                          | 17 do 1 Barrell of Beef                               |
|      | 18 Wednesday | ....        | .... | ..         | ..    | 11     | 9     | ..      | ..   | 38   | ½:0                                    | 33     | 0.4                      | 3     | ..   | ....                          |   |
|      | 19 Thursday  | 85½         | .... | 384        | ..    | ..     | 2     | ..      | ..   | ..   | ..                                     | 34½    | ....                     | ....  | ..   | ....                          | 19 do 1 Tierce of Bread, 3 bbl Bread,<br>1 bbl Brandy |
|      | 20 Friday    | ....        | 57   | ....       | ..    | ..     | ....  | ..      | ..   | 40   | ½:0                                    | 36     | 1.4                      | ....  | ..   | ....                          | 20 do 1 Barrell of Pork                               |
|      | 21 Saturday  | 93¾         | .... | 30         | ..    | 2      | 2     | ..      | ..   | ..   | 0:1                                    | 37     | ....                     | ....  | ..   | ....                          |   |
|      | 22 Sunday    | 93¾         | .... | 77         | ....  | ..     | 1     | 17      | 3    | ..   | ½:0                                    | 37½    | ....                     | ....  | ..   | ....                          |   |
|      | 23 Monday    | ....        | 66¾  | ....       | ..    | ..     | ....  | ..      | ..   | 48   | ..                                     | 44     | ....                     | ....  | ..   | ....                          | 23 do 1 Barrell of Pork                               |
|      | 24 Tuesday   | 70          | .... | ..         | ..    | 1½     | ....  | ..      | ..   | ..   | ..                                     | 28½    | ....                     | 2     | ..   | ....                          | 24 do 1 Barrell of Beef, 1 bbl Brandy                 |
|      | 25 Wednesday | ....        | .... | ..         | ..    | 8      | 8     | ..      | ..   | 33   | ....                                   | 29½    | ....                     | ....  | ..   | ....                          |   |
|      | 26 Thursday  | 70          | .... | 350        | ..    | ..     | ....  | ..      | ..   | ..   | ..                                     | 29½    | ....                     | ....  | ..   | ....                          |   |
|      | 27 Friday    | ....        | .... | ..         | ..    | 14¾    | 14¾   | ..      | ..   | ..   | ..                                     | 29½    | 3.6                      | ....  | ..   | 4                             | 21 [sic] Corn Beef for the People 77 lb               |
|      | 28 Saturday  | Fresh<br>64 | .... | ..         | ..    | ..     | ....  | ..      | ..   | ..   | ..                                     | 29½    | ....                     | ....  | ..   | ....                          |   |
|      | 29 Sunday    | 61          | .... | soft<br>74 | ..    | 1      | ....  | ..      | ..   | ..   | ..                                     | 29     | ....                     | ....  | ..   | ....                          |   |
|      | 30 Monday    | ....        | 62   | ....       | ..    | ..     | ....  | ..      | ..   | 33   | ....                                   | 29     | ....                     | ....  | ..   | ....                          |   |

1. PRO, High Court of Admiralty 30/733, *Lexington*, No. 8, 5.

JUNE 1777

449

CAPTAIN PIERRE LANDAIS TO SILAS DEANE<sup>1</sup>

[Extract]

Sir

Marseilles, 30th June 1777

I have the honor to inform you that having 44 Barrels of oil, 19 Slabs of marble, 5000 Packages of figs, 25 thousand of Soap and 2000 olives to put in oil, on board,<sup>2</sup> I had gone to take the vessel out of the Harbor and to go and anchor in a roadstead a league from here, where I was planning in two days to take the remainder on board, but at the moment when we were casting off M. Poellon came and told me that I could not sail, I know that he has orders, even, not to give any permit for the loading of *l'Heureux* until he has received new orders to do so: so I am here with my arms folded until you can remove the obstacles that are keeping us here and have given orders to have them give us orders to leave, if you think best. . . .

1. Silas Deane Papers, ConnHS.

2. Actually the cargo was guns, powder, cannon, shot, and other munitions.

## 1 July

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

In consequence of the intelligence of the number of ships taken lately by three American privateers on our coasts, as mentioned in the *Cumberland Packet* [inserted in our last],<sup>2</sup> a general meeting of the Merchants of Whitehaven has been held, when a petition was drawn up and sent off to the Lords of the Admiralty, requesting a vessel of force to be stationed in the channel in order to protect the trade of that and the neighbouring ports from the future depredations of the Americans.

1. *London Chronicle*, July 1 to July 3, 1777.

2. Words are bracketed in newspaper.

P. AEMILIUS IRVING, LIEUTENANT GOVERNOR OF GUERNSEY, TO  
VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH <sup>1</sup>

My Lord,

Guernsey July 1st 1777 –

I think it my Duty to transmit to your Lordship the following Intelligence.

About half an hour ago a Vessel arrived here from St Malo, the Master is with me and sais he left here [there] two Privatiers one of 16. Guns & a Cutter, they give it out there that they have taken 16. Prizes and sunk four Colliers, after taking out their Men – further says that they were chased by one of our Men of War was obliged to throw their Guns over board, & that he saw them chusing other Guns to take on board – there was a Brigg in Company with them, but they did not know what was become of her <sup>2</sup> – the American Privatiers infest these Islands to the great hurt of the Merchants. I have the honor to be &c.

P. AE. Irving

1. PRO, State Papers 42/51, 22. In forwarding a copy of the letter to Sir Stanier Porten for Lord Weymouth's information, Philip Stephens pointed out that the information from the Lieutenant Governor of Guernsey "furnisheth a fresh Instance of the Rebel Privatiers being permitted to be refitted and armed in the French Ports," PRO, State Papers 42/51, 20.

2. The Continental Navy vessels, not privateers, described were *Reprisal* and *Dolphin* at St. Malo, and *Lexington* at Morlaix.

BEAUMARCHAIS TO VERGENNES <sup>1</sup>

[Extract]

Monsieur le comte

Paris the 1st July 1777 afternoon

I have received this instant the good news that *l'Amphitrite*, after a tedious passage of 85 Days, has arrived at Portsmouth 17 leagues to the north of Boston. The whole Crew was pushed to the brink of their strength and courage. They are now well. It is Capt. Heraud, commanding *l'Mercure*, and arrived from Boston in 23 Days who posted this good news on the 28th June on his arrival at Nantes.

*Le Marquis de la Chalottais* entered Charleston accompanied by 3 other French vessels on the 4th of May.

I learn also by letters from Cape Francais of the 18th May that the cargo of *l'Amelia* has luckily arrived at that port, and has already been sent out again, distributed amongst several American and Bermudian vessels, bought on my account at St Domingue. The officers who were at the Cape, Have also left on the schooner *la Catherine*, sent off without artillery, but merely with a cargo of one Hundred Casks of tafia for the Port of Dunkerque, which protects these officers from all danger on their passage to Boston. . . .

I Am very sorry to receive confirmation of the troublesome announcement that the Marquis de Bouillé made at Martinique on arriving there. It seems certain that France has conceded to England, the right of stopping and seizing any French vessel, coming from the Islands, which Will be loaded with produce for the mainland – what distress can have induced us to make such an agreement? <sup>2</sup>

And the French ship-owners add this reflection. As the English often come to trade clandestinely in our colonies, and carry away produce; if our French vessels fall in with any with sugar, coffee or cotton, recognized as coming from our Islands, they may then, by way of reprisal, since the French Government delivers them to their enemies, seize them and consider them as lawful prizes, although taken on the high seas. . . .

You see, by these details, that If we do not act well, we at least act quickly. But I much fear that there will soon be some shots fired, between the Merchant vessels of the French and English nations, who are at peace with each other; since one claims to be authorized to ruin the Commerce of the other, and this one is not at all in a humor to accede to the kindnesses of the French administration, towards the honest English at the expense of all its commerce.

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 345–46, LC Photocopy.

2. Sartine issued a circular letter to assure the merchants that no such agreement had been made.

See Paul Wentworth to Lord Suffolk, July 17.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

[Extract]

Honble Gentlemen

Nants July 1. 1777

Mr Montaudouin set off[f] this Morning with my Letters relative to the Captures made by Capts Weeks Johnson & Nicholson Since which the prize master who has come in here has arrived to town <sup>2</sup> there is but one prize arrived at painbeof & her Cargo is not known her papers being destroyed

she has Cork & hides between Decks but we are yet unacquainted with what is in her Lower hold – I hear a Cruzer is arrived at St Malo if so think it must be Weeks Nicholson has not yet appeared but he Escaped from the Ship that pursued Capt Johnson & Weeks the Commander not thinking him worth waiting for when there was so much better game a head the prize Master also tells me that they have made and Dstroy'd 28 prizes 14 they Sunk in St Georges Channel,<sup>3</sup> another they gave the prisoners and sent her away with about 90 of them about 38 of their prisoners have entered into our Service. . .

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. Henry Lawrence, Continental Navy brig *Lexington*, was prize master of the captured snow *Friendship*, Clark, *Lambert Wickes*, 275.

3. Prizes taken were less than reported by the prize master. See Williams to Robert Morris, July 3.

## 2 July

### “EXTRACT OF A LETTER FROM AIR [AYR], JULY 2.”<sup>1</sup>

As to publick news you will hardly believe me when I tell you, but I assure you it is an absolute fact, that, within these ten days, two American privateers have taken no less than nine merchants ships in our bay, and that too within view of the people on shore, who not only heard the report, but even sometimes saw the fire of their cannon.

1. *London Packet*, or, *New Lloyd's Evening Post*, July 14 to July 16, 1777.

### “AN EXTRACT OF A LETTER FROM WEYMOUTH, TO A GENTLEMAN IN SALISBURY, DATED JULY 2, SAYS”<sup>1</sup>

Capt. R. and myself are just returned from our Tour to the Coast of France. – In our Passage to Guernsey we fell in with a Rebel Privateer of 12 Guns and 10 Swivels. We were in Mr. Tucker's Yacht of this place with four Men only. As soon as the Enemy came within Gun-shot, she poured in a Broadside on us; one of the Shot struck a Bowl of Punch out of Capt. R.'s Hand, went through the Flap of my Coat, and was nearly carrying away the Bowsprit, singeing the parts around. We gave her a Discharge of our Swivels, on which she sheered off. We hope soon to see a sufficient Number of armed Sloops appointed to scour the Channel of these infamous Fellows.

1. *Public Advertiser*, London, July 16, 1777.

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

No 109

Separate

My Lord,

Paris 2 July 1777.

I am sorry to inform Your Lordship, that the *Mercury* a French Ship just arrived from Boston has brought certain Advice of the safe Arrival of

the *Amphitrite*: She reached Portsmouth in New England the 30th of April. It is said that these two Ships the *Amphitrite* and *Mercury*, had on board no less than thirty thousand Stand of Arms four hundred Tun of Gun Powder, five thousand Tents, and sixty four Pieces of Field Artillery. The Arrival of these great Succours, greater I believe than ever were furnished by a Nation pretending to be at Peace, has raised the Spirits of the Rebels and of their numerous Well-wishers here.

I am secretly informed that Carmichael set out on Sunday last for Dunkirk: There can I think be no Doubt that the Object of his Journey is to quicken the Expedition of the Succours the Rebels are drawing from thence, and which are shipping on board those Vessels Beaumarchais' Secretary has hired.

One Thompson an American Captain who had cruized very successfully before he was taken and who has lately made his Escape, out of I know not what Prison in England is arrived here. He had no Money when he arrived, but was immediately supplied by Franklin with a pretty large Sum, and is going to Nantz, to purchase a French Vessel and cruize as he says in the Channel, where as he gives out, he hopes to take ample Revenge for the harsh Treatment he pretends to have received in Prison.

I am with the greatest Truth and Respect My Lord [&c.]

Stormont

P S One French arrived here with Thompson and as I understand they both escaped out of Portsmouth Jail.<sup>2</sup>

1. PRO, State Papers 78/303, 76.

2. Captain James Thompson of the Massachusetts privateer brigantine *Rising States*, and Marine Captain Henry Fritze, escaped from Forton Prison.

#### JOURNAL OF H.M.S. *Valiant*, CAPTAIN JOHN LEVESON GOWER <sup>1</sup>

July 1777

Wednes 2d

Cape Ortigal S20W 15 Leas  
at 8 a Sl to the Swd set Miz Top Sl & Gave Chace read  
the articles of War & Punished 2 Men for Fighting –  
First Part Fresh Breazes & Clear W: Latter Light Breazes  
& Hazy W. ½ past 4 PM Fired a Shot and brought too  
the Ship 3 *Friends* Robt Cook Master from So. Carolina  
to Nantz <sup>2</sup> Took Possession of her

1. PRO, Admiralty 51/1022.

2. She carried a cargo of rice, indigo and tobacco, *London Chronicle*, July 22 to July 24, 1777.

#### 3 July

##### INTELLIGENCE SUMMARY OF FRENCH ASSISTANCE TO AMERICAN NAVAL VESSELS AND PRIVATEERS <sup>1</sup>

Admiralty Office Abstract of Advices lately received respecting Privaters  
3d July 1777. which have gitted out or refitted, in the Ports of France;  
or which have arrived at, or sailed from, some of those  
ports.

| <u>Dates of the Advices</u> | <u>From whom reced</u>          | <u>Nature of the Advices</u>  |
|-----------------------------|---------------------------------|---|
| 5 May 1777                  | Sr Stanr Porten                 | <p>That one Cunningham had sailed from Dunkirk in an Irish Wherry of 100 Tons mounting 8 Carriage Guns besides swivels &amp; having on board about 50 men –</p> <p>NB.<br/>By various accounts received afterwards it appeared that the above Pirate had taken one of the Harwich packet Boats, and an English Brig &amp; carried them into Dunkirk</p> |
| 7 Do                        | – Do                            | <p>That an American Privatier which had taken the <i>Swallow</i> (another packet Boat) had refitted at L'Orient and afterwards put to sea again &amp; taken several other prizes</p>  |
| Do                          | – Mr Todd<br>of the post office | <p>That Capt Nichols of the <i>Eagle</i> packet Boat had spoken on the 19th Ult, with a Swedish ship from Brest to Malaga, &amp; learnt by her that there were then fitting out at Brest 4 American Privtrs</p>   |
| 15th May 1777.              | Sr S. Porten                    | <p>That an English Cutter of 140 Tons, to carry 20 pieces of Cannon besides Swivels, had been purchased &amp; was fitting out at Dunkirk by the same person who purchased &amp; fitted out the Irish Wherry</p>   |
| 19 Do                       | Lord Weymouth                   | <p>That a privatier of 10 Guns had arrived, the beginning of the month, at Bourdeaux, from Philadelphia, And that the <i>Lexington</i> privatier had sailed from Bourdeaux about the same time to join the <i>Reprizal</i> &amp; other privaters at Nantz.</p>  |



|               |   |                                |  |
|---------------|---|--------------------------------|--|
| 23d Do        |   | Sir S. Porten                  | { That 3 privatiers (one of 28 Guns, the others of 10 guns each) were at Bourdeaux the beginning of May preparing to sail on a Cruize; That the <i>Reprizal</i> had sailed from L'Orient on a Cruize; And that 6 privatiers (from 16 to 26 guns) were fitting out at Nantz.  |
| Do            | — | Mr Robinson<br>of the Treasury | { That an English Cutter, of 150 Tons, built at Cawsand near Plymouth, had been purchased, and was fitting out as a privater, in the Ports of France — And that two other small privatiers supposed to have been fitted out in the same manner, had been seen in the Channel   |
| 24th May 1777 |   | Lord Amherst                   | { That several privatiers were in the ports of Nantz L'Orient & Bourdeaux.   |
| 25 Do         | — | Lord Weymouth                  | { That two French Ships (one of 400 Tons & 18 Guns the other of 340 Tons & 12 or 14 guns) were fitting Out at Marseilles or Toulon (but believed to be at the former) destined, as supposed, to No America — the largest to have 12 brass mortars put onboard her — Each to have 2 Captains, one a Frenchman, the other with a Commission from the Congress. |
| 7 June        | — | Lord Amherst                   | { That a small privater called the <i>Montgomery</i> mounting 2 Carriage, and 6 Swivel Guns, & manned with 23 men was at Brehaut —   |

NB.

She afterwards took a Brig & carried her into Cherburgh — & since that her Commander has been seized & brought to England.

| <u>Dates of the Advices</u> | <u>From whom reced</u> | <u>Nature of the Advices</u>   |
|-----------------------------|------------------------|--|
| 13 Do -                     | Sr Thos Pye            | That a small Schooner Privr of 50 or 60 Tons arrived at Brehaut on the Coast of Britanny from Maryland; had cleaned & refitted there & had recruited French men to supply the places of those put onboard the several prizes she had taken.  |
| 16th June 1777. -           | Sr Stanr Porten        | That a large Cutter privatier of 130 Tons was fitting out at Dunkirk, to be commanded by Cunningham, the pirate beforementioned; and to be navigated to Havre by French men; to which place he & his Crew were to go by Land.<br>NB.<br>The above intelligence is confirmed by various other accounts, with this addition that Cunningham had declared his intention of seizing others of the pacquet Boats - And that the Wherry which he before commanded is to be employed under him. |
| 18th Do -                   | Do                     | That Weeks, Johnson & Nicholson, who command 3 American privatiers (vizt the <i>Reprizal</i> , <i>Lexington</i> & <i>Dolphin</i> ) sailed from St Nazier on the 27th Ult.  |
| 20th Do -                   | Lord North             | That some Commanders of American Privatiers in France had formed & bound themselves by oath to execute, a design of surprizing, & carrying off from the Nore His Majesty's ship <i>Conquestador</i>  |
| 21st June 1777 -            | Mr Knox                | That a Large ship of 400 Tons belonging to Dunkirk, employed last War as a privatier & since that in the West India Trade, was fitting out again at that Port as a Privatier.  |

26 Do            –        Mr Martin  
                              of Whitehaven

{ That the *Reprizal*, *Lexington*, & *Dolphin* privatiers before mentioned had, on the 23d Inst off the Mull of Cantire, taken 15 Vessels; some of which they had sunk, & sent others to the Ports of France & America; that they were preparing to return to France to recruit their men; and that great part of their Crews were Frenchmen.

NB.

This intelligence hath been confirmed by various other Accounts – And yesterday advice was received that Capt Bowyer of the *Burford* had fallen in with them near Ushant & had chased the *Reprizal* close into the Coast of France near Les Sept Isles, after having seen her throw her guns & many other things overboard – he supposes she is gone into St Maloes to refit –

1 July            –        Mr Todd

{ That a privatier of 36 Guns is fitting out at Dunkirk – probably the ship abovementioned by Mr Knox.

1 July 1777       –        Mr Robinson

{ That the *Freedom* privatier, of 12 Guns, which lately sailed from Nantz to Boston with Prussian and French Officers, having Continental Commissions & with a Crew of French men and French Papers to cover her, had taken several prizes since left the above port.

1. PRO, State Papers 78/303, 99–101.

# INTELLIGENCE REGARDING MARTINIQUE RECEIVED FROM ARTHUR PIGGOTT <sup>1</sup>

(Copy)

I was at Martinique from the 21st of April to the 6th of May, I had heard before I went there much of the protection given by the French at that Island to the American Privateers; and was astonished to find that there had been no exaggeration in the Reports.

Neither myself nor any part of my Family was permitted to land untill an Officer called a Visitor was found to Conduct us to the Lieutenant du Roi, who commanded in the Town and to whom We were to give an Account of our Errand. I imagined at first that this was an ordinary Regulation of a despotick Government, but was repeatedly informed that it had been a new Order of a few days preceding and that it had its rise from what follows.

A large french Ship with Military Stores had arrived at Martinique from Nantz or Bourdeaux I believe from the former Place. She was said to be cleared out for Martinique and St Domingo and the better to cover the Fraud some very small part of the Cargo was landed at Martinique. The Ship was in fact destined for Philadelphia and if the Adventure were a private one of Merchants, it was at least recommended to the care of Comte D'Argout the Governor of Martinique, because without any Reserve or Caution he assisted Mr Bingham in taking measures for the future safety of the Ship and Cargo. There came from France on board of the Ship a Mr Davis who appeared in the habit of an Officer and went by the Name of Col Davis. Accidentally I had formerly seen this Man who was born in Boston. He now brought Letters from Dr Franklyn to Mr Bingham and by the latter was largely supplied with Money and other Necessaries. Davis was to proceed to America, a Pilot was provided for the Ship by the French Governor and Mr Bingham and as the most undeniable proof of the place of her destination, an order was given by Mr Bingham upon the Congress to the Pilot for his Wages, whilst this Ship was at Martinique Ensign — of the 48th Regt happened to be there and being in a Public House at dinner where the Ship and American Colonel happened to be the Subjects of Conversation, he had incautiously declared that they would be taken, adding that he had given Information of her. Whether he had or had not given information the Ship was taken immediately upon going out and carried into Dominica<sup>2</sup> Comte D'Argout I am told committed himself so far as to send a Sloop of War to claim her as French Property, but she was refused to his Application and was proceeded against at Dominica. There she was claimed by the directions of Mr Bingham, who according to my information corresponded with Mr Glanville a Barrister at Law at Dominica upon that Subject. I apprehend that Mr Glanville acted as Counsel for the Claimant and that he was employed so to do by Mr Bingham. Govr Shirley has no doubt given Information of all the circumstances attending the Capture and Condemnation of this Ship.

The Declaration of Ensign — and (whether it was consequential or not) the subsequent Capture of this Ship occasioned the vigilance of the French Government over the Actions of the English. a few days before my Arrival all the English Men in St Pierre had been summoned before the Lieutenant du Roi and questioned concerning their business. Several of them were ordered off in a few hours under pain of imprisonment, particularly a Mr Hallowell a young Man from Grenada, who was suspected of giving information to Lord Macartney.

A Sloop belonging to a Merchant in Grenada with 54 Slaves on board

the property of Planters in Tobago was taken and carried into Martinique. The Owner of the Sloop went to Claim the Vessel and a Mr Stewart a Planter of Tobago to claim the Negroes. They both had Letters from Lord Macartney to Comte D'Argout but instead of receiving any Sort of Satisfaction, they were scarcely treated with Civility. Tho their Property was lying in the Bay Comte D'Argout told them he knew nothing of the matter and was surprized at their Applications. The inefficacy of these has discouraged any further attempts of the like Nature. Lately a Schooner with 30 Hogsheads of Sugar and 20 Puncheons of Rum and several Marine Negroes and an unladen Sloop with 5 or 6 Negroes both at Anchor in a Bay were cut out of Tobago. The Proprietor of the former went to Martinique not to claim but to purchase his own Property and there actually contracted with Mr Bingham for the Schooner and Negroes (the Cargo was otherways disposed of) for a considerable Sum of money tho' not the full Value of them.

There is a Bay called Corbet about a Mile or half a League to the Southward of St Pierre's (the Capital) appropriated to the reception of the Americans and their Prizes. The Americans call it Philadelphia Bay. There the Prizes are openly Sold. Five or Six were taken whilst I was there. the Names of such of these as I could collect I have sent to Lloyds. I had such repeated Cautions of the risk of writing that I did not commit any information that I obtained or observation that I made to writing. The motions of the English were narrowly watched and all Letters which they sent from the Island were examined. The Capture of the *Hawke* Capt. Mill from Africa with 454 Slaves and a large quantity of Ivory and Gold Dust was attended with some Circumstances that may deserve Notice. A Govr Mill who had Commanded a Fort upon the Coast and was coming home had all his property embarked on board of this Ship. After the Vessel was carried in Govr Mill with the assistance of two English Merchants of Antigua who happened to be at Martinique contracted for the Ransom of the Ship and Cargo at the price of 22,000 pounds Currency. The Arrangement was made, the Money and Bills provided and the Agreement was about to be executed when a Guarda Costa appeared in Corbet and signified his Orders that the Ship should not stir from thence. At the same time Comte D'Argout sent to purchase 11 of the Slaves the Marquis de Bouille 9 and the Captain of a Sloop of War 6 which the Captors durst not refuse to them. These Steps effectually frustrated the Agreement for the ransom and signified very plainly to the Captors that the Inhabitants of Martinique were alone to have the Benefit of the prizes brought in there and this valuable Cargo worth not much less than 30000 pounds Sterling was then retailed to the French for less than 12000 –

The Americans are much caressed among the Inhabitants who are equally jealous of those English whom they call Royalists. The American Flag is not only suffered in their Harbours, but is erected triumphantly in every Street in the Town. Whilst I was there an American Ship mounting 26 Guns called the *Oliver Cromwell* commanded by Capt. [Harmon] Courter which was generally supposed to be a Frigate, tho she was private

Property belonging to Philadelphia upon going out of the Bay saluted a Sloop of War then lying there who instantly returned the Salute. This happened about the 1st of May. Mr Bingham a Native of Philadelphia has for some time been there, the professed and publick Agent of the Congress and resides publickly at No 252 Rue du Petit Versailles, from whence he deals out Commissions against the English to all such as apply for them. He had access whenever he pleased to Comte D'Argout & was upon the best terms with him. He trades very largely not only upon his own Account as a Merchant but in the purchase of all the Arms, Ammunition and Cloathing which he can get as Agent for the Congress.

The Number of Privateers fitted and fitting out is scarcely credible. Every prize Vessel proper to be converted into a Privateer is fitted out as one, for which Trade the Americans find every thing at St Pierres. There are however more Privateers the property of French Merchants than of Americans. They are manned chiefly with French and Italians. The real Master and Officers are French. They generally have a nominal Captain sometimes a nominal Captain and second Captain (this last is the french Appellation for that Officer whom the English call a Mate) who are Americans and to whom the Commissions (for they all have Commissions from Mr Bingham) are given. A Monsr Sargenton, a Monsr Pregent, Messrs Berne et Enfanton all Merchants in St Pierre and many others are largely concerned in these and notoriously so under the Sanction of the French Governor Comte D'Argout.

The Marquis de Bouille arrived about the 1st of May to take the Command from Monsr D'Argout who succeeds Comte D'Ennery lately dead in the Government of St Domingo. Some of the better sort of Planters and Merchants who mindful of the Events of last War had been alarmed at the Encouragement given to the Americans and had remonstrated with Comte D'Argout upon the probable Consequences of it conceived great hopes of a Change of Measures upon the Arrival of the new Governor. When I sailed Mr Bingham had been three Days at Fort Royal where the Commander in Cheif resides with both Governors & was not returned to St Pierres. I did hear that the new Governor had expressed his Surprize at the open manner in which Mr D'Argout had protected the Americans and encouraged the Hostilities of the French. How true this was I know not. I took the extraordinary length of Mr Bingham's visit as no very favorable prognostick.

Our Men of War have taken several French Ships out of Martinique with American Produce on board. This the French have complained loudly of, as an open and violent infraction of the Law of Nations. Not at all informed of our Act of Parliament under which these Captures are made, they ascribe them entirely to the conduct observed by the French Governors and deem them Reprisals on our part for receiving in their Ports the American Prizes. I saw three Ships go out for Bourdeaux and Marseilles with Tobacco on board under Convoy of a Frigate of 36 Guns.

N.B. I cannot at this moment recollect the Name of the Ensign mentioned and for whose Name a Blank is left nor have I at hand a List of the Army in which I could readily find it.

[Endorsed] (Copy) Remarks received from Mr Arthur Piggott In Mr Knox's to Sr S P[orten] 3 July 1777

1. PRO, State Papers 78/303, 109-13.
2. *La Seine*. See Volume 8.

ANDREW FRAZER TO LORD WEYMOUTH <sup>1</sup>

Copy.

My Lord,

Dunkirk 3d July 1777.

I have the honour to inform Your Lordship that the Cutter, the *Greyhound*,<sup>2</sup> has this day taken her Guns on board, amounting to 14. four Pounders, as also a large proportion of Shot & Grape Shot. The Guns were not mounted but put directly into the hold with their Carriages, & this Embarkation was made without any particular precautions or secrecy whatever. I have likewise the honour to acquaint Your Lordship that the Sails of the Cutter have been bent this Evening, and that she seems now quite ready to put to Sea.

The Court of France has, I understand, required of Mr Hodge to find security that no Depredations shall be committed by his Vessel on the high Seas, but that Mr Hodge has answered, he cannot find any security, and has applied to have this Restriction taken off. Should that continue to be insisted upon, it is still to be apprehended the Cutter will seize an opportunity of putting to Sea in the Night.

Mr Hodge, not finding a sufficient number of hands to equip both his Vessels, has given up thoughts of arming the Lugger, & has announced that she is to be sold. I have the honour to be &ca

Andrew Frazer

1. PRO, Admiralty 1/4134.
2. Renamed *Revenge*, Captain Gustavus Conyngham.

JONATHAN WILLIAMS, JR., TO ROBERT MORRIS <sup>1</sup>

[Extract]

Nantes July 3. 1777

. . . Capt Wicks in the *Reprisal* Capt Johnson in the *Lexington* & Capt Nicholson in the *Dolphin* cutter have been on a months Cruize up St Georges Channel & Round Ireland they have made Eighteen prizes Seven of which they Sunk one they gave to the Prisoners two Smugglers they Returned to their Captains & Eight they Sent to the first port they could make in either France or Spain of these Last one is Arrived here & one I hear is at Dunkirk the other Six we have not yet heard of on their return the three Cruizers fell in with a 74 gun Ship but have all had the good Fortune to escape Capt Johnson got into Morlaix Wicks & Nicholson into St Malo Wicks was very hard press'd & saved himself only by throwing all his guns overboard & Sawing three of his Beams in two - Capt Nicholson's Vessel may not yet be known to you he came hither address'd to me & is on Congress Acct. . . .

1. Jonathan Williams Letter Book, January-August, 1777, YUL.

4 July

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

(No 43)

My Lord

St James's 4th July 1777

The Letters from Your Excellency to No 107 have been received and laid before The King.

The proper representations made by Your Excy to the french Ministers with respect to the Cutter fitting out at Dunkirk; the Artillery and military Stores collecting for the use of the Rebels, and the several causes of Complaint given by their Governors in the West Indies, meet with His Majesty's approbation

The inclosed copy of a Letter from Whitehaven will shew Your Excy that fresh Proofs have been lately given of the Protection held out to the Rebels in the french Ports where the three Privateers, the *Reprisal*, the *Lexington*, and the *Dolphin* have been supplied with every thing that was necessary to them for their Cruise, the last of them wholly fitted out at Nantes, and it appears that after their Cruise they returned to some of the Ports of France.<sup>2</sup>

This Account by His Majesty's Command has been taken into consideration by His confidential Servants, and their Opinion thereon submitted to His Majesty.

In consequence thereof I am commanded by His Majesty to signify to Your Excellency It is His Pleasure that You acquaint the french Ministers, that however desirous His Majesty may be to maintain the present Peace, He cannot from His Respect to His own Honour, and His Regard to the Interest of His trading subjects submit to such strong and public instances of support and protection shewn to the Rebels by a Nation that at the same time professes in the strongest terms its Desire to maintain the present Harmony subsisting between the two Crowns. The shelter given to the armed Vessels of the Rebels, the facility they have of disposing of their Prizes by the connivance of Government, and the conveniencies allowed them to refit are such irrefragable proofs of support, that scarcely more could be done if there was an avowed Alliance betwixt France and them, and that We were in a state of War with that kingdom.

"The Avidity of Gain will tempt Merchants in all Countries to do very irregular things, and that Avidity may not be easily controlled,"<sup>3</sup> but the private views of the Traders of France are not concerned in these transactions otherwise than by buying below their value what is supposed to be sold clandestinely in the case of the Prizes carried into the french Ports. Such a circumstance cannot weigh with a great State, whose Views must be directed by greater considerations. The Views of the Rebels are evident. they know that the Honour of this Country, and the proper Feelings of the People in general will not submit to such open violation of solemn Treaties and established Laws acknowledged by all Nations. The necessary consequence must be a War, which is the object they have in view, and they are



not delicate in the choice of means that may bring about an end so much desired by them.

These Reflections, My Lord, Your Excellency will communicate to the french Ministers, expressing at the same time that an explanation is desired, not a menace intended; but on full consideration of the present circumstances they must be satisfied Peace, however earnestly wished, cannot be maintained, unless an effectual stop is put to our just causes of complaint.

Lord Macartney & Governor Shirley have transmitted many depositions on oath, to ascertain the complaints, the particular subjects of which have been sent to Your Excy, but I do not trouble You with them as you need no proofs to be convinced that the french Governors are acting the most unjustifiable Conduct in the West Indies, where there is too much reason to suspect they are concerned in the piracies. I am &c

Weymouth

1. PRO, State Papers 78/303, 93-95.

2. See News from Whitehaven, June 26 and June 30, and Lords Commissioners, Admiralty, to Weymouth, June 28.

3. Quotation is from a statement by de Maurepas as given by Stormont to Weymouth in his letter of June 25, 1777, PRO, State Papers 78/303.

*London Chronicle*, THURSDAY, JULY 3, TO SATURDAY, JULY 5, 1777

London. Friday, July 4.

Letters from Dunkirk mention, that an affray happened last week between some of Captain Cunningham's American crew and the English sailors belonging to a Deal cutter, in which two men were desperately wounded. The next day the English and Americans, having armed themselves with cutlasses, prepared for a general engagement, without the walls of the town; but several of the rioters being secured by the military, a termination was put to this contest.

CAPTAIN JOHN JERVIS, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir,

*Foudroyant*, at Spithead 4th July 1777 –

I desire you will acquaint my Lords Commissioners of the Admty, that I arriv'd here this day in His Majestys Ship, under my Command, having seen only one American Vessel, during the Cruize, a Schooner Privateer of eight Guns, which we chac'd under the Isle of Oleron, and I have since heard she went into Bourdeaux and has remained there ever since. My Letter of the 8th of June would inform their Lordships that we saw on the 4th a French Squadron off Belle Isle, consisting of three line of Battle Ships, three Frigates and a Schooner – on the 23d at day break we fell in with another Squadron of three Ships of the line and a Corvette, and as soon as I made them to be French, we haul'd on a different Tack, they immediately chac'd by Signal, and as I did not hold it consistent with the dignity of His Majesty's Colours to crowd Sail from them, the *Robuste* Commanded by Monr la Motte Piquet, Comodore of this Squadron came within hail at seven o'Clock, when reciprocal Compliments pass'd, and refreshments were convey'd by

each others Boats. Monr La Motte Piquet express'd a desire to sail in Company with the *Foudroyant*, for a few days, which I wav'd, nevertheless during that whole day, and part of the Night, he stuck close to us, tacking and altering his Course as we did; the Squadron was compos'd of the *Robuste*, *Reflechi*, *Protee*, and *Curieuse*. From the Officer who came on board to make Monr La Motte's Compliments, I learn'd that all their Seamen were detain'd at home, except those employ'd Coastwise, and this Intelligence corresponded with accounts I had before receiv'd from Coasting Vessels, and Pilot Boats. Inclos'd is the State and Condition, and a Journal of the Proceedings of His Majesty's Ship *Foudroyant*. I am Sir [&c.]

J Jervis

[Endorsed] 5 July Own rect Send Copy to Lord Weymo for His Majesty's informn observing to his Lordp that the Lre contains a fresh instance of the American privtrs eluding the vigilance of our Cruizers by taking refuge in the Ports of France.

1. PRO, Admiralty 1/1987.

#### JOURNAL OF DR. JONATHAN HASKINS <sup>1</sup>

[Mill Prison, Plymouth, 1777]

4th [July] this [day] recd Intelligence that Mr Phinehas Smith Our Sailing Master & Jona Knowlton Carpenter to the *Doltin* [*Dalton*] made an Elopement from the Royal Hospital – A fleet of 40 Sail of Merchtn Put into the Sound in Consequence of a Head wind, (Bound to America) this Day 12 Months the United States of America Declar'd Independent which they've Supported one year. God send they Ever May –

1. MeHS.

#### SILAS DEANE TO JONATHAN WILLIAMS, JR. <sup>1</sup>

Dear Sir.

Paris. July 4th 1777 –

Yours of the 30th Ulto and 1st Inst are before us. Mr Morris were he present has not the least right to any direction of Capt Weekes or his prizes, & less so to Johnson or Nicholson, they are continental property, & are immediately under our direction, by the Express orders of Congress, and under no other persons.

Inclosed you have a letter to Capt Weekes and to Capts Johnson & Nicholson on this subject. Mr Lee's arrival would make no odds in this business, as it is distinct from anything containd in either of their appointments, and your appointment from us is the only one that at present can be of any force, we therefore direct you not to give way to any pretensions of any one, but consulting with Mr [John] Ross and Capt Weekes proceed to dispose of the prizes, & to settle their affairs in the best & most expeditious manner possible. Mr Deane has wrote to Capt Weekes to address to the House you mention.

(signd) Silas Deane.

True Copy from the Extract in the hand writing of Mr Jona Williams  
H: Ford secy

[Enclosure]

Sir.

Paris July 4th 1777 –

We have appointed Mr Williams to take the direction of such affairs at Nantes as are more particularly within our department, & accordingly advise you to address yourself to him for any assistance you stand in want of in the disposition of your prizes or your other concerns; you will give directions to Capts Johnson and Nicholson which renders it unnecessary for us to write each one separately. We are yours &c.

(signd) B. Franklin  
Silas Deane.

Lambert Weekes Esq.

True Copy from A letter in the hand writing of Mr Jona Williams  
H: Ford secy

1. Papers CC (Letters from Arthur Lee, 1776–80), 83, II, 108–09, NA.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen,

St Mallo July 4th 1777 –

I wrote you the 28th June advising of my Safe arrival at this Port also informing of the Success of our late Cruize & have now the Pleasure to Acquaint you of the Safe Arrival of Captain Johnston in the Brig *Lexington* at Morlax, I have wrote him & desired if he is not well Situated there to get a good Pilot & Come up here – I should be very Glad if you would let me know where you would chuse him to proceed to, As I may give him orders Accordingly, Also Please let me know If I may begin and Purchase Guns and Arm the *Reprisal* as fast as possible I think you had best Sell the *Dolphin* or employ her as a Packet as She is by no Means fitt for a Cruizer, and only hinders us in Cruizing as She is not Able to Sail with us, I should be very glad to hear from you as soon as possible, I think there is little Prospect of doing any thing more on this Coast & am in hopes you will order Capt Johnston and me to Proceed for America together, As soon as I Can get Ready and fitt for Sea If you think proper, any thing more advantageous Can be done for the United States by Cruizing in Europe I shall submit to your Determination with Pleasure, the Commissary & Commedant of this Port are well disposed to render us every Service in their Power & we have been very well received and treated by all the Merchants and principal people of this Place, We Can get all the Guns and every thing Necessary here for Compleating Arming & fitting the Ship *Reprisal* on as Reasonable terms as in any Port of France & am in hopes soon to Receive your Instructions on this head, Please make my Compliments to Messrs Carmichael & Capt Hynson if at Parris, from Gentlemen [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 96, APS.

5 July

LORD WEYMOUTH TO LORDS COMMISSIONERS, ADMIRALTY <sup>1</sup>

[Extract]

My Lords,

St James's 5th July 1777.

I have The King's Command to transmit to Your Lordships the inclosed copy of a Letter I have received from the Lord Lieutenant of Ireland, in which are expressed the Alarms given to the Merchants of that Kingdom from the late appearance of Rebel Privateers, and their apprehensions that some attempt may be made on the Shipping in the Port of Dublin, or other Places of Ireland, especially as the Linen Ships were ready to sail and cannot proceed on their Voyage until there is in the Channel some Ship of sufficient force to protect them.<sup>2</sup> I am therefore to signify to Your Lordships His Majesty's Pleasure that You should take such Measures as You may judge necessary for the security of the Shipping and Trade of Ireland. . . .

1. PRO, State Papers 42/50, 248-49.

2. *Public Advertiser*, London, July 16, 1777, carried an "Extract of a Letter from a Gentleman in Dublin, dated July 5.":

Dublin has been thrown into the utmost Consternation by the Appearance of the American Privateers on this Coast. A Stop is put to all Trade. Not one of the Linen Ships, that were loaded for Chester Fair, are suffered to depart, upon which Account the Fair must be postponed, if any Fair be held. The Lord Lieutenant has thought it expedient, lest the Americans should make any Attempt upon the Shipping in this Harbour, to order Cannon from the Arsenal, to form two Batteries to defend the Entrance of it. No Insurance can be procured, and Linen has already fallen a Penny a Yard. They are unloading the Linen Ships with the utmost Diligence, for Fear of an Attempt to burn them, and all the Vessels are drawn as near as possible to the Bridge.

ANDREW FRAZER TO LORD WEYMOUTH <sup>1</sup>Copy.

My Lord,

Dunkirk. 5 July 1777.

I beg leave to inform Your Lordship that it is now confidently said that the *Greyhound* Cutter<sup>2</sup> will be navigated from hence to l'Orient, Nantes, or some other Port at the other end of the Channel by a french Master & Crew, & that Cunningham & his People will go by land to join their Vessel. There are reasons to suppose that the Cutter will put into Havre de Grace, as I find some of the People have been making enquiries as to the best way of going thither.

She is now quite ready, and, if the weather permits, will, I imagine, sail on monday next, or tuesday at furthest & if the wind continues westerly, she may easily be intercepted by Vessels sent to look out for her, particularly if sent from Spithead to cruize between Havre de Grace & Boulogne.

Here follows her principal Marks.

A Cutter of about 150 Tons, clinker built, tarred Sides and black bottom, one yellow moulding all along the Gunnel, has nine ports of a side, and a Row-port between each; Stanchions on the Top of the Gunnel all round, supposed to be for supporting a Network. Stern with a round Tafferaill painted black & yellow mouldings - At the main boom is a driver boom,

also at the bow-sprit-end is an Iron for a flying-Jib-boom occasionally – A very lofty Top-mast with a Royal Mast, the top Mast irons in the fore part of the Mast – There is likewise a small mizen Mast which ships in the quarter occasionally. This Cutter has 14. four Pounders on board, but not at present mounted, neither are any Swivels mounted. I have the honor to be &ca

Andrew Frazer

1. PRO, Admiralty 1/4134.

2. Renamed *Revenge*.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen

Nantes July 5 1777

I omitted mentioning in my last that I had Drawn on you in favor of Messrs Montadouin for 1500 Livers at 8 days date which please to honor – Capt Hynson & myself will go to painbeof tomorrow to Examine the *Duc De Chartres*.<sup>2</sup> I mentioned to you that her price was 68,000 Livers but that is the price offered for her the Owners Ask 70,000 for her this is a great deal of money but I really think it will be better to purchase than to freight even if one could be had I do not hear of any Ship that would answer our purpose to be procured on freight & I find that the people here Expects at least as much Extraordinary freight as would insure the Ship and the Extraordinary Gratifications to the Capt & people in addition to which our pressing occasion would prehaps augment the price & the Merchts prehaps make great profit – If we purchase you will have a Ship that is capable of carrying all your Stores at once & the 30 Cases of Arms which I shall give from the Magazine with 100 Saddles and 2 or 300 pr of Holsters that will be ready in time She will be able to run from a Superior force or fight an Equal one & when She Arrives in America you will have the means of bringing home a freight of 7 or 800 hhds of Tobacco at a trifflin Expence if She makes this Voyage Safely she will more than clear herself the Profit a french Mercht would make will be saved & if you are to give them as much Extrad freight as the insurance amts to it appears to me the Same thing as if you Risque the property yourself.

In considering the above circumstances and yr Orders I shall (if upon Examination the Ship answers the Character I have of her) make the purchase immediatly & proceed with all possible Dispatch – The next thing to consider is the way she is to be Dispatched Capt Hynson ask for only half the number of guns but twice the weight by which he thinks he can fight a greater force should there be occasion if you choose she should go with out a french Capt & we should not conclude to fit out a privateer we can have a number of American Sailors here; if you choose She should go as a frenchman (which would be best on this Coast at least tho' I imagine make but Little difference on the other) I will so manage the matter as to keep her destanation unknown & when She is ready if we had twice the Number of Spies that we have we should not be affected by them

In consequence of Mr [Thomas] Morris's Return I have relinquished all pretentions to the affair of prizes &c I have received Letters from Wicks

& Nicholson who seem'd to be very much Satisfyed with the house I named to them it appears to me to be of consequence to have concerns with the first houses in the ports of France in preference to any others as in case of need we can have advances and it is always easy to have good connections as indifferent ones this is the only reason which induced me to name them which I hope will meet with your approbation

Capt Nicholson Seems very unhappy with his Little Vessell <sup>3</sup> which he thinks will never answer your purpose – I am affraid of proposing any new way of disposing of your Funds as you have already so many but I think if you mean to give Nicholson another Ship I could build one here in about 3 months capable of carrying 14 guns to Sail equal to any thing the Hull of which would cost 20,000 Livers Landed in the water & we may Suppose as much more for her mast yards Rigger &c – I have the honor to be

J W

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. On July 8 Williams reported to the American Commissioners that he and Hynson had been on board the *Duc de Chartres* and found her “every thing we could wish or Expect She is a fine new Strong Ship & Calculated for a fine Sailor”, Jonathan Williams Letter Book, January–August, 1777, YUL.

3. Continental Navy cutter *Dolphin*.

## 7 July

LORD FREDERICK CAMPBELL TO LORD SANDWICH <sup>1</sup>

Coombank, July 7th 1777.

My Lord – I have been honoured with your Lordship's letter of yesterday from Hampton Court, for which I feel myself much obliged. Your Lordship's time is of too much consequence to be taken up in corresponding with me, but I must beg leave once more humbly to represent to your consideration the grounds upon which I have, in the name of the merchants, formerly applied and did lately apply to have a ship of force stationed somewhere in the River Clyde, because I am afraid I have not been sufficiently understood.

In the first place, it was wished that a frigate might have been so stationed because she would at all times have been ready to cruise between the Mulls of Cantire and Galloway, and by that means have given protection to Ayr, Irvine, Rothesay, Greenock, and Port Glasgow, as well as to the north of Ireland.

In the next place, this protection was wished for the more because, the trade of this part of the world having been almost entirely carried on with America only, the merchants had reason to believe this coast would be the first object of the resentment of their privateers – the more so as the Americans knew well that the inhabitants upon these coasts were without forts or arms to protect them, and that their warehouses were full of tobacco, become of late very valuable and all they had to make up for the losses sustained by the American rebellion. Through me, your Lordship knows these fears were represented at the end of last year. They might then appear hastily and improperly taken up, that is not the case now.

Lastly, it was thought that a ship so stationed might have obtained as many good sailors here as perhaps at any other station about Great Britain, probably more.

The inhabitants upon these coasts are mostly sailors, one half of them idle from the stop put to the American trade, the remainder employed in the herring fishery, most of whom might have been obtained to man his Majesty's fleet – the herring busses being now numerous, their rendezvous fixed to this coast, and their return to Greenock and Port Glasgow certain to entitle them to the bounty. In the meantime the merchants of Glasgow and Greenock have and do now, by a large and effectual bounty, give all the assistance in their power towards manning his Majesty's fleet, from which they must chiefly look for protection.

Your Lordship is pleased to say that a ship of 32 guns is ordered to remain stationed on the north-west part of this island, and that a ship of 64 guns and a sloop of 18 are ordered to cruise up St George's Channel and to the north of Ireland to clear those seas of privateers. This may perhaps for a short time be effectual; but from the manner which privateers have come out of and returned to French ports, I must again humbly submit to your Lordship's better judgment whether the peculiar circumstances of the west coast of Scotland does not call for the permanent protection of a ship of force at a fixed station somewhere in the River Clyde, from whence she may cruise as occasion requires. I am [&c.],

Fred<sup>k</sup> Campbell

P.S. – Till within these very few years, I never remember the Clyde without a man of war or a frigate merely to regulate the cutters and to assist in preventing the business of smuggling.

1. G.R. Barnes and J.H. Owen, eds., *The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty, 1771–1782* (London, 1932), I, 227–29. Hereafter cited as Barnes and Owen, eds., *Sandwich Papers*. Lord Campbell was a member of Parliament and Lord Register of Scotland.

#### DEPOSITION OF JOHN WARDLEY, MASTER OF THE SHIP *Grace* <sup>1</sup>

On the seventh day of July in the year of our Lord One thousand seven hundred and seventy seven personally came and appeared before me James Clegg Notary public dwelling at Liverpool in the County of Lancaster and also a Master Extraordinary of the high Court of Chancery John Wardley late Master of the Ship *Grace* belonging to Messieurs Brown Jones and Royds of Liverpool Merchants being a person well known and worthy of good Credit and being Sworn on the holy Evangelists of Almighty God to speak the Truth the whole Truth and nothing but the Truth doth depose and say That on the fourth day of April he as Master of the Ship *Grace* laden with Sugar and other Goods left the Island of Jamaica under Convoy of his Majestys Ship *Maidstone* commanded by Captain Allan Gardner and Continued with the Convoy from that time until Saturday morning the twelfth of the said Month of April this Deponent losing the Convoy between Friday the Eleventh and Saturday the twelfth of April last Saith that he Continued his Course for the port of Liverpool until Monday the twenty

# To the MERCHANTS and TRADERS of the CITY of DUBLIN.

Mansion-House, 1st July, 1777.

**T**HE Lord Mayor this Morning received an Expreſs from William Croſbie, Eſq; Mayor of Liverpool, incloſing the underneath Depoſitions in a Letter, of which the following is a Copy: which his Lordſhip has directed to be publiſhed for the Information of the Merchants and Traders: And the Lord Mayor requels, that the ſeveral Perſons intereſted, will meet him at the Tholſel-Chamber, To-morrow Morning, at Eleven o'Clock, to take into Conſideration the moſt adviſable Meaſures to be purſued, for the Safety of the Linea Ships, and other Veſſels.

Me LORD,

**T**HE incloſed Depoſitions being this Day taken before me, I thought it proper to ſend them to you by Expreſs, as the Merchants may be apprized of the Danger their Shipping and Cargoes are in if they ſhould put to Sea, and that they may conſult within themſelves for the Security of their Property: And, if you ſhould agree with me in Opinion, I think it would be prudent you ſent an Expreſs to the Commanding Officers of His Maſteſty's Ships at Cork and Kinſale, that they may take ſuch Steps as they may think prudent, for the Preſervation of the Channel Service, and, if poſſible, the Reduction of theſe Privateers. I have the Honour to be,

My Lord,

To the Right Honourable the Lord  
Mayor of DUBLIN,

Your Lordſhip's moſt Obedient,  
and moſt Humble Servant,

WILLIAM CROSBIE,  
Mayor of Liverpool.

## A Copy of the Depoſitions mentioned in the foregoing Letter.

BOROUGH of Liverpool,  
in the County of Lancaſter.

**O**N this Twenty-eighth Day of June, one Thouſand ſeven Hundred and Seventy-ſeven, Ann Barrett, Spinſter, voluntarily and perſonally appeared before William Croſbie, Eſq; Mayor of the ſaid Town, and one of his Maſteſty's Juſtices of Peace in, and for the ſaid Borough, and being ſworn on God's Holy Goſpels to ſpeak the Truth, depoſeth, and ſaith as follows, that is to ſay: **T**HE ſaid Ann Barrett depoſeth, that about four o'Clock in the Morning of Saturday laſt, the Twenty-ſiſt Day of this Inſtant June, ſhe ſet ſail as a Paſſenger in the Brig Peggy, Thomas Attridge, Maſter, from Cork in Ireland, bound for Liverpool; which Veſſel had a Cargo of Butter and Hides, and other Merchandizes: And that they proceeded on the ſaid Voyage till Monday Morning, about half paſt four o'Clock, when they were about ten Leagues diſtant from Holyhead, and they were there boarded by four Men in a Boat, from an American Privateer, which was very near to them, and in Company with two other American Privateers; and that one of the ſaid four Men called himſelf the Prize-maſter, and told the Captain, Crew, and Paſſengers of the ſaid Brig Peggy, that they muſt all go on board one of the ſaid Privateers which he named, but does not now recollect which of the three it was: And the ſaith that the Names of the ſaid Privateers (as the ſaid Prize-maſter informed this Deponent, and thoſe on board the ſaid Brig,) were the Dolphin, the Reprisal, and the Lexington, and that each of them appeared to carry ſeveral Guns, but knows not how many. And ſhe ſaith, that Captain Johnſon, of the Lexington Privateer, came ſoon afterwards on Board them, and ſearched for, and took with him, all the Papers belonging to the ſaid Brig; and ſhe believes the ſaid Privateers were a Ship, a Brig, and a ſloop, and that they told the Crew of the ſaid Brig Peggy, that they had before taken thirteen or fourteen Engliſh Veſſels, and that they had ſunk fix, and one more which had been taken by them, was alſo ſunk in their Sight. And the ſaith, that in about an Hour afterwards, the ſaid Privateers alſo took near the ſame Place, the Ship Grace, John Wardley, Commander, bound from Jamaica to Liverpool, laden with Sugar, Rum, and Tobacco: And the ſaid Prize-maſter ſay'd, that he would ſend the ſaid Ship Grace, and the ſaid Brig Peggy into France: ſaith that the ſaid Prize-maſter informed them that he came from Balumore in Virginia: And there were three or four other Veſſels at a ſmall Diſtance from them, which the ſaid Prize-maſter ſay'd he had taken as Prizes, and were Engliſh Veſſels: And that they permitted all the Crews of the ſaid Ship Grace, and the ſaid Brig Peggy, to take all their Apparel, but none of the Cargoes, and the ſaid ſeveral Crews were put on board a Brig called the Crawford, with which they ſailed into Whitehaven, and that they were there deſired to ſell the ſaid Brig, and divide the Produce amongſt them.

ANN BARRETT,

Sworn before WILLIAM CROSBIE,  
Mayor of Liverpool.

**The Depoſition of JOHN WARDLEY, of Liverpool, Mariner, late Maſter of the Ship Grace, belonging to the ſaid Port, taken on his Oath, this 28th Day of June, 1777.**

BOROUGH of Liverpool,  
in the County of Lancaſter.

**T**HAT He was Commander of the Ship Grace, in her late homeward bound Paſſage from Jamaica; that on Monday Morning laſt, he was taken and boarded by three American Privateers, about nine Leagues diſtant from Holyhead, viz. the Reprisal, Commodore Wicks, of eighteen Guns, and one Hundred and thirty Men, with eight Cohorns in her Tops, and a Number of Swivels, her Carriage Guns all fix Pounders, double fortified. The Lexington, Johnſon, of fifteen Guns, and one Hundred and ten Men, with four Cohorns in her Tops, and a great Number of Swivels, her Carriage the ſame weight of Metal as the Reprisal's, and the Dolphin, Nicholſon, of ten Guns, and fifty four Men, with a Number of Swivels, and ſmall Arms; and he ſaith that the ſaid Privateers had before taken thirteen Engliſh Veſſels, as Prizes, as the Prize-maſter and Commanders of the ſaid Privateers informed him, beſides this Deponent's ſaid Ship, which was loaded with a Cargo of Rum and Sugars, ſome of which Prizes they had ſunk, and others they had ſent into France; — And he ſaith that the ſaid Privateer, the Reprisal, on which he was put on board, had amongſt the Crew a great Number of Frenchmen, and he hath great Reaſon to believe that the above Account given him was true; and he ſaith that he and all his Crew, and alſo the Crew of the Brig Peggy, from Corke to Liverpool, which they had taken a little before, were put on board a Brig called the Crawford, in which they ſailed into Whitehaven, and there landed.

JOHN WARDLEY.

Sworn at Liverpool, in the County of Lancaſter,  
this 28th Day of June, 1777.

WILLIAM CROSBIE, Mayor of Liverpool.

*Broadſide Carrying Depoſitions Relative to Captures Made by  
Continental Navy Ships Reprisal, Lexington and Dolphin*



third day of June last when between eight and nine o'Clock in the Morning of that day This Deponents Vessell the *Grace* being then South West and by West about nine or Ten leagues distant from Holyhead on the Coast of Wales and about twelve hours sail from the port of Liverpool This Deponent was attacked by three armed Vessells the one a Ship of Eighteen Guns with eight Cohorns in her Tops and Swivels on her Quarters and forecastle called the *Reprisal* commanded by Lambert Wickes, another of the said Vessells was a Brigantine called the *Lexington* commanded by Henry Johnson carrying Sixteen Carriage Guns, and the other a Sloop called the *Dolphin* commanded by ——— Nicholson carrying Ten Carriage Guns Saith that upon falling in with these Vessells the Ship *Reprisal* fired a Shot and ordered this Deponent to hawl down his Colours and back his Main Top sail And upon this Deponents inquiring the Cause of such orders the *Reprisals* boat was immediately manned and came on board this Deponents Vessell when the second Lieutenant one Brooks told this Deponent that this Deponents Ship was a prize to the *Reprisal* and the other Vessells which were fitted out and Sailed under Commissions from the American Congress Saith that from the first of their Appearance the *Reprisal* wore an English Sea Pendant which continued Flying during the time this Deponent was on board her and no other Colours whatsoever Saith that this Deponent was on board the *Reprisal* and between her and his own Vessell for near twelve Hours during which time Lambert Wickes who appeared as Commodore declared to this Deponent that they came out from Nantz and that they intended to go back again to Nantz to which place they intended to carry all their prizes Saith that the Crew of the *Reprisal* appeared to be composed partly of Irishmen partly of Scotchmen and about one third part Frenchmen But that the Captain and Officers from their appearance and Language seemed to be Subjects to Great Britain Saith that the *Reprisal* and her Consorts having made prizes of thirteen other Vessells (as this Deponent best Remembers) four or five of which they Sunk put this Deponent and the Masters of twelve of the said Vessells and part of the Crews on board one of their Prizes with orders to proceed directly to Whitehaven without touching at any other port And this Deponent saith that he with the other Masters and part of the Crews left the *Reprisal* and her Consorts and prizes off Tuskar about nine o'Clock in the Evening of the same twenty third day of June last and proceeded immediately for Whitehaven where they arrived on Thursday the Twenty Sixth day of June last Saith that during the time he was on board the *Reprisal* he heard the said ——— Nicholson declare that If the wind had Sprung up he intended to have gone into the Bay at Dublin and to have Cut the Yacht out from thence —

John Wardley

James Clegg Not: Pub. Liverpool and also a

Master Extraordinary of the High Court of Chancery

[Endorsed] In Sir Wm Meridiths 8 July 1777 copy sent to Ld Stormont in No 46 [18 July 1777]

LORD MAYOR OF DUBLIN TO RICHARD HERON <sup>1</sup>

Sir

I request you will be so kind to inform me whether his Excellency my Lord Lieutenant has had any account from the Lords of the Admiralty or whether the Merchants may expect a convoy for the protection of the Vessels – the want of which is very justly complain'd of by them & especially by the Linen Traders, as the Chester fair is now over & they have lost the opportunity of their Market, an hardship at present to them, but which in a short time will be severely felt by both Kingdoms.

There are several Vessels richly laden now in our Harbour outward bound for London Liverpool Parkgate & other Ports – none of which can with any safety stir for want of the long expected Convoy, and as their owners are in much anxiety I am requested in their behalf to make enquiry from his Excellency thro' you whether the Lords of the Admiralty have the safety of Ireland in contempln & on what hopes for protection the Merchts may futurely depend – I have the honour to be with much respect [&c.]

Mayoralty House [Dublin]

Henry Bevan

7th July 1777 –

1. PRO, State Papers 63/457, 200. Heron was secretary to the Lord Lieutenant of Ireland.

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

Arrived the *Prince George* Tender, with the *Grace West* Indiaman, which was taken the other Day by an American Privateer <sup>2</sup> in St. George's Channel, and ordered to France; but the Commander and most of the Seamen put on board her by the Privateer being English, heretofore taken by the Americans, and forced into their Service, instead of obeying the Orders they had received from their Captains, steered their Course for England, and were met with in Torbay at an Anchor by the *Prince George* Tender.

1. *Public Advertiser*, London, July 9, 1777.

2. Continental Navy brig *Reprisal*.

CAPTAIN CHARLES MIDDLETON, R.N., TO LORD SANDWICH <sup>1</sup>

[Extract]

My Lord

*Prince George*, Spithead, 7th July 1777.

Sir Thomas Pye having examined the prize master of the Liverpool ship <sup>2</sup> brought in here by the *Prince George's* tender, <sup>3</sup> I conclude the Admiralty acquainted with that conversation and therefore do not trouble them with the circumstances of the seizure. It may be useful, however, for your Lordship to know that on the 23rd of June, when this ship was taken, there were in the St George's Channel the *Reprisal*, a ship of sixteen guns 138 men, the *Lexington* brig of 16, and a cutter of ten: they are consorts, and sailed together from Lorient the 3rd instant [June]. When this ship was sent away, they had taken one vessel loaded with wheat, one with deals, and an empty ship, and three coal vessels. the three first went to France, the

others were sunk. Their present cruise is between Milford and Dublin, and their motives to intercept the linen trade.

The enclosed copy of the prize master's orders will explain to your Lordship their mode of selling prizes in France; and from the best information I can get, the crew of the ship are chiefly English, Irish, and Scots, those of the brig and cutter French. The men who navigate the Liverpool ship are (except two) Europeans, and have been either detained from prizes or forced from indentures to serve the Congress. They seem heartily tired of their present way of life, and some who had attempted to desert from Lorient were dragged back by French soldiers and flogged on board the privateer. Their intention of bringing their prize into England instead of France seems to have been general; and from that consideration, I shall hope to continue them in the *Prince George* as part of her complement.

The *Reprisal* is the ship that engaged the *Shark* off Martinique and took the Lisbon packet: she sails well but not equal to the brig. The cutter is a heavy sailer, but the whole came out clean and must on that account have every advantage in summer cruising. . . .

1. Barnes and Owen, eds., *Sandwich Papers*, I, 229–31.

2. *Grace*, John Wardley, master.

3. *Neptune*. See Captain Middleton to Admiral Sir Thomas Pye, July 22.

#### JOURNAL OF H.M.S. *Valiant*, CAPTAIN JOHN LEVESON GOWER <sup>1</sup>

July 1777

Cape Ortigal S17°W 37 Ls

Monday 7th

at 5 AM a Saile to the NE Tkd Ship and Gave Chace  
O[u]t Reefs sent up F[ore] & Miz[zen] Top Gallt Yds & set  
the Sailes at 9 set Steerg Sailes at Noon Continued The  
Chace Cape Ortigal S8°W 28 Leas –  
First Part Mod & Clear Latt fresh Gales & hazey at 2  
PM Fired a Shot at the Chace ½ past 3 Brought too a  
Brig (the *Blair*) from Charles Town So Carolina to Nantz  
Chas Periam Mastr took Possession of the Prize ½ past  
5 a Saile to the SE Gave Chace Opened a Cask mark'd  
154 Pcs Turned out 174 Do ½ past 7 fired a Shot and  
brought too The Chace a French Snow from Bourdeaux  
to Martineco

1. PRO, Admiralty 51/1022.

8 July

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

My Lord

[Admiralty Office] 8th July 1777 –

My Lords Commrs of the Admty have just now received by Express a Letter from Mr Adams dated at Milford the 6th Instant, acquainting them that a Vessel was chased into that Port the proceeding day by two American Privatiers, one of which had 32 & the other 18 Guns besides Swivels; I am commanded by their Lordships to send you a Copy of Mr Adams's said Letter for your farther Information, & to signify their direction to you to

order the Captain of the *Exeter* to proceed to Sea, without a moments Loss of time and cruize diligently between Milford Haven, the old Head of Kinsale, and the Scilly Islands, in quest of the Privatiers abovementioned, and use his best endeavours to take or destroy them, as also any other Privatiers or Vessels belonging to the Rebellious Colonies which he may fall in with, your Lordship will direct him to cruize one Month upon the Station abovementioned, calling alternately in Milford Haven, & at Cork, for any Intelligence he may be able to gain of the Rebel Cruizers, or for any Orders that may be lodged at those places for him, and not finding any directions to the contrary you will instruct him to return to Spithead at the expiration of the time beforementioned giving their Lordships an account of his arrival and proceedings & waiting their Orders for his further Proceedings.

If the Captain of the *Exeter* shou'd gain any well grounded Intelligence of any Rebel Cruizers being in the Neighbourhood, tho' not strictly within the limits, of the station abovementioned, your Lordship will signify to him that he is at Liberty to go in pursuit of such Rebel Cruizers, taking care to return to his Station when such pursuit is over –

I have only to add that it is their Lordships further direction You furnish any other Ships ordered to cruize to the Westward, which may be in your reach, with Mr Adams's Intelligence, & that you direct Capt Moore to do the like to any of His Majesty's Cruizers he may meet with. I have the honor to be &ca

P: S:

By Express on the 9h at  $\frac{3}{4}$  past One in the Morning

1. PRO, Admiralty 2/555, 200-01.

CAPTAIN LAMBERT WICKES TO CAPTAIN JOSEPH HYNSON <sup>1</sup>

Dear Hynson

St Malo july 8th 1777

I Recd your favr this Day of the 6th Instant & Take this oportunity to Answer the Same As I Make No Doubt you Are Informed of the particulars of Our Late Cruize I Shal only Giv you the Out lines And refer you to Mr Williams for further particulars We passed round to the N.Wt of Ireland & Entered the St Georges Chanel to the NWt Ward then passed thro Do Chanel & through between Silley & the Lands End In Which Time We Captured 18 Sail vessails three We Gave the prisoners 7 We Sunk & 8 We maned & Sent forward for Some port in france or Spain as We Were returning from our Cruize We fell in With A Brittish 74 Gun Ship Who Immediately Gave us Chace and Continued the Chace for 12 Hours Shee Was Near 4 Hours in Musket Shott of us & Kep A Constant fire on Us All the [time] but As We Kept our Stern Right to her She Did not hit Us We Should Certainly Bin taken If We had not hove our Guns overbord & Lightned the Ship by Which means We made our Escape Nicholson had A very hard Engagement With a Scoch Brigg mounted With 12 Wooden Guns of 6 lb but obliged him to Strike to the *Dolphin* in About  $\frac{1}{2}$  an hour If I had bin taken I Should have taken the Liberty to Made Use of

your Name & Should be Glad to Know on What Terms you Are at present with your Oald Friend George & Whether you Could be of Any Service In Case Any Such Axcident Should hapen hear After I Am very Glad to hear you Are About Geting A Ship to Return To America & hope youl Inform me What time You Exspect to Sail As I Shall Write by you from your [&c.]  
Lamb<sup>t</sup> Wickes

1. Auckland Papers, III, 41-42, BL.

## 9 July

"EXTRACT OF A LETTER FROM AKERSUND, IN NORWAY, JULY 9." <sup>1</sup>

An Anglo-American ship of force sent her boat on shore here yesterday for refreshments, which she received and paid for. She was a ship of force, about 26 or 28 guns, seemed full of men, and had a vessel in company, thought to be a prize.

1. *Daily Advertiser*, London, August 8, 1777.

"EXTRACT OF A LETTER FROM DUBLIN, JULY 9." <sup>1</sup>

Our trade with Waterford, Corke, Belfast, and Derry, is entirely at a stand, in consequence of the swarms of American privateers, which infest our coast. Sixteen sailors from on board a Boston brig, landed yesterday near Skerries, and staid in that part of the county several hours; they behaved with great civility to the countrypeople, whom they upon all occasions excite to rebellion. The appearance of the rebels, in a manner at our doors, has given spirits to the Whiteboys and other disaffected persons; and, in truth, not only commerce, but all legal authority, seems annihilated.

1. *Gazetteer and New Daily Advertiser*, London, July 21, 1777.

CAPTAIN ANTHONY PARREY, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir, *Alderney* off Lowestoff 9th July 1777.

You will be pleased to acquaint my Lords Commissioners of the Admiralty, That in Cruizing with His Majestys Sloop under my Command, off the *Texell* the 7th Inst, I fell in with & took the *Commerce*, a fine new American Ship of 300 Tons Burthen, Samuel Williams Master, with Fourteen Men on board, from Charlestown South Carolina, bound to Amsterdam Laden with Rice & Indigo.

Lieutenant Governor Bull & family are passengers in her.

I inclose you three Letters for their Lordships inspection which are all I could collect from the Master of the *Commerce*.

I judged it Necessary to Convoy the Prize this far in her way to the Port of London. I have sent Lieutenant Disney, a petty Officer & fourteen Men in her, which I hope their Lordships will approve of.

I shall be glad to know their Lordships direction respecting the Prisoners on board here - There are three of them that were taken by the

Americans; which were taken out of the Goal & forced on board this Ship.  
I am with great Respect Sir [&c.]

An<sup>t</sup> Parrey

[Endorsed] R 10th – 9 pm

1. PRO, Admiralty 1/2303.

PROTEST OF JOSEPH HUTCHINSON, MASTER OF THE SLOOP *Jason* <sup>1</sup>

On Tuesday the Eighth day of July One thousand seven hundred and Seventy seven Before me Peter John Heywood a Master Extraordinary in the High Court of Chancery and also Notary and Tabellion public dwelling in Whitehaven in the County of Cumberland by Royal Authority duly admitted and Sworn and in the presence of the Witness hereinafter named personally appeared Captain Joseph Hutchinson late Commander of the Sloop *Jason* of and belonging to the Port of Whitehaven in the County of Cumberland Burthen Eighty Tons or thereabouts (the Property of Samuel Martin of Whitehaven aforesaid Esquire) who declared that being with his said Vessel at the said Port of Whitehaven He sailed from thence the eighteenth day of June last in Ballast Bound for Saint Petersburg in the Empire of Russia That on Friday the Twentieth day of June following about half past Two oClock in the morning the Mull of Cantyre bearing East about four Leagues this Appearer was brought to boarded and taken by the Brigantine *Lexington* Henry Johnson Commander a Privateer from the Port of Boston in North America belonging to the Assembly styling themselves the Congress of America carrying Sixteen Guns and Eighty Men or thereabouts in Company with two other Privateers one called the *Reprizal* Lambert Wicks Commander or Commodore Carrying Eighteen Six pounders besides Swivels and One Hundred and Twenty Men or thereabouts and another Privateer Sloop belonging to the said Congress called the *Dolphin* Nicholson Commander and carrying Ten Guns and fifty men or thereabouts. That the said Captain Johnson after He had Seized the said Sloop and made Prisoners of this Appearer and the Rest of the said Crew being in Number – Six Men and Boys (including this Appearer) Carried this Appearer on board the said Vessel called the *Reprizal* that the People put on board the said Sloop *Jason* by the orders of the said Lambert Wicks in order to Carry her to France were all French Men and by the said Orders No American or English Subject was permitted to Go in or to Navigate the said Vessel That when this Appearer was first taken on board the *Reprizal* there were Sixty French Men or thereabouts then on board her who were chiefly sent off in the Prizes hereinafter mentioned with an Intention as He was there informed and verily believes to be true that they might Escape from being retaken by any of His Majesty's Ships of War or Ships carrying Letters of Marque. That the said Privateers had taken as this Appearer was informed by several of the Men on board the said Brigantine *Lexington* on the same day and also on the Twenty first Twenty second and Twenty third days of June following fourteen other Vessels belonging to his Majesty's

Subjects Seven of which (including the said Sloop *Jason*) were sent to the Port of Nantz in the Kingdom of France and the Rest of the said Vessels were sunk by the Orders of the said Lambert Wicks That on the said Twenty third day of June about Nine oClock at Night, This Appearer together with One Hundred and Six other Prisoners were by the orders of the said Lambert Wicks sent on board a Brigantine belonging to the Port of Greenock in Scotland called the *Crawford* whereof one Alexander Alexander had been Master and was taken by the said *Lexington* Privateer abovementioned on the Twenty first day of June last and arrived in the Port of Whitehaven aforesaid on the Twenty sixth day of June following at half an Hour after two oClock in the Morning.

And therefore the said Appearer in behalf of himself and the said Samuel Martin did declare and protest and I the said Notary at his request do hereby Solemnly Protest against the said Privateer called the *Lexington* the said Henry Johnson and also against the said Lambert Wicks for taking Seizing and carrying away the said Sloop and also against every French Seaman or Mariner then on Board the said Privateers and every of them & also against every Court or Courts of Admiralty or pretended Court of Admiralty that shall or may pronounce adjudge or Declare the said Sloop with her materials and Appurtenances or any part thereof to be forfeited confiscated sold or disposed of and for all Losses Costs Charges Damages and Expences whatsoever that have been or shall or may hereafter Accrue Happen or Arise from or in Consequence of the Seizure or Capture of the said Sloop in manner aforesaid or to the Owner Mariners and freighters of the said Ship and of aught else that can or may be protested for that the same was occasioned as above mentioned and did not happen by or through any Neglect or Default of this Appearer or his said Ships Crew who performed their Duty during the said Voyage nor by any Defect or Insufficiency of the said Ship. Of All Which Act being required of me the said Notary I have Granted these presents to Serve and Avail as occasion shall be and Require. Thus done and protested at Whitehaven aforesaid in the presence of John Finch a Witness hereunto required.

Joseph Hutchinson      Witness Jn<sup>o</sup> Finch

Laurence Cannon Mate and Jonathan Mundywell Mariner on board the said Sloop severally make Oath that the Contents of the foregoing Protest made and Signed by the said Joseph Hutchinson are in every particular true and nothing but the Truth.

Laurence Cannon   Jonathan Mundywell

Sworn the Ninth day of July 1777 Before Pet: Jno Heywood a Master Extrary in the High Court of Chancery

The above is a true Copy of the Original Protest on Record in my Office which after careful Examination I Attest Witness my Hand & Seal of Office this 9th day of July One thousand seven hundred and Seventy seven.

Pt<sup>r</sup> Jn<sup>o</sup> Heywood   Noty public

## LORD STORMONT TO LORD WEYMOUTH

Most Secret

No 111.

My Lord

Paris July 9th 1777

I sit down to give Your Lordship an account of the Manner in which I have endeavoured to execute, the very important orders transmitted to me in Your Letter No 43., which I received on Monday Night. The next Morning after having carefully perused Your Lordships Dispatches, and their several Inclosures, I went as usual to Versailles. I determined to avail myself of the Hint you were so good as to give me, and begin with speaking to M de Maurepas. I contrived to let Him Know, that I wished to see Him in Private, and when I went to Him, was immediately carried into his Closet.

I began our Conversation by saying, that He no doubt remembered, a sort of personal Engagement we had taken, some Months ago, when after Mutual Professions of our desire to preserve a good understanding between the two Nations, we agreed that if any Incident dangerous to the Public Tranquillity should arise, we would first talk upon the Subject like private Gentlemen, and endeavour to find a Remedy. He answered that He remembered it perfectly. I am now come Sir to fulfill my Part of the Engagement, and before I go to M de Vergennes, to whom I shall of course Speak Officially, I am come to You as Lord Stormont come to tell You Sir, that things are *dans un grand Etat de Crise*. The Evil is of the first Magnitude, and you alone can apply the Remedy, and prevent the Consequences, which, if that Remedy is not applied, must necessarily ensue. I will not trouble you with a Minute Repetition of the Complaints I have made from Time to Time, I will only recapitulate them very Shortly. I then My Lord mentioned Succinctly the behaviour of Monsr D'Argout, (He put me in Mind that there was Another Governor appointed). The Ships that were going from Marseilles Laden with Artillery and Ammunition, (He said they were stopt, and would not go) those preparing at Dunkirk, Bordeaux, and Nantes, and then came My Lord to the principal Point, the Assistance and Protection given to the American privateers: I dwelt upon this, stated it in the Strongest Light, and told Him expressly that armed Ships, that were suffered to take refuge in the Ports of France whenever they pleased, were refitted there, were supplied with Arms and Ammunition, had many French Sailors on board, and went from France with a professed design to cruize upon our Coast, were to all Intents and Purposes, cruizing against us, so that it was great Moderation indeed in the Captain who chased the *Reprizal*, to stop his pursuit as He had done, when He came near the Coast of France. I added that that Ship had taken refuge in the Port of St Maloes, and the other two were probably gone into Some other Port of France, where they would refit and sail from thence on some other Cruize and Send their Prizes, as I imagined but did not know they had sent many of the Ships, they had lately taken to be disposed of in France. what use Sir could the Rebels make of their own Ports that they do not make of Yours, if this Sir is your friendship to us, if this is Peace, I beg you to tell me what can deserve a



contrary Name. He seemed Struck, and answered in Short broken sentences. I assure You I wish, and mean Peace – but what would you have us do – We cannot prevent our People supplying the Americans in the Course of Trade; the thirst of Gain and the Partiality of this Country to them, makes that impossible. It is not our Business to decide on the Legality of Prizes (I had told Him My Lord that in case the Ships lately taken had been sent to France, I expected they would be restored) We cannot do as Portugal has done, cannot forbid the Americans our Ports, and expose ourselves to a War with them. I answered it is pretty extraordinary Sir that there Should be such *menagement* for these Rebels and Pirates, and so little for a great Nation, with which solemn Treaties have bound you; in the ties of Friendship, and to which you make the most friendly Professions, all we desire is a conduct suitable to those Professions, and similar to that of every other friendly Power. The desire of Gain is a universal Passion, as prevalent in Flanders, as in France, Yet you see no such Things, as those we now complain of, happen in the Empress Queens Dominions; The Rebels do not send their Prizes into Her Ports, do not refit there. I have observed Sir with great Regret, that when I have made Representations to You, they have been attended to for the Moment, and fair Promises made, but some secret invisible Influence has always counteracted my Representations, and rendered your promises without effect. He dropped a Word or two here, that orders were given but were often eluded. I answered You will not seriously tell a Man who has spent so much of his Life in France, that any officer in this Country dares to disobey the Kings Commands. The supplying the Rebels with Cloth and other Necessaries, which I know Merchants will send wherever there is a great prospect of gain, is a very different Thing from furnishing them with Ammunition, Arms and even Artillery, which is repugnant to all Idea of friendship, and directly contrary to the Express Declaration you gave many Months ago.

The Admitting into Your Ports American trading Vessels, that bring You Tobacco and other Articles You want, tho' not a friendly act, is far short of what we particularly Complain of at this Time, viz the Harboursing their Privateers, supplying them with all they want, refitting some, and fitting out others, such as the *Dolphin*, which ship was actually equipped at Nantes, the allowing them to make this use of Your Ports, without which permission they could not possibly remain in these Seas. The furnishing them by secret connivance with Men, Arms, ammunition and thereby enabling them to cruize against us, and insult our Coast, is joining in the Hostilities. It is in fact sir a Part of the force of this Country that is directed against us, and whether under the flag of France, or not, is in my Opinion a Matter of indifference, a mere Formality; Be assured sir that Your whole Conduct with regard to the Rebels has made a Strong Impression in Europe *et excite un fremissement General*. I know what some of the greatest, and most respectable Persons in Europe think of it; with regard to us Sir, if you recollect all that Has passed since the first preparations for sending out the *Amphitrite*, (the Whole of which Transaction I know Sir

as well as those who were concerned in it, but hope I shall never be forced to publish all I know). If you recollect I say, all that has been done since that Period, You will be forced to admit, that the whole carries a strong Appearance of an uniform Plan of secret Assistance, and proves that we have acted with great Moderation, But you know Sir as well as I do, that all human things have bounds beyond which they cannot go. We are now come to the utmost Verge of those bounds, and must either return to Peace and Harmony, or Pass the Line, and proceed to an immediate Rupture. Your personal Situation Sir at this Moment is worthy of Envy, You can say to Yourself, with more Truth than any Man this Day in Europe, The Lot of Millions, the fate of Nations is in my Hands; I most ardently wish Sir, that you may make a Proper use of the great Power and Influence You have so justly acquired, and may employ them to the preservation of Peace, which You certainly may Preserve if you please. They amuse you with idle stories, who tell You that some of our Cabinet are for Peace, and others for War; All our Ministers equally desire Peace, but it must be a fair and real Peace, not a Nominal one, that is a Cloak for secret Hostilities, and insidious Designs. If your Conduct is not changed, If Your Succours to the Rebels Continue, if You protect and Harbour their Privateers, Every one of His Majestys Confidential Servants equally sees the necessity of War. The King and His Ministers whole Conduct shews, that we utterly disclaim that Rash dangerous Policy that to mad Views of Ambition Sacrifices the Blessings of Peace, or forfeits them for any trivial cause. We know, we confess that War is a grievous Evil, but we Know too *que ce n'est pas le dernier des Maux*.

I hope Sir that You sufficiently Esteem those who sincerely esteem You, to believe that whenever we are brought to the Necessity of chusing between the Calamities of War, and the least Diminution of our Honour, our Election is soon made. What the result of this Conversation will be I know not, that will depend upon You, I have done my part, have fulfilled the promise I made, have spoke to You as Lord Stormont, spoke with great Sincerity and frankness and with that eagerness with which it is impossible for me not to Speak, when I give a loose to my Sentiments upon such weighty Subjects as these.

To M de Vergennes I shall Speak as a Minister, execute my Orders Strictly, and mix Nothing of my own. He thanked me repeatedly for coming to Him first, and for the manner in which I had spoke to Him. He no doubt guessed the general purport of the Orders I alluded to, but made no Inquiry. He entered into no explanation of what they would do, I mean my Lord that His promises were not specific. He only Said in general Terms, that they must find a way to Satisfy us, and must see to hinder the American Privateers from Staying in their Ports. He desired me to be full and particular in my Conversation with M de Vergennes, and said, that after I had talked to Him Vergennes, they would concert together, and try to form some fixt regular Plan, that should give us satisfaction. we have our Grievances too added He. M de Vergennes has a long list to give You. I replied

that every just Ground of Complaint would certainly be Attended to, and that all I wished was, that their Conduct towards us, might be as friendly as ours to them had constantly been, and if they pleased would continue to be.

What passed in my Conversation with M de Vergennes, I reserve for a Separate Letter.<sup>2</sup>

I am with the greatest Truth, and Esteem My Lord [&c.]

Stormont

1. PRO, State Papers 78/303, 136-41.

2. Stormont to Weymouth, July 9, No. 112, PRO, State Papers 78/303, 142-49.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN <sup>1</sup>

[Extract]

Paris July 9th 1777 -

. . . Nicholson & Weeks have been Chased into St Marloes, and Johnson, the *Yankey* Capt in Marsea [Morlaix], after their haveing taken and distroy'd 28 Sails of Vessell, some of which they have sent to America, and one rich Jamaica Ship they have brought in With them - These three fellows have three of the fastest Sailing Vessells in the employ of the Colonies, and its impossiable to take them unless it Blows hard - hope I shall be able to give you their next destination. . .

1. Auckland Papers, III, 45, BL.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen

St Mallo July 9th 1777 -

I received your favour of the 3d Instant and am much obliged for your Attention to the Contents of mine - As you have not been very particular in regard to the Sale of the *Dolphin*, it will not be in my power to execute that business without more particular instructions on that head - first I shall be glad to know wheather you would Sell her as she is Arm'd or weather we should reserve the Cannon Swivels Stores &c. Secondly, what price you would Accept of for her with every thing on board & what Abatement may be made by Selling her unarmed, there is a very good Frigate here that will Carry 24 Nine pounders and has the Character of a very fast Sailer, as the Owner is not here, I do not know wheather he would Sell her or not, but will inquire & inform you by Next post. I have been very kindly received here & am promised every assistance from the Commandant and Commissary of this Port. Monsr De Segray Beaugeard Fills & Co has Offered to Supply me with what Money I have occasion for, the Amount of which I shall give a bill as you direct. As we Can get Cannon here on tolerable good terms, I think we had best get fitted as soon as possible, I think if Brass 9 pounders could be got we had best get them, as they would not be so heavy as Iron 6 pounders, but the 9 pounders are too heavy for us, there is no Brass Guns to be got here, if any Can be procured Elsewhere & you are determined to Mount the *Reprisal* with Brass Guns, please inform me If not we can

get Iron 6 pounders here, and May be fitted and ready for Sea in a fortnight or three Weeks at furthest. Please to let me know where Capt Johnston is to be ordered or if I shall order him here to Join me, there is three large privateers fitted out of Gurnsey and Jersey wch is to be sent to Cruize off Nantz, to take all the American Vessels bound in & out of that Port. We have no Account of only three of our Prizes Arriving and these of the least Value, therefore Conclude the rest are Taken. from Gentlemen [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 108, APS.

CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentn

St Mallo July 9th 1777 –

I this Morning Recd Orders from Capt Wickes to furnish him with an Inventory of the Sloop *Dolphin*, I am now about to furnish him with one, wherein I shall Mention every thing belongg to her; I believe She will not fetch much more with her Cannon &c, therefore wou'd advise keepg them & Sendg them too Nants, as they are very Scarce & hard to be got there. here there is plenty, & the difference between buying, & Sellg is very great, & they are in great demand at Nants, in Case You Shou'd not have Use for them, in any of Your own Vessells. I have 10 three Pound[er]s, & 14 Compleat Swivells 8 of wch are new & other 6 as good as New; Capt Wickes will want the Swivells – my Doctr I understand has wrote You Complaing of my Treatment of him <sup>2</sup> I dont think Proper to trouble You with those Matters I shall only inform You that have only let him know that I am his Officer, he has made his Complaint to Capt Wickes, but Capt W——s knowg the treatment he has Recd from me, cou'd give him no satisfaction on that head, he wants his Discharge, & as I am not authorised to give it him, shall wait You[r] Orders, in Case You think worth while to give any in regard to that Gentn I am Gentn [&c.]

Sam Nicholson

1. Simon Gratz Autograph Collection, Case 5, Box 28, HSP.

2. Dr. Eliphalet Downer.

JONATHAN WILLIAMS, JR., TO THOMAS MORRIS <sup>1</sup>

Sir

Nantes July 9. 1777

I have this Day Received a Letter from the Honble the Commissioners at Paris informing me that the Captains Wicks Nicholson & Johnson are by the Express orders of the Congress under their Direction only & in consequence of that Authority they Direct me to take the charge of these Vessells & the prizes they have sent or may in future send into this or any other French port <sup>2</sup> this is on my part Equally unsolicited & unexpected but as I hold myself bound to Execute the Commissioners orders in the fullest Extent I take the Liberty of Notifying you Accordingly I am Yours

J W

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. See Deane to Williams, July 4.

HERMAN KATENCAMP TO LORD WEYMOUTH <sup>1</sup>

No 56.

My Lord.

Corunna 9th July 1777.

I humbly beg leave to acquaint Your Lordship that I have this Moment received an Express from Vigo with an Account that on the 4th Instant three Masters and ten Seamen belonging to the following Vessels which were taken by the *Warren* a Rebel Privateer mounting ten Guns and as many Swivels commanded by Nicolas Ogleby, were put on Shore in that Harbour.

1. The Brig *Argo*. Thomas Smith bound from Lymington to New York with a Cargoe of Salt, taken the 25th June.
2. The Brig *Princess of Masserano*. Thomas Wharton bound from Bergen in Norway to Venice with Stockfish, taken the 2d Instant.
3. The Brig *Elizabeth*. Wm Dowling bound from Cork to Oporto with dry Goods, taken the 4th Instant.

Nothing further deserving Your Lordship's notice has occur'd since my last. I have the Honor to be with the highest Veneration and Respect, My Lord [&c.]

H Katencamp

1. PRO, State Papers 94/204, 48. Katencamp was British Consul at Corunna.

"EXTRACT OF A LETTER FROM MR CONSUL HARDY TO H. E. LORD GRANTHAM, DATED CADIZ 9TH JULY 1777." <sup>1</sup>

Two Days ago a Bermudas built Sloop arrived here from Charles Town in So Carolina loaded with Rice, Indigo & Tobacco. She wears the Provincial Colours; her nominal Commander is a Frenchman, one Vellon, & the name of the Vessell is the *Mary*. Her Crew are all French except one or two. As I am morally certain that the Cargo she brings is the Property of His Majesty's rebellious Subjects, & that there is great reason to suspect if it is disposed of here, the Vessell is to be fitted out as a Privateer to cruize on this Coast, I immediately wrote to the Governor, requesting that she might not be admitted to Pratic. I send your Excy enclosed Copy of my Letter, to which I have this morning received only a verbal Answer by His Secretary, telling me, that having consulted with the Captain General, and that having no Orders from Court relative to these sort of Vessels, they could not avoid admitting this American, and permitting her Cargo to be sold. An English built Schooner is also come in under French Colours, as is given out, from Martinique, but as she has the same kind of Cargo on board as the other, I suspect she is from Carolina. This latter is bound to Marseilles.

1. PRO, State Papers 94/204, 67. Joseph Hardy was British Consul at Cadiz.

10 July

AFFIDAVIT OF ABRAM RUSSELL, MASTER OF THE SLOOP *James* <sup>1</sup>

Copy.

Abram Russell late Master of the Sloop *James* of Greenock declares that upon Tuesday the 8th Instant about two or three o'Clock in the after-

noon when off the Mull of Cantyre he fell in with a provincial Privateer called the *Muffin*<sup>2</sup> mounting Twenty Guns six Pounders commanded by Captain Dayes, and that when the Privateer came near him having Colours flying which were all white with the Figure of a Pine Tree thereon and the Motto "Appeal to Heaven" was ordered to bring too when his Vessel was taken possession of and he and the Crew ordered on board the Privateer, that after Plundering his Sloop and taking all the Rigging and Provisions from on board [she] was immediately sunk, and that after being detained on board 'til the next Day he and the rest of the Prisoners the number of which he does not particularly know, were ordered on board a Brigantine of the Burthen of about Eighty or Ninety Tons, belonging to Ellen Foot which was taken the Sunday before loaded with Salt from Liverpool bound to Ballyshannon in Ireland with directions to proceed to the said Port of Ballyshannon, as being a place so much out of the way that early intelligence might not be given of such a Privateer being on the Coast, that after being fairly out of her sight the People on board the Brigantine put on shore at Port Patrick himself and two Men and a Boy belonging to the said Sloop *James*, and then with a fair Wind steered straight for Whitehaven and that upon quitting of the Privateer she steered her Course South from the Light House of Belfast with all her Sails set intending to proceed immediately for Bordeaux in France and further declares that he was informed by the people on board of the privateer that they sailed from Boston about a Month ago in company with ten other Privateers all with an intention to be upon this Coast.

The following is a List of the Prizes taken by the said Privateer as he was informed while on board. Vizt A Ship from the South of England with Wine and Fruit on board bound for New York taken off the Banks of Newfoundland and sent to Boston. A Ship from Liverpool commanded by Capt Bell with Merchant Goods on board bound for New York was taken the 7th Instant off the Mull of Cantyre and sent to Bordeaux. The Sloop *James* of Greenock, and the Brigantine belonging to Ellen Foot particularly mentioned in this Affidavit. A Sloop from Sligo loaded with Linen Yarn bound to Liverpool sent to Bordeaux. A Sloop from Greenock loaded with Wool and Soap bound to the same Port in Lancashire was taken Yesterday Morning off Larne and sent to Bordeaux.<sup>3</sup>

Stranraer 10th July 1777.

Abram Russell

Before me one of the present

Magistrates of this Burgh.

John McDouall

1. PRO, Colonial Office 5/136, 48-49.

2. Massachusetts privateer ship *General Mifflin*, Captain William Day, mounting 26 guns and had a crew of 120, Mass.Arch., Revolutionary Rolls, V, 333.

3. These prizes were ship *Rebecca and Polly*, ship *Rebecca*, sloop *James*, brigantine *Mary and Betty*, sloop *Priscilla* and sloop *Molly* respectively. See News from Whitehaven, July 12.

#### LORD LIEUTENANT OF IRELAND TO LORD WEYMOUTH<sup>1</sup>

My Lord

Dublin Castle 10th July 1777. —

Having had the Honor of representing to Your Lordship, in several

Letters, the Situation the Merchants interested in the Trade of this and the neighbouring Ports were in, occasioned by the Appearance of three American Privateers, I should have forborn troubling Your Lordship further upon the Subject, and have waited the Arrival of such Force as the Lords of the Admiralty have judged necessary for their Relief: But another Privateer having appeared, I find Myself obliged, in Compliance with the earnest Representation of the Merchants here, to inform Your Lordship of it.

I, Yesterday, ordered one of the Revenue Cruizers to receive on Board Lieutenant [Lambert] Brabazon of the Navy, who had Directions from Me to look out in the Channel; He is returned, and acquaints Me that about half an Hour past two o'Clock this Morning, he discovered a Ship off the Hill of Howth, French built, mounting twenty Guns on one Deck,<sup>2</sup> which chased him for some Time, but finding she could not come up with him, bore away in Chase of other Ships, and took one in View of him.

The Merchants here in very urgent Terms, requested I would represent to your Lordship that the several Linen Ships which are ready laden in these Ports, are of very great Value, and cannot sail without the Protection of a Convoy; and this being the Time of Year when those Ships regularly sail, their Detainer will, if it should continue, have a fatal Effect upon the Commerce of this Country, as it will prevent the Returns the Merchants have usually received at this Time of Year, and that the Want of Protection in this Channel is very detrimental to the Trade in general.

Mr Brabazon represents this Privateer as a very bad Sailer; but very fully manned. I have the Honor to be, with great Truth & Respect, My Lord, [&c.]

Buckingham

P: S Mr [Richard] Heron has just now put into My Hands the inclosed Information which has been received by the Commissioners of the Revenue –

[Enclosure]

At 6 OClock in the Morning on the 10th of July 1777 Capt William Dea Commander of the Ship *General Muflin* mounting 20 Guns an American Privateer – Rock Abel at the same time Bearing W. B. S. Distance about 4 Leagues, Winds at NNW and a very Pleasant Breeze and Bound for the Port of Dublin first from Christian Sound in Norway and lastly from Portaferry, wind Bound at the above Date, said Ship fired a Gunn and brought me to all sail Standing afterwards brought me on Board of the Said Privateer and took my Bill of Lading and Ships register When Done gave me my Cloaths and Sent me and four of my People On board of the Brigg *Hope* Belonging to Mary Port, John Innman Master who at the same time was a Prize but afterwards Delivered Up To Said Master to carry me and my People ashore the Motto Appeal to heaven is wrote at the bottom of the Ensign. –

N: B: Portaferry is in the Bay of Strangford.

Hond Sirs

Skerries 10th July 1777 –

about two OClock this afternoon a brigg appeared in The offing. I went

out in the pinnacle & found her to be a Collier taken by an American privateer. above is a Copy of the Captains Journal, which I thought my duty to send to your Honrs by Express. I am your Honrs [&c.]

Fred Conyngham

1. PRO, State Papers 63/457, 194-96.

2. *General Mifflin*.

PHILIP STEPHENS TO THE COMMISSIONERS FOR SICK AND HURT SEAMEN <sup>1</sup>

Gent

Admty Office 10 July 1777

Having laid before my Lords Commissrs of the Admty your Letter of the 30th past, informing them that Mr Bell is returned from visiting the Prison at Forton,<sup>2</sup> and hath reported, that with respect to the Buildings, in some of which the Prisoners are now confined, no security against Attempts to escape can be derived from any strength of those buildings, but that the prevention of their succeeding in any such Attempts, must entirely depend, as it did the last War when upwards of 2000 were sometimes confined at Forton, upon the proper disposition and Vigilance of the Guard; That upon examination, with a proper Surveyor, of those parts of the Buildings in which the Well of those Prisoners are at present confined, from the principal of which the late Escape was effected, it appears that some Alterations could be made without difficulty in point of Work, and with the consent of the Owner of the adjoin Land, which was obtained, so as to render the whole of what is employed for the Confinement of the Well more compact, to admit of the Centries properly communicating with each other, to go round the whole of it with ease, and to save, when so alter'd, one Centry of the present number, and that the necessary directions were given for carrying those Alterations into immediate execution; I am in return, commanded to acquaint you, that their Lordships Approve thereof.

Their Lordships also direct me to inform you that the Secretary at War is made acquainted that the Commanding Officer of the Guard informed Mr Bell, that he had no Orders for the Guards loading and firing in Case of necessity, and that it is submitted to him, whether it may not be proper to send Instructions to the Commanding Officer upon this Head, the Prisoners confined in the said Prison being committed either for Acts of High Treason or Piracy. I am Gent [&c.]

Ph<sup>p</sup> Stephens

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

2. See Stephens to the Commissioners for Sick and Hurt Seamen, June 25.

LORDS COMMISSIONERS, ADMIRALTY, TO COMMISSIONERS FOR SICK AND HURT SEAMEN <sup>1</sup>

By the Commissioners for executing the Office of Lord High Admiral of Great Britain & Ireland &c.

Whereas you have represented to Us, by your Letter of the 25th of last Month, that the Keeper & Agent of Forton Prison had acquainted you that



two of the Prisoners, who had escaped, had been retaken & brought back to the said Prison,<sup>2</sup> and that, as the Persons who retook them had learnt the Route which two of the others had taken, he had encouraged a Pursuit of them, by promising a Reward for their recapture; And whereas you have desired to receive our directions respecting the paying such Rewards as we may judge proper for retaking any of the Rebel Prisoners who may escape, and have, at the same time, mention'd that, in the late & former War, a Reward of ten Shillings was paid for the Recapture of Prisoners of War, We have taken the matter into consideration and, being of opinion, that as the Offences for which the Rebel Prisoners have been ordered to be committed to Forton and Old Mill Prisons, are of a capital Nature, that a Reward of five Pounds should be paid for the recapture of each of those who have escaped, or may hereafter escape, from the said Prisons; You are, therefore, hereby required and directed to pay, to the Person or Persons entitled thereunto, a Reward of five Pounds for each of the said Prisoners who have escaped & have been already retaken, and also for each of them who may escape & be retaken hereafter; & to continue to do so, until you receive further Order. Given under our hands the 10th July 1777.

By command of their Lordships  
Ph<sup>p</sup> Stephens

Sandwich  
J Buller  
H Palliser

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.
2. See Journal of Timothy Connor, June 23.

*London Chronicle*, TUESDAY, JULY 8, TO THURSDAY, JULY 10, 1777

London. Thursday, July 10.

At the last Board of Admiralty several letters of marque were granted, which ships are now fitting out in the river, they are to carry goods to different ports in the West Indies, and afterwards to sail on a cruize against the American ships and privateers.

A letter from Havre de Grace brings advice, that Cunningham, with his new privateer, was sailed from thence; he mounts 16 carriage guns, 12 swivels, and 130 men.<sup>1</sup>

1. Armament of the Continental Navy cutter *Revenge* was actually 14 carriage guns, 22 swivels and a crew of 106, Robert W. Neeser, ed., *Letters and Papers Relating to the Cruises of Gustavus Conyngham; a Captain of the Continental Navy 1777-1779* (New York, 1915), 113.

"A LIST OF STORES ON BOARD OF THE *Dolphin* PRIVATEER" <sup>1</sup>

[St. Malo, July 10, 1777] <sup>2</sup>

2 Mainsails  
2 Foresails  
2 Mizans  
3 Gibs  
1 Mizan Staysail  
1 Topsail

12 Pistols  
12 Belley Catooth Boxes  
31 Sheets of Tinn  
1 Iron Camboos  
1 Copper Kettle of 16 Gallons  
1 Dto of 4 Dto

3 Anchors and Sheet Cables for  
     the Same of 7 inch Rope  
 1 New fore tie 4:1/2 inch Rope  
 1 New Gib Tack and Hasser  
     4: inch  
 50 Fathom of 2 inch New Rope  
 20 Dto of 3:1/2 inch Dto  
 12 Dto of 4 inch Dto  
 15 Dto of 3 inch Dto  
 10 Dto of 3 inch Dto  
 36 Fathom of half worn 2 inch  
     Rope  
 10 Dto of 3 inch Dto  
 25 Dto of 2 inch Dto  
 6 Dto of 3 inch Dto  
 1 New Main Tie 5 inch Rope  
 8 Fathom of New 3 1/2 inch Rope  
 1 Gib Hook  
 3 Boarding Graplings and Grap-  
     ling Ropes  
 1 American Ensigne  
 1 French Dto  
 1 English Dto  
 3 Hadleys Quadrins  
 2 Davises Dto  
 1 Spy Glass  
 1 half Hour Glass  
 2 half Minute Dto  
 2 Quarter Minute Dto  
 3 Brass Compases  
 1 Dipsey Lead and 60 Fathom of  
     Line for Dto  
 4 New Log Reels  
 12 Bushels of Coals  
 12 Sweeps 2 Oars and Spare Spars  
 1 Pair of Grains  
 1 Iron Frying pan  
 3 Spare Pump Spears and Boxes  
 8 Double Fortified 2 Pounders  
     Iron  
 9 Swivels Iron  
 2 Brass Musquetoons  
 2 Iron Dto  
 26 Musquets with Byonets  
 30 Catooth Boxes  
 18 Cutlases  
 8 Catrich Boxes for the Cannon

1 Tinn Ketlee of 3 Dto  
 1 Copper Tea Kettle and the  
     Utensiles for Dto  
 2 Pair of Fire Bellows  
 36 Bowls and Tronshers  
 28 Watter Barrels  
 2: Nine gallon Caggs  
 2 Bung Boarers  
 1 Half Dozen of Knifes and Forks  
 1 Grind Stone  
 2 Axes  
 1 Adze  
 2 Hammers  
 3 Cacking Irons  
 7 Chillies  
 2 Jack Plains and one Smoothing  
     Plain  
 4 Augors of Difrent Sizes  
 1 Pair of Compases  
 1 Crow Barr  
 2 Hand Saws  
 2 Carpenter Rules and Sevel  
     Gimblets  
 6 Rope Spunges  
 1 Pair of Canhooks  
 22 Blocks of Difrent Sizes  
 1 Half Dozen of Hooks and  
     Thimbles  
 8 Scrappers  
 100 Lb of Gunners Chunk  
 12 Rounds of Grape Shot made  
     up for the Cannon  
 14 Rounds of Swivel Grape made  
     Up  
 6 Rounds of Double Headed  
     Shot for the Cannon  
 23 Rounds of Round Shot for  
     Cannon  
 20 Pair of Hand Cuffs and Locks  
 1 Long Iron Bolt and Irons on  
     the Same  
 3 Spare Boat Hooks  
 16 Pound of Bohea Tea  
 60 Pound of Brown Suggar  
 1 Loaf of Lump Suggar  
 2:1/2 Barrels of Irish Beef  
 1/2 A Barrel of Pork

|                           |                               |
|---------------------------|-------------------------------|
| 7 Priming Wires           | 200 Weight of Bread           |
| 6 Gun Bits                | 1:1½ Barrels of Flour         |
| 3 Sheep Skins             | ½ A Cask of Butter            |
| 12 Boarding Pikes         | 120 Weight of Chees           |
| 3 Copper Ladels and Worms | Beds Hammoks and Sevrel Other |
| 100 Lb of Musquet Bols    | things                        |
| 12 Powder Horns           |                               |

1. Franklin Papers, vol. 61, 85, APS.

2. Date approximated. See Captain Nicholson to American Commissioners, July 9, in which he writes that he is about to provide Captain Wickes with an inventory of the *Dolphin*.

JONATHAN WILLIAMS, JR., TO DE SEGRAY BEAUGEARD FILS & CO., ST. MALO <sup>1</sup>

[Extract]

Gentn

Nantes July 10 1777. –

I have the Pleasure to inform you that by Letters I received yesterday from Paris the Honourable Commissioners have approved of the Choice I made of your house to transact their Bussiness at St Malo & in consequence of their Instructions I have to request that you will pay no Attention to any orders but what come either immediatly from them or through me –

They inform me that they wish to sell the Cutter <sup>2</sup> provided a tolerable price can be obtaind if no sale should offer she is to be sent hither to my Address I beg to know how much she will fetch and whether she can be soon Sold. . .

Please to furnish Capt Wicks & Nicholson with what Ever they may want keeping Distinct Accts for Each Vessel. . .

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. Continental Navy cutter *Dolphin*.

11 July

PHILIP STEPHENS TO THE PROVOST OF GLASGOW AND THE MAYORS OF  
LIVERPOOL AND WHITEHAVEN <sup>1</sup>

Sr

[Admiralty Office] 11th July, 1777 –

My Lords Commrs of the Admty having stationed His Majts Ships the *Albion*, *Exeter*, *Arethusa* & *Ceres*, to cruize between the Coasts of Great Britain & Ireland, in quest of the American Privatiers, and for the protection of the Trade in those Parts, I am commanded by their Lordships to acquaint you therewith for the Information of the Merchants of Glasgow, & that the Commanders of those Ships have directions to inquire for Intelligence at the following Places, vizt

*Albion*

&

*Ceres* Sloop

*Exeter*

*Arethusa*

} at Dublin & at Cambletown

–

–

at Milford Haven & Cork alternately

at Whitehaven in her way up Channel & afterwards  
at Campbeltown & Carrickfurgus

Their Lordships have likewise stationed other Cruizers between Scilly the Coast of Ireland & Milford Haven for the like purposes. I am &c  
P.S.

1. PRO, Admiralty 2/737, 123.

JONATHAN WILLIAMS, JR., TO HENRY LAWRENCE, PRIZE MASTER <sup>1</sup>

Sir

Nantes July 11. 1777

I am appointed by the Honble The Commissioners of the United States at Paris to take the Direction of such affairs at Nantes as are more perticularly within their Department & have accordingly Receiv'd their Orders to dispose of the prizes made by the *Reprisal* the *Lexington* & the *Dolphin* – I do therefore in consequence of the above Authority Desire that no part of your Cargo be deliverd to any person, except such as produce, an Order from me for that purpose – If any part is already deliverd, I request to have an Acct of it, & to be inform'd where it is deposited, I have a Store ready to receive your Goods & Whenever you are ready to discharge I shall send a Lighter alongside – I am Sir &c &c

To

J W

Capt Lawrence of the  
Prize Snow *Nancy* <sup>2</sup> Painbeuf

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. *Friendship*.

12 July

#### NEWS FROM WHITEHAVEN <sup>1</sup>

Whitehaven, July 12.

Thursday afternoon the *Mary and Betty*, Thomburn, arrived at Mary Port, having been taken by an American privateer on Monday last, and given to the crews of several vessels to proceed to Ballyshannon. Capt. Thomburn, after parting with the privateer, put two of the crews ashore near Port Patrick, and yesterday afternoon landed Captains Bell, Bouskell, &c. at Workington.

The following are the particulars of this disagreeable and alarming intelligence.

The *Mifflin* privateer, commanded by W. Day, mounting 20 six pounders, and 94 men,<sup>2</sup> fitted out at Boston, in Massachusetts Bay, having a commission from the Congress of that province, took the *Rebecca and Polly*, laden with wine and fruit, on the 24th of June, in lat. 45. 10. long. 25. west, and sent her to Boston. The *Rebecca and Polly* sailed from Cork on the 22d ult. for New York, along with fifteen other vessels, under convoy of the *British King*, Captain Purves.

The *Mifflin* also took

July 6. Ship *Rebecca*, of Workington, Joseph Bell, master, from Liverpool

to Limerick, with rock salt, taken 2 miles N.W. of Insterhull – sent to France.

July 7. Brig *Priscilla*, Richard Cassedy master, from Sligo to Liverpool, with linen yarn, taken off Insterhull – sent to France.

Same day. Brig *Mary and Betty*, of Mary Port, W. Thornburn master, from Liverpool to Ballyshannon, with rock salt, taken 5 leagues W.S.W. from Lochendall – given to the Captain to proceed with the prisoners to Ballyshannon.

July 8. Sloop *James*, Abraham Russell master, from Glasgow to Oporto, ballast – sunk.

July 9. Sloop *Molly*, of Millthorp, J. Bouskell master, from Greenock to Lancaster, with wool, soap, and skins, taken off the Mull of Galloway – sent to France.

The *Mary and Betty* left the *Mifflin* on Wednesday last, about noon, off the Mull of Galloway. – Captain Thornburn stood over to Port Patrick, and the privateer stood down the south channel.

The *Mifflin* (formerly the *Isaac*, belonging to Liverpool, Capt. Ashburn of this town, in the West India trade, was taken by the sloop *Warren*, John Phillips commander, and carried into Salem, laden with sugar, rum, &c.) is frigate built, and near 400 tons burthen.

Capt. Day appears to be upwards of sixty years of age, is rather lame, and was commander of a privateer last war. His crew consists of English, Scotch, Irish, and Americans, having few or no foreigners on board.

The *Mifflin* had 94 men when she left Boston, but having put 6 men on board the *Rebecca and Polly*, 8 on board the *Rebecca*, 5 on board the *Priscilla*, and 4 on board the sloop *Molly*, in order to carry them to France, her crew must have diminished, as we are informed, by some of the prisoners, that Captain Day had not inlisted any since he left America. When she bore down upon the *Rebecca*, Capt. Bell, she shewed English colours, but when within gun shot hoisted a flag, with a white field, having a pine tree in the middle, with the words Appeal to Heaven underneath it.

Several of the prisoners whilst they were on board the privateer, learned, that thirteen other privateers sailed from Boston in company with the *Mifflin*, and that they agreed to share equally all such prizes as the fleet should take during the space of twenty-six days; and that they expected a brig and two schooners to follow them thro the channel, which they had parted with in a gale of wind.

The mate of the *Rebecca and Polly* went prize-master's mate of the *Molly*, to France, and his Captain remains on board the *Mifflin*.

Several of the prisoners speak but indifferently of the honour of Capt. Day. Captain Bell of the *Rebecca*, had one gold and two silver watches in his chest, which, together with his papers, were taken from him by the Captain.

Capt. Bell, of the *Nancy*, who arrived here yesterday, says he saw the *Mifflin*, on Thursday, with a vessel in company supposed to be a prize, in the channel betwixt the Calf of Man and the Irish shore.

A master of a vessel which arrived here this morning, reports, that he saw on Thursday two vessels in the channel, which appeared to be King's ships, and that he heard 7 or 8 guns go off – so that it is more than probable the vessels sent by the Lords of the Admiralty, have met the *Mifflin*.

1. *The General Advertiser. Liverpool*, July 18, 1777.

2. Massachusetts privateer ship *General Mifflin*.

“EXTRACT OF A LETTER FROM DUBLIN, JULY 12.”<sup>1</sup>

On Sunday morning last [July 6] a boat, with several Ladies and Gentlemen, sailed from Tramore, in the county of Waterford, on a party of pleasure, and about four leagues to the South East, fell in with a vessel, schooner rigged, which fired a gun to bring the boat along-side. The company immediately complied, and were ordered on board the privateer; they were conducted to the cabin, when they were told by an Officer, that they were prisoners to Capt. Jeremiah Heydon, of the *Oliver Cromwell* privateer, of Marblehead; after some conversation, in which the Captain and Officers made themselves merry, they were entertained with cold ham, and some excellent Madeira, and then dismissed. The privateer took leave with three cheers, and stood to the South West towards the Bristol Channel.

1. *Lloyd's Evening Post and British Chronicle*, London, July 18 to July 21, 1777.

NEWS FROM DUBLIN<sup>1</sup>

Ireland.

Dublin, July 12.

So apprehensive are the Captains of the Irish vessels, trading from France to this kingdom, of falling into the hands of the Provincials, that not one of them will take charge of letters as heretofore, and they are under the necessity of sailing with French colours, as their only hope of escaping from the swarm of American privateers which hover about the coasts of that kingdom.

1. *Williamson's Liverpool Advertiser*, July 25, 1777.

*London Chronicle*, TUESDAY, JULY 15, TO THURSDAY, JULY 17, 1777

Chester, July 12. An express is gone through Chester from the Lord Lieutenant of Ireland to the ministry, with advice of an American privateer, of 36 guns, having taken three merchant ships in the bay of Dublin.<sup>1</sup>

1. *General Mifflin*.

“EXTRACT OF A LETTER FROM LIMERICK, BY YESTERDAY'S MAIL  
FROM IRELAND, DATED JULY 12.”<sup>1</sup>

Last night a fish-boat arrived here, the master of which declares, that in the morning, about nine o'clock, he was brought to by three American privateers, one of 22 guns, another of 16, and the other of 12 and some swivels; that he was ordered on board the largest, where he was about two hours, during which time [he] was asked many questions concerning the

strength of many places in Ireland, what men of war they had to protect that kingdom, and how many land forces they had, and also the strength of the fortifications of several of the most capital ports in Ireland. He also says, the answers he gave to every question that was asked, were taken down in writing. He says, the crew on board the privateer in which he was, were chiefly French. After having gone through a long examination, they gave him a bottle of brandy and some biscuit, and then suffered him to depart. This affair has thrown the people here into great confusion. An account of it is sent by express to the Lord Lieutenant at Dublin.

1. *Gazetteer and New Daily Advertiser*, London, July 23, 1777.

#### LORD SANDWICH TO LORD WEYMOUTH <sup>1</sup>

My Lord,

Admiralty Office 12th July 1777.

We have received your Lordship's two Letters of the 5th Instant, each transmitting a Copy of a Letter from the Lord Lieutenant of Ireland; in one of which are expressed the Alarms given to the Merchants of that Kingdom from the late appearance of Rebel Privatiers, and their apprehensions for the safety of their Linnen Ships; and in the other a Representation from Sir John Erwin of the defenceless state of the Fort and Harbour of Cork, and proposition for a Ship or Frigate of War to be constantly stationed near the Fort of the Cove, or between that and Spike Island, for the safety of the Shipping at that place. In return we are to acquaint your Lordship, for His Majesty's information, that upon the first notice we received of the appearance of the Privatiers abovementioned off the Mull of Cantire, we immediately sent orders for His Majesty's Ship the *Albion* of 74 Guns, and the *Ceres* Sloop of 18 Guns, to proceed without a moments' loss of time from Plymouth up St George's Channel, as well for the protection of the Trade of His Majesty's Subjects, as to scour the Channel of any of the Rebel Privatiers that may infest it, calling at Dublin and Campbel Town for Advices, and returning round the West of Ireland to Plymouth for farther Orders. Since which, we have sent the *Exeter* of 64 Guns to cruize between Milford Haven, the Old Head of Kinsale, and the Scilly Islands; and have destined the *Arethusa* of 32 Guns to proceed up the Irish Channel and cruize between the Mull of Galway, Belford Lough, and Mull of Cantire; the former calling alternately at Milford Haven and Cork, and the latter at Carrickfergus and Campbel Town, for Information, or any further Orders it may be necessary to send to them. These two last mentioned Ships will guard the Southern and Northern Entrances into St Georges Channel; and it is intended to employ two Sloops and two Cutters constantly in attending upon the Linnen Ships; which, it is hoped, will quiet the Alarms of the Merchants, and effectually secure their Trade.

With respect to Sir John Irwin's proposition, we must beg leave to observe that the stationing of Ships in Ports for the protection of the Trade belonging to those Ports (besides the impracticability of finding Ships for that purpose from the numerous applications we have received of the same nature) would be locking them up from the performance of other more

essential Service, as the numerous Privatiers that now infest our Coasts cannot be restrained, nor the Trade of His Majesty's Subjects properly attended to, but by keeping our Cruizers as much at Sea as possible, in order to intercept the one, and give due protection to the other; which, indeed, from the great number of our Ships now employed in North America, and from the unexpected Equipment of Rebel Cruizers in the French Ports, is a very difficult task for us to execute, and it is to be apprehended that our difficulties will rather increase than diminish, as we have already set forth in our Letter to your Lordship of the 28th Ultimo, if such Equipments are continued in the Ports of France. We have only to add upon this Subject that we conceive it to be the less necessary to station a Ship at the Cove, as, besides the *Exeter* which, as has been mentioned above, is frequently to call there, the *Boyne* of 70 Guns, which is stationed between Ushant and Cape Clear, is also ordered to call at Cork once in every Ten days or a Fortnight. We are, My Lord [&c.]

Sandwich J Buller H Palliser

1. PRO, State Papers 63/457, 187-89.

PHILIP STEPHENS TO THE COMMISSIONERS FOR SICK AND HURT SEAMEN <sup>1</sup>

Gent

Admty Office 12 July 1777

Having communicated to my Lords Commissrs of the Admty your Letter of the 8th Instant, informing them that two of the Prisoners confined in the Mill Prison at Plymouth, having been seized with the Small Pox, application has been made to the Surgeon by some of the others to be inoculated, and proposing, for the Reasons therein given, that permission be given for such Prisoners who may be desirous of it, to be inoculated; I am commanded to acquaint you, that if there is any part of the Prison in which they can be kept separate from the rest, with out danger of infecting those who are not desirous of being inoculated, their Lordships have no Objection to the causing such of them to be inoculated as are desirous of it. I am Gent [&c.]

Ph<sup>p</sup> Stephens

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

JOURNAL OF DR. JONATHAN HASKINS <sup>1</sup>

[Mill Prison, Plymouth, 1777]

12th [July] this Morning Between the Hours of 3. & 4. Doctr [Samuel] Smith, Mr Little, James Dean, Wm Smith from the Hospital Mr George from the B.[lack] hole & Hy Lunt fr. the Itchy Ward All Eloped thro the Vaultt of the Hospital - at 6 A.M. Benja Sheckle Died -

1. MeHS.

"EXTRACT OF A LETTER FROM BILBOA, JULY 12." <sup>1</sup>

A few days ago was brought in here the *Princess Massareno*, Capt. Wharton, from North Bergen to Venice, who had been taken by the



*Warren* Provincial privateer, of 14 guns, and a number of swivels, and full of men, who put a prize-master on board.

1. *Gazetteer and New Daily Advertiser*, London, August 1, 1777.

### 13 July (Sunday)

"EXTRACT OF A LETTER FROM GREENOCK, JULY 13." <sup>1</sup>

An express came here yesterday, informing that several vessels, particularly two belonging to this place, have been taken by provincial privateers, so stationed in the mouth of the river, that nothing can pass them. Such as attempt to run, they sink them. The master and crew of one of the vessels that was taken the other day have come to town; they were allowed to come on shore, but their cargoes and vessels were, as they understand, sent to France, with some other prizes, under convoy of two of the privateers; but a privateer of 20 guns, well armed, and about 100 men on board, still remains in the river, not far from Greenock, where she is expected every night. The Council met yesterday, and have resolved to fit out three vessels, one of 16, one of 14, and one of 12 guns; for which purpose a subscription paper was set a-going about twelve o'clock; and about two o'clock when it came to be subscribed by Collector P——, with whom I was then in company, I observed no less than 2900 l. sterling subscribed for. A committee is appointed for superintending the equipment; a commodore and captains are already named; and though this be Sacrament Sunday, the drums are beating for seamen to serve for one month only, by which time it is expected that Government will send armed vessels to clear the coast. About 100 sailors are already enlisted; 600 stands of small arms are come down from Dunbarton, and plenty of stores and ammunition. The vessels are already victualled, and they expect to have 150 able-bodied sailors, besides the military from Glasgow, ready to go on board, and sail this evening or to morrow morning.

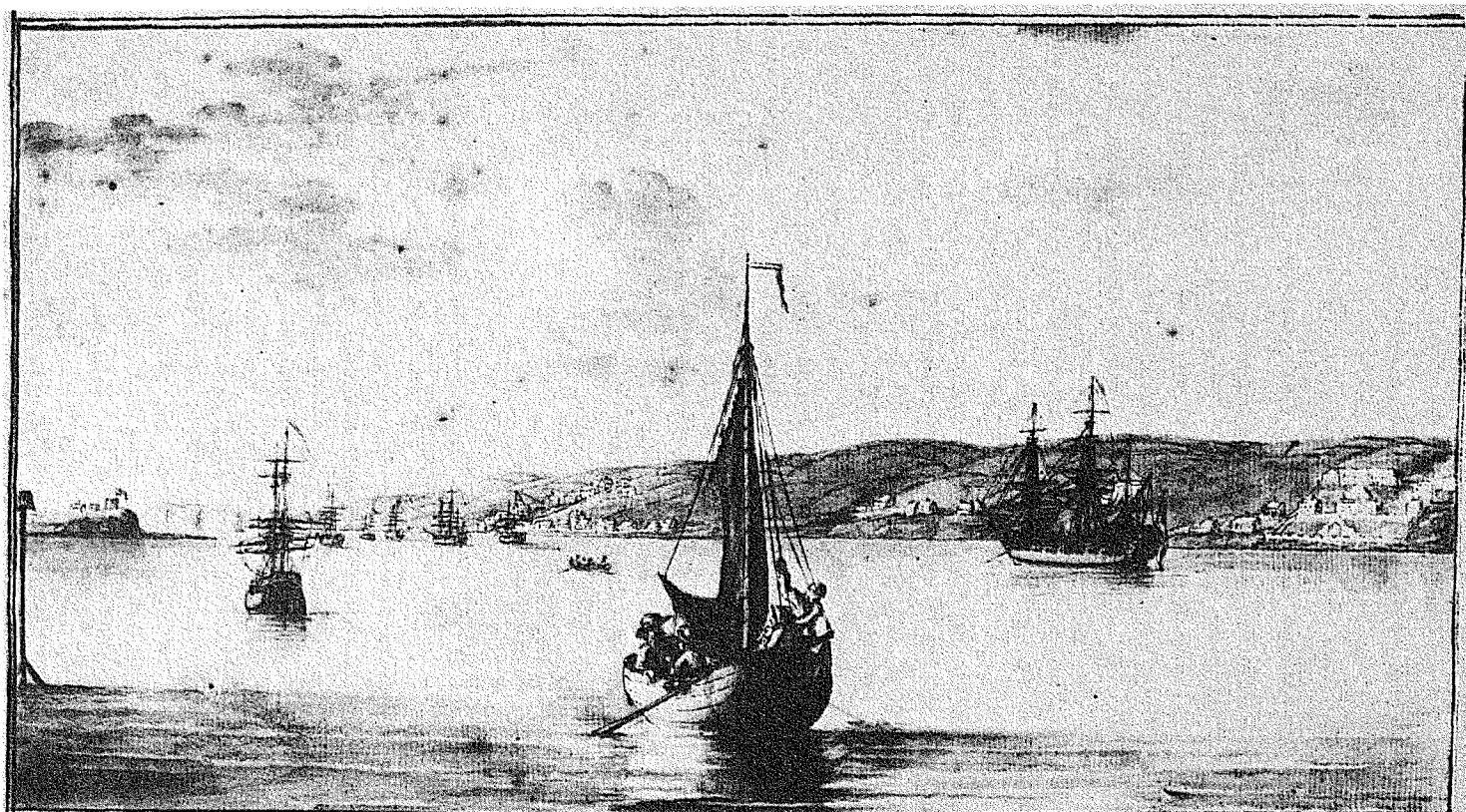
1. *The General Advertiser*. *Liverpool*, July 25, 1777.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen

St Malo July 13th 1777 –

I received your favour of the 4th Instant ordering me to Send our Prizes to the Address of Mr Williams at Nants & give orders to our Prize Masters Accordingly this order will be Chearfully comply'd with by me – I should be very glad to know my future distination & whether I am to go out as Soon as fitted for Sea, as I am told the Minesters has ordered me out of Port I shall get my guns on board & Proceed to Sea as Soon as Possible unless ordered to the Contrary. three of our People has Run away and Carried off a French Pilot Boat which they Say I must pay for, Please give me your Advice on this head. I have wrote Captain Johnston desiring him to Address his Prizes as you direct & have also Communicated Said orders to Captain Nicholson As the *Dolphin* is at present disabled in her Mast, I dont think it prudent to Send Capt Nicholson and his officers to Nants in



*A View of the Harbour of CORK, from the Spit-end to CORK.*

*Nicholas Lewis Delin. 1772*

her as she is very dirty & Cannot Escape if Chased It Will be Attended with very little expence to send her Round as French Property & may be done by Capt Nicholson's own French hands now on board, only Shipping a French Captain & Clearing her out as French Property for which a bill of Sale may be given to Messrs DeSegray & Co Please inform us how you would have this Matter Conducted & depend on our Compliance from Gent [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 116, APS.

## 14 July

### PHILIP STEPHENS TO SIR STANIER PORTEN <sup>1</sup>

Sir

Admty Office 14 July 1777.

I have received and read to my Lords Commissrs of the Admiralty your Letter of this date enclosing by Lord Weymouth's direction a Copy of a Letter his Lordship had received from the Lord Lieutenant of Ireland, with an Inclosure relative to another Privatier which had appear'd in the Irish Channel; <sup>2</sup> And in return I am commanded to acquaint you for Lord Weymouth's information, that their Lordships having yesterday received advice of the Privatier aforementioned, they immediately sent orders by Express to the Captains of His Majesty's Ships the *Fowey* of 24 Guns at Portsmouth, and the *Burford* of 70 Guns at Plymouth, to proceed without a moments loss of time in quest of her, or any other Privatiers that may now infest the Irish Channel, the latter being required to go as far as the Mull of Cantire and to use their best endeavours to take or destroy any of them they may happen to fall in with; protecting at the same time the Trade of His Majesty's Subjects in the said Channel, calling at Corke or Dublin, or any other place they may think convenient for Intelligence, and governing themselves accordingly.

I am likewise to acquaint you for Lord Weymouth's information, that the Captain of the *Burford* is ordered after cruising three Weeks on the aforementioned Service, to return round the West Coast of Ireland unless by the Intelligence he receives he finds the Rebel Privatiers still infest St George's Channel, in which case, he is to return to Plymouth the same way he went. I am, Sr [&c.]

Ph<sup>p</sup> Stephens

P.S. By Letter this day received from Kinsale dated 6 instant, the *Torbay* of 74 Guns, & the *Wolf* Sloop have both put into that Port, & it is therefore hoped that they will hear of the Privatier abovementioned & that they may fall in with and take her.

1. PRO, State Papers 42/51, 24-25.

2. *General Mifflin*.

## 15 July

### "EXTRACT OF A LETTER FROM AYR, JULY 15." <sup>1</sup>

The inhabitants of this town met on Monday last [July 7], in conse-

quence of advertisements read out in the churches on Sunday, and enrolled themselves to carry arms in defence of the town. Accordingly they assembled on Tuesday with their arms and accoutrements, and are to continue embodied till the town is out of danger from the American privateers, who at present infest the West coast.

1. *London Packet, or, New Lloyd's Evening Post*, July 21 to July 23, 1777.

"EXTRACT OF A LETTER FROM WHITEHAVEN, JULY 15." <sup>1</sup>

I believe during no Time last War were the People on this Coast half so frightened as they have been lately on the Appearance of the American Privateers. An Express was sent off to our Lord Lieutenant, Sir James Lowther, to call out the Militia for the Defence of the Coast, as they were apprehensive the Americans would land; to which Sir James sent Word that he would immediately call out the Militia, and that it might be as little detrimental to the County as possible, he would divide the Time, and fix the first Fortnight now, and the other after Harvest. Three Companies are accordingly stationed here, viz. one at Workington, one at Mary Port, and one at Cockermouth. Sir James has also sent us the following Letter, which he received from the Admiralty, and has put us into Heart:

Sir,

Admiralty Office, July 12, 1777.

I have laid before my Lords Commissioners of the Admiralty the Memorial of the Inhabitants of Whitehaven, setting forth their Alarm at the American Privateers having taken and destroyed several Ships near their Coast, and desiring Protection for their Trade. I am commanded by their Lordships to acquaint you, for the Information of the Gentlemen of Whitehaven, that they have sent a Line of Battle Ship and a Sloop in quest of these Privateers, and that a Frigate will be forthwith sent off that Port to cruise for the Protection of the Trade of his Majesty's Subjects in those Parts.

To Sir J. Lowther, Bart.

Ph. Stephens.

1. *Daily Advertiser*, London, July 21, 1777.

"EXTRACT OF A LETTER FROM DUBLIN, JULY 15." <sup>1</sup>

Our Lord Mayor has been very anxious for the preservation of the Shipping and Commerce of this City, and has frequently applied by letter and in person to his Excellency, the Lord Lieutenant, to use his interest with the Lords of the Admiralty, for obtaining Ships of Force to be sent to our Port, to protect the vessels trading from this Harbour. The Lord Mayor's applications have been always received, and treated with respect by his Excellency, who in consequence thereof has sent expresses to Lord Weymouth, and the Lords of the Admiralty, for a convoy, and we are in hourly expectation of their Lordships answer, as also the arrival of those Ships of Force to protect our Trade.

It is to be hoped that the Lords of the Admiralty will attend to his Excellency the Lord Lieutenant's application.

Certain advice is received of an American privateer being in our Channel, she mounts 26 guns, 22 six and four nine pounders, and is very full of men; <sup>2</sup> and it is evident from the grassy appearance of her bottom, that she had been a long time at sea. Of the mischief she may have done, the following only is come to hand:

On Wednesday morning [July 9], about twelve o'clock, she fell in with a large three-masted vessel called a Cat, about 500 tons burthen, last from Portaferry, in the North of Ireland, laden with timber, between Carlingford and Drogheda; the Master of the Cat thought to escape, but a shot from a nine pounder brought her to. The privateer had in company a vessel from Belfast for Dublin (laden with rum, and under seizure) and a collier; the hands of the different vessels, passengers with their luggage, and the Revenue Officers who were on board the rum ship, were put on board the collier, with liberty to go wherever they pleased; they accordingly put off, and landed safe at Balbriggan on Thursday evening, lay at Swords that night, and arrived here yesterday, when the Officers waited on the Commissioners with the above intelligence, who were pleased to order written notices to be fixed up in different coffee-houses, for the information of the Merchants, Traders, and others concerned.

One of Mr. Babe's wherries being in the Bay on Thursday evening last, they saw a large vessel between Ireland's Eye and Lambay, which they took for an English frigate; they made for her, and when they got alongside were invited on board, when to their great surprize they found her to be an American privateer, and from their description proves to be the above vessel; they were treated with beef and grog, and asked several questions, particularly if the yacht was in the Harbour; to this they say they answered in the negative. After the people of the wherry staid some time on board they were ordered to depart. During their stay they could neither learn the privateer or Captain's name, but say she was a very large vessel and well manned.

A fishing boat had been brought-to by the above privateer on Thursday evening, while Mr. Babe's men were on board her; the Americans took a small quantity of their fish, which they paid them amply for, treated them as they did the Wherry-men, and then dismissed them.

Yesterday two colliers in ballast, from Whitehaven, were brought-to off the mouth of our Harbour by an American privateer, when, after taking from them what cash they had on board, the produce of their cargoes of coals, sold in this Port, together with such provisions as they found on board, they suffered them to proceed on their voyage home.

There are now 11 cannon at the Pigeon-House, viz. two nine pounders in the Yard at the back of the House, three nine pounders at this side of the Pigeon-House, and six six pounders at the King's Wharf. There are also five nine pounders gone to Howth, to command the entrance of the Bar; and a strong work is now making, and will be finished in a few days at the Light-House, on which, we hear, several large cannon are to be mounted.

1. *Lloyd's Evening Post and British Chronicle*, London, July 21 to July 23, 1777.

2. *General Mifflin*.

LORD WEYMOUTH TO LORDS COMMISSIONERS, ADMIRALTY <sup>1</sup>

My Lords

St James's 15th July 1777.

Having received a Letter from the Lord Lieutenant of Ireland inclosing one from the Lord Mayor of Dublin, and another to Him from Chester relative to Rebel Privateers, and requesting that the Convoy which goes from Dublin to Chester may be directed to take under their Protection upon their return to Dublin the Vessels from Chester, I inclose to your Lordships copies thereof, that you may give such Orders to the Commanders of His Majesty's Ships Stationed for that purpose, as you shall judge proper and expedient for the Security and advantage of that important trade. I am &c

Weymouth

1. PRO, State Papers 42/51, 30.

JOHN ROBINSON TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

Whitehall Treasury Chambers

My Lord

15th July 1777

Messrs Mason and Jones Contractors for supplying Provisions to the Troops in East Florida having desired that for the Safety of their Ships carryg such Provisions, they may go to New York with the Convoys so frequently going there; and upon their Arrival have other Convoy directed to see them safe to Saint Augustine: I am commanded to acquaint your Lordsp that the Lords Commissioners of His Majesty's Treasury approve of the said Ships going by New York, and desire that when they arrive, your Lordship will order a Convoy for them to Saint Augustine. I am my Lord [&c.]

(Signd) John Robinson

1. British Headquarters Papers, CW Photocopy.

ANDREW FRAZER TO LORD WEYMOUTH <sup>1</sup>

My Lord,

Dunkirk. 15 July 1777.

I beg leave to acquaint Your Lordship that the *Speedwell* Sloop & *Wells* continue still in the Road, but propose, I believe, returning to the Downs on friday next, in order to know if the Commanding Officer of His Majtys Ships there has received any orders concerning their future destination.

I have likewise the honour to inform Your Lordship that, on the 13th Inst, the Commandant of the Marine, & the Judge of the Admiralty, received Copy of a Circular Letter, acquainting them that American Privateers & their Prizes are not to be suffered to remain longer in any Port in the Kingdom than 24 hours. – The *Greyhound* Cutter <sup>2</sup> still remains in the harbour. I have the honour to be &ca

Andrew Frazer

1. PRO, Admiralty 1/4134.

2. Renamed *Revenge*.

## 16 July

*London Chronicle*, TUESDAY, JULY 15, TO THURSDAY, JULY 17, 1777

London. Wednesday, July 16.

Yesterday a Messenger was dispatched from the Earl of Suffolk's office to the Lord Lieutenant of Ireland, with orders to delay the sailing of all the shipping in the port of Dublin till our letter of marque cruizers arrived there to convoy their outward-bound ships for the security of their trade, and the same orders to be sent off by his Excellency to the northern ports in Ireland on the same account, and messengers are sent on the same errand to Glasgow, and the other ports in Scotland.

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

Lord North – The intelligence given by Mr Wentworth if founded is very material, and is certainly very agreeable; <sup>2</sup> if timidity actuates the French Court to delay taking an open hostile part, some good Success in North America is likely to make Her the more cautiously avoid taking up a losing game; whatever may be the real motives of this determination, the delaying if possible having more on our hands at present is the natural suggestion of a dispassionate mind; but then France must wound us by aiding and protecting the Rebel Ships which harrass our Trade.

Kew July 16th 1777.

*m*

37 pt 10 P.M.

1. John W. Fortescue, ed., *The Correspondence of King George the Third from 1760 to December 1783* (London, 1927–28), III, 459–60. Hereafter cited as Fortescue, ed., *Correspondence of George III*.
2. In a letter dated July 15 at Calais, Paul Wentworth informed Lord Suffolk that Louis XVI had ordered all armed vessels to leave French ports upon twenty-four hours notice, Auckland Papers, III, 49–51, BL.

VERGENNES TO BENJAMIN FRANKLIN AND SILAS DEANE <sup>1</sup>

[Extract]

Versailles 16th July 1777

You can not forget, Gentlemen, that in the first Conversation I had with both of you, I assured you that you should enjoy in France for Yourselfs all the Security and Comforts which we showed to foreigners, and for your navigation and Commerce all the facilities that would be compatible with the exact observance of our Treaties with England, which the King's principles would induce him religiously to fulfil. In order to prevent every doubt with respect to the Vessels that may enjoy the favors which we grant to friendly nations in our Ports, I pointed out to you the Article of the treaty which forbids us the right of allowing Privateers free Access into our Ports, unless on account of pressing emergencies, as well as the Depositing and sale of their Prizes. You promised, Gentlemen, to conform to this.

After so precise an explanation, we did not press the departure of the ship *Reprisal*, which brought Doctor Franklin to France, because we were assured she was supposed to return with merchandize. We had quite lost sight of this ship, and believed she was in American waters, when we learned with surprise that she had run into L'Orient, after having taken several prizes. Orders were immediately given her to depart in 24 hours and to pass on her prizes Only to the Admiralty Courts, which were authorized to judge their validity. Capt. Wickes complained of a leak. Being visited by surveyors, his allegation was found legitimate and admissible; they permitted him to make the necessary repairs, and he was directed to put to sea. After such repeated warnings, the motives of which have been explained to you, we had no reason to expect, Gentlemen, that the said Wickes would continue Cruising in European Waters, and we could only be greatly Surprised that, having joined the Privateers the *Lexington* and the *Dolphin* in order to harass the English coast, they should, all three, then come in to take refuge in our Ports.

You are too well informed, Gentlemen, and too acute not to See how this Conduct offends the dignity of the King my master, at the same time it abuses the neutrality which His Majesty professes; I expect, therefore, because of your fairness that you will be the first to condemn a Conduct so opposite to the obligations of hospitality and propriety. The King can not conceal it, and it is by His express order that I inform you, Gentlemen, that orders have been sent to the Ports at which the said Privateers have arrived in order that they be sequestered and detained there until sufficient Security can be obtained that they will return directly to their Native Country, without exposing themselves through new acts of hostility to the necessity of seeking asylum in our Ports.

As for the Prizes which they may have taken, if they have brought them into our Ports, they will be ordered to go out immediately, and the same shall be observed towards every Captor or Capture of any nation whatever. Such Are the Obligations of our Treaties consistent with our Marine Ordinances, from which the King can not, in Any Manner, free himself. It will be highly proper for you to make this order known wherever you may think it most fitting, so that newly-arrived Privateers, drawing from the example of the Abuses of those against whom we are obliged to be Severe, may not expose themselves to the same embarrassments. . . .

1. Franklin Papers, vol. 6, pt. 2, 124, APS.

#### SHIPPING ARTICLES FOR THE CONTINENTAL NAVY BRIG *Lexington* <sup>1</sup>

[Morlaix, July 16, 1777]

Articles agreed to between the United States of America, and the Officers, Seamen, Marines, and Others, Serving on Board the Ships and Vessels of the said States.

We, whose Hands and Marks are hereunto set and subscribed, being Officers, Seamen, Marines, &c. do, and each of us doth agree to and with Henry Johnson Commander of the good Brig called the *Lexington* belong-



ing to the United States of America, in Manner and Form following, That is to say,

First, We do, for the considerations herein after mentioned, agree, to and with the said Commander, forthwith to enter and ship ourselves on Board the said Brig called the *Lexington* and to the utmost of our Power and Ability, respectively to discharge our several services or stations, and in every thing to be conformable and obedient to the lawful Commands of the said Henry Johnson and his Successors, during the Term of Twelve Months, unless sooner discharged from her to another Ship on the Service of the States.

Secondly, We do also oblige and subject ourselves, to serve on Board the said Brig during the said Term; and, as she is a Vessel of War, We do severally oblige ourselves by these Articles to comply with, and be subject to the Rules and Discipline of the American Fleet, and to be governed and commanded in time of Action with an Enemy according to said Rules, and submit ourselves to the Punishments and Penalties therein mentioned, in case we or any of us offer to desert our Quarters, or do not obey the lawful Commands of the said Commander or his Successors; and if, upon due examination, we or any of us should be found guilty of any breach of Duty, or act of Cowardice, We do hereby severally submit and agree, to forfeit our respective Shares of and in any Prize or Prizes we shall then have taken, to be divided among the said Ship's Company.

Thirdly, That when any Prize or Prizes have been taken, we will follow the express Directions of the said Commander or his Successors, in boarding the said Prize, and be under the Command of any Officer whom the said Commander shall appoint, and assist him in carrying the said Prize to such Port or Ports as he or his Successors shall direct; that we will not in any shape embezzle or plunder any thing on Board such Prize or Prizes, but will discharge our Duty with fidelity and care: And in case any or either of us shall be found guilty of any Breach of Trust, contrary to the true Meaning of this Article, we do hereby severally agree, to forfeit so much of our shares in the said Prize and Prizes then or thenceafter to be taken, and of our respective Wages which shall then be due, as shall make good such Plunder or embezzlement.

Fourthly, And it is also further agreed, to be the true Intent and Meaning of all Parties hereto, that the Officer or Officers, or any of the Ship's Company sent on Board any Prize, shall have as good a share and Interest in any other Prize, that shall be thereafter taken, during his or their absence as if he or they had been on Board the said Vessel at the time of taking thereof, any thing herein contained to the contrary notwithstanding.

Fifthly, And the said Commander for and in behalf of himself and the said United States, doth hereby Covenant and Agree to and with the said Officers, Seamen, Marines, and others whose Names or Marks are hereto set or subscribed, to pay them, in consideration of such services, so much Money per Month, as is specified in a Schedule hereto annexed, and set opposite to the Name or Mark of each respective Officer, Seaman,

or Landsman; and likewise to advance unto each and every of them, one Month's Pay at Entrance, due security for the same being first given.

Sixthly, And as an encouragement to exert the Valour of the Seamen and Marines, in defending said Brig and in subduing and distressing the Enemy, the said Commander for and on behalf of the said United States, doth further Covenant, Promise, and Agree to and with all and every of the Officers, Seamen, Marines, and others, Parties hereto, that in case any Prize or Prizes shall be taken by the said Ship or Vessel, the same shall be proceeded against, and distributed according to the Resolutions of the said States.

Seventhly, And it is by those Presents mutually agreed and consented to, by and between the said Commander and every the Officers, Seamen, Marines, and others, Parties hereto, That in case the Commander for the time being lose a Limb in an Engagement, or be otherwise disabled, so as to be rendered incapable afterwards of getting a livelihood, he shall receive, out of the neat Profits of such Prize or Prizes, and Prize Goods, if so much arise, before a Dividend or Distribution be declared, the sum of Four Hundred Dollars, or if he lose his Life, his Widow or Children (if any) shall receive the said Bounty of Four Hundred Dollars, together with all Prize Money to him belonging at the time of his Decease. And if the Captain of the Marines, or any other Commission or Warrant Officer, lose a Limb or be otherwise disabled, so as to be rendered incapable afterwards of getting a subsistence, he or they so disabled, shall receive a Bounty of Three Hundred Dollars, if so much arise, from the neat Profits as aforesaid, and in case of Death, the Widow or Children (if any) shall be entitled to the same, together with their Share of Prize Money, due at the time of their Decease. And if any inferior Officer, Marine, or Sailor, lose a Limb, or be otherwise disabled, so as to be rendered incapable afterwards of getting a subsistence, he or they shall receive a Bounty of Two Hundred Dollars, to be deducted as aforesaid; and in case of Death, his Widow or Children (if any) shall be entitled to the same, together with his share of Prize Money due at the time of his Decease.

He who first discovers a Ship or other Vessel which shall afterwards become a Prize, shall be entitled to a double share of such Prize.

He who shall first Board a Ship or other Vessel making resistance, which shall become a Prize, shall be entitled to a triple share.

There shall be ten shares of every Prize, which shall be taken and condemned, set apart, to be given to such inferior Officers, Seamen, Marines, &c. as shall be adjudged best to deserve them, by the superior Officers who shall be appointed to make such determination.

Provided always, And it is hereby declared to be the true Intent and Meaning of the Parties to the afore-mentioned Orders and Articles, that any of the Officers, Seamen, or Marines, shall be liable to be removed by order of the United States, or by the Commander in Chief of the American Fleet for the time being, from the foresaid Vessel to any other armed Vessel in the service of the said States, any thing contained in the foregoing Orders and Articles notwithstanding.

N B. That a bounty of Twenty dollars be paid to the Commander, Officers & Men of such Continental Ships or Vessels of War, for every Cannon mounted on board each prize at the Time of such Capture, and Eight Dollars pr head for every man then on board and belonging to such Prize -

| Time of Entry |            | Mens Names                 | Stations      | advce<br>Wages | Where born                  |
|---------------|------------|----------------------------|---------------|----------------|-----------------------------|
| April         | 19th 1776  | Nichs Simkins              | Mitchipmn     | £10:10:-       | Egg harbour                 |
| Do            | 4th Do     | Recompence Hand            | Do            | 7:10           | Cape May                    |
| March         | 18 Do      | John Woodsides             | Seaman-Cooper |                | New York                    |
| Do            | 17 Do      | John Gardan                | Do            |                | Couty antrrom Irl           |
| May           | 20th Do    | John Davis                 | Do R          |                | Sosbery & Shropsire<br>Engd |
|               | 16th       | Henry Beckly               | boy           |                | Philadpa                    |
|               | 15th       | Samll Williams             | Cooke         |                | London Engd                 |
| July          | 29th       | Thoms Heley                | Seaman R      |                | London Do                   |
|               | 29         | Edwd Hert                  | Do            | Qr Master      | Putney Engd                 |
| Octobr        | 12         | Daniel Fegan               | boy           |                | Selam                       |
|               | 12         | William Lane               | boy           |                | Philada                     |
| Septbr        | 16         | William Keith              | boy           | 4:11:3         | Do                          |
| Octobr        | 16         | George Morrison            | Do            |                | hinvernest Scotld           |
| Octobr        | 12         | Andrew Groas               | boy           |                | Philada                     |
| June          | 5          | John Harvey                | Do            |                | Do                          |
| Octobr        | 10         | David Clark                | Do            |                | Do                          |
| July          | 7          | William Sterns             | Seaman        |                | New toun Chester<br>Maryld  |
| Octobr        | 16         | Francs Cobrin              | boy           |                | Maryland                    |
| Sept          | 17         | John More                  | Landsman      |                | Discd by ord                |
|               | 11         | Thomas Colestin            | ditto         |                | Newry                       |
| May           | 20         | Mathew Brynan              | Seaman        |                | Dublin                      |
| Octobr        | 19         | William Riley              | Mearine       |                | Do                          |
| May           | 20         | Thos Haney                 | Landsman R    |                | Philada                     |
| Sept          | 16         | Francis Owens              | Landsman      |                | InneSkillen Ireland         |
| May           | 19         | John Hobbs                 | Do            |                | London                      |
| Febary        | 12 1777    | John Chester               | Carpenter     |                | Hull England                |
|               | 12         | Methuselah Lewis           | Capptr Mate   | 4:10           | Milford haven               |
|               | 15         | John Row                   | Landsman      | 3..0..0        |                             |
|               | 15th       | Thoms Bradley              | Landsman      | 3..0..0        |                             |
| May           | 22 1776    | John Stuart                | Seaman        | 7.10..0        |                             |
| Ditto         | 20 "       | Aaron Quigley              | Ditto         | 7.10..0        |                             |
| Februy        | [1777]     | Thomas Lyne                | botswain      | 10.10..0       |                             |
|               | 19         | James Connelly             | Leut mareen   | 40..0..0       |                             |
|               | 20         | James Jackson              | armourer      |                |                             |
|               |            | Samuel True                |               | 7.17..6        |                             |
|               |            | Bengoman Lockert           |               | 7.17..6        |                             |
|               |            | his                        |               |                |                             |
| Febry         | 21st       | Nicholas X Calwell<br>mark | Steward       | 7.10..0        |                             |
|               | 21         | James Dick                 | midShipman    | 7.10..0        |                             |
| Juy           | 27th[1776] | Richard Dale               | Mate          |                | Virginia                    |
| Apl           | 25th       | Jeremiah Holden            | Master        |                | Pennsylvania                |
| Sepr          | 2          | John Hopes                 | Clerk         |                | Ireland                     |
| Feby          | 18 1777    | John Thompson              | Gouner        |                |                             |
| Marh          | 17 1776    | Matthew Clear              | Actg 3 Mate   |                |                             |
| Apl           | 3 1776     | Samuel hubbell             | Qr Master     |                |                             |

| Time of Entry    |           | Mens Names              |  | Stations      | advce<br>Wages | Where born        |
|------------------|-----------|-------------------------|--|---------------|----------------|-------------------|
| Feb'y            | 24th 1777 | Henry Lawrence          |  | Mate          |                |                   |
|                  |           | his<br>Thos X Marlin    |  | Ordy [seaman] |                |                   |
|                  |           | mark                    |  |               |                |                   |
| Mar              | 18 1776   | Geo X Gregs             |  | BtSwains Mate |                |                   |
|                  |           | mark                    |  |               |                |                   |
| May              | 22 "      | James Sheldes           |  | Qr Master     |                |                   |
|                  |           | his                     |  |               |                |                   |
| "                | 13 "      | Jno X Barry             |  | Mr at Arms    |                |                   |
|                  |           | mark                    |  |               |                |                   |
| Feb'y            | 24 1777   | Jacb X Crawford         |  | Boy           |                |                   |
|                  |           | mark                    |  |               |                |                   |
| "                | 28 "      | John Wiggins            |  | Steward       |                |                   |
| le 10 May        | "         | R: Giraud               |  | Midshipman    |                |                   |
| le 14 "          | "         | jn Rousseaux            |  | do            |                |                   |
| Le 2 mai         | "         | jean Bobis              |  |               |                |                   |
| 11 May           | "         | jean Roustant           |  |               |                |                   |
| Le 12 may        | "         | augustin Guichard       |  |               |                |                   |
| le Onze d'avrile |           | mathieu Raison          |  |               |                |                   |
| Le 7 may         | "         | pierre merle            |  |               |                |                   |
| Le 11 May        | "         | John Voisusan           |  |               |                |                   |
| Le 8 may         | "         | francois Bruneau        |  |               |                |                   |
| Le 6 May         | "         | jean fray               |  |               |                |                   |
| Le 8 dto         | "         | Pierre castel           |  |               |                |                   |
| Le 8 dto         | "         | Pierre dimé             |  |               |                |                   |
| Le 7 dto         | "         | jean dufaus             |  |               |                |                   |
| Le 3 dto         | "         | jacque dimé             |  |               |                |                   |
| Le 6 dto         | "         | jean Perez              |  |               |                |                   |
| Le 6 dto         | "         | Pierre Pellerin         |  |               |                |                   |
| Le 8 dto         | "         | Guillaume Lagaeherie    |  |               |                |                   |
| Le 7 dito        | "         | Charle Boureau          |  |               |                |                   |
| Le 12 dito       | "         | jean Sanefit            |  |               |                |                   |
| Le 6 dt          | "         | Entoine Rayé            |  |               |                |                   |
| Le 7 dt          | "         | Elie La Grange          |  |               |                |                   |
| Le 5 dt          | "         | Charle Legue            |  |               |                |                   |
| Le 8 may         | "         | Bernard de villeffumade |  |               |                |                   |
| Le 15 may        | "         | jean Roy                |  |               |                |                   |
| Le 3 may         | "         | Entoine vassel          |  |               |                |                   |
| Le 8 dto         | "         | joseph Bona             |  |               |                |                   |
| Le 28 avril      | "         | alexandre Roussel       |  |               |                |                   |
| Le 6 may         | "         | vinsan Savadin          |  |               |                |                   |
| Le 8 dto         | "         | jean Rocheros           |  |               |                |                   |
| Le 12 dto        | "         | jean porquier           |  |               |                |                   |
| Le 16 avril      | "         | jean Bart               |  |               |                |                   |
| Le 7 may         | "         | jean larival            |  |               |                |                   |
|                  |           |                         |  |               |                | his               |
| Le 10 may        | "         | antonyo fererya         |  | Sailmaker     |                | Anthony X Ferrara |
|                  |           |                         |  |               |                | mark              |
| Le 8 avril       | "         | jacque Daene            |  |               |                | Donkerque         |
| 15 april         | "         | frederic Lous           |  |               |                |                   |
| Le 5 dito        | "         | Luc Madeler             |  |               |                |                   |
|                  |           | his                     |  |               |                |                   |
| June             | 26 1777   | Richard X Howard        |  | BtSwains Mate | 42 Livres      |                   |
|                  |           | mark                    |  |               |                |                   |
| do               |           | Benj Ragland            |  | Able [seaman] | 42 Livres      |                   |

|      |    |                     |                 |           |
|------|----|---------------------|-----------------|-----------|
|      | do | William Lee         | do              | 42 Livres |
|      |    | his                 |                 |           |
|      |    | Nicholas X Shaye    | do              | 42 Livres |
|      |    | mark                |                 |           |
|      |    | his                 |                 |           |
| July | 3d | Andw X Sutherland   | Ordinary Seaman | 36 Livres |
|      |    | mark                |                 |           |
|      | 3d | James Bearns        | do              | 36 Livres |
|      |    | his                 |                 |           |
|      | 3d | Jacob X Hunt        | do              | 36 Livres |
|      |    | mark                |                 |           |
|      | 3d | charle febre        | do              | 36 Livres |
| 16   |    | Rapier              | do              | 42 Livres |
|      |    | his                 |                 |           |
|      | 3d | James X Hayes       | Able [seaman]   | 42 Livres |
|      |    | mark                |                 |           |
| 14th |    | Robt Ford           | Able            | 42 Livres |
|      |    | his                 |                 |           |
|      | 3d | Joseph X Howell     | Master at Arms  | 48 Livres |
|      |    | mark                |                 |           |
|      |    | his                 |                 |           |
|      | 3d | Joseph X Kennington |                 | 42 Livres |
|      |    | mark                |                 |           |
| 14th |    | Corien Bosuier      |                 | 24 Livres |
|      |    | charls mec ginnis   |                 |           |

1. PRO, High Court of Admiralty 32/388/10, 18.

## 17 July

### PHILIP STEPHENS TO SIR STANIER PORTEN <sup>1</sup>

Sir

Admty Office 17 July 1777

Having laid before my Lords Commissrs of the Admiralty your Letter of this date, enclosing Copy of an Affidavit made by Abram Russell, late Master of the Sloop *James*, relative to her and other Vessels having been taken by the *Mifflin* Privatier off the Mull of Cantire &ca,<sup>2</sup> I am commanded to acquaint you that their Lordships having received the same intelligence thro' various other Channels, they have sent several Ships to scour the Irish Channel of the Privatiers that infest it, and to protect the Trade of His Majesty's Subjects; And that other Cruizers are stationed in the Northern & Southern entrance of the Channel for the like purpose. I am Sr [&c.]

Ph<sup>p</sup> Stephens

1. PRO, State Papers 42/51, 32.

2. See Affidavit of Abram Russell, July 10.

### PAUL WENTWORTH TO LORD SUFFOLK <sup>1</sup>

[Extract]

Poland street London the 17 July 1777.

. . . the N England Provinces have sent on a secret Expedition, five frigates – 2, of 32 Guns, 2, of 28 & 1 – of 22. with 12 other Hired Privatiers for 28 days – Mounting from 12 to 18 Guns.<sup>2</sup> Some think Nfound Land, others Halifax or the Transports from England to be the Object. . . .

## [Enclosure]

Intelligence from a very undoubted Authority.

. . . It may not be amiss to add here, that the trick Weeks put upon the Commandant du Port at L'orient, on a like summons to depart – was to Pump in His Ships Hold a great deal of Water, make report of a Leak, demand a delay &c – a Visit is made a Report cooked up, & the delay permitted, but this would not do with regard to his Prizes – He petitioned However that they should remain till he was in a Condition to Convoy them safe to America – this is refused; He then obtains so much delay as will allow him to go to the deputys, & apply to the higher powers – This takes at least 10 days – The request is Refused at Versailles, but the intention of the Captor is answered – The Vessels are sold – place of delivery appointed – the Mony paid &c &c. . . .

There is at Havre a Kings Armed Coasting Ship of very great length, built after a design of the Chevr [Jacques] Boux – She has been lately purchased by Mess Du Chamont, Grand, Monthieu, Bernier, Beaumarchais of Paris; Lemosin & others at Havre, & is to be fitted as a Privateer, or occasional Merchant Ship, according to the Ships she meets on Her Passages to & from America & France – The deputys<sup>3</sup> are to grant them one of their Blank Commissions from Congress. There are others at Nantz, Bourdeaux, Marseilles &c &c – which are intended to be ready against the Winter Months to follow the same Plan.

M. Sartine lately wrote a Circular Letter to the Chambers of Commerce in France, by order of Council, Contradicting a report that the New Govr of Martinique had Issued a proclamation advertizing the Inhabitants to be on their Guard, as the King had abandonned to Great Britain all Captures of Ships having Arms & Ammunition for the American Colonists – “The report, true or false may injure Commerce, & depress the rising Spirit of Trade with the Americans – But it is either not true, or mis-stated, being inconsistent with the Kings instructions to the Govr – And that the King Commanded Him, M. Sartine to declare expressly, that all Ships taken by the English contrary to the Treaties, should be reclaimed in the strongest terms, and that His Majesty was resolved at all hazards, to Protect the Property & Commerce of His Subjects.”. . .

1. Auckland Papers, III, 58–72, BL.

2. Reference here is to Continental Navy frigates *Hancock* and *Boston* with accompanying privateers.

3. American Commissioners in France.

*London Chronicle*, TUESDAY, JULY 15, TO THURSDAY, JULY 17, 1777

To the Printer of the *London Chronicle*.

Sir,

Passing the other night through a Coffee-house, I overheard a conversation on the present posture of affairs, and as usual the members were divided, so that the debate was pretty equally contested, until a friend to the Americans asked the ministerialists, whether our navy was not at present in as indifferent a state, and as unfit for war, as when Hawke was

first lord of the admiralty? This unexpected question I observed silenced his opponents, who contented themselves with simply denying the assertion; it made, however, such an impression on me, that immediately withdrawing from these orators, I determined to examine into the truth of this: so calling for some old news-papers, I was agreeably surprised, after a little search to find in one of the public papers a list of the men of war we had cruising in the Channel, and of those which had been dispatched since the beginning of this year to join the several squadrons on the North American and West India stations, by which it appeared that we had no less than twenty-eight ships of the line now cruising in the Channel, which of course I imagine must be fit for service. I observed, however, that the list was imperfect, and sat down to correct it, and having made out the following lists, I thought it would do no harm if they were made public; I therefore have taken the liberty of transcribing them hereunder, that if you should be of the same opinion, I may have the pleasure of seeing myself in print for the first time, and as your paper is read at the Coffee-house where the above conversation passed, it may afford the vanquished party room to triumph in their turn.

Ships of the Line now cruising in the British Channel.

*\*Foudroyant* 80 guns, *\*Prince of Wales* 74, *Invincible* 74, *\*Boyne* 74, *Ramilies* 74, *Courageux* 74, *Centaur* 74, *Torbay* 74, *\*Terrible* 74, *\*Culloden* 74, *\*Royal Oak* 74, *Egmont* 74, *Princess Royal* 74, *\*Hector* 74, *Mars* 74, *\*Albion* 74, *\*Burford* 74, *Bedford* 74, *Stirling Castle* 74, *Cornwall* 74, *\*Valiant* 74, *\*Nonsuch* 64, *Belleisle* 64, *Exeter* 64, *Ardent* 64, *\*Raisnable* 64, *Trident* 64, *Bienfaisant* 64.

Those marked \* have taken American vessels.

Besides those (which from their being employed may be supposed to be full manned or nearly so) there are several others in commission as guardships, particularly the *Ocean*, *Queen*, *Prince George*, and *Sandwich*, of 90 guns each; also several frigates, as the *Arethusa*, *Maidstone*, *Fowey*, &c. several sloops, as the *Ceres*, *Speedwell*, *Ranger*, *Drake*, *Hound*, &c. and several armed cutters.

The following have sailed since February for New York.

*Augusta* 64 guns, sailed with Major Balfour, express; *Somerset* 64, led the second convoy; *St. Alban* 64, was the third ditto; *Isis* 50, was the first ditto; *Bristol* 50, *Experiment* 50, now sailing; *Thames* 32, sailed from Corke; *Liverpool* 32, sailed with Gen. Clinton; *Thetis* 32, *Surprise* 32, *Squirrel* 28, *Bute* 20, *Silver Eel* 20, *Camel* 18, *Zebra* 14.

Sailed for Newfoundland.

*Romney* 50, Adm. Montague; *Fox* 28, was the convoy from Poole; *Active* 28, convoy from Jersey; *Pegasus* 18, convoy from Waterford.

Sailed for Quebec.

*Apollo* 32, sailed with Gen. Burgoyne; *Blonde* 32, first convoy; *Carysfort* 28, third ditto, sailed a fortnight ago; *Lizard* 28, *Proteus* 20, second ditto. Sailed for Guinea. *Pallas* 36.

Mediterranean Convoys.

*Worcester* 64, *Ariadne* 20.

Convoys sent to the West Indies.

*Southampton* 36 guns, *Aeolus* 32, *Leostoffe* 32, *Grasshopper* 20, *Cygnets* 18, *Sylph* 18, *Weazel* 16, *Druid* 10, *Porpoise* 20 guns.

N.B. No mention is made of several East Indiamen and other large ships armed and sent with convoys, as the *Kent*, *Pigot*, *Buffalo*, *Lord Howe*, &c. nor of letters of marque.

Total of Men of War enumerated in the foregoing Lists.

|    |    |          |
|----|----|----------|
| 1  | of | 80 guns. |
| 20 | —  | 74       |
| 11 | —  | 64       |
| 4  | —  | 50       |

—  
36 sail of the line.

|   |    |          |
|---|----|----------|
| 2 | of | 36 guns. |
| 8 | —  | 32       |
| 5 | —  | 28       |
| 6 | —  | 20       |
| 7 | —  | 10 to 18 |

—  
28 frigates and sloops.

—  
64 ships of the line, frigates, and sloops, sent to sea on actual service since January 1777.

I do not pretend to say, Mr. Printer, that there are no errors in the foregoing accounts, but I am persuaded they are more correct than any which have yet appeared; there are I fancy some omissions, as I cannot think but there are above four men of war sailed for Newfoundland and above five for Quebec; however it is better to err on this wise than to exaggerate. — Permit me now to ask one query.

If to the above men of war you add the guardships in commission, the 50 and 40 gun ships, the frigates, sloops, armed vessels and cruisers in North America and the West Indies, say, in what time could all the powers of Europe combined, whether Turks or Christians, enemies or allies, produce a fleet comparable to ours, either in number or discipline, might or experience? I am, Sir, your constant Reader and new Correspondent,

A Cockney.

#### AMERICAN COMMISSIONERS IN FRANCE TO VERGENNES <sup>1</sup>

(Triplicate.)

Sir,

Paris July 17th 1777.

We are very sensible of the Protection afforded to us and to our Commerce since our Residence in this Kingdom, agreeable to the Goodness of the Kings gracious Intentions, and to the Law of Nations; and it gives us real & great Concern when any Vessels of War appertaining to America, either thro' Ignorance or Inattention, do any thing that may offend his



Majesty in the smallest Degree. The Captains Wickes, Nicholson, & Johnson have excused to us their returning to France, being chased into the Channel and close to your Ports by English Men of War, of the Truth of which we have no doubt, the *Reprisal* particularly having been obliged to throw her Guns overboard to facilitate her Escape. We had some Days before we were honor'd by your Excellencys Letter, dispatched by an Express the most positive Orders to them to depart directly to America which they are accordingly preparing to do, as your Excellency will see by the Letter enclosed which we have just receiv'd by the Return of that Express. – We shall communicate his Majestys Orders to our Friends residing in your Ports, and acquaint the Congress with the same to the end that our arm'd Vessels may be warned of the Consequence that must attend an Infringement of them. We doubt not but they will be henceforth strictly attended to. And we are willing and ready to give any Security your Excellency may judge sufficient and reasonable, that after being fitted an[d] provisioned for so long a Voyage, those Vessels shall proceed directly to America, without making any other Cruize on the Coasts of England. We are thankful for the repeated Assurances of his Majestys Protection continued to us and such of our Nation as may reside in France, and for the facilities indulged to our Commerce at this critical Conjuncture, which will always be remembered in our Country with Gratitude & Affection. We have the Honour to be, [&c.]

1. Papers CC (Letters from the Joint Commissioners for Negotiating Treaties with France and Great Britain, 1777–84), 85, 81–84, NA.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN <sup>1</sup>

[Extract]

Paris July 17th 1777 –

. . . Mr Deane was apply'd to Yestaday by a firm friend to America for a Blank Commission I mean to say a Commission thats only Signed & not filled up he for a long time Declared he had only two which was already engaged, however by the Gentleman pushing the matter he declared he had passed his word to this Court that he would not grant any more, within the space of two months, & after which he informed him in my Presence that he should have one with all his heart, but advised if he should take any Prizes of value to Carry the same into some of the Spanish Sea port towns and there sell the Ship or Ships so taken without Acquainting them that She was a Prize & leave the port immediately after he had received the money for same, this he told the person in my Presence. . .

1. Auckland Papers, III, 56–57, BL.

18 July

CAPTAIN MATTHEW MOORE, R.N., TO PHILIP STEPHENS <sup>1</sup>

*Exeter* off Deal in the Bay of Milford

Sir/

July 18th 1777

Soon after I sailed from Plimouth, I received intelligence from Lieut

[James] Norman of the Tender [*Effort*] bound to Cork, that two American Frigats and a Sloop were cruizing off the Lands End: and next morning I chaced them, and found they were two Dutch Frigats of twenty four Guns Each, and a Cutter, who were waiting for their India Ships: they have cruized on that Station since April last, and the Cutter chaces every Ship, expecting they may be Dutch: I thought necessary to call off this Port to acquaint their Lordships with this particular circumstance, as I am sure they have given rise to the report spread, of Privateers cruizing on our Coast. I shall keep a strict look out and pursue the Enemy where ever I get certain intelligence of their cruizing and I am Sir [&c.]

Matt Moore

1. PRO, Admiralty 1/2120.

19 July

PHILIP STEPHENS TO THE SENIOR OFFICER IN THE DOWNES <sup>1</sup>

Sir/

[Admiralty Office] 19th July 1777

Intelligence being received that several Rebel Merchant Ships bound to Hamburgh and Amsterdam are expected to come North about, Also that some Rebel Privateers are expected in those Seas; I am commanded by my Lords Commissrs of the Admty to signify their directions to You, upon the Arrival of the *Pelican* and *Camelion* in the Downes, to order their Commanders to return to their Station, and cruize thereon for one Month longer, and then return to the Downes for further Orders. I am &ca

P. S.

1. PRO, Admiralty 2/555, 231-32.

*London Chronicle*, THURSDAY, JULY 17, TO SATURDAY, JULY 19, 1777

London. Saturday, July 19.

The following is an extract of a Letter from Holland to a Gentleman in Bristol:

"My friend's house at Nantz, I find by a letter from thence last week, corresponds directly with the Congress, receiving from them sugars, coffee, tobacco, indigo, &c. and returning them ammunition of all sorts, stores, hardwares, brandy, salt, &c. and this publicly, constantly and very largely. He writes me, the people there are all mad after learning English, on account of this new connection with America, and all the houses of consequence are getting English clerks for this purpose. Thus you see how every power in Europe is anxious for the spoils of your old American commerce, and encourage the colonists to trade with them. This republic will come in for a share of what you have lost."

20 July (Sunday)

RICHARD RUSSELL TO THE BRITISH NAVY BOARD <sup>1</sup>

Honble Sirs,

Harwich July 20th 1777

Joseph Fuller, Master of the *James & Henry* Fishing Smack of this

place, arrived here Yesterday afternoon from Dunkirk, & informed me that Cunningham's Vessel (a Cutter of about 130 Tons, carrying 20 Carriage Guns, & a great many Swivels, & full of Men)<sup>2</sup> was towed out from thence into the Road last Thursday night between 8 & 9 o'Clock, & sailed at that time in Company with him, Steering away North East Northerly. And that the *Speedwell* Sloop of War & a Cutter sailed from Dunkirk Monday night or Tuesday Morning.

John Ellis also, master of an other Fishing Smack, who arrived after him from Dunkirk, which place he left Friday night, brought an Account that it was currently reported there that 50 of the Irish Brigade embarked on board Cunningham's Vessel & sailed in her; and that she was not commanded by Cunningham, but by one [John] Beach who was his Lieutenant. He likewise reported that he saw a French Frigate of 36 Guns come into the Road Friday afternoon.

As this intelligence appeared of consequence I thought it my duty to send Fuller immediately up to London express, which I hope you will approve, and am &c<sup>3</sup>

R<sup>d</sup> Russell

1. Shelburne Papers, CL. Russell was the Naval Officer at Harwich.

2. Continental Navy cutter *Revenge*.

3. See next entry.

INTELLIGENCE RECEIVED FROM JOSEPH FULLER, MASTER OF THE  
*James and Henry*<sup>1</sup>

Admty Office 20th July 1777.

The following information was taken from Joseph Fuller, Master of a Harwich Fishing Smack, Vizt

That he arrived at Dunkirk on the 8th Instant, where he found the Vessel (called Cunningham's Cutter) laying without the Gates ready to sail.

That the same day or the day after (he cannot be certain which) she was hawled within the Gates, her Sails were unbent and her Stores and Ammunition carried on Shore. – A Guard placed over her and no person permitted to go on board but her own Men.

That on the 17th (after five o'Clock P M) her Sails were bent, the Stores reshippt, and by the assistance of eight Boats a head was towed down below the Gates and by 9 o'Clock was out of the Harbour.

That he (Fuller) was just a head in his Smack and when out of the Harbour sailed close along side for at least fifteen Minutes, and that he heard the Commanding Officer in the Cutter say "come my Lads fill your shot Lockers fore and aft and load your Guns."

That they soon lost sight the Cutter steering N.E. by N. – The Smack N.N.W.

That it was the talk at Dunkirk that Cunningham had 90 Seamen and was to have 50 of the Irish Brigade also, who were to be concealed in the Hold, till the Cutter should be got to Sea. He observed while along side, the Cutter was much crowded with Men.

That besides 20 Carriage Guns, 4 pounders, the Cutter is fitted fore and aft with Swivels and has a Row-Port between each Gun.

That he does not know whether Cunningham is sailed in the Cutter. – He saw him on board the afternoon of her sailing, but it was then said that Beech would command the Cutter & Cunningham stay to see to the fitting a large Ship then in the Harbour (late in the African Service) which he was to command when ready.

[Endorsed] In Mr Jackson's to Sr S P[orten] 20 July 1777

1. PRO, State Papers 42/51, 42-43.

GEORGE JACKSON TO ADMIRAL SIR THOMAS PYE, PORTSMOUTH, AND  
VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH <sup>1</sup>

Sir

[Admiralty Office] 20th July 1777

My Lords Commissioners of the Admiralty having received Accounts from Dunkirk dated the 18th Instant that the *Greyhound* Cutter <sup>2</sup> sailed from thence the preceeding Night and was seen off Ostend the following Morning; <sup>3</sup> I am commanded by their Lordships to acquaint you therewith that you may signify the same to the Captains of such of His Majesty's Cruizers as may sail from Portsmouth in order that in case of her coming to the Westward they may keep a good look out for her I am &c

Geo: Jackson D:S: <sup>4</sup>

1. PRO, Admiralty 2/555, 260.

2. Renamed *Revenge*.

3. Captain Conyngham took advantage of the departure of two British warships which had been patrolling off Dunkerque to slip out of port. See Andrew Frazer to Lord Weymouth, July 15.

4. A similar alert was sent to the Senior Officer at the Downes, PRO, Admiralty 2/555, 260-61.

CONDE DE ARANDA TO CONDE DE FLORIDABLANCA <sup>1</sup>

[Extract]

No 1079.

Paris, 20 July 1777

My dear sir: On Tuesday the 8th instant, the usual day for the Ambassadors' audience, it seems that the English Ambassador <sup>2</sup> expressed himself most vigorously to the Comte de Vergennes, complaining about the protection given to American privateers in French ports, which is so offensive to England, that her coasting trade has sustained injury, and even coal ships have been attacked: That in French ports prizes are sold publicly, which is against the Treaties provided in such cases: and many other things which do not correspond to the reciprocal expressions of good faith, which have been the case in the war against the Rebels. . . .

They were speaking about what was the most common knowledge, that everything was a maneuver of this Court, masked by the pretence of freedom of trade: that under said pretence, in the ports of Dunkerque, St. Malo, Nantes, La Rochelle, and Bordeaux there was an open traffic with the Americans, finding the piers covered with articles of war, that publicly these were embarked as much in French vessels as in American vessels,

under the pretext of their being permitted for sale in this Kingdom: That he [Stormont] had already spoken clearly on the subject and he did not know whether he could remain in Paris, that he was at the point of considering his departure. . . .

1. AHN, Legajo 3884, Expediente 3, no. 28, LC Photocopy.

2. Lord Stormont.

CAPTAIN LAMBERT WICKES TO CAPTAIN HENRY JOHNSON <sup>1</sup>

Dear Sir.

St Malo July 20th 1777

I received your favour by Captain Taylor and must beg to excuse me for not taking Notice of what you Mentioned in his favour before as I was much hurried, I have wrote to Paris in his favour and will do him every Service in my Power, if this Reaches you at Morlaix beg you would not leave that Port untill you receive orders so to do from the Honble Commissioners at Paris, but hold yourself in readiness to depart on Receipt of their Orders from Paris –

Manley has taken the *Fox* frigate of 28 Guns after a Very warm Engagement of 5 Hours – General Washington has taken Brunswick & 3000 Prisoners It is also Reported that they have had a General Engagement at Amboy, where Howe was beat and drove into New York with loss of 6000 Men, this News came by a Vessel from Dartmouth arrived at Bordeaux Sail'd the 14th June.

We have News here this day from England by the Way of Gurnsey that says Genl Howe has Lost 12,000 Men & had Embarked wth the Remainder of his Army on board the Men of War – Please Answer this as soon as Possible and let me Know wheather it will be Agreeable to you to go Home in Company with me or not, if it is agreeable I will endeavour to Join you, or get orders for you to Join me, I think the Reason the Gentlemen has not wrote you is owing to the hurry of Business now on hand, as our late Cruize has made a great deal of Noise & will Probably Soon bring on a Warr between France and England which is my Sincere Wish, you may rely on it, that Nothing that I have wrote them has lessened you in their Esteem or Made them Neglect writing you – I have had much trouble here, our Vessels is Still Arrested but I shall be done Graving this day & am Suffered to go on and fit out, I am in hopes of being fit for Sea in 8 or 10 days At furthest, As our Guns is Purchased and all Ready to take on board – Nicholson is gone to Nantz where I am informed there is a Ship Purchased for him to go home in, as a Merchant Man, from Sir [&c.]

Lamb<sup>t</sup> Wickes

1. PRO, Colonial Office 5/7, 125.

SIR JOHN HORT TO LORD WEYMOUTH <sup>1</sup>

[Extract]

No 9

Lisbon Sundy 20 July 1777

. . . Respecting the future protection of the British trade in this place;

I hope that, considering the central situation of the coast, the appearance of the king's cruizing ships on this station in pursuance of the directions your Lordship has caused to be issued for their occasional call at Lisbon; will be frequent enough to answer our purpose of convoys, without the necessity of any regular assignations; At least till the restored confidence of the merchants shall again embolden them, more generally than at present, to commit their property to british bottoms in preference to foreign; which latter now swarm here to an extent unknown, as I am well assured, during any French or Spanish war: In the whole of last month, three British merchant ships alone have entered this port.

At Oporto, the case of his majesty's subjects is still more deplorable, being in fact nothing less than that of a blockade – By letters just arrived from thence, of the 7th instant, it appears, that one rebel privateer is regularly stationed between Oporto & Vianna: Two others between Vianna & the Bayone islands; and a fourth was then recently spoken with by a Brazil ship, off C: Finisterre.

Of these, the *Warren* schooner, of 10 guns, Nicholas Ogilvie or Ogilbie master, of Marblehead, has taken three vessels; One on the 2d instant, & two on the 4th; the particulars were from Oporto immediately dispatched to the admiralty with request of assistance; and expresses both from thence & from this place, to Admiral Mann at Gibraltar.

The *Warren* has also taken another vessel of which I have not learned the name.

All these privateers, as well as many others which according to their own reports sailed along with them, are the produce of New England. And I apprehend it to be material to observe, that their force is generally contemptible; pitifully manned & hardly ever mounting above twelve little Guns; often eight, six & even four: These, keeping much closer to the shore than is possible for the great ships hitherto employed against them, are generally either invisible during the appearance of the others; or if detected, croud sail; & unless in the accident of a high sea, perpetually outstrip them.

I take the liberty to observe, that these mischiefs, as well as the credit redounding to the rebels, by such public & sounding appearances of exertion, might be prevented in respect of this coast, by even one small sloop or a stout cutter, that with faithful activity should cruize on this station alone.

I have troubled your Lordship a great deal on this subject; Yet I think I ought not to omit one other circumstance: The *Warren's* people were particularly careful to secure the Mediterranean passes of the ships that fell into their hands; Your Lordship will judge whether any general order ought to be made in this matter; In the mean time, I have directed that it be recommended to all masters of ships, frequenting especially this place & Oporto, that they keep their passes constantly fastened to a weight; & throw them overboard as soon as they shall be assured that they cannot escape. If, as in one case which I have mentioned they should be dismissed; The

Admiralty could not I presume make any difficulty to release their bonds, on due proof, & provide them with new passes. I have even ventured to hold out that assurance as the condition of their public spirit. . . .

1. PRO, State Papers 89/84, 247-49.

JOURNAL OF H.M.S. *Levant*, CAPTAIN GEORGE MURRAY <sup>1</sup>

July 1777                      St Marys [Azores] N2° 9 Lgs  
 Sunday 20                  AM at 4 saw a Sail to the NW, gave Chase Tked  
                                  Occasionally, at Noon the Chase SW, about 4 Miles –  
                                  Mod: & Cloudy, [PM] fired 11 Shot at the Chase, at 2 she  
                                  brought too, an American Schooner, from North Carolina,<sup>2</sup>  
                                  bound to Cadiz, sent a Mate & 6 Seamen onboard her,  
                                  brought the Schooners People onboard the Ship –

1. PRO, Admiralty 51/512.

2. *Gorham*. See Vice Admiral Robert Man to Stephens, August 22.

21 July

CAPTAIN GUSTAVUS CONYNTHAM TO BENJAMIN BAILEY, PRIZE MASTER <sup>1</sup>

(Copy)

Capt James Smith <sup>2</sup>

Sir

21st July 1777

On board the Brig *Northampton* taken this day you are to proceed to Bilboa in Spain and there address yourself to Messrs Gardoquie agreeable to the Letters hereinlosed which you are carefully to deliver.<sup>3</sup>

Be particularly careful to avoid every Vessel whatever least you should be retaken and if taken produce your true Commission only on the last Extremity. should you find it past your power to avoid recapture have every paper herewith delivered you ready to sink, your Commissions excepted, which Commissions are to be kept seperate and your true Commission carefully concealed, at Bilboa pass as a Prize of the *Pegasus* Captain Allen of North Carolina.<sup>4</sup> We wish you safe in and are Yours &c

G: C:

1. PRO, State Papers 42/51, 62-63.

2. Alias of Bailey.

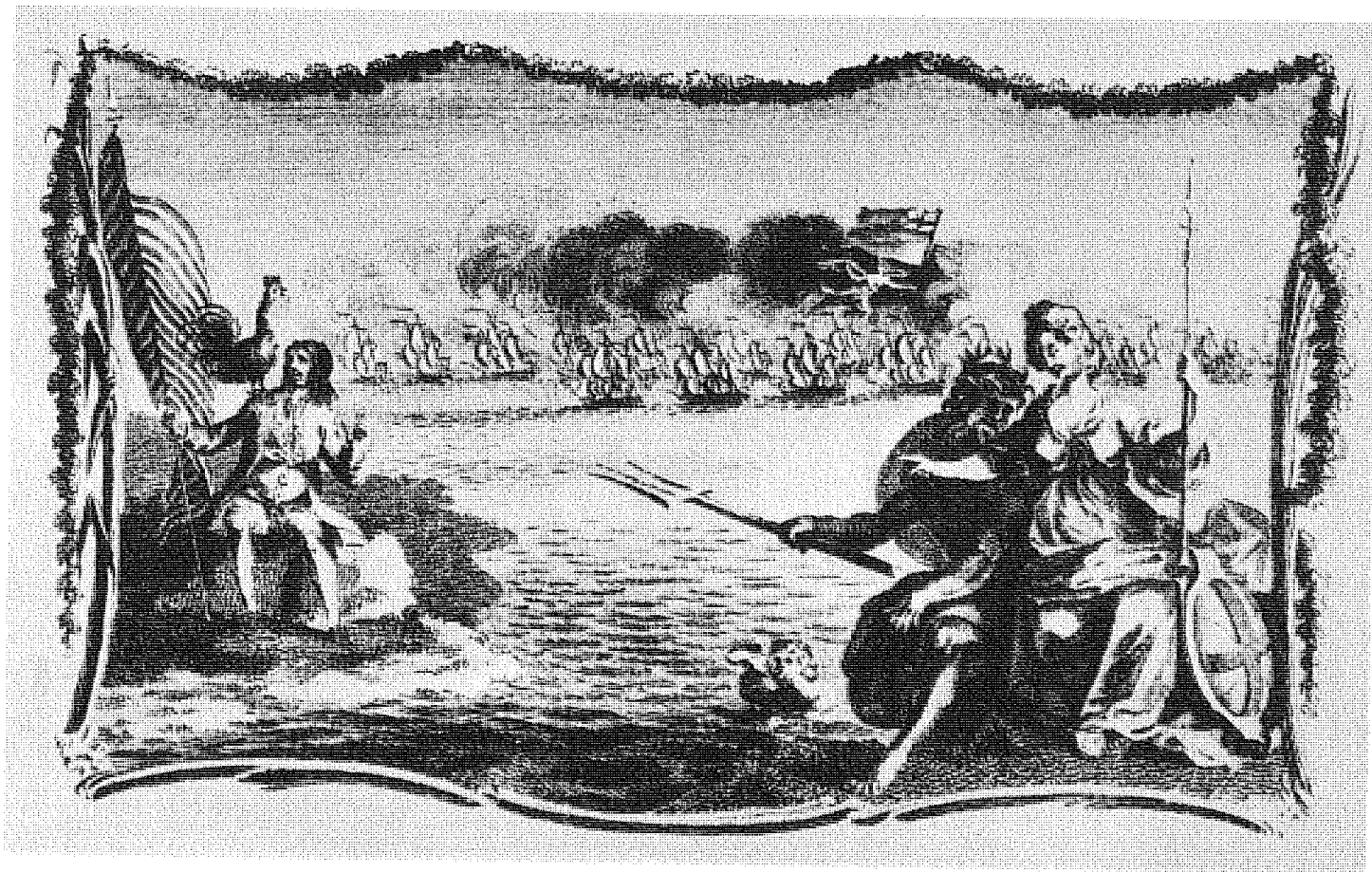
3. Short letter to Messrs. Gardoqui of same date introducing "Captain Smith" of brig *Northampton* is in PRO, State Papers 42/51, 76.

4. Bailey was given copies of the two commissions by Captain Gustavus Conyngham. One, referred to as the "true Commission," was Conyngham's commission to command cutter *Revenge*. The other, made out to Captain Richard Allen for armed sloop or cutter *Pegasus*, was intended as a deception to cover the real identity of Conyngham and *Revenge*. After *Northampton* was retaken, Bailey certified that both commissions had been delivered to him on July 21 while on board *Revenge*, PRO, State Papers 42/51, 58-59, 60-61. See Conyngham to Silas Deane, August 24.

JOURNAL OF BENJAMIN BAILEY, PRIZE MASTER OF THE BRIG *Northampton* <sup>1</sup>

Monday July 21st 1777 –

Being on board the Continental Cutter fitted out at Dunkirk Called the



*"French Print showing Britannia upbraiding Neptune and pointing to Conyngham, while the English fleet are in full flight, Victory deserting them"*



*Revenge* G. Cunningham Commander came up with the Brigg *Northampton*, from Wyburgh belonging & bound to Lynn Bro't her too, myself sent on board as Prize Master, Thos Hall the Master of the *Northampton* with his Crew sent on board the Cutter – I am ordered to carry her to Bilboa, the Cutter now it being 4 oClock (P.M.) in Chase of 2 Briggs to windward,<sup>2</sup> at 10 Do saw one of the Briggs on fire –

1. PRO, State Papers 42/51, 64.

2. *Patty*, John Green, master, and *Maria*, John Warns, master, the latter being burnt. See Porten to Stephens, July 27.

JOURNAL OF H.M.S. *Levant*, CAPTAIN GEORGE MURRAY <sup>1</sup>

July 1777

Monday 21

St Marys [Azores] N58°W 15 Lgs

at 11 AM. gave Chase to the Southward. –

Light Breeze & Cloudy PM at 3 sent 2 Boats after the Chase, a Sloop, at 8 the Boats brought her too, an American from South Carolina,<sup>2</sup> bound to Cadiz, sent a Midshipman, and 6 Seamen onboard, and brought the Sloops People onboard the Ship –

1. PRO, Admiralty 51/512.

2. *Centurion*. See Vice Admiral Robert Man to Stephens, August 22.

22 July

“EXTRACT OF A LETTER FROM DUBLIN, JULY 22.” <sup>1</sup>

Three vessels were taken last week, about seven leagues from Scilly, by the *Civil Usage* American privateer, mounting 14 carriage guns and nine swivels, with 70 men. One of the vessels was bound from London to Limerick, one from Bristol to the Madeiras, and one from Tinby to this port with bark; they were all sent to America. The Captains were landed here on Sunday last, who report, that they were taken within view of a man of war, who could not sail to their relief, there being a dead calm, and the privateer rowing with 16 oars: They also report, that soon after they were put on board the Dutchman (that brought them here) they saw the same privateer take a large vessel, who, before she struck fired five guns. The Captains say, they were treated with the utmost humanity and civility by the Captain and crew of the privateer.

1. *London Chronicle*, July 29 to July 31, 1777.

SIR JOSEPH YORKE TO WILLIAM EDEN <sup>1</sup>

[Extract]

Hague. July 22d 1777.

. . . I allow it to be provoking, to see the appearance of the Piratical American Vessels represented thro'out Great Britain & Ireland as spreading Terror along the Coasts, wch all the foreign Gazettes re-eccho with Satisfaction; when a moment's reflexion must prove, that the novelty alone

Surprises, that when proper measures can have had time to be taken, such attempts must diminish every day. . .

1. Auckland Papers, III, 78-80, BL.

SIR HUGH PALLISER TO LORD SANDWICH <sup>1</sup>

[Extract]

Admiralty, 22nd July 1777.

. . . I am of opinion the American fleet <sup>2</sup> will cruise in small squads of sufficient strength to overmatch our single cruising frigates, first about the coast of Newfoundland to do all the mischief they can, then will look out for the West India convoys. If they divide as I have supposed, there is a chance for the *Raisonable* to fall in with some of them; and on hearing of the numbers in that neighbourhood, I hope Captain Fitzherbert will join Admiral Montagu rather than Lord Howe. From Mr Montagu's letter, I conclude Lord Howe will send some ships to him: in the meantime, I am in fear for his single cruisers, and when reinforcements arrive the enemy will be gone. The escape of so many privateers of force from so great a fleet as we have in America to watch them, and the taking of the *Fox*, is very mortifying and disgraceful. The account of taking the *Fox* is not particular enough to form an opinion upon it. I hope the *Romney* and *Pegasus* would go out.

From Mr Eden's intelligence and Conyngham's vessel's sailing, I still continue to doubt the sincerity of the professions of the Court of France: and that the orders which they pretend to issue are merely to deceive in order to begin the war with the greatest possible advantage; and which may succeed if our only security at home (which consists in our great ships) are to be dispersed to the other side of the Atlantic after flying squadrons of privateers, whilst so large a fleet of frigates and line of battle ships remain moored in the ports in America or employed only to secure and support an army who it seems cannot support itself. Should not Lord Howe be directed to dispatch ships after such fleets of armed American vessels? For if we are to disperse our home guard after every squadron of privateers in distant parts, whilst the fleets of France and Spain are armed, we certainly shall not be safe at home.

I am exceedingly surprised and alarmed at the great number of Carron guns remaining in the fleet so long after they have been taken out of the army and garrison service.<sup>3</sup> . .

1. Barnes and Owen, eds., *Sandwich Papers*, I, 233-35.

2. Continental Navy frigates *Hancock* and *Boston* with accompanying privateers.

3. Some guns made by the Carron Company had burst on board H.M.S. *Egmont*.

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

[Extract]

. . . I last night read the dispatches from V. Admiral Montagu containing the Account of the *Fox* being taken by two American Rebel Vessels, and giving but too much reason to expect that mischief will be done to fishery; but I trust if Lord Howe has sent the two frigates applied for by the

Governour, that the gang of Pyrates will soon be driven off. I am engaged in an unpleasant though necessary business; which must naturally occasion many disagreeable events, but I hope I have strength enough to meet them. . . .

Kew July 22d 1777.  $\frac{m}{22}$  pt 4. P.M.

1. Fortescue, ed., *Correspondence of George III*, III, 460-61.

CAPTAIN CHARLES MIDDLETON, R.N., TO ADMIRAL SIR THOMAS PYE <sup>1</sup>

Sir *Prince George Spithead* 22d July 1777 -

I have particularly examined the Prisoners taken in the *Grace*, and have no reason to believe that Robert McCaver was detained against his Inclination on board the Rebel Privateer as set forth in his Petition, but rather active in their Service - Had it been otherways many Opportunities had offered to favor his Escape since he left Philadelphia, and particularly as she has used no other Ports than French ones since that period; has continued some months in them at one time; has sold & shared several Prizes there, and hove down very lately at L'Orient, where had he been inclined to return to his Allegiance he had Opportunities of applying to the English Resident as several others of the Crew did.

This Man has been by his own Confession rated Masters Mate and at fixed Wages, of Course a Voluntier - His Journal implies the Sentiments of a Person well inclined to their Service, and he was when taken intrusted with the Care of the only good Prize made in their last Cruize - These Circumstances together with some others, and his not appearing to have been the first proposer of bringing the *Grace* into an English Port Evinces that the Substance of his Petition is not true. -

On the first Examination of these Men I thought their Story appeared plausible, but when I afterwards considered that they were taken far up the St Georges's Channel - That the Winds were unfavourable for the Coast of France, That it blew too hard for some days to keep the Sea, and that they had no Business on the South Coast of England with the wind at SW if they wished to reach Liverpool as was McCarvers Intention even after he had anchored in Torbay; I became very doubtfull of my first Opinion, and from some other particulars related by the Lieutenant of the *Neptune* Tender, I think it most probable, She never would have come into an English Port had not the winds forced her there - Of this however I leave their Lordships, and the Court of Admiralty, (before whom the Examinations now lie for their Determination) to judge; but as Mr McCarver has publickly declared he would rather lie in a Jail than serve on board any of his Majestys Ships, I leave little reason to believe him a well wisher to this government, and very obvious is the falsity of that part of his plea respecting his being put on board the *Grace* soon after his having been forced to enter as alledged in his Petition, for it is clear that he was nine Months in Arms against his Country after he left Philadelphia and only put on board when he was thought to be most confidentially usefull in taking care of their Prize.

On the whole I am of Opinion, that Mr McCarver was esteemed a Zealous Partisan on board the Privateer & trust worthy Man to confide their best Prize to – That he had no Inclination of himself to restore the Ship & Cargo to her Owners, and that he served the Rebels more from Choice than force; but finding himself so circumstanced as to be obliged to go into an English Port, He carefully avoided all those on the Bristol Channel which were open to him, as well as Plymouth and others to the Westward of Torbay, where there might be a probability of meeting with Kings Ships, and only put into an Open Road from whence he could take the first Opportunity of wind & weather to persue his Course; but finding himself arrested by the Tender who anchored there in Company, He had the Cunning to make the best of a bad Situation, and to turn the Circumstances of his anchoring there for Shelter to his own Advantage. I am Sir [&c.]  
Cha<sup>s</sup> Middleton

PS. I would just add that McCarvers orders were to carry this Vessell into L'Orient, Nantz or Bilboa neither of which were practicable as the winds were after parting with the Privateer.

1. PRO, Admiralty 1/954, 113–15.

## 23 July

### “AN AGREEMENT MADE BETWEEN BENJAMIN BAILEY AND FRANCIS MULLIGAN”<sup>1</sup>

At Sea                      That whereas, we were Enforced through Necessity on  
July 23d 1777              board the Privatier call'd the *Revenge* which was fitted  
                                 out at Dunkirk and left that Port last Thursday  
the 17th July, and we now in the most solemn manner call Almighty God to witness that we abhor and detest in our Consciences that the Procedure of the above Privatier or rather Pirate and the Captures she shall make is an Unlawful Depredation on the Property of His Majestys good Subjects of Great Britain whose Leige Subjects we acknowledge ourselves to be, and we now having Possession of the Brigg called the *Northampton*, a Capture of the above Privateer, belonging to British Subjects of Lynn in Great Britain, and have orders to carry her to Bilboa, do resolve and declare that such procedure is in the name of God Unlawful and that we will this Evening put the said Brigg about under pretence of going down the Channel and carry her to the said Port of Lynn or to some other Port in England that she may be restored to the Lawful and rightful Owner or Owners unless we should before we arrive at some Port come in sight of some Ship of War frigate or Cutter belonging to Great Britain then to deliver her up to the said Ship or Vessel as that will be most safe for her Owners we being strangers to the Coast of England and this resolution we will put in force or fall in the Attempt as witness our hands before God and ourselves the day & Date above 8 oClock A.M.

(Signed)

Benj<sup>a</sup> Bailey  
Francis Mulligan

1. PRO, State Papers 42/51, 74–75.

DEPOSITIONS OF LIEUTENANT JOSEPH LUNT AND CHRISTOPHER CLARK,  
CARPENTER, MASSACHUSETTS PRIVATEER BRIGANTINE *Rising States* <sup>1</sup>

Joseph Lunt late Lieutenant and Christopher Clark late Carpenter of the American private Ship of War called the *Rising States* lately taken as Prize by His Majesty's Ship the *Terrible* commanded by Sir Richard Bickerton Knight do jointly and severally make Oath and say That they have heard that the said Ship *Rising States* was formerly called the *Annabella* of the Port of London in the Kingdom of Great Britain And that she was on the Seventeenth Day of June One Thousand Seven hundred and Seventy six taken as Prize by Six American Privateers and carried into the Port of Boston and condemned in the Court of Vice Admiralty there.<sup>2</sup> That these Deponents have heard that the said Ship *Annabella* was afterwards sold to Messrs Davis, Moore, Cairns, Mercer and Thompson who changed her Name to the *Rising States* and caused her to be fitted out as a private Ship of War And the said Joseph Lunt by himself saith That he was employed by the said Owners to superintend the fitting out the said Ship as a private Ship of War and that all the Materials and Stores mentioned and contained in the Inventory or Paper Writing hereto annexed marked with the Letter A were put on board of the said Ship *Rising States* after she was so taken by the said Six Privateers on the said Seventeenth Day of June One Thousand Seven hundred and Seventy Six and that no Part of the said Materials and Stores mentioned in the said Inventory or Paper Writing marked with the Letter A was on board of or belonging to the said Ship when she was so taken by the said Six Privateers on the Seventeenth Day of June One Thousand Seven hundred and Seventy Six as aforesaid according to the Best of his Knowlege, Recollection and Belief And the said Christopher Clark by himself saith That all the Materials and Stores mentioned and contained in the Inventory or Paper Writing hereto annexed marked with the Letter B were put on board of the said Ship *Rising States* after she was so taken by the said Six Privateers on the said Seventeenth Day of June One Thousand Seven hundred and Seventy Six and that no Part of the said Materials and Stores mentioned in the said Inventory or Paper Writing marked with the Letter B was on board of or belonging to the said Ship when she was so taken by the said Six Privateers on the Seventeenth Day of June One Thousand Seven hundred and Seventy Six as aforesaid according to the best of his Knowlege, Recollection and Belief –

Joseph Lunt

Both were sworn at Forton in the  
Parish of Alverstoke in the County of  
Southampton the twenty third Day of  
July 1777 Before me –

Chr<sup>r</sup> Clark

George Binstead

Notary Publick & a Mastr Extrad in Chancery.

(A)

An Inventory or Account of Boatswain's and Gunner's  
Stores on board the American Private Ship of War called

the *Rising States* at the Time she was taken by His Majesty's Ship the *Terrible* and which were put on board the said Ship *Rising States* since the 17th day of June 1776 when she was taken by the Americans vizt

One new Main Sail – One Maintop Sail – One new Fore Sail – One small new Fore Sail – One new Foretop Sail – One new Maintopgallant Sail – One new Foretopgallant Sail – One new Sprit Sail – One new Sprit Sail Top sail – One new Maintopgallant Royal – One new Foretopgallant Royal – Two new Maintopmast Studding Sails – One new Topgallant Studding Sail – One Topmast Studding Sail – One new Foretopmast Studding Sail – One new Foretopgallant Studding Sail – One new Ring Tail Sail – One new Jib – One new Foretopmast Stay Sail – One Fore Stay Sail – One new Middle Stay Sail – Running Rigging Topmast and Topgallant Back Stays all new – One Pair of new Fore Tacks – Part of a Coil of new twice-laid Rope – Twelve new Dead Eyes – Eighteen new Double Blocks of different Sizes – Sixty four new Single Blocks of different Sizes – Some new Hooks and Thimbles – One new Bower Anchor – One New Kedge Anchor – Two new Bower Cables – Part of two new Hawasers – Four Coils of new Cordage – Part of two Coils of small new Cordage – Five new Log Lines – Ten new Cod Lines – Two new Brass Compasses – Four new wooden Compasses – One new Deep Sea Line and Lead – Six Marling Spikes – Eight Carriage Guns – Twelve Swivel Guns – Four Cohorns – And all the Gunner's Stores in General

23d July 1777

Joseph Lunt

This Paper Writing was produced and shewn to Joseph Lunt and is the same as is mentioned and referred to in his Affidavit this Day sworn to by him before me

George Binsteed

(B)

An Inventory or Account of Carpenter's Stores on board the American Private Ship of War called the *Rising States* at the Time when she was taken by His Majesty's Ship the *Terrible* and which were put on board the said Ship *Rising States* since the 17th Day of June 1776 when she was taken by the Americans vizt

Two Topmasts standing – Two Topgallant Masts standing – A Flying Jib Boom rigged – Two new Spare Topmasts – Two new spare Top Sail Yards – One new Sprit Sail Yard – One new Sprit Sail Top Sail Yard – Two new Lower Studding Sail Booms – Six new Topmast Studding Sail Booms – One new Ring Tail Boom – Two new spare Topgallant Masts – One new Spare Gaff – Two new Royal Yards – Ten new Studding Sail Yards – Two Barrels of Tallow – One Barrel of Pitch – One Barrel of Tar – One Barrel of Turpentine – Four Wood Axes – Some Pump Leather – Some old Iron –

One new large Copper and one new small Copper fixed in an Iron Hearth –  
One Iron Hearth for Pots – Three new Iron Pots – Two new Iron Ladles  
and two new Boats

23d July 1777

Chr<sup>r</sup> Clark

This Paper Writing was produced and  
shewn to Christopher Clark and is  
the same as is mentioned and referred  
to in his Affidavit this Day sworn to  
by him before me

George Binsteed

1. PRO, High Court of Admiralty 32/442/11, 18–22.
2. See Volumes 5, 6 and 7.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen

St Malo July 23d 1777 –

I have received none of your favours by the two last Posts – Things remain in the same Situation here as When I wrote you last, We are Suffered to go on & Refit, but very Slowly the Tradesmen of this Port Work but very slow & we Cannot hurey them Much for fear of being Stop'd I think we Can be ready to Sail by the first of Next Month if not Stop'd here – I received a Letter from Captain Johnson of the 18th Inst informing me of his being Arrested and stop'd by orders from the Minester at Paris, they have taken a list of the Names of his French Men now on board the *Lexington* & taken Capt. Johnson's Parrole to deliver them if demanded & Not to go out of the Port untill he is Permitted by Orders from the Minester, he desired my Advice on this Subject and Says he Could easily get out, if you think it Advisable, but I have desired him not to brake his Parrole or go out, unless desired by you, but to Wait your Orders & make no doubt but he will Comply –

Inclosed you have an Inventory of the *Prince of Conte's* Stores & Materials, She is a Strong well Built Ship, but will want good deal of New Sails & Rigging before she goes to Sea, I think her Worth About One Hundred & Seventy or Eighty thousand french livers and not More – If you Want such a Ship and Can get her at or under that Price, I think you Can't get a Better Ship for that Sum – Capt Nicholson is at Nants & of course will inform you of his Proceedings there, from, Gent. [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 134, APS.

INTELLIGENCE FROM BREST <sup>1</sup>

Brest 23rd July 1777.

We have had a Rebel Privateer in this Port for Four Days now for repairs; she mounts 26 nine-pounders and has already taken Eight Prizes; <sup>2</sup> there are some Frenchmen on Board. She saluted M. du Chaffault's Flag

with Fifteen Guns, this was returned with Three; all this surprised People very much.

1. PRO, Admiralty 1/3964, 434.

2. General Mifflin.

## 24 July

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentn

Nantes July 24. 1777

I have bought the *Duc de Chartres* for 70,000 L payable at 4, 5 & 6 months but I was obliged to Submit to a Conditional Sale that if before the day of my purchase she should be ready sold in Paris the bargain is Void but if Accts of Such a previous purchase do not Arrive by next Tuesday the bargain with me to be good & as the time between this & Tuesday does not admit of information to be given & an answer received I am moraly certain of not being Jockied & shall have the Ship unless she is realy previously sold which they assure me they do not think will be the Case I consented to these terms because every day is precious & between this and Tuesday I can make the Necessary arrangments for heaving her down which unavoidably will take two or three days as to the price I think you have not a bad bargain the Ship is in every Respect such a one I could wish for & I think will be an Acquisition to our Navy – As you were particular that every paper should be French from the Begining I have not appeard in the transaction & shall give my Bills to Mr Peltier who will remit them to Mr Montiu & so draw on him in return in the same manner as I did for the *Dolphins* Expences I have Chosen Mr Peltier for this operation as I think I can do it with a better cover than with any one else at present and as he has the Shipping of the Bales it would be employing two Houses for the same operation if I had employed any other I have agreed to allow him but half of a Commission upon fitting this Ship the french cover to our proceedings will therefore cost you only 1 Pct

Capt Nicholson is very desirous to take his own Crew on board this Ship & with 30 or 40 more which he thinks he could assemble to go out as an American I shall go on as I have began all French & you will detirmine as you think proper with regaurd to Capt Nicholsons proposals I shall not however engage any french Commander nor french Officers as it will not be necessary to have any till the ship is ready to take in the most disagreeable part of employing french Officers is the Extraordinary Gratifications they require please to limit me in this or at least say how much you think reasonable all the Cpts who have hitherto gone have had 6000 L I imagine they will now ask rather more than less & if it is to remain in the Country that is if she does not return french I suppose they will ask double –

I have Just received Letters from L'orient which informs me that a Prize is brought in there which was taken by the *Genl Mifflin* Capt William Day or Dey in the Irish Channel on the 10th Instt she has made 3 prizes in all which are forwarded to Different ports in France the Present one



is a norway ship loaded with 403 doz Comon planks 74 others of different Sizes & about 30 barrells of Whale Oil I have a Letter from Capt Johnson at Morlaix which advises the safe arrival of this privateer at Brest where he says he meets with assistance even from the Kings Yard – The Commissary at L'Orient is extremly troublesome about the above prize on Acct of an order from the Minister ordering all prizes to leave the Port in 24 Hours Mr Gorlade has endeavour[ed] to make her appear not as a prize but as a Ship from Boston he however is forbid to unload her till new orders from the Minister –

I therefore mention these Circumstances thinking your previous Knowlidge of the matter may tend to facilitate the procuring a favourable order – The *Genl Mifflin* is owned by Messrs Ph: Moore & Co She left Boston the 24th May in Consort of two frigates of Force who were bound on a Secret Cruise<sup>2</sup> I have the honor to be &c

JW

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. Continental Navy frigates *Hancock* and *Boston*.

CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

Gentn

Nantes July 24th 1777 –

I Wrote You on the 22d Inst wherein I gave You my Oppinion of the *Duke De Charters*, & that She was not to be Purchased, I am now to inform You She was Purchased Yesterday by Mr Williams for 70 Thousand livres & a Good bargin for She is well worth the Money, this Ship I am told I am to go out in, and as French Property, I will if You Please give You my Oppinion on that head, of wch You will Judge & Send me Your Orders Accordingly, wch depend shall be Strictly Put in Execution; in the first Place I have about 30 American Officers & Men, I Sure coud ship as many more here, & cou'd Pick up a few at other Place[s] wch cou'd be sent here to me, those Men with the Assistance of a few French Men wou'd be Sufficent with the Assistance of Captns Wickes & Johnson &c to fight any thing that coud Catch us on this Coast & I think there is no Cruizer on the Coast of America woud dare engage us, & am Sure Should You approve of this Method, & Should have at least Twenty Captns Mates & other American Passengers that woud every Man of them help Fight the Ship in case of Necessity – Gentn this is A fine little Ship Mountg 24 Six Pounders on one deck & eight or ten on her quarter deck, & will be well fitted & it will be a great Pitty to have them French Men only in her, for if that be the case, depend when she comes on the Coast of America, she will be alone, for be Assured they never can keep Compy Across the Western Ocean with Wickes & Johnson, & in that case the first Ship that falls in with her, will make a Prize of her, for they are either too lazey or dont know how, to get away from A Ship that can Sail any ways equal to them, & they have not encouragement to fight A good Battle Suppose them Willing, in Short I think the Ship Much Safer with us than with them, however what Your Opinion is on this Matter I shall think best, & You will Please Send me

Your Orders what I shall do with my Officers & Men as I shall Wait to receive Your Ansr to this & then set off Imediately for St Malloe, when two or three Days will Settle the affairs of my little *Dolphin* I am Gentn [&c.]  
Sam Nicholson

1. Silas Deane Papers, ConnHS.

## 25 July

### DEPOSITION OF WILLIAM AND JAMES NEWELL AND JOHN HARRISON <sup>1</sup>

#### No 2

Personally appeared before me Peter John Heywood A Master extraordinary in the High Court of Chancery and also Notary and Tabellion public dwelling in Whitehaven in the County of Cumberland William Newell late Boatswain on board the Sloop *Jason* of and belonging to the Port of Whitehaven the property of Samuel Martin of the same place Esquire Captain Joseph Hutchinson late Commander James Newell of Tweed Mouth in the Bishoprick of Durham late a Mariner on board the Brigantine *Polly and Nancy* belonging to the Port of Pool in the County of Dorset William Cantersbury late Commander and John Harrison of the Isle of Man late a Mariner on board the Schooner *Peter* belonging to the Port of Liverpoole John Mucklenow Commander who being sworn on the Holy Evangelists make oath and say, And first the said William Newell for himself saith that He sailed from the said Port of Whitehaven on the Eighteenth day of June last past in said Sloop *Jason* for Saint Petersbough in the Empire of Russia and that on Friday the Twentieth day of the said Month of June about Two o Clock in the morning the said Sloop *Jason* was taken by the *Lexington* Rebel Privateer in Company with the *Reprizal* and *Dolphin* off the Mull of Cantyre And the said William Newell James Newell and John Harrison severally Depose and say that several Sails and Materials belonging to Sundry Vessels which the said Rebel Privateers had destroyed were put on board the Sloop *Jason* and was then manned wholly with Frenchmen. That no English Irish or Scots Person was suffered to go in the said Sloop. That the said Sloop was dispatched for the Port of Nantz in the Kingdom of france where the said Sloop soon afterwards arrived and also a Snow and a Brigantine which were likewise taken by the said Privateers. That the said Deponents were continued on Board the *Reprizal* and declares that a large Man of War having chased her in her said voyage to Nantz Captain Wickes ordered her Guns to be Thrown over Board and four Beams sawed out which orders were executed accordingly and the said Privateer was carried into the Port of Saint Maloes in the said Kingdom of france under the directions of a French Pilot

That the said Deponents were allowed to go on shore with two or three other English Prisoners at a time in Company of Eight or Ten of the Crew belonging to the said Privateer that the said William Newell made application to a Broker who lived in the said Town of Saint Maloes and who could speak English who informed the said Deponent William Newell that he could not get clear and Return to England without an order from

Captain Wickes that the said William Newell accordingly applied to the said Captain Wickes but was by him refused that the day after He had made the said application the said Captain Wickes obtained an order for the Gates of the said City of Saint Maloes to be shut in order that no English Sailors might be admitted except such as brought a pass from the said Captain Wickes with a Seal on it which He procured and brought from the said City for that purpose, that the following Week the said Deponent and John Carson a Seaman belonging to the said Privateer (pretending to belong to an English Brig then lying at Saint Maloes) went round the said Town to the Gate which led from the Country and got in that a Soldier who could speak English advised the said Deponents to apply to the Commissary That the Deponents William Newell and James Newell applied to him accordingly and the said Commissary sent the said Deponent William Newell to the Head Linguister (with whom the said William Newell had been before) that the said Linguister asked the said William Newell what He wanted and being informed that He wanted permission and a pass to Return to England was answered by him in the English Language "You Rascal! if you dont go immediately on board the *Reprizal* I will Commit you to Goal," and the said Linguister immediately ordered the said Deponent William Newell and his Companions the other Deponents to be sent out of the Gates of the said City and attended himself and gave orders to the said Gate Keepers not to Suffer the said William Newell and his Companions to come in again That the said Captain Wickes knowing the said William Newell to be a Pilot in the Irish Channell made him several offers to Induce him to Continue on board the Privateer But He and the other Deponents being determined to be at Home at any Rate or Perish in the Attempt went accordingly to a small Town about half a mile distant from Saint Maloes off which place the said Privateer lay and concealed themselves in a public House where Wine was sold until it grew dark when the said Deponent William Newell swam off to a vessel which was moored just a head of the *Reprizal* called a Gabarre or Small Lighter and which was to take in Lumber from the said Privateers and finding the Cabin locked and that the Centries on board the *Reprizal* did not discover him and having carried a Knife in his mouth He Cut a small Boat loose which was fastened to another Sloop then lying near the said Lighter and brought two of his Companions namely the said James Newell and John Harrison on board the said Lighter the other Seaman John Carson being so drunk that He could not Shift for himself and they had not time to make any delay That on getting on board the Lighter the said Deponents cutt one Cable and slipt the other making sail out of the Port when being as they apprehended discovered by some persons on board two Boats, and which they believed were immediately manned and sent in Chase of them But fortunately a Fog came on and a Breeze of Wind Shott them so far out into the Offing that the said Boats gave over chasing them That the third day following the said Deponents made Portland where they procured some Refreshment of Water, Cabages and a Little Bread (for they had no money) from whence they coasted along shore and got to the Port of Parton near

Whitehaven aforesaid on Sunday the Twentieth day of July Instant the Eleventh day after they had left the french Shores When He the said William Newell waited on John Jackson Esquire Receiver General of the Droits of Admiralty agreeable to the order of the said Samuel Martin Esquire late Owner of the said Sloop *Jason* and in obedience to the directions of said John Jackson on Monday the Twenty first day of July He brought the said Vessel round to Whitehaven where her Sails &c. were lodged in the Kings Custom House And the said Deponent James Newell for himself saith that He was taken Prisoner by the said *Reprizal* when sailing in the said Brigantine *Polly and Nancy* in their voyage from the said Port of Pool to the Port of Cadiz in Spain And the said Deponent John Harrison for also for himself saith that He was taken Prisoner by the said *Reprizal* when sailing in the said Schooner *Peter* on their voyage home from Saint Vincents to the Port of Liverpoole aforesaid And lastly these Deponents James Newell and John Harrison for themselves severally further Depose and say that they never had an opportunity of escaping from the said Privateer till the said other Deponent William Newell Imparted to them the said Scheme of Seizing the said Lighter and that the said William Newell was the person fixed on to make the said application to the said Commissary and Linguister as before mentioned. –

Sworn at Whitehaven aforesaid the  
Twenty fifth day of July One  
thousand seven hundred and Seventy  
seven.

William Newell  
James Newell  
John Harrison

Before. Pet<sup>r</sup> Jn<sup>o</sup> Heywood  
A Master Extry in the High Court  
of Chancery & a Notary Public

1. PRO, State Papers 78/303, 352–53.

*The General Advertiser. Liverpool, FRIDAY, JULY 25, 1777*

Liverpool, July 19 [sic 25].

Sunday last arrived here the ship *Pole*, Capt Maddock in 24 days from New-York. On the 12th inst. at 5 P.M. in Lat. 56. Long. 26. she fell in with the *Tartar*<sup>1</sup> rebel privateer mounting 20 nine pounders, on the main deck 8 four pounders on the quarter deck and 4 four pounders on the fore-castle, full of men, supposed 200 at least, had an Image head, and Quarter galleries; all the guns on her main deck, painted black, the guns on the quarter deck and fore-castle red; the ship painted black and yellow, with tarr'd sides; short top gallant mast heads. She bore down on the *Pole* under English colours, enquired from whence she came, and whether she was a King's ship, being answered in the affirmative, the Captain then gave orders to hoist the thirteen Stripes and fire away, on which the engagement began and continued till 20 minutes past 8 when the privateer sheered off. Capt Maddock had 2 mates and a passenger wounded, and supposes that near one half of the people must be killed or wounded on board of the privateer, having cleared their fore-castle of men three times, and heard dreadful

cries. The *Pole* had 16 six pounders, and only 40 people in number passengers included; both officers and men behaved gallantly, and to the entire satisfaction of Capt. Maddock; during the engagement, they were in hail of each other, the word *Tartar* was observed on the ship's stern, and by a list handed about at New York, Capt. Maddock finds she was commanded by one Davies, a Welshman, and mentioned there to have 32 guns.

1. Massachusetts privateer ship *American Tartar*, Captain John Grimes.

#### LORD WEYMOUTH TO LORD GRANTHAM <sup>1</sup>

[Extract]

No 16

St James's 25th July 1777

... His Majesty has thought proper to direct Lord Stormont to make strong representations to the french Ministers on the support, assistance and shelter given to the American Privateers cruizing in the European Seas, and on the Permission given to the Captures made by those Vessels of being admitted into the Ports of France. The most positive assurances have been made on the part of France that Orders shall be given to prevent this for the future, and that no Privateer or Prize shall be suffered to remain in the french Ports more than twenty four hours, and generally the Court of France has shewn by their professions an earnest Desire of maintaining the present Peace, and of preventing such causes of well grounded complaints.

There is well founded reason to believe that the American Agents residing at Paris have determined, in consequence of this obstruction to their Piracies, to direct their Cruizers to carry their Prizes into the Ports of Spain, where they are to be bought not as Prizes, but as trading Vessels; They are to be sold there without delay, and the Privateer is further instructed to quit the Port as soon as possible.

I am directed by His Majesty to signify to Your Excellency His Command that You lose no time in acquainting M. de Florida Blanca with this Plan, not doubting that His Catholic Majesty will direct such Orders to be sent to the several Sea Ports as shall prevent the execution of this design. ...

1. PRO, State Papers 94/204, 1-2.

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

[Extract]

No 47

St James's, 25th July 1777

... The several dispatches containing an account of the conversations You have held with the French Ministers with respect to the orders signified to You in my No 43, have been fully considered; and the assurances given by the French Court are satisfactory to His Majesty; provided They fulfill the several engagements they enter into. They have taken the utmost line that can be allowed them; and any deviation from it will make a war however great the evil, preferable to a state that must injure materially the commerce of this Country, and disgrace it in the eyes of all Europe. Con-

nivance on the part of their officers at the several ports must be considered as authorised by the Ministers as it is well known there is an energy in that Government that does not admit of the disobedience of their officers.

What has lately passed at Dunkirk does not give great encouragement to believe that a severe execution of the orders sent to the ports will be observed; Since Cunningham's vessel has been allowed to sail on Security being given by Hodge, who cannot be considered in this case as a responsible man. This circumstance does not agree with the assurances given to Your Excellency by M. de Vergennes, and confirmed by M. de Maurepas; and does not imply that good faith on which He values Himself, which the frankness and candour of this Court deserves, and which the present situation requires.

I am to signify to Your Excellency His Majesty's Commands, that You acquaint the French Ministers of these particulars; and further inform them, that their professions are agreeable to Him; but that Your Excellency is directed to apprise them of every circumstance that shall come to your knowledge in which the orders, which they engage shall be observed, shall in any wise have been eluded. In such critical situations a relaxation in the execution must be of the utmost importance.

Your Excellency will endeavour to obtain information what are become of the five prizes taken by the *Reprizal*, and her Consorts; and said to have been carried into Nantes, That in case they are still permitted to remain in that Port, Your Excellency may claim them for the benefit of the owners.

The sequestration of the three privateers the *Reprizal*, the *Lexington*, and the *Dolphin* would be a proper measure if such security will be required of them as shall be of effect; but if such is taken, as has been with respect to Cunningham; it would seem that they are only waiting till a favourable opportunity shall offer to do more injury to this Country. . . .

1. PRO, State Papers 78/303, 243-45.

#### MARQUIS DE NOAILLES TO VERGENNES <sup>1</sup>

[Extract]-

No 51

London 25th July 1777

. . . I told him [Lord Weymouth] that, . . . without awaiting express orders from my Court, I could give him the Confirmation which he desired concerning the fixed determination of the King, my master, to observe all the provisions included in the Treaties; not only because He regarded them as a strict obligation, but also because He wished to give personally to His Britannic Majesty special proofs of his friendship, and of his desire to maintain the good understanding between the two Nations. Lord Weymouth replied that his Court could not receive such expressions without being greatly Touched, that everything which should tend to preserve peace would be in accordance with the wishes of England, that we were at present giving assurances which left nothing to be desired; but that all depended now on the execution of the orders which had been sent to our Ports, to prevent henceforth the American Privateer Captains from abusing

the refuge which they found with us; and, not wishing to express his distrust too clearly relative to the non-execution of these orders, he spoke to me again about Captain Cunningham, who had been released, and who had now left Dunkerque to go Privateering. Taking care not to show him my surprise at the Suspicions which he half hinted at, I contented myself with telling him that it must not be doubted that the last assurances which he had been asked to renew, would have this effect. . .

The most essential point remained for me to deal with, that which concerned the freedom of our Navigation. . . . I represented to Lord Weymouth that the Admiralty Courts at Antigua, Dominica, and Jamaica appeared to have adopted principles which it was important for us to see rectified, seeing that they had declared some French Ships legal prizes, because they had been found laden with goods which were suspected of being of North American origin, although it was proved that these Ships and their Cargoes had Come from our Islands. To the objection that we had no trade with the English Colonies, that everything which passed over to our Islands from those Colonies was contraband, I replied that the goods took the nationality of the owner; that Spain had never thought of confiscating an English Vessel on the high seas, although it might have on board valuable produce acquired by smuggling from the Spanish possessions; that goods on changing hands changed owners, and that everything that was put on board in our Ports, having a legitimate destination, ought to be regarded as French property over which no Foreign Nation had any right. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 85-94, LC Photocopy.

#### AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN HENRY JOHNSON<sup>1</sup>

Sir

Paris July 25th 1777 -

Your Letter of the 18th We received, as We gave Our Orders generally to Com: Wickes, we omitted writing in particular to You. We are sensible of Your Spirit, & gallant Behavior as an Officer, & of Your Attachment to your Country as an American, & shall with pleasure do justice to Your Character, in Our Letters to the Congress, who we doubt not, will pay due Attention to your Merits. The Situation, in which the present posture of political Affairs in France, necessarily places You require Your utmost patience, & circumspection, and We cannot too strongly recommend to You, to be very cautious how you express your Sentiments, on the present proceedings, as We can assure You, that they are not designed Ultimately to injure Us, but the Contrary. We are glad You are in such readiness with Your Vessel, & with respect to the Prize Money for Your People, must refer You to Capt Wickes to whom we write this Post on the Subject, we are far from wishing to detain any part of it for the Use of the Congress, & will do all in Our power to have the People paid their proportions, as soon as the Prizes can be disposed of; We are sensible of Your generous Offer with respect to Your share, but cannot think of Accepting it, your Share may be of consequence to You, as an individual, & we heartily wish

it were Ten Times larger – As to any French Seamen who may have entered with You they being Subjects of France, must Submit to the Laws, and Regulations of their Country, we shall be Sorry to learn they have offended, against either, & hope, if they have inadvertently, they will not be treated rigorously. it is not probable that You will be detained, longer than three, or four Weeks & in the meantime recommend to You, the providing for Your People, & keeping them together, & Contented, in the best manner, & with the greatest Oeconomy, in Your Power & to have your Vessel in Order, for sailing as soon as You shall receive Our directions – We shall be glad to hear from You by every Opportunity & are wishing You success, & advancement, in the American Navy – Sir [&c.]

for B Franklin &  
self – Silas Deane

[P.S.] Accts are favorable from America, the last indeed want Confirmation but I doubt not of our having obtained very Considerable Advantages – Capt Wickes in his Letter to Us, has spoken of You, much to Your honor, & We are happy that a good understanding has subsisted between You

1. PRO, Colonial Office 5/7, 102.

## 26 July

### “EXTRACT OF A LETTER FROM KIRKWALL, JULY 26.”<sup>1</sup>

This day the sloop *Betty*, Capt. Sinclair, arrived here from Bergen, and brings advice, that on the 24th inst. he fell in with a Fairisle fishing-boat; the crew told him they had been on board an American privateer a day or two before, a little to the westward of that island. It seems there are two of them in company, and they were both seen from the Island of North Ronaldshay the evening of the day that Captain Sinclair was at Fairisle. They told the Fairisle fishermen, that they had, for a fortnight before, been cruising off Shetland, but had met with nothing. The station which they occupy at present is surely the best in all the North Sea, as there all the Baltic traders, to the west of Britain and Ireland, generally pass. Of late it has been lucky the winds have proved northerly, which has prevented the ships from beating to windward; the first S.E. wind will bring a great many ships through that fair way; and if these pirates will have the patience to stay a couple of weeks longer, they may pick up a good many of our hemp, and flax loaded ships; for, it is certain, we have not so much as a single sloop of war on the coast to protect the trade.

1. *London Packet*, or, *New Lloyd's Evening Post*, August 8 to August 11, 1777.

### CAPTAIN FRANCIS RICHARDS, R.N., TO PHILIP STEPHENS<sup>1</sup>

(A Copy)

Sir

[Yarmouth, July 26, 1777]

Please to acquaint my Lords Commissioners of the Admiralty that the Boat under my command with Mr Edwards Midshipman being in the Roads in quest of Men this afternoon (Lieut Bracey being ill with a violent



cold by getting wet carrying the last express from the Admiralty to Captain Parry on board the *Alderney*, and Lieutenant Woodward being in the Country after Men) boarded the *Northampton* from Wyburgh to Lynn, Thomas Hall late Master, laden with Deals &c cleared the 11th of June 1777 and taken by Cunningham in the Rebel Privatier in the North Sea the 22d instant, a list of English and French Men taken on board her, I here inclose who gave the said Vessel up to Mr Edwards, and as such think am entitled to Salvage the prisoners are secured on board the *Kitty* Tender in the Press Room, and shall be glad to have their Lordships Orders how to dispose of them and the Vessel.<sup>2</sup> And am &ca

Francis Richards

[Enclosure]

(Copy)

A List of Men on board the *Northampton*, bound to Lynn taken by — Cunningham and retaken by the Boat and Gang under my Command this 26th July at about 4 (P.M.) Francis Richards.

English Seamen

supposed to be outlawed Smugglers

Benjn Bailey, Prize Master

Francis Mulligan, Mate

Joseph Buckhanan

Jas Ashley, alias Scot, of Yarmouth

on board Cunningham when he took  
the Packet

Redman Anderson

French Seamen

Nichs Blanche

Piere Morgone

Michl Caean

Alexr Ball

Alexr Tillai

Sauvree Bodin

Jean Ricard

Henry Tillee

Lewis Lecomte

Chas O'Chere

Joseph Verlas

Baltagar Bodin

Francois Mulle

Francis Broise

Francois Wermiel

Aimable Pillois

[Endorsed] No 1 & No 2 In Mr Stephens's to Sr S. P[orten] 30 July 1777

1. PRO, State Papers 42/51, 52-54.

2. On August 1, Stephens wrote to Admiral Pye at Portsmouth to commit the prisoners to Forton Prison, PRO, Admiralty 2/555.

LIEUTENANT JOHN MOORE, R.N., TO PHILIP STEPHENS<sup>1</sup>

(Copy)

*Kitty* Tender in Yarmouth Road

Sir

26th July 1777 —

Please to acquaint my Lords Commrs of the Admty that I have re-taken possession of the Brig *Northampton* loaded with Deals & Battins Thos Hall Master from Wyburg to Lynn & herewith inclose two Com-missions from the Congress the one said to be true & the other false, also

Instructions from Gustavus Cunningham to Benjn Bailey Alias Smith the Prize Master,<sup>2</sup> & his Journal from the time he was put on board the *Northampton* as Prize Master<sup>3</sup> – I have secured the Prisoners 16 French & five English on Board the *Kitty* Tender as Pr inclosed list till I have their Lordships further Directions & am Sir &ca

John Moore

[Endorsed] No 3 In Mr Stephens's to Sr S. P[orten] 30 July 1777

1. PRO, State Papers 42/51, 56–57.

2. See Conyngham to Bailey, July 21.

3. See Journal of Benjamin Bailey, July 21.

#### VERGENNES TO THE MARQUIS DE NOAILLES<sup>1</sup>

[Extract]

at Versailles 26th July 1777

. . . we can not deny that the American Privateers which have come into European waters have behaved with much indiscretion, even with regard to us. they are now punished for it and I hope that this act of severity will make their fellows more Circumspect. we can not refuse Them Entry into our ports When they are forced to run into them by emergencies caused by the sea or war, The treaties have forseen this; the King does not Mean to Extend facilities beyond it; his orders are precise; and we shall watch as well as we can, for there is in almost all orders of the State, great and small, a conspiracy which, in the English manner, wishes well to the rebels and damns Their Enemies. they repay us in like measure in England; this sort of War will not be dangerous so long as the Governments do not meddle with it. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 98, LC Photocopy.

#### HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 57.

My Lord.

Corunna 26th July 1777.

The Ship the *King of Spain* a Letter of Marque from Carron in Scotland Laden with 221 Iron Guns for His Catholick Majesty's Service arrived in Ferrol the 23d Instant with the Ship *Emperor of Germany* belonging to and bound from Bristol to the Island of Dominica, and the Bay of Honduras with the Articles specified in the List I have the Honor to inclose. This Vessel was taken the 15th Instant by the *Civil Usage* a Rebel Privateer commanded by one Andrew Gidding and was happily retaken on the 18th in Lat: 47. 30' by the Letter of Marque. Nine of the Pirates Crew (who with four men belonging to the Prize were put on board of her in order to guard and navigate her to Bilboa for Sale) remain confined in the Letter of Marque, the Master of which proposes to take the Cargoe on board his own Vessel, and to send the Prize home in Ballast navigated by Spanish Seamen. Without consulting or writing to me he has applied to the Governor of Ferrol for Leave to set the Prisoners on Shore at their Liberty, but as the

Governor has not yet determined I have thought proper to advise Capt [James] Hamilton to keep them well secured on board, having no Reason to think this Government will oppose it or prevent their being carried Prisoners to England. One of them named Manuel Gonzales being a Native of Spain may probably be demanded of me in which Case I humbly conceive it may be proper to deliver him, but as I have wrote fully to My Lord Grantham on this Subject I shall wait His Excellency's Command for the Rule of my Conduct, meanwhile I most humbly request the Honor of some Instructions whether the Commander of a Letter of Marque or other Private Ships having His Majesty's Comission may not in case they apprehend Danger from the great Number of their Prisoners set them on Shore, or discharge them in foreign Parts. . . .

1. PRO, State Papers 94/204, 72-74.

## 27 July (Sunday)

SIR STANIER PORTEN TO PHILIP STEPHENS<sup>1</sup>

Sir,

St James's 27th July 1777.

Lord Weymouth has this Morning received a Letter from Mr Elsdén, dated Lynn the 25th Inst giving Account that the *Patty*, John Green, Master, bound from that Port to Wyburgh, was taken on the 21st Inst in the Latitude of 55.22. North, and Longitude of 3.20. East from the Meridian of London, at 50 Leagues from the Spurn head N.E. by East, by a Rebel Sloop, or Cutter, mounting 16. Carriage Guns, besides Swivels, and about 100 Men. The Master of the *Patty* was informed that the Sloop was called the *Pegasus* Captain Richard Allen, of North Carolina.<sup>2</sup> One of the People on board the Privateer said privately that she was fitted out at Havre de Grace, and had not been out more than four Days; her Rigging appeared entirely new, and not in the least chaffed. From the Circumstance of the Time of her being out of Port, and from the Name of the Captain, it appears very probable that the Cutter is the *Greyhound*, from Dunkirk, for one Richard Allen, who called himself the Proprietor, was the Person who cleared out that Vessel from that Port.

Mr Elmsden adds that the *Northampton*, William Gray, Master, loaded with Deals, had been taken by the *Pegasus*, and sent away. The *Maria*, John Warns, Master, and a Ship belonging to Scotland have been taken and burnt.<sup>3</sup> The *Patty*, John Green, was ransomed for six hundred Guineas, in a Bill drawn by the Master on Messrs Muilman & Son, of Amsterdam, and William Grace, or Grice, is the Hostage left on board the *Pegasus*.

I have Lord Weymouth's Directions to acquaint you with these Circumstances, for the Information of the Lords Commissioners of the Admiralty. I am &c

S Porten

1. PRO, State Papers 78/303, 251-52.

2. Aliases for Continental Navy cutter *Revenge* and her captain, Gustavus Conyngham. See Conyngham to Benjamin Bailey, July 21.

3. Sloop *Happy Return*, from Rotterdam to Scotland, with gin, brandy cordials and tea, "Narrative of the proceedings of Captain Gustavus Conyngham, Commander of Cutter *Revenge*, 1777-1779," Henry Laurens Papers, Box 24, SCHS.

28 July

MASTER'S LOG OF H.M.S. *Prince George*<sup>1</sup>

July 1777

at Portsmouth

Monday 28th

AM up top Gallt yards Ansd the signal and attended guard boarded severl Vessels coming in one of them by our own people from the *Neptune* Tender the Brig *Grace* from Carolina Bd to Amsterdam<sup>2</sup> Recd by the *Duke* hoy Jno Cummins Master Beer 2768 Galls in 26 Butts 260 Iron Hoops –

1. PRO, Admiralty 52/1756.

2. *London Chronicle*, July 29 to July 31, 1777, reported in an "Extract of a Letter from Cowes, July 28.":

Arrived the *William and Grace*, a prize taken by the *Neptune* tender to the *Prince George* man of war, off the Lizard; she is laden with rice from Charles Town, South Carolina, for Amsterdam, [William] Kissick, master, who says that 10 or 12 more ships were lying in Rebellion Road, ready to set sail the first opportunity, bound for France and Holland.

"EXTRACT OF A LETTER FROM EAST BOURNE, IN SUSSEX, JULY 28." <sup>1</sup>

The following Ships are taken by the *Sturdy Beggar* Privateer, Capt. Holling,<sup>2</sup> on the 1st of June [*sic* July], in Lat. 34, Long. 54, they having sailed with the West-India Convoy the 16th of June in Company with near 100 Sail of Ships, but parted Company the 18th in the Night, viz. the *Christiana*, Dan. Dourick, of the Island of St. Vincent's; the *Cornwall*, Hardcastle, from Antigua for London;<sup>3</sup> the *Harriot*, Wilson, from ditto to ditto; the last of which was given the Crew to bring them home; and arrived this Morning off this Place.

The following Ships were taken by the *Ramble* Sloop Privateer, Capt. Monro, near the Island of Montserrat, on the 11th of June, viz. the *Brothers*, Herbert, from Liverpool to Jamaica; the Brig *Success*, from London to ditto, the Crew of which were put into the Longboat, and arrived at St. Vincent's four Days before the June Convoy sailed; one of which says he saw the Crew of the *Elizabeth*, from Liverpool, that had been taken by a Privateer.

1. *Daily Advertiser*, London, July 31, 1777.

2. Massachusetts privateer schooner, Captain Edward Rolland, of Salem, with 8 guns and 60 men, Revolutionary Rolls, VII, 163, Mass.Arch.

3. Both prizes arrived safely in Boston, *Independent Chronicle*, Boston, July 31, 1777.

ADMIRAL LOUIS CHARLES DUCHAFFAULT TO GABRIEL DE SARTINE <sup>1</sup>

Your Excellency

Always preoccupied with never causing a delay in the King's order, because of rumors of an impending war, I have given orders to all of my Ships to make an inventory of all the provisions that remain on board and to replenish themselves for three months. I have informed the intendant so that he can give orders for the provisions, and also the captains to have the necessary provisions for their messes, moreover to fill up the

boatswains' inventories with the stores that they have used up while in the roads. By this timely precaution we will all have three months' provisions and will be ready to set sail the moment he wishes to give the order. If the cruise should be longer, it will be only a matter of a day or two to take on the additional supplies.

M. de la Motte Piquet will put into the roads tomorrow. I am awaiting the return of Messrs. Hector and de Bosset at any moment. I am with respect, Your Excellency [&c.]

at Brest 28th July 1777

Duchaffault

1. AN, Marine B4129, 60, LC Photocopy.

30 July

PHILIP STEPHENS TO SIR STANIER PORTEN <sup>1</sup>

Sir Admiralty Office 30th July 1777

Having laid before my Lords Commissioners of the Admiralty your Letter of the 27th Instant acquainting them with the Advices Lord Weymouth had received from Mr Elsdon of the Capture of several Vessels in the North Sea by a Rebel Privatier Sloop or Cutter called the *Pegasus* Captain Allen, but supposed to be the Vessel commanded by Cunningham, which lately sailed from Dunkirk; I am commanded by their Lordships to send you, for Lord Weymouth's information, the inclosed Copies of Letters from Captain Richards, who is appointed to regulate the Impress Service at Yarmouth, and Lieutenant Moore of the Tender stationed at that port, with their several Inclosures, relative to the Recapture of the *Northampton* Brig, one of the Vessels taken by the Rebel Privatier abovementioned; by which it will appear that the said Privatier is unquestionably the Vessel commanded by Cunningham, with double Commissions from the Congress, and that she is partly manned with Frenchmen, Sixteen out of 21 of her Crew, which were put on board of the *Northampton* being of that Nation.

Their Lordships command me to add that they have ordered the 21 Persons abovementioned to be conveyed to Portsmouth to be committed to the Prison at Forton.<sup>2</sup> I am Sir [&c.]

Ph<sup>p</sup> Stephens

1. PRO, State Papers 42/51, 50-51.

2. Although Benjamin Bailey, prize master of *Northampton*, had intentionally carried the prize to England where she was retaken, rather than sailing for Bilbao as directed by Conyng-ham, he was imprisoned at Forton on August 11 but subsequently entered the Royal Navy, Connor's Journal, LC. Captain Francis Richards in his July 26 letter to Stephens wrote that the Englishmen on board *Northampton* were "supposed to be outlawed Smugglers."

JOURNAL OF TIMOTHY CONNOR, MASSACHUSETTS PRIVATEER BRIGANTINE  
*Rising States* <sup>1</sup>

[Forton Prison, Portsmouth]

[1777] July the 30th four more broke out at 12 oClock in the day one got off clear and the [other] three was re-taken and brought back and put into the Black hole viz Christr Cleark, William Tryon, John Cockren

Boatswain of the *Yankey* from Boston there [they] was kept for 40 days half starved allow'd neither bed nor bedding to lie on but the soft side of a good Plank

1. Connor's Journal, LC.

GABRIEL DE SARTINE TO ARNAUD DE LA PORTE, INTENDANT AT BREST <sup>1</sup>

[Extract]

at Paris 30th July 1777.

. . . I am writing to Comte d'Orvilliers, who informed me as did you of the Privateer *General Mifflin* of Boston putting into Brest, which, according to the examination which has been made, proved to need some repairs, that I expect, that as soon as this Ship is set right again, she will go to sea and away from our Coasts. You did well to pay no attention to the proposal that has been made to you by Capt. [William] Day who commands this Privateer, of changing his gunpowder, which is found to be of mediocre quality, and to inform him that the King has prohibited the delivery of any Munitions to Foreign Vessels; but that his gunpowder, deposited in the magazine when he came into the port, would be returned to him. . . .

1. APB, 1E188, 219-21.

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

[Extract]

Most Secret

No 122/

Paris July 30th 1777

. . . [I then spoke] of what has passed at Dunkirk. Notwithstanding my repeated Representations on the Subject, notwithstanding all Your Excellency [de Vergennes] Said to me when You mentioned the Expedient You had proposed to M de Sartines, which would Have effectually ended the Business, nay more, Notwithstanding the most positive Assurances given to me by M de Maurepas that the *Greyhound Cutter*<sup>2</sup> should not sail; a very few days ago, after that promise was given, which, as was my Duty I mentioned to my Court exactly as it was, that Vessel was publickly Suffered to put to sea, and the Admiralty of Dunkirk took Security from Hodge who cannot be considered as a responsible Man in this Case, and I believe is so in None; besides Sir there is a Clear Contradiction in this whole Affair that appears upon the face of it, Richard Allen is allowed to declare the Ship is his Property, and Hodge gives Security; If the Property is not in Hodge how can He answer for what the Crew will or will not do, If he is the owner how comes Allen to be admitted to make a Declaration that is manifestly false? To compleat the whole that Pirate Cunningham is suffered to go on board of this Vessel not indeed in the Harbour but in the Road. M de Vergennes seemed uneasy and ashamed whilst I was Speaking on this Subject, and when I had done Attempted no Justification but Said that if Cunningham had been suffered to go on board *Ses Messieurs de l'Amiranté ne s'en étoient pas vanté* that He did not know that Hodge had

given Security but understood that the Ship had been suffered to put to sea upon Richard Allen's Declaration that She was his Property. He assured me that the whole was without the approbation or Privity of this Court, and had been owing to a Blunder of the *Amiranté* who had thought that after Allen had claimed Her the Ship was no longer within the Orders, but was to be treated like any other English Vessel; It struck both M de Maurepas and me, added He, when we heard that Allen had purchased the ship that this Blunder might be made, we mentioned it to M de Sartines who said that our Apprehensions were Groundless, and that such a Thing was impossible. Two Days after, we learnt to our Surprise and Regret that the Cutter had sailed. I assure You this is the exact state of the Case, *Il n'y a ni plus ni Moins*. He then set me right with regard to a little mistake I had made, and told me that the Advice He had given M de Sartines, did not relate to this Cutter, but to the *Surprize* which little Vessel He says has been purchased by a french Man who does not care to part with Her as we have often talked of both these Vessels at the Same Time, the first Intention being that they Should sail Together. . .

As M de Vergennes so positively disclaimed all Knowledge of the Permission given to the *Greyhound* Cutter and attributed it wholly to a Blunder of the Admiralty of Dunkirk I could not in decency appear to doubt of such positive assertions. . .

I then My Lord thought that it would be proper to Lay in a claim with regard to the five English Vessels reported to be carried into Nantz and said that if they were still there it was my Duty to claim them as English Ships which ought to be immediately delivered to their owners or their *Agent Cause*. I thought this a proper Precaution tho I am inclined to believe that these Ships have left Nantz As no Applications has been made to me by any of the Owners.

After I had finished this Narrative I returned to the Orders contained in Your Lordships Letter and observed to M de Vergennes that the Sequestration of the three Privateers the *Reprizal*, *Lexington* and *Dolphin* might be considered as a very proper Measure if Effectual Security was required of them, but if Such collusive, unavailing security should be taken as has been accepted with regard to the *Greyhound* Cutter The suffering them to remain in the french Ports, where they will probably meet with every Assistance, will be only furnishing them a safe Retreat till they can find a favourable opportunity of injuering us *et sera un Grief de plus*. M de Vergennes answered that They would not be allowed to purchase Arms or Ammunition, would have no other Succours *que ceux de l'humanité* and added that France wished to be fairly rid of them and did not mean to be at the Expence of feeding the Crews. He likewise told me that several Frenchmen had been found on board of the *Reprizal*, and had been immediately seized and thrown into Prison (I have the same intelligence My Lord from quite another Quarter) He ended with repeating that he wished much to have them gone and asked if they might not be accompanied by a french Man of War till they got beyond the Capes and then be left to take their Chance. I replied that I thought such an Expedient liable to great

Objection, as the Accompanying them with a french Man of War, would carry an air of Countenance and Protection which would appear very Extraordinary after all that had passed and was what they by no Means deserved. He replied, that he did not mean what he said to me upon the Subject as a formal Proposal, but had thrown it out as an Idea that came across Him, and then once more repeated that it was much to be wished some Expedient should be found. I answered, that there was I thought nothing so easy as to order them out of Port forbidding them positively ever to return to any Port of France, and taking sufficient Security that they would not Attempt to cruize against us. The Captains of these Ships depend upon, and receive their Orders from Franklin and Deane, they both have sense enough to know how precarious their Situation is here and certainly whenever they know You are in Earnest, they will, they must obey, in a Word Sir there is nothing so clear as this, if You really mean what You profess as we Hope You do, there can be no difficulty in the Execution of any Orders You issue *si la Volonté du Roi, votre maitre est sincere il faut de toute Necessité qu' elle soit efficace.*

He did not and indeed could not dispute this, but returned to the principal Subject and said that it certainly would not be consistent with the Dignity of France to deliver these ships to us Neither would it sir Said I be consistent with our Dignity that You should send a Ship to protect them I do not insist upon that Idea said He but now that Your Cruizers are lying off our Coast in wait for these Privateers, the forcing them to go out under such Circumstances would in effect be delivering them up to You and is besides what is never done. I replied that the Natural thing was to order them out of Port after Proper Security for their good behaviour and to let them take their chance. He insisted that whilst any of our Ships that were Lying in wait for them was in Sight of the french Coast this could not be done and was contrary to an established rule. I did not admit the Existence of any such Rule, and said, the only Regulation that I knew was that when ships of Nations that are at War happen to be in the same Neutral Port No armed Vessel is allowed to follow till four and twenty Hours after that Ship has sailed out of Port. M de Vergennes insisted that no ship is ever Sent forcibly out of a Neutral Port as Long as Cruizers that are in wait for Her are within Sight of the Coast and said that the forcing these Privateers out of Port under such Circumstances would be the more unjust as France by Sequestering them had given Time for our Cruizers to arrive. . . .

1. PRO, State Papers 78/303, 261-70.

2. Renamed *Revenge*.

### 31 July

ENSIGN DE LA MOTTE-GROULT TO GABRIEL DE SARTINE <sup>1</sup>

[Extract]

On board *la Truitte* in Toulon Roads 31st July 1777.

. . . During the passage I saw three English ships, all of whom sent a boat with an officer alongside. On the coast of England the *Lynx* of 16 Guns,



off Cape Ortegal the *Royal Oak* of 74, and off Cape St. Vincent the *Enterprise* of 24 guns. All three were cruising against the Americans; all three seemed astonished at our build; they thought us bound for America; my replies left them undecided. The *Royal Oak* asked to see my commission and muster roll. I told them that their proposal surprised me because, if they could doubt that I was a ship belonging to the King of France, I had stronger reason to doubt that they were a ship belonging to the King of England, especially after having seen them show the flag of Holland. My reply seemed to startle them, and they spoke no more of it, departing with much civility on all sides. . . .

1. AN, Marine B4130, 49-50, LC Photocopy.

1 Aug.

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

[Extract]

No 48/

St James's 1st Augst 1777

. . . Though the most exact observance of their promises was not expected from the French Ministers, yet such an apparent shew of truth was supposed, as would in some measure secure the European Seas from the depredations of the American privateers.

Cunningham's vessel immediately on sailing from Dunkirk has taken several prizes. He had a considerable number of French subjects on board. This fact is clearly ascertained. He put twenty one men on board one of the Vessels He had taken; the English have brought this prize into Yarmouth; and on examination it appears that sixteen out of the twenty one men from Cunningham's Ship were French. . . .

The Agents of the American Rebels boast that as the *Reprizal* was not in a situation to put to Sea from the damage sustained in her chase by the *Burford*, a pretence has been concerted with M. de Sartine, that shall allow a sufficient delay to enable Her to refit for another cruize; and that the *Dolphin* is to be continued as a Smugler, as she was at first; and a frigate bought at St Malo is to be fitted out to replace Her.

They further assert, that it has been recommended to Them by M. de Sartine, to send their prizes into the ports of Spain for the present. This seems fully confirmed by the instructions given by Cunningham to his prize Master.

The *Hippopotamus* purchased by Beaumarchais, and the two frigates which are to be prepared in the Mediterranean, are additional proofs of the want of sincerity in the declaration of the Ministers to Your Excellency; and must also be noticed, if You have sufficient information on the subject.

What has lately happened with respect to Cunningham requires the most earnest and serious remonstrance. I am therefore to signify to Your Excellency His Majesty's Command, that You express to the French Ministers His Majesty's surprize at the little attention paid to the orders, which They declared had been given; That You further acquaint Them, that

the representations made by Your Excellency in consequence of the orders contained in my No 43<sup>2</sup> were directed after the most serious consideration, and cannot be waved without entire Satisfaction.

It is not possible to doubt of His most Christian Majesty's sincerity, when His professions of a desire to maintain the present peace, are made so clearly and precisely by M. de Maurepas, and M. de Vergennes by their Master's command; but if facts contradict those professions, by the connivance of Officers unpunished, the same motives that prompted His Majesty to direct the representation, will compel Him to seek the only remedy that is consistent with His honour, and the interest of His subjects. . . .

1. PRO, State Papers 78/303, 287-89.

2. See Weymouth to Stormont, July 4.

#### LORD WEYMOUTH TO LORD GRANTHAM<sup>1</sup>

[Extract]

No 17/

St James's 1st August 1777.

. . . I have acquainted Your Excellency in my Dispatches by Mann of the supposed intention of the American Privateers to carry their Prizes into the Ports of Spain. This is fully confirmed by the Instructions given by Cuningham commanding a Privateer to his Prize Master,<sup>2</sup> which I inclose to Your Excellency, as well as copy of the Letter from Cuningham to Gardoqui of Bilbao, by which it appears that this is an arrangement concerted betwixt the Agents of the Rebels at Paris and that House. You will lose no time in representing to M. de Florida Blanca the Injury that will be done to the Commerce of this Country, if such proceedings were suffered, and His Majesty cannot doubt from the Justice of His Catholick Majesty that proper steps will be taken effectually to prevent this measure, that is in a great degree designed to interrupt the good Harmony that so happily subsists between the two Countries. . . .

1. PRO, State Papers 94/204, 9-10.

2. See Conyngham to Benjamin Bailey, July 21.

#### CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

[Extract]

St Malo 1st August 1777 -

. . . the Commissary of this Port, received orders Yesterday in Conjunction with the Judge of the Admiralty not to Suffer us to depart the Port on any Consideration Whatever, without permission from the Minister of Marine at Paris & I have been obliged to give my Parrole not to depart without Orders -

We are now Compleatly fitted & Shall be ready to go to Sea, as soon as we Can be Suffered to take our Guns, Water & Provisions on board which will be in 4 or 5 days at furthest if not Sooner. I have endeavoured to get liberty to Send the *Dolphin* round to Nantes, but Cannot obtain that favour, tho' perhaps you may at Paris.

Captain Johnson is Still at Morlaix, and in the Same Situation as I am. . .

1. Franklin Papers, vol. 6, pt. 2, 159, APS.

2 Aug.

*London Chronicle*, THURSDAY, JULY 31, TO SATURDAY, AUGUST 2, 1777

London. Saturday, August 2. Postscript.

A letter received yesterday from Capt. [James] Jones, of his Majesty's ship *Beaver*, dated St. Kitt's, June 15, by a Gentleman in London, confirms the account of his having taken the *Oliver Cromwell* American privateer,<sup>1</sup> as mentioned in our last, with the following additional particulars:

"I had a very narrow escape indeed; I received a musquet ball through the fore part of my coat, waistcoat, and shirt, near the breast, and grazing the skin. We had the day before chased her consort the *Rattlesnake*, of 16 guns and 121 men, and a sloop of 10 guns, but falling calm they got off by the help of their oars. These with the *Cromwell* had concerted and agreed together to attack the *Beaver*, which you will say with me would have been too much; but a more lucrative object offering separated them.

"I cannot enough express to you the great politeness and hospitality we received on this occasion from Lord and Lady Macartney, as well as from all others at Grenada; and the gentlemen planters and merchants there, to give a further proof of this, have done me the honour to order a piece of plate to be presented to me in London, and will send it as I have directed them to your care to keep for me when ready.

"I had not been idle before, having taken three other American vessels, and though not of much value will tell, and the *Cromwell* will make full amends being valued at 10,000 l. sterling."

1. See Volume 8, 999, 1029.

GABRIEL DE SARTINE TO ARNAUD DE LA PORTE, INTENDANT AT BREST<sup>1</sup>

[Extract]

at Paris 2nd August 1777.

I have received, Sir, the letter which you wrote me on the 25th of last month . . . I learned with pleasure that the Privateer from Boston [*General Mifflin*] which had put into Brest in order to make repairs has sailed from the roads.<sup>2</sup> I have the honor to be very perfectly, Sir [&c.]  
de Sartine

1. APB, 1E 188, 245.

2. Admiral Duchaffault also notified Sartine on July 25 that "the rebel privateer which had anchored in our roads has set sail this morning," AN, Marine B4129, 58, LC Photocopy.

GABRIEL DE SARTINE TO M. VIGER, LORIENT<sup>1</sup>

Versailles 2. August 1777.

After the circular Letter which you must have received from me, Sir, by which I made known to you the intentions of the King on the Subject

of American Ships (Privateers or prizes Only), I have had reason to be shocked that there still remains uncertainty about the conduct to be taken in regard to them. Read over that Letter carefully and follow punctually the orders of his Majesty, which I am reiterating to you today in the most precise manner. I also require you to inform me exactly of the fitting-out of various vessels which might be done in your Port or in those which lie within your department, with direct or pretended destination for North America, in order that from the report that you send me, I can have passed on to you orders which the circumstances will require. Above all keep a close watch on our sailors who must be employed only in Commerce and in the service of His Majesty. I am, Sir [&c.]

de Sartine

1. APL, 1E479, 70. Viger was commissary of this port and dockyard.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>.

[Extract]

Honble Gentlemen

Nantes Augt 2 1777.

I have just received your favour of the 28th Ultio and shall take care to observe all your Directions with the greatest Exactness, but I must first inform you of a most vexatious turn our affairs relative to the *Duc de Chartres* are about to take, unless we can sufficiently oppose the Design. When I bought this Ship the Condition was, that if she was previously sold at the Day of the agreement with Mr Peltier, our bargain should be void, this was on accot of an offer that had been made at Paris which the Persons here had not recd a Decision about, but as it was presumed that if such a Sale had taken place we should be advised by Tuesday following, it was agreed that after that Time we should begin our Reparations without any farther suspence about the validity of the purchase; on Sunday a Letter from the proprietor who owns 7/8ths arrived here, this Letter says that "as the offer in question did not take place he will take her on his own accot at 70,000 Livres." The persons of whom the Ship was bought shew this Letter for our Satisfaction, that we might be sure the Ship would not be taken from us, he agreeing with us that the Proprietor's taking her could not be esteemed a Sale; I therefore sent Hynson of[f] directly, but to keep strict to the agreement I did not suffer a hatchet to be laid to the Ship 'till after Tuesday, when Capt Nicholson & myself went down to her; we staid there two Days, knock'd down all her Bulkheads, and gave the necessary Orders for taking away several of her incumbrances, enlarging her Ports &c &c, to make her a compleat Ship of War. On my Return to Nantes I find Mr De Milleville has sent down his Secretaire Express to claim the Ship as a previous purchase, and he is making all the Noise & difficulty he possibly can, declaring that he will have the Ship again at all Events, and threatens a Law Suit, and the Lord knows what. I cannot find words to express my Detestation of such Conduct, but I shall not relax a litle in anything I have began, let the Consequences be what they may; Mr Milleville must have little re-

gard to his reputation to be trying to undo Bargains in this unjust unprecedented manner. I beg however if you know any body that is acquainted with him to try to convince him of his Error, for I would not lose this Ship for 500 Louis she turns out so perfectly answerable to my Wishes for the purpose she is intended for; She will cost some money for the proposed alterations, but will be a compleat little Frigate when she is finished.<sup>2</sup> . . .

1. Lee Family Papers, UVL.

2. Writing August 30, 1777, to Capt. Joseph Hynson at Le Havre, Williams noted: "After all the Trouble we have taken with the *Duc de Chartres* She has Slip'd through our fingers at last," Auckland Papers, III, 126, BL.

4 Aug.

# JOURNAL OF DR. JONATHAN HASKINS<sup>1</sup>

[Mill Prison, Plymouth, 1777]

4th [August] 3 More Prisoners ret'd from the Hospt, On the 18th of Last month begun to Mine a Passage under ground from the Long Prison in Order for An Elopement but As I'm so low by the Small pox I Don't Expect to Elope - This Night favour'd their Design & at 11 P.M. began to Open the Hole thro which 32 passed before Day without being Discover'd, they was not Miss'd till about 10 A.M. We were Counted Out, then there was a Most Shocking herangue Some running One way some Another But the hole was the smallest that Many was Unable to get thro - 17 of the Number Belonged to the *Doltin* [Dalton], 5 to the *Freedom*, 4 to the *Lexington*, 5 to the [Charming] *Salley*, 1 to the *St. Begger*<sup>2</sup> -

1. MeHS.

2. For more than a week after the mass escape Haskins noted in his Journal almost daily that captured escapees were being brought back. "it is Almost Impossible to make an Escape, As the people are Allowed by Government £5 pr head & they would sell their fathers for ½ the Money."

## RAIMONDO NICCOLI TO HIS GOVERNMENT IN FLORENCE<sup>1</sup>

[Extract]

. . . In answer to the memorandum presented by My Lord Stormont to this Court to deplore the alleged favor granted by France to the Rebels, and to their merchant ships and privateers, both by affording haven in its ports and by clandestinely giving them freedom to sell their prizes, this Court replied: that regarding merchant vessels, it did not wish to prejudice the commerce of French subjects; that there was no treaty obliging it to prohibit a mutual mercantile exchange with the Colonies; that regarding haven, it has never permitted it except for and during the time it was absolutely necessary because of heavy seas; that regarding permission to sell their prizes, it was never even granted, and that it was never the King's intention to favor the Rebels.

As a sequel to this answer orders were sent to all French ports

not to permit American privateers making a stay unless for reason, and not to permit the sale of their prizes.

This went on to order the construction of six ships at Brest, instead of 12 which had been ordered, and for the majority of the politicians a new acknowledgement of the peaceful sentiments of this Court: but since it does not appear natural that it can or will renounce the prodigious profit, which it now brings to the commerce of French subjects, under the present circumstances of the differences existing between the Colonies and England, it is believed that the pretext of a stormy sea will serve as an excuse to give the Rebels more time to delay in these ports, and that the sale of prizes will continue to be done at sea, where there is freedom, and not on shore; in brief, that despite the new orders, things will happen as they have in the past. . . .

Paris 4 August 1777

1. Secretary of Foreign Affairs Papers, *Corrispondenza da Parigi dei Residenti (1777-85)*, filza no. 2335, V, 100-03, ASF.

5 Aug.

"A LETTER FROM YORK, DATED AUG. 5, SAYS" <sup>1</sup>

A very handsome sum was collected at Whitby for the relief and support of the sailors belonging to the Whitby ships lately taken by the American privateers, who have passes granted them; and the Liverpool sailors are expected here this evening on their way home.

1. *London Chronicle*, August 5 to August 7, 1777.

PAUL WENTWORTH TO LORD SUFFOLK <sup>1</sup>

[Extract]

Amsterdam the 5 Aug. [1777]

. . . I am assured, that fifty four sail have been taken, going from & to the Colonies, to & from St Eustatia in about Six Weeks; which has given the most sensible Shock to the Traders here - & stopped at once all the Adventures preparing for that quarter. . . .

1. Auckland Papers, III, 92-94, BL.

JOSEPH DOWSON TO LORD WEYMOUTH <sup>1</sup>

Your petitioner setteth forth that The *Principe Masserano* a Brigantine of about 130 tons burthen Thos Wharton master from North Bergen to Venice Loaden with stockfish a neautral property was off[f] Cape Finistere taken by the *Warren* privateer of 10 Carriage [guns] and 10 Swivils and 45 men Capt Jams Ogilvie, and the aforesaid Brigg was carried into Bilboa in Spain your petitioner as being owner of the brigg and being a great sufferer is desirous of knowing if the said Brigg can be restored to him by aplication to the Court of Madrid and your petitioner will in duty bound ever pray -

London August 5th 1777

Joseph Dowson

To Lord Weymouth secretary of State for the Southern department

The Vessel was taken the 2d July

1. PRO, State Papers 94/204, 63.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

[Extract]

Nantes August [5, 1777] <sup>2</sup>

... Thinking that the *Duc de Chartres* is lost from us & knowing the necessity of having a Ship immediatly I have been trying every means of getting one, There is a Ship on the Stocks that is now so advanced that 6 weeks only is required to Launch & deliver her in the mean time her Rigger Sails & every thing may be getting Ready & be Compleat in time She is between 4. & 500 Tons & Capt Nicholson likes her in every respect the price of her hull to be deliverd in the water Compleat is 58,000 livres I can gett it down to 56. at 4. 5. & 6 months Credit & after Consulting with Mr Ross I shall with his Advice conclude the purchase to day <sup>3</sup> . . .

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. Date is obliterated. In the opening lines of this letter Williams noted: "Mr Lee arrived here this morning." However, writing on August 6, William Lee informed Arthur Lee that he had arrived at Nantes "On Monday evening [August 4]." Apparently Williams did not learn of Lee's arrival until the next morning, August 5. Worthington C. Ford, ed., *Letters of William Lee* (Brooklyn, N.Y., 1891), I, 204–08.

3. The hull purchased by Williams for 55,500 livres became the Continental Navy frigate *Deane*, "Accounts and Vouchers Refer'd to in the Account Current between Jonathan Williams Junr and the Honble The Commissioners of the United States of America," Benjamin Franklin Collection, YUL.

6 Aug.

"A LETTER FROM GOTTENBURGH, DATED AUG. 6, SAYS," <sup>1</sup>

On Tuesday the 29th past arrived at Marstrand [Sweden], a free Port in the neighbourhood of Gottenburgh; a brig of about 160 tons burthen, called the *Molly*, —, Master, from Philadelphia, laden with rice, and indigo, to a person formerly of Scotland, but now of Gottenburg, which Gentleman dispatched for the Congress last January, from Marstrand, a cargo of gunpowder and other implements of war; and he is now busy in purchasing such another cargo to go by the *Molly*, who brings advice of five more American vessels that were soon to proceed to the said Merchant. It is generally believed that the Captain, as soon as he is clear at Marstrand, will go a privateering.

1. *Gazetteer and New Daily Advertiser*, London, August 23, 1777.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN HENRY LLOYD,  
H.M.S. *Pelican*, DOWNES <sup>1</sup>

By &c.

Whereas we have received Information that a Rebel Privatier from Boston called the [*American*] *Tartar* commanded by John Grimes

mounting 24. Guns and having on board about 100. Men attacked and took on the 28th ult. about 16 or 17. Leagues E.N.E. of the Naze of Norway a Ship belonging to Whitby called the *Thomas and Elizabeth* bound from Petersburg to Leith with Deals & Iron, which they afterwards scuttled and burnt; that they also attacked & took, about 5. or 6. Leagues off the Lewis's, the Ship *Nautilus* bound from Greenland to Liverpool with Whale bone & Blubber, and, after plundering her of such things as they stood in need of, sent her to America, And that, after putting the Masters & some of the Crews belonging to those Ships on board another Ship which they had also taken called the *Peggy*, off, or near Leith, that the said Privatier sailed away due North; You are hereby required and directed to proceed and cruize in the Ship you command, without a Moment's loss of time, between the Naze of Norway & Jutts Reef (instead of your former Station) for the Protection of the Trade of His Majts Subjects and to use your best endeavours to take, or destroy, the abovemention'd Privatier, or any other Ships or Vessels belonging to the Rebellious Colonies of North America, which you may be able to come up with; And, having continued upon this Station until the 26th inst, you are to repair to Elsineur for the homeward bound Trade agreeable to our Orders to you of the 31st of last Month. Given &c. the 6th Augt 1777.

By &c. P.S.

Sandwich Lisburne H. Palliser

1. PRO, Admiralty 2/103, 154-55.

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

[Extract]

Secret

No 126/

My Lord

Paris August 6th 1777

When I went to M de Vergennes I told Him, that I must beg his particular Attention, as what I had to say was by Express order from My Court.

The King my Master, who received with real Satisfaction the Solemn Assurances conveyed, first thro' me, and repeated by the french Ambassador, sees with Concern and Surprize; that Notwithstanding those Assurances, Your Orders were Scarce arrived, when they were openly violated at Dunkirk, and that too, *avec les circonstances les plus aggravantes* for what Sir is the Fact, that Cutter, about which I spoke to You again and again, is publickly suffered to go out of Dunkirk, Notwithstanding all my Representations, Notwithstanding a positive formal Promise from M de Maurepas to me, that she should not stir out of the Harbour, nay more; that Pirate Cunningham, so justly obnoxious to me, and whom M de Maurepas expressly promised to punish, is suffered to go on board Her, This Sir I mentioned to You on Thursday last, but I am now to add, what I did not know till last Night; and what will well deserve all Your Attention. Scarce was Cunningham out of Dunkirk Harbour, when He



began to Cruize against us; He has taken Several Ships, one of them has fallen again into our hands. The Crew put on board of this Vessel consisted of one and twenty Persons, and sixteen of that Number are Frenchmen, so that if that Proportion holds throughout, three fourths of Cunninghams Crew are Subjects of France – on these Transactions so repugnant to every Principle of Friendship, so contrary to Your most solemn Professions, the King my Master orders me to make the Strongest, and most serious Representation. M de Vergennes seemed surprized, and confounded, protested that they had been deceived by the Admiralty of Dunkirk, and that to his certain Knowledge, the *Rapport* made was, that not a single Frenchman was on board. He attempted no Justification, but on the contrary said, it was a thing against all Rule, and directly contrary to His M. Xn Majesty's Intentions. . . .

From Principle, from Inclination, I have thought the whole course of my Embassy, kept clear of everything that could carry the least appearance of Personallity, but in such a Crisis as this, it is necessary to probe the Evil to the Bottom, and Regard to the Public, must outweigh every other Consideration, Since then the Rebel Agents mention one of Your Ministers as their Patron and Counsellor I must mention him too, must tell You Sir, that they assert that M de Sartines has advised them to send their Prizes for some time to Spain, Papers that I shall shew You by and by, will prove that Cunningham has followed that Plan. They likewise boast Sir, that M de Sartines has told them, that it was necessary to find a decent Pretence, for detaining the American Ships in the Ports of France, as the *Reprisal* wanted to be refitted, and when she was so, would be suffered to go to sea, in Company with a French Ship at St Maloes, which would supply the place of the *Dolphin* that is to be a Smuggling Vessel – M de Vergennes interrupted me to Say, that He thought it quite impossible, that M de Sartines should ever hold such Language, and that if the Americans did spread such a Report, it was *pour envenimer les choses ce qui etoit leur Jeu*. . . .

1. PRO, State Papers 78/303, 314–19.

#### GABRIEL DE SARTINE TO M. VIGER, LORIENT <sup>1</sup>

at Versailles 6th August 1777.

In your letter of the 1st of this month, Sir, you mentioned that the Anglo-American Privateer *General Wisslin* [*General Mifflin*], Capt. William Day, entered the roads of Port Louis, under the pretext of taking in provisions and water, and that you were preparing to send her an order to get underway within 24 hours; there is nothing in the action which you have taken regarding her, but what conforms to the regulations and this is the action that you ought to take on all occasions of this same nature as they will present themselves.

You noted in the same letter that other Ships of that nation Are still in the Roads, contrary winds not having permitted them to Sail; with respect to Ships of this type, you must see that they follow the regula-

tions in this regard, and in case that there might be on their part a pretence to prolong their Stay, to make them aware that they will be detained in Port.

By your letter of the 23rd of last month regarding the ship *Raphael* Capt. Benj. Bates, you asked me if the orders which you received concerning anglo-american Ships armed for privateering, and the prizes brought in by them, also concern anglo-american Vessels that might come with merchandise; the orders which have been given do not apply to Vessels whose sole object is Commerce; but I can only approve the measures which you have informed me as having taken, as much for having succeeded in discovering that it was the ship *Raphael* which the Capt. had at first declared had been laden on His account, as well as for obliging this Ship to Sail from Port as soon as she had been recognised as an English prize; in that same letter you pointed out to me that in order to prevent with greater Certainty the Shipment of Artillery and other munitions of war on Vessels Leaving the Port, unless they Are bound for the french Colonies, as well as for preventing the landing of cargoes and all clandestine sales from American Privateers and their prizes, one might inform the Director of Docks at L'Orient of the orders which have been issued on this Subject, in order that he not expedite any Permit, without informing you of it beforehand, but since you did not wish to take it Upon yourself Without being authorised; There is no objection to informing the Director of Docks of the orders which you have received to this end; I approve of your doing it, these precautions can only serve to assure the execution of the orders which I gave you and to which I call upon you very expressly to follow. I Am, Sir [&c.]

de Sartine

1. APL, 1E479, 75-76.

JOURNAL OF A CRUISE IN MASSACHUSETTS PRIVATEER BRIGANTINE  
*Oliver Cromwell*, CAPTAIN WILLIAM COLES<sup>1</sup>

[1777. August] 6 Wednesday: Fair pleast Weather Early AM Saw the Man of War in Chace – She continued Chace all Day. – At 7 Saw a Sail a Head & at 8 came up & took her. She was a Brig from Cork in Ballast – Gave her to the Prisoners & Sent her away. – Soon after Saw another Sail and Stood for her, came up & took her being a fine Brig from Cork for Lisbon Laden with Butter & Beef sent her Home by Capt Gray. – She was formerly an American Privateer called the *Montgomery* mounting 18 Guns, taken & carried in to Gibraltar.<sup>2</sup> Capn Fibby Comander. She had several Laidys on Board, boun[d] to Lisbon, whom we determined to take on Board us, & together with all our other Prisoners land them (as they were effecttionatly desireous of it) on the British Shore. – But at 3 P.M. Saw 2 Brigs,<sup>3</sup> which we bore away for; & not knowing what they might prove to be, ordered Capt Gray to keep away from us, on a westward Course Out Oars (being a small Breeze) & rowed towards them. – They

kept near each other & hove too, and formed in a Posture of Battle to receive us. – Every Thing being prepared for Battle we advanced – one of them gave several Shott which we took no Notice of 'till we came nigh enough to give her 2 Broad Sides – She continuing her Fire. – By our well directed Fire She was compelled to Strike to us, & earnestly beg of us to desist our Fire on her. – Our Capn then ordered to bear away for the other Brig; which orders were immediately complied with. – We then charged the other with an incessant Fire for almost 3 Glasses – She returned our Fire for Some Time with Spirit, but being disanabled wore off, The other which fell a Stern, & notwithstanding She had fairly Struck to us; yet Seeing her Partners Fire, She worried us with her Bow-Chacers: But did us no Damage. – But now our Officers began to think of the Man of War which had been in Chace all Day; & was now reasonably expected to be near up with us; therefore being dark, they rightly judged it best to give over the Assault for this Night; least falling in between three of them, we must be obliged to submit; & so altered our Course.

The Engagement lasted about 3 Glasses, in which Time Capt Coles, (to his eternal Honour be it remembered) with all the other Officers behaved with the greatest Magnanimity & Bravery possible. The Seamen & Marines also, with remarkable Unanimity, good Order, & Heroism Seemed to vie with each Other, which Should excel in their several Departments.

Then must our parent State confess,  
That we their freeborn Sons excel;  
In Courage, & true Excellence  
Our British Foes, tho' they act well.

Coles with his braver Officers,  
His Men both martial, bold & brave

through the marvellous Goodness of God not one Life was lost on our Side; our 1st Leiut. was wounded by a Cannon Shott in both his Thighs, just above the Knees One or two of the Men were very slightly wounded. – Our Brig recd Several Shotts in her Hull, Rigging &c. but the Damage was inconsiderable. – What the Enemys Loss & Damage was cannot be ascertained; by the best probable Conjectures it must be considerable: As One of our Maintopmen was siting upon the Chest in Main Top containing their Ball &c &c for their Swivels & Blunderbusses one of the Enemys doubleheaded Shott came & Struck part of the Trussle-Trees upon which the Tops is Supported, & directly under the Chest where on he Sat; the uper Head of the Shott Struck the Bottom of the Chest, tore it all in Pieces – elivated the Person, & discharged the Contents of the Chest upon Deck, without any Damage to any Person.

1. EI. Journal was kept by the ship's surgeon.

2. She was formerly the Pennsylvania privateer brigantine *General Montgomery*, renamed *Queen of Portugal*.

3. *Rawlinson* and *Sally*. See "Extract of a Letter from Capt. John Jugwood, of the Brig *Sally*, of Lancaster, dated Cove of Corke, Aug. 15."

HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 58.

Corunna 6th Aug: 1777.

. . . The Letter of Marque the *King of Spain* Capt: James Hamilton now in Ferrol is narrowly watched by two Rebel Privateers that have been seen off that Harbour several Days together waiting for his Departure, He might have sold the Prize here to very great Advantage, but she will probably be retaken from him before he reaches England, where he is obliged to carry her for to be condemned.<sup>2</sup> Another American Privateer a few Days ago chased an english Vessel into Noya near Cape Finisterre, and fired on her even within the Harbour. . . .

1. PRO, State Papers 94/204, 102-04.

2. Ship *Emperor of Germany*, John Richards, master. See Katencamp to Weymouth, July 26.

## 7 Aug.

JOURNAL OF H.M.S. *Foudroyant*, CAPTAIN JOHN JERVIS<sup>1</sup>

August 1777

Scilly Nol6Wt 18 Ls Ushant So50Et Dist 20 Leagues

Wednesday 6th at 4 AM saw one Sail to the Southward, made Sail and Chac'd, at Noon the Chace 3 Leagues a Head – Light Winds & fine Wear, PM Continued in Chace of a Brig, at 5 perceiv'd that the Chace gain'd upon us which we ascribe to her Oars, at 7 the Chace Hull down,

Thursday 7th AM as the day broke saw a Sail under the lee Bow, which we soon afterwards discovered to be the Chace, bore up and set the Studdingsails with every other Canvas we could spread, at ½ past 8 fir'd several Shot at the Chace, upon which she hauld into Mounts Bay and Anchord close to Helston Beach and the People made their escape on Shore, stood in after her, and brot up with the best Bower Anchor in 10 fm water at 1 Mile Dist from her, hoisted out the Boats and sent 2 Detachments of Marines to take Possession of the Prize and to pursue the Crew, at 11 a Boat came on board from the Prize with 9 Prisoners, She proves to be the *Fancy* Privateer of 12 Guns and 80 Men, John Lee Master belonging to Newbury Port, had been out 7 Weeks, and taken 4 Prizes, which he Dispatch'd to America, during the Chace the Prize threw overboard 9 of her Guns, 6 Swivels, part of her Iron Ballast, Shot & every thing they could get at. at Single Anchor off Hellston Beach Helston Church NE the Sothrn land in Sight S1½E, and St Michaels Mount NWbNo off Shore 1 Mile – Fresh Breezes & Hazy Wear, PM the boats bringing the Prisoners from the Shore which were taken by the Marines, lost by Accident in boarding the Prize, One Cutlass, at

2 in attempting to get under weigh, several Bars were broke at the Capston, and some of the People Hurt, carried away two of the Stoppers and broke the Messenger, Sent a Lieut with 12 Men on board the Prize, at 5 Weigh'd & made Sail with the Prize in Company, found the Prize so tender she could not carry Sail, bore up for Plymouth

1. PRO, Admiralty 51/372.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

[Extract]

St Malo 7th Augt 1777 -

. . . We are now all ready & Clear for Sailing, only wait your Orders, our powder is Stop'd in the Magazine and will not be dilever'd without a positive Order from the Minester for that purpose - Capt Johnson is all ready and Clear to Sail only Waits your Orders & leave to depart from the Port of Morlaix - the Bearer of this is a Young Gentleman of good Family & Charactor & is very desirous of Passing with me to America, with another Relation of his - I would Receive them Willingly If I could do it with Honour, as I have given my Parrole of honour not to Receive any person of this Nation on board or Carry them off without permission from the Commissary & Judge of the Admiralty which Cannot be granted without orders from Court. - I should be glad to know your Sentiments on this Subject. . .

1. Franklin Papers, vol. 6, pt. 2, 173, APS.

JOURNAL OF H.M.S. *Ardent*, CAPTAIN LORD MULGRAVE <sup>1</sup>

August 1777

Thursday 7th

Lizard N:57°Et 113 Lgs

at 6 AM saw a Sail to the Etward, Tkd & made Sail after her, at 8 fired 2 Shot, brought her too, a Swede Snow from St Ubes for Stockholm, saw another sail to the Eastwd, at 10 came up with a Ship shortned Sail & brought too, in sight another large Ship, both of which we took to be Dutch Et Indiamen, a brig appearing in sight did not examine them but made Sail after her. ½ past 11 fird a Shot & brought her too, she hoisted Dutch Colours, sent the Boat with an Officer on board her - <sup>2</sup>

Fresh Gales & Cloudy, ½ past PM the Boat return'd, found her American Built & Rigg'd, said by the Master to have been purchas'd in the Spring at St Eustatia for Dutch Owners, and now fitted from Amsterdam, and loaded with Bricks, Gin & Cordage for St Eustatia, had on board five Passengers Officers two of whom were French. Sent the Officer on board, began to examine the Papers of the Vessell & Passengers more minutely. At 1 the Master came on board with his papers, the Officer upon

Examining her Cargo after taking up a little of the Cordage found several Cask like Powder Barrels two of which were sent on board and open'd under the Inspection of the Master of the Brig and proved to be Powder, sent it on board again, put it down in the Hold & Caulk'd the Hatchways down again. Took the Passengers on board, The two French Officers were of the Horse No on their Buttons 13. one Dutch Officer & two Germans, with two Servants, at 9 took the Master with all the Crew on board except the Mate, sent Lt [Thomas] Allen two petty Officers & 10 Seamen on board with 10 days Provisions, that the Provisions of the Brig might not be touched.

1. PRO, Admiralty 51/56.

2. *Hendrick & Alida*, Hendrick Klok, master, PRO, High Court of Admiralty 32/351/19. See Captain Lord Mulgrave to Stephens, August 18.

8 Aug.

*Williamson's Liverpool Advertiser*, FRIDAY, AUGUST 8, 1777

Liverpool. Friday August 8.

The following is the copy of a letter from Capt. Holland, in the *Sarah Golburn*, bound to Jamaic[a] from this port.<sup>1</sup>

At Sea, ship *Sarah Goulburn*, lat 44.0. N. long. 39.00. W. 19th July, 1777.

Gentlemen,

I congratulate you upon a prize I have taken, this day, named the *Sally*, Thomas Tracy, master, from Charles Town, South Carolina, bound to Nantz, loaded with 470 whole, and 120 half, barrels rice and betwixt twenty and thirty casks of indigo. I have put in Mr. Smith as prize master, who will acquaint you of every particular since our sailing. Am in a hurry to dispatch the prize, as I am informed there were 30 sail more to sail from Charles Town the day after them, and am anxious to be amongst them. You'll please remember me to my friends, as I have not time to write them. I remain, Gentlemen, Your most obliged humble Servant,

N. Holland.

P.S. Mr. Smith has behaved very well with me, and executed his office as I could wish. Would be much obliged to you to assist him in another birth.

On Wednesday last, Mr. Smith brought the above prize safe into this port, and she is reckoned a valuable one.

1. *Sarah Golburn* was a letter of marque ship.

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

[Extract]

No 49

St James's 8th August 1777

. . . In addition to my No 48, I am further to signify to Your Excellency His Majesty's Commands, on the following points.



*Lord Stormont*

It is indispensably necessary that the Privateers said to be sequestered in the ports of France, should be sent from thence, but without the convoy of a man of War; as Such a measure would be the most public avowal of the protection they have already clandestinely given to the cause of the Rebels. Your Excellency will therefore very strongly insist on the removal of these vessels, without delay.

It has been reported that the privateer the *General Mifflin*, on entering the Harbour of Brest, saluted M. du Chaffaud [Duchaffault], and that the Salute was returned. This was a compliment that surely was ill timed; and out of regard to this country, and the Vessel being known to be a privateer, might have been dispensed with. I cannot avoid on this occasion observing that *les secours d'humanite* which M. de Vergennes mentions, may be extended very far; more particularly as the Americans at Paris have boasted, that it was concerted with M. de Sartines, that when it should be materially convenient to Them to enter the ports of France, that they should stove their water casks, and pretend to have a leak in the Vessel. Your Excellency will urge the necessity that this Privateer the *Genl Mifflin* should immediately depart from Brest.

M. de Vergennes having desired that Your Excellency would acquaint Him with such circumstances as might arise by the non observance of the orders They profess to have given. You will state to Him that the Guernsey prize carried into Cherbourg, after having been ordered out as American property, was sold just without the Harbour; and then carried back into the port as French property. Such proceedings are not consistent with either the letter, or spirit of their engagements; and are collusions unworthy of a great nation. . . .

Your Excellency has on several occasions acquainted the French ministers that His Majesty did not propose to send any ships of the line to the West Indies, unless some should be sent from France. As information has been transmitted to Your Excellency that it is proposed by the French Court to send one Ship of the line on that service; You will acquaint the French Ministers that a ship of the line is ordered from hence on that service; and You will desire They will please to inform You whether They propose to send there any further naval force as their proceedings in that particular will govern ours. I am &c

Weymouth

1. PRO, State Papers 78/303, 334-35.

#### LORD WEYMOUTH TO LORD GRANTHAM<sup>1</sup>

[Extract]

No 19 /

St James's 8th August 1777.

. . . The project of M. de Florida Blanca so confidentially communicated to Your Excellency, is so little consonant to the clandestine succours given to the Rebels in America; that He must have in view to deceive this Court, and mislead Your Excellency. You received the com-



munication very properly; and You will be enabled on this ground, to press with more earnestness that a Stop may be put to the Selling at Bilbao, the Captures made by the American privateers. You will also endeavour to prevent the Ships arrived at Cadiz from America, from receiving such assistance, as may enable them to become privateers. I am &c

Weymouth

1. PRO, State Papers 94/204, 64-65.

9 Aug.

PHILIP STEPHENS TO THE BRITISH NAVY BOARD <sup>1</sup>

Gentn

[Admiralty Office] 9th August 1777.

Bristol  
Whitehaven  
Liverpool  
Leith  
Glasgow  
Newcastle  
Hull &  
Yarmouth

My Lords Commissioners of the Admty having communicated to you upon your late Attendance at this Office, the expediency of hyring a Number of armed Ships or Vessels to be employed as Coasting Convoys for the protection of the Trade of the great Trading Towns of this Kingdom; I have it in command from their Lordships to signify their direction to you to consider of the most expeditious means for providing a Ship capable of mounting 20 Guns at least at each of the Ports named in the Margin, to be employed as abovementioned for the particular protection of the Trade of each of those Ports respectively, & to propose and settle Conditions upon which you conceive it may be most advisable to hyre such Ships & to make the same known, & treat for the hyre of a Ship of the force abovementioned, at each of the said Ports accordingly with all the expedition that may be.

And in order to forward the same, I have it further in command from their Lordships to acquaint you that they have directed the Regulating Captains at the several Ports abovementioned, to make known to the Merchants at those Ports their Lordships intentions on this head, & that if any of them are inclined to lett their Ships to Government for the purposes aforesaid, they will, upon application to your Board, be informed of the Conditions upon which they are to be hyred, & treated with accordingly, provided each Town respectively will raise Men to Man them, And the Regulating Captains are moreover instructed to Correspond with you, & give you every Information in their Power respecting such Ships as may be tendered to you for this Service. I am &ca

P: S:

1. PRO, Admiralty 2/555, 272-73.

10 Aug. (Sunday)

CAPTAIN JOHN JERVIS, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Foudroyant* in Causand Bay 10th August 1777

I desire you will acquaint My Lords Commissioners of the Admty, that early on Wednesday Morning, the 6th instant, being to the Southward of Scilly eight or ten Leagues, in His Majesty's Ship under my Command, we fell in with a Rebel Privateer Brig, and chac'd her till Thursday Morning at nine, when the People in hopes of escaping Captivity, run her close in with Hellston Beach, and got ashore, before the Boats sent to secure them, reach'd the Vessel; I had, however, the precaution to direct Lieut [Thomas] Lloyd of the Navy, with one detachment of Marines, and Lieut Mansfield of Marines with another, to go in pursuit of them, and with the assistance of the Country Gentlemen, who shew'd great alacrity and zeal on the occasion, (particularly Mr Rowe Mayor of Hellston) they secur'd, and brought on board forty six of them, including all the Officers; the others, amounting to nine, are probably laid hold of by the Country People, who were in quest of them. — The Privateer carried twelve Guns and Eighty Men when she Sail'd, is call'd the *Fancy*, John Lee Master, belonging to Newbury Port, had been out seven Weeks, and had taken four Prizes, which he dispatch'd to America — during the Chace they threw nine of their Guns, a great Quantity of Shot and Iron Ballast over Board, and lighten'd the Brig so much, it is with difficulty, we have brought her into this Port.

Inclos'd is a Journal of the Proceedings, and the State and Condition, of the Ship — the deficiencies in the latter, will be supplied in a few days. I am Sir [&c.]

J Jervis

A List of Vessels taken by the *Fancy* Rebel Privateer <sup>2</sup>The *Brunswick* of Greenock a Ship bound to New York.

a Brig — Norman Master loaded with Flour and Pease bound to  
Hallifax under Convoy of the *Bristol*.

a French Brig bound to Genoa and Leghorn.

a Scotch Sloop loaded with Wine and Brandy from the Mediterranean.

1. PRO, Admiralty 1/1987.

2. *Lloyd's Evening Post and British Chronicle*, London, August 8 to August 11, 1777, reported:  
London, Saturday, August 9.

The *Cleveland*, Norman, from London to Halifax, was taken the 19th of July, by the *Fancy* privateer, Capt. Lee, in lat. 48. 40 long. 16. 30. W. and sent for Newbery; also the said privateer took, on the 24th ditto, a French brig [*Dillon*] belonging to Dunkirk, bound from North Yarmouth to Genoa and Leghorn, with bale goods, (she having English bills of lading,) and have likewise sent her for Newbery, which makes five prizes in the course of five weeks.

JONATHAN WILLIAMS, JR., TO THE COMMITTEE FOR FOREIGN AFFAIRS <sup>1</sup>

Honble Gentlemen

Nantes Aug. 10. 1777.

The present serves to convey to you a few Newspapers which I have regularly sent to me from London.

The Honble Commissioners do not know of this Opportunity or I should no doubt have some Dispatches to forward. I hope however soon to have a packet Boat to fit out.

The public talk here is that there will soon be a War, but we have had so much talk to so little purpose that it is not believed by every one. The little american Squadron under Commodore Wickes have made very considerable havoc on the Enemys Vessells in the Irish Channel, this has created an universal Terror in all the Seaports throughout Ireland and on that side of England and Scotland, in some places they muster'd their militia in apprehension of a Descent, and their fears have taught them to respect our naval Force, to so ridiculous a height did these rise, that Chester Fair (one of the most considerable in England,) was obliged to be omitted this Year, because the Linnen Ships were afraid to cross the Channel. Our Cruizers are safe in Port, but under arrest by the french Court, who do it in order to satisfy the English ambassador openly, tho' privately the Ships receive a favourable Reception, and are making every necessary preparation to proceed when the arrest shall be taken off. The Reason a War has not yet taken place appears to be only because France wishes England should be the aggressor, and England is too sensible of her wretched State to begin; but their general opinion is that this Situation of things cannot long continue and tho' a War may not be so near as the News of the Day says it is, yet it cannot be very far off. I have the honour to be [&c.]

Jon<sup>a</sup> Williams

1. Lee Family Papers, UVL.

#### JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Sirs

Bordeaux 10th Aug 1777

having a small sloop call'd the *Mongomery* Robt Willis Master, that I propose to send back to America Arm'd, not having a Commission for her which I apprehend lays in your power to grant. I take the Liberty to make application to you for One. I propose her to mount Six four pounders to carry thirty Men and otherways properly equipt. I am not determin'd if I shall employ the same master back, it may therefore be necessary to have the Masters name in blank or with leave to indorse any other on the back, The property is all American including my Interest which I also regard the same tho' I am at present settled in this City. to all such Rules, Obligations or Securities you are pleased to enjoin agreeable to the usages I shall duely comply with

I had the honor to pay my respects to you at my arrival from Philadelphia under date the 13th May last, - I have two Vessels that will sail from hence direct for the Continent of America in fifteen Days they are intended to make any harbour betwixt Cape May & Cape Hattaras any Commands you may chose to transmit by their channel shall be duely attended to. I am Respectfully [&c.]

John Bondfield

1. Franklin Papers, vol. 6, pt. 2, 176, APS.

11 Aug.

"EXTRACT OF A LETTER FROM OBAN, DATED AUG. 11, TO MESS.  
MILNES AND NONGRAVE, MERCHANTS, AT LIVERPOOL." <sup>1</sup>

I yesterday boarded a sloop from North Uist, with Kelp, who had on board two men belonging to the brig *Venus*, of Liverpool, Weeks, Master, from Greenland, with one fish, who was taken on Sunday the 3d instant, within six or seven leagues of the Island of Barra, by an American Rebel privateer cutter, of 16 four pounders, double fortified, and as many swivels, manned with 100 men, some English, Irish, Scots, and French.<sup>2</sup> The names of the two men are John Brown and James Taylor. They were the only men set at liberty, by having one of the brig's boats given them; the rest of the brig's company remains on board the privateer.

Robert Duncanson

1. *Lloyd's Evening Post and British Chronicle*, London, September 1 to September 3, 1777.

2. Continental Navy cutter *Revenge*.

"EXTRACT OF A LETTER FROM EDINBURGH, AUGUST 11." <sup>1</sup>

The following Deposition was this Morning received by the Lord Prevost, sent by Express from the Earl of Fife at Duff House, Bamff:

Capt. [J.] Walker, of the *Charming Jenny* [*Charming Nelly*], from Memel to Workington, made an Attestation before Wm. Rose, Esq., a Justice of the Peace for the County of Bamff, on the 8th instant, that he had been taken about the Middle of last Month by the [*American*] *Tartar* Privateer, Capt. Grimes, of 24 Guns, and 130 Men, who had also taken the *Royal Bounty* Greenlandman, for Leith, and the *Janet*, of Irvine, with deals. That the Crews of the above taken Vessels amounted to fifty-five Men, to whom he gave the last Vessel, after detaining nine of their Crew for several Days. That the said Privateer had detained several Men which had been taken in other Captures, who seemed in high Spirits from the Expectation of what they were to receive as Prize-Money. That he learnt that the Captain of the Privateer intended to land or do Mischief at the Islands of Orkney and Zetland, and used his Endeavours to persuade Capt. Walker to continue with him. Capt. Grimes told his Prisoners, that he served last War on board the *Tartar*, Captain Lockhart; that at the Conclusion of the War he went to America, and was settled in Long Island; but for an Excuse says, that the King's Troops had taken or destroyed every Thing he had, and used his Wife and Family extremely ill, which obliged him to take this disagreeable Command. He said 10 Sail of Privateers sailed from Boston with him, who had all gone upon different Stations. The Second Lieutenant of the Privateer was formerly a Keelman in Newcastle, and had been transported for Theft.

1. *Daily Advertiser*, London, August 16, 1777.

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

Sir

[Admiralty Office] 11th August 1777 -

I received by Captn [William] Hay, & having communicated to my Lords Commrs of the Admty your Letter of the 19th May informing them of your having sent to England in the *Alarm* the Crew of the *General Montgomery* American Privatier, & transmitting a List of their Names, and descriptions where they were born; <sup>2</sup> And I am commanded to acquaint you, that their Lordships approve of having sent the said Men to England. I am &c.

P: S:

Vice Admiral Man at Gibraltar By the *Invincible* -

1. PRO, Admiralty 2/555, 274.

2. Following is the crew list of *General Montgomery* enclosed by Vice Admiral Man:

|                 |                | Where born  |
|-----------------|----------------|---|
| Captain,        | Benjamin Hill  | - Massachusetts Bay   |
| 1st Lieutt      | James Bryant   | - Do - serv'd in one of His Majs Ships of War, says, the <i>Wager</i> . |
| 2 Lieutt        | - Thomas White | - Salem   |
| Capt of Marines | - Sewell Tuck  | - Beverly, in America   |
| Surgeon         | - John Steel   | - Pensylvania   |
| Master          | - Wm Williams  | - England - His Father was a Master in the Kings Service                |
| Prize Master    | - James Lee    | - Manchester, in New England  |
| Surgeons Mate   | - Geo. Seigar  | - Maryland  |
|                 | Wm Baxter      | - Nantucket   |
|                 | John Murray    | - Ireland   |
|                 | Jeremh Evans   | - Pensylvania   |
|                 | Jas McMahan    | - Ireland   |
|                 | Moses Bigger   | - Pensylvania   |
|                 | Patrick Reed   | - Ireland   |
|                 | Louis Brunett  | - Marseilles  |
|                 | James Gentle   | - Scotland  |
|                 | Bartw White    | - Philadelphia  |
|                 | Geo. Wilson    | - Ireland   |
|                 | Chas Blu       | - Do  |
|                 | Chas Casney    | - Do  |
|                 | Joseph Smith   | - Salem   |
|                 | David Cross    | - Marblehead  |
|                 | Daniel Steward | - Ireland   |
|                 | John Carrico   | - Virginia  |
|                 | Josh Berckley  | - Philadelphia  |
|                 | Thomas White   | - Salem   |

PRO, Admiralty 1/386.

*Daily Advertiser*, MONDAY, AUGUST 11, 1777

London.

The Court of Copenhagen has published a Proclamation, forbidding the American Privateers from entering their Ports, except in Case of Distress, and then to depart in twenty-four Hours after.

The *Commerce*, M'Call, from Florida to Antigua, is taken within six

Leagues of that Island by a Privateer of 10 Guns and 120 Men, only one of the Crew was an American, all the Rest were French.

The *Isis*, Capt. Hudson, a Letter of Marque, belonging to Whitehaven, in company with a Liverpool Ship, has taken an American Vessel, and carried her into Dominica.

*London Packet, or, New Lloyd's Evening Post*, FRIDAY,  
AUGUST 8, TO MONDAY, AUGUST 11, 1777

London. Monday, August 11.

The following is a copy of a letter to the Collector and Comptroller of the Custom-house in Newcastle, received by Tuesday's post.

Gentlemen,

Yesterday afternoon Captain George Corney, of the *Nautilus*, of Liverpool, with part of his crew, were put on shore here, who came to this office and informed us, that on the 20th of July last, about five o'clock in the afternoon, when about five or six leagues from the north of the butt-end of the Lewis's Islands, bearing then south east and by south, he was taken by a rebel privateer called the [*American*] *Tartar*, John Grimes, master, from Boston, with 24 guns, viz. ten nine-pounders, eight six-pounders, four three-pounders, and two four-pounders, and about 110 men.

The *Nautilus* was on her passage home from Greenland, 34 men, had on board 93 butts of blubber, and about two tons of whale-fin. The master of the privateer kept the *Nautilus* for two days, taking from on board all her fishing stores, cordage, sails, and provisions he wanted, and then put on board eight of his own people, three of Capt. Corney's apprentices, and a seaman belonging to his Majesty's service, which was on board a vessel the privateer had retaken, and ordered her for Boston.<sup>1</sup>

The privateer then steered directly for the Naze of Norway; the master said his orders were "to take, sink, burn, and destroy all ships that might fall in his way from the Baltic."

On the 28th of July, about 15 or 16 leagues from the Naze of Norway, then bearing east north east, he took the *Peggy* of Glasgow, from Memel with lumber; about half an hour after he took the brig *Fanny* of Berwick, Joseph Mills, from Christiana, with deals; the same night at ten o'clock he took the *Thomas and Elizabeth*, of this place, Anthony Watson master, from St. Petersburg with deals and iron. After having plundered and taken out of the ships what he wanted, he set fire to the two last mentioned, and on board the other ship he put the crews, except keeping some for himself.

The word *Tartar* was done in paint upon her stern; but having taken some paint out of the *Nautilus*, he brushed the name out: Captain Corney says he likewise painted her black and yellow, and tarred her sides, that she might look like a King's ship; and that Grimes was an officer on board the *Tartar* ship of war, Capt. Lockhart.

Hemp, flax, sail cloth, and linen ships, are what he wants. Ships loaded with wood and iron he burns – he ransoms none.

An express was last night sent off to the Lords of the Admiralty of this rebel being off the Naze of Norway. We are, Gentlemen, Your most obedient servants,

Ja. Burgh.

Custom-house, Whitby, Aug. 3, 1777.

Jer. Robinson.

P.S. We thought it very necessary to acquaint you with this for the information of owners and masters of ships at your port.

1. *Nautilus* arrived safely at Salem and was libelled on September 18, *Independent Chronicle*, Boston, September 18, 1777.

#### BENJAMIN FRANKLIN TO MR. MASSEQUAN <sup>1</sup>

Sir

Passy, Aug. 11. 1777

The Equipping of armed Vessels in the Ports of France to act under Commissions from the Congress of America against the English, being contrary to Treaties & therefore disagreeable to Government here, your Friend's Request cannot possibly be comply'd with. I have the honour to be Sir, [&c.]

B Franklin

1. Benjamin Franklin Collection, YUL. See Francis Fowler to Franklin, June 7.

#### CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gentn

Nantes 11th Augst 1777 –

I am just Sett'g off for St Mallo where Mr Williams thinks I had better spend about 3 weeks, in order to be out of the way & give time for our New Ship to be built, I shall have Capt Tanner here to overlook, as much as is Needfull, or we dare appear in – he is an Experienced Man in Ship buildg, & A Compleat Draughts Man, I shall send You the draught of the Ship, drawn by him when finished. I make not the least doubt but he will make A Good Officer, I have Promised, & he has expected, the Masters Birth, Capt Wickes & my Self have Promised Mr [Arthur] Dillaway, who went out Master of the *Dolphin* to get him made Lieutt the first Vacancy, Now Sir as he is A very deservg Young Man, as any in the Service, & has been in the service the whole of the War; I hope You will think him Worthy & Send me A Commission for him, as I must have 3 Lieutts to this ship, it makes A Vacancy for Capt Tanner, I will be in want of Some blank Warrants at the Same time, if You Please, I have A Prospect of gettg more men than I expected if my ship was ready I cou'd nearly man her there is many Carolina Ships here, Some of their men run away from the *Randolph*, Cant take them up have no Place to confine them in, when any of our Ships Arrive Can do it with Proprietay 3 of them have told me they left that Ship on acct of the sickness that was on board,

I have A Randavouse here for my People very Private, they Vitual my men for 30 sens pr man pr Day wch is cheaper than I cou'd Vitual them

on board, I expect in the course of this Week to have 20 men enter, Six enter'd friday & Saturday, here is three or four Ships to Discharge their men this Week on acct of the high Wages at Carolina when they ship'd wch was 9 Guineas pr Mth, I am Gentn [&c.]

Sam Nicholson

1. Franklin Papers, vol. 6, pt. 2, 182, APS.

JAMES BEDOUT TO BENJAMIN FRANKLIN<sup>1</sup>

Most honourable sir –

Bordeaux 11th Agust 1777 –

I am Capn of Vessells Born in Canada and has constantly Sailed on board of Some of the New England's Ship's and being intirly devoted to the most Illustrious american Congress having as also my Brother who serves actually on the Right honourable General Washington's army, I dare flatter myself to be intitled to Sail under the flag of the thirteen united provinces, & that you'll be so Kind as to Grant me your agreement to it, as also a Commission from the Congress that I may be impowered to cruise on our Enemies the English tirants waiting with Confience for the favour from your honour, I have already Bought in this Port a Vessell which I am actually Preparing, & which will be arm'd with twelve Guns &c: whose Cargo will consit in amunitions of war, & others which I intend to Carry to the General Washington's army, So that I take the liberty of applying myself to the [illegible] that you may be pleased to Grant my Request in Sending me a Commission from the Congress that, in my way to New England I may destroy, if Possible some of our Enemy's Ship's, my mate And Part of my ship's crew are americans, and my said ship is Caled the *Congress Sloop*, from Boston and I intend to sail out in the Late end of this month, I do most humbly Request you wou'd be so good to Send me a Regular Commission, & you'll be Pleased to direct it to Mr Bronkhorst Commissary of their highness the States Generals of Holland in this city, that G[ent]lemen as many other People of Consideration will testify to your honour the thruth of what I take the liberty of exposing to you, as also of my Zeal & Great Concern for the Interest & prosperity of our Provinces. I am [&c.]

James Bedout

1. Franklin Papers, vol. 6, pt. 2, 183, APS.

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

[Extract]

No 45:

St Ildefonso 11: Aug: 1777

... I had learnt from Cadiz, that Orders had been received there by the Governor to notify to the Master of the Carolina Vessel in that port that he was not to attempt taking any Ammunition or warlike Stores on board, and that in consequence of this Notification, the said Vessel was lading with Salt.<sup>2</sup> . . .

Upon my opening to M. Florida blanca that I was apprized of the Steps which the Court of France had taken, he assured me that this



Court would immediately issue the same Orders to it's several Ports as those which had been given in France, the purport of which he explained to me by furnishing me with the Inspection of the Answer which had been given to Lord Stormont. Upon my explaining more particularly to him the Plan which it was almost certain that the Americans would pursue, & that new Pretenses would be made by them, for the same Purposes, which had hitherto been openly carried on. He assured me in the most explicit Manner, that as the intention of this Court was really to avoid all Grounds of Umbrage or Distrust, he was ready to provide for all such Cases, to stop all Frauds, to receive all the Information which I should give him, & to oppose every Evasion by which the Americans might attempt to frustrate the present Measures. He repeated to me the Desire which His Catholic Majesty sincerely entertained of preserving the Harmony existing between the two Crowns; to which I replied in the fullest Terms, adding that nothing would more effectually prove the friendly Disposition of this Court, than an extensive Understanding & Support of the Principles now adopted, & not suffering them to be counteracted by any Distinction which might weaken or destroy the effect of them. I can venture to assure your Lordship, that I was satisfied with the Manner in which he treated every part of this Subject. . . .

1. PRO, State Papers 94/204, 87-90.

2. *Sloop Mary*. See Joseph Hardy to Grantham, July 9.

## 12 Aug.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen,

St Malo 12th Augt 1777 -

This will inform you of my Present unhappy Situation, the Judge of the Admiralty have Received orders of the 6th Inst from the Minester at Paris, ordering them not to Suffer me to take any Cannon Powder or other Millitary Stores on board or to depart from the Port on any Consideration whatever without further Orders from Paris, in consequence of those orders, they Came on board on Saturday to take all my Cannon out and to unhang my Rudder, I have Prevented this for the Present, by Refusing to let them take the Rudder or Cannon without Producing an order from the Minester for So doing, As I told them my orders Corresponded with their's in Regard to Continuing in Port, but I had no orders to deliver any thing belonging the Ship to them, which I could not do without orders, and if the Minester insisted on it, made no doubt but you would give your Orders Accordingly, Which would be readily Complied wth on my Part when Such orders was Received, my Powder is Stop'd & they have been contented by taking my Written Parrole not to depart untill I receive their Permission, I am told they have wrote to the Minester informing of my having taken my Cannon on board Clاندistantly in the Night, if so you may Safely deny the Charge, as I took them on Board at Noon Day publickly & did not think I was to be Called

to an account for it, As I was told that I might go on & get my Ship fitted for Sea, as fast as possible in order to be Ready to proceed on the Arrival of my Orders and permission from Paris, which was Supposed would come together, please give me your Sentiments on those Subjects as Soon as possible, as I may act conformable to them, this will be delivered you by Mr Et De Saudrais Sebire a partner of the House of Messrs Le Breton, De Blissen, Et De Saudrais Sebire a Very Reputable House in this place who will enter into Contract for Supplying you with any Quantity of Large Cannon, Anchors Sail Cloth & Cordage you Want, As these Gentlemen have now at the Port of L'Orient two 64 Gun Ships 4 or 5 of 40 Guns wch they propose to employ in Exporting those Articles to America I think a Contract with them, will be more Advantagous than with any Body else in this Country, but Submit it to your Superior Judgment, they tell me they Can get those Goods Ship'd & Ready to export by the Month of October, these Ship[s] well Maned will be Able to fight their way through any of the Enemies Squadrons in America – As my Situation in France is more disagreeable than ever, hope you'll get permission as Soon as possible for me to depart, as I am now Ready for Sea, and have nothing to take on board, but my Powder – I received yours of the 5th Instant & am Sorry you have not yet got any particular Accot from America, tho' in hopes all is well there – Shall be much obliged for any News from that Quarter, You may Put the utmost Confidence in the Above Gentlemen, As it is one of the first Houses in St Malo & make no doubt but they will be very puntual in Complying with their Contracts – As my Ship is Now fitted and Ready for Sea, I employ my time in exciting a Universal Spirit of American Commerce, which I am in hopes will prove usefull both to my Country and Country Men if so Shall be over paid for any trouble I may have in Accomplishing those desireable Ends of Furnishing them with the Neccessarys they at present stand so much in Need of, If I can be of any Use to the United States, here, Shall Cheerfully content myself to Stay, but if not, hope you will obtain leave for my imediate departure, As I am heartily tired of France, tho' treated with the greatest Respect by all the People of this Port, except the Admiralty Officers who Seem rather to addopt the line of Mr Gonnets Conduct toward me, Carrying it with a Very high hand – I Can only Say I am sorry our Situation is Such, as puts us under the disagreeable Neccessity of Submitting to such Indignitys as are exercised over us, in the Ports of France. I Remain, [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 189, APS.

13 Aug.

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

[Extract]

My Lord

[Admiralty Office] 13th August 1777

I have communicated to my Lords Commissioners of the Admiralty your Letter of the 10th Instant informing them of the *Foudroyant* being

arrived in Causand Bay and the *Torbay* in Plymouth Sound also of the arrival of the *Fancy* a Rebel Privatier which had been taken by the *Foudroyant* in Mounts Bay the 6th instant and enclosing the particulars relating to her and I am commanded by their Lordships to signify their direction to you to take the proper Measures for having the Prisoners on board the *Foudroyant* committed to Mill Prison. . . .

1. PRO, Admiralty 2/555, 281.

14 Aug.

PHILIP STEPHENS TO COMMISSIONERS FOR SICK AND HURT SEAMEN <sup>1</sup>

Gent

Admty Office 14 Aug. 1777

Having laid before my Lords Comissrs of the Admiralty your Letter of the 28t May last, enclosing one which you had received from Mr Chas Moulton, late Master of the Ship *True Love*, and the Papers which accompanied it, representing that having been taken by the Rebels,<sup>2</sup> he procured the release of himself and her Crew, upon condition of his using his endeavors to procure the release of other Persons here of the same quality; praying that he may be enabled to comply with the terms of his Parole; and offering the Ship he purchased to bring him to England, to return to North America as a Cartel Ship;<sup>3</sup> I am commanded by their Lordships to return you the said Letter, and Papers herewith, and to acquaint you that they have no occasion for a Cartel Vessel, nor do they know of any Prisoners confined in England under the circumstances in which the Petition and the Persons he mentions, were confined in North America.<sup>4</sup> I am, Gentn [&c.]

Ph<sup>p</sup> Stephens

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

2. See Volume 8, 262.

3. Moulton petitioned the Massachusetts Council for parole on February 22, 1777, and it was granted February 24. See Volume 7, 1256-57. In his letter to the Commissioners for Sick and Hurt Seamen asking permission to return to America with a cartel to fulfill the terms of his parole, Moulton noted that should his request be refused and "if I ever Should have the misfortune to fall into their hands again, I never Shall be Able to Obtain my Liberty again." Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

4. The Admiralty's negative decision was based on British policy. Masters and crews taken in unarmed merchantmen not carrying munitions, the *True Love* for example, were not imprisoned. Thus, as Stephens states, no prisoners in Moulton's category were in English prisons.

15 Aug.

"EXTRACT OF A LETTER FROM CAPT. JOHN JUGWOOD, OF THE BRIG *Sally*,  
OF LANCASTER, DATED COVE OF CORKE, AUG. 15." <sup>1</sup>

I am sorry to inform you of the Death of Capt. Cleland. We sailed from hence on Tuesday the 5th inst. in Company with the *Rawlinson*, Capt. [W.] Preston, and on Wednesday the 6th, in the Evening, we fell in with a Privateer Brig of 16 Guns,<sup>2</sup> which came boldly along-side of us, and bid us strike; Capt. Cleland answered he did not intend it; upon which they gave us two Guns, and we returned a Broadside. Capt.

Cleland was killed the second Shot they gave us: We fought them for Half an Hour within Hail of each other, till some of our People fled from their Quarters (and the *Rawlinson* lying on the off-Side of us, and only firing one Gun during the whole Time, concluded Captain Preston did not intend to fight) we were obliged to strike; we then laid our Maintop-Sail to the Mast and dropt astern. The *Rawlinson* then begun to play upon the Privateer for the first Time, upon which we filled our Maintop-Sail again, and shot a-head, as nigh as we could to the Privateer's Stern, and play'd Grape-Shot upon her fore and aft for an Hour and a Half until she bore away. On the Friday following fell in with her again; she gave us Chase, but our luckily falling in with the homeward-bound Jamaica Fleet, we suppose prevented her from continuing the Chase, and we thought it best to put back to Cove.

1. *Daily Advertiser*, London, September 2, 1777.

2. See Journal of a Cruise in Massachusetts Privateer Brigantine *Oliver Cromwell*, August 6.

*London Chronicle*, THURSDAY, AUGUST 14, TO SATURDAY, AUGUST 16, 1777

London. Friday, August 15.

The captain of a little paltry American privateer, mounting only 6 guns, on being ordered out of the harbour of Lisbon, had the insolence to say, that the United States of America would revenge his cause, and bring the Court of Portugal soon to account.

#### JOURNAL OF SAMUEL CUTLER <sup>1</sup>

[Mill Prison, Plymouth]

[1777. August] 15th. Friday. Capt John Lee, of the *Fancy*, Privateer from Newburyport, taken by the *Fordroyant* 9th inst., and nine of his crew brt on shore and committed to prison. Capt Lee is put into the prison with Capt Burnell and Capt Ross. Lee has been out 8 weeks from Newburyport.

Number of prisoners 210.

9 months from Newburyport.

1. "Cutler's Journal," *New-England Historical and Genealogical Register*, XXXII, 307.

BENJAMIN FRANKLIN AND SILAS DEANE TO FERDINAND GRAND, PARIS BANKER <sup>1</sup>

[Extract]

[Passy, August 15] 1777.<sup>2</sup>

... Upon Enquiry and Consideration we are satisfy'd of the Irregularity of the Proceedings at Dunkirk, and are sincerely & extremely concern'd that they have happen'd, as they have given just Cause of Offence to the King, for whom we have the highest Respect. The Remarks made on those Proceedings, which you have communicated to us, appear full of Reason, and there is nothing that can be objected to them. We hope, however, that the Punishment Mr Hodge has received for the Misconduct of his Friend Cunningham & his own will be thought sufficient for

him, and that he will be discharged, which we wish principally on this Account, that we fear the Enemies of both France and America will take Advantage of his Confinement & the Detention of the arm'd Vessels, to promote Suspicions & Misunderstandings, and obstruct in America the growing Friendship for this Nation which we are most earnestly desirous of cultivating & confirming.

As to the Vessels, it is our purpose, if they may be permitted to sail, to load them with Merchandize, and order them directly to America: For tho' we see the great Effect their Cruizing in these Seas has had in raising the Insurance in Britain to a Pitch that would ruin much of her Commerce, we think that Advantage to us not equivalent to the Loss of the King's Favour and the Prejudice to his Honour if permitted.

1. Franklin Papers, Series 2, vol. 18, 322, LC.

2. Date is approximated: William Hodge was arrested and committed to the Bastille on August 11.

#### CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen,

St Malo 15th August 1777 -

This will be delivered by my very good Friend Mr Beaugear, who has been very kind in rendering me every Service in his power since his Arrival, as I have recommended his House here in a former letter have but little to add on that Subject, they Continue to do every thing in their Power to Assist me and makes my detention as Agreeable as Possible As their influence here is very Considerable, they have been of Great Service to me in Procuring permission for us to proceed in Arming and fitting as fast as possible, which is now happily Completed & I have been Waiting Some time for your Orders - I beg leave to recommend Mr Beaugear's son, who Attends his Father to Paris as a Very discreet Young Gentleman & has been very Active in Serving me here - Capt Nicholson is Just Returned from Nantes and informs me, he has a very fine Ship purchased for him at Nantes - As he will want a Marine Officer I take this Oppertunity to Recommend my Lieut Marrines as a Very Proper Person for Captain of Marines for Capt Nicholson, as I think him entitled to Preferment in Preference to any other Person, as he has been in the Service from the commencement of the *Reprisal's* being Armed & behaved himself Very Well, I have Recommended him at the Joint Request of Captain Nicholson & himself & if it is Agreeable you will furnish Capt Nicholson with a Commission for him <sup>2</sup> - In a former letter have ask'd your Sentiments on my Present situation As they have not been Received, now beg the favour of them by the first Conveyance, as I think them highly Neccessary and esential in order to Regulate my Conduct & proceeding here, as Some New Demand is made Almost every day derogatory to our honour As free and Independant States, which Cannot be Reasonable complied with on my Part, unless ordered by You, who are the best Judges of the Matter - I beg you will inform how far you think I may be justifiable in Complying with the orders of Admin-

stration for my Governance & thereby enable me to Justify my Proceedings to my Superiors, when Call'd on So to do. I Remain, [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 194, APS.

2. John Elliot.

JOSÉ DE GÁLVEZ TO GOVERNOR BERNARDO DE GÁLVEZ <sup>1</sup>

The King has been informed regarding the contents of your letter of May 12, No. 49, concerning the effective and fortunate steps with which you succeeded in seizing eleven English vessels which were engaged in smuggling in your jurisdiction. Your Excellency added that most of them were entirely unfit for sailing and that among these prizes were two that belonged to North Americans who have requested that Your Excellency free them from arrest. Your response reprimanded them for their smuggling, which was just as illegal as that of the British, and informed them that His Majesty would be the only one who could grant what they were asking. His Majesty approves of the way Your Excellency handled this matter, knowing that your zeal and energy will eliminate the deep-rooted, illegal commerce in your Province. And with respect to the request of the masters of the prizes belonging to the Colonists, the King authorizes Your Excellency, by the most secret means to give them leave to depart, or of more importance, in such a way that the British may have no cause to quarrel with such an act. I advise Your Excellency to carry out the Royal Order according to your wisdom. May God Protect Your Excellency.

to be copied

San Ildefonso 15 Aug. 1777

Jose de Galvez.

1. AGI, Santo Domingo, Legajo 2596, LC Photocopy.

16 Aug.

MINUTES OF THE BRITISH NAVY BOARD <sup>1</sup>

[London] Saturday 16th August 1777.

Lords Admty [letter] of 14th inst for causing the *Rising States* Rebel privateer taken by the *Terrible*, to be put up to sale, and after  $\frac{1}{8}$ th of the produce hath been paid to the Captors for Salvage, the remainder is to be paid into the hands of the Treasr of the Navy. Send Portsmouth Officers the Inventory of Stores exhibited by the Agent to the Captors, for their guidance in sending us one of all the Stores belonging to her.

1. PRO, Admiralty 106/2596.

ARTHUR LEE TO THE COMMITTEE OF COMMERCE <sup>1</sup>

Gentlemen

Paris Augt 16, 1777.

I perceive by your last Letters, that you made a consignment to Hortalez & Co wch in fact is to M. de Beaumarchais. I think it therefore my duty to restate to you all the facts relative to that gentleman, upon

wch you will judge how far it is fit to continue those consignments - About May 12 month M. de Beaumarchais was introduced to me in London as an Agent from the french Court who wishd to communicate something to Congress. At our first interview he informd me that the Court of France wishd to send an Aid to America to the amount of 200,000 Louisdres in Specie, Arms & Ammunition & that all they wanted to know was to what Island it was best to make the remittance, & that Congress shoud be apprizd of it. We settled the Cape as the place, & he urgd me by no means to omit giving the earliest intelligence that it woud be remitted in the name of Hortalez.

At our next meeting he desird me to request that a small quantity of Tobacco, or some other production might be returnd to give it the air of a mercantile transaction; repeating over & over again that it was for a Cover only, & not for payment, as the remittance was gratuitous. Of all this I informd the Committee by every opportunity. At the same time I stated to M. Beaumarchais that if his Court wd dispatch eight or ten ships of the line to our aid it woud enable us to destroy the british fleet, & settle the business at one Stroke. I repeated this to him in a Letter after his return to Paris, to which the answer was that there was not spirit enough in his Court for such an exertion, but that he was hastning the promisd succours. Upon Mr Deane's arrival, the business went into his hands & the things were at length embarkd in the *Amphitrite Mercure & Seine*.

M. de Vergennes, the Minister, & his Secretary have repeatedly assurd us, that no return was expected for those Cargoes or for what M. de Beaumarchais furnishd us. This Gentleman is not a merchant, but is known as a political Agent, employd by the french Court. Remittances therefore to him, so far from covering this business, woud create suspicions, or rather satisfy the british Court their suspicions are just. At the same time his circumstances & situation forbid one to hope that Your property being once in his hands woud ever be recoverd. And as an attempt to force him to account wd hazard a discovery of the whole transaction this government woud of course discountenance or forbid it. These are the facts which I have thought it my duty to state to you. Your better judgement will direct you whether to continue the remittances or not. I have the honor to be &c

A. L.

1. Silas Deane Papers, ConnHS.

JOURNAL OF A CRUISE IN MASSACHUSETTS PRIVATEER BRIGANTINE  
*Oliver Cromwell*, CAPTAIN WILLIAM COLES<sup>1</sup>

[1777. August] 16 Saturday. Fair good Weather At 1 AM came up with the Chace & took her. She was a Brig in Ballast from London bound to Mallaga, called Comr At 5 Do Saw another & gave Chace - at 11 took her - She a Brig from London called *Little Betsey* bound to Venice Trueman Comr - Loaden with Fish Several Bales of

Goods Some China Ware, & other Valuables; Some of which we took on Board.<sup>2</sup> – & at 2 PM Saw another Sail and gave Chace – came up & took her, a fine Brig from                      bound to                      A fine Prize 103 Bales of Goods. She Sailed under French Colours & had a French Capt & Crew. – Sent her Home by our 2d Mate Mr Brimblecum – God Send her a Safe Passage & arival.<sup>3</sup>

1. EI.

2. *Little Betsey*, Thomas Freeman, master, was sent to Boston and was libelled on November 6, *Independent Chronicle*, Boston, November 6, 1777.

3. *Ville de Bayonne*, Pierre Regnier, master, arrived safely at Boston and was libelled on October 9, *Independent Chronicle*, Boston, October 9, 1777.

18 Aug.

CAPTAIN LORD MULGRAVE, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

*Ardent* off Exmouth 18. Aug: 1777

On the 7th of this Month I fell in with a Brig under Dutch Colours cleared from Amsterdam for St Eustatia as She appeared to me to be designed for an American Privateer & her Cargo for the use of the Rebels I thought it my Duty to Stop, & bring Her in for their Lordships Directions.

The Brig is American built about 100 tons Burthen the Sails Rigging & two Boats appear to be English.<sup>2</sup> She has Eight Carriage Guns & four Swivels Mounted & is navigated by A Master Mate Five Men & a little Boy. When Mr [Henry] Savage the 1st Lieutenant went on board to examine Her He was informed by a Dutch Passenger on board from the Masters Papers that the Cargo consisted of Six thousand Bricks, Cables, Cordage, Geneva [gin] with some other Merchandize in Packages the Contents of which he did not know. Mr. Savage also informed on his Return that there were two French Passengers on board; I sent Him back with Orders to search further & to make particular Enquiry concerning the Passengers – on opening the Hold they found Barrels of Gun Powder of which there are three Hundred – it appeared also that there were five Officers Passengers on board with two Servants a list of which I enclose. The Master who is a German denied his having known anything of the Cargo & said He came on board only two Days before She Sailed from the Texel after She was loaded – The Officers were all going to serve in the Rebel Army – There were several Letters on board in the Masters Possession & a Bag said to be from the Post Office sealed up, none of which I have opened but kept them with the Papers 'till I receive their Lordships Directions. I sent an Officer with two Petty Officers & ten Men on board directly taking the Passengers & Crew except the Mate out that Evening. Next Morning we chased & spoke with a French Brig & in the Evening chased a Schooner – on the Ninth we lost sight of the Brig being Still in chase of the Schooner which went [on] wch hoisted no Colours & appeared to be a Privateer – we gained very little upon her all Day & lost sight of her soon after Dark being then in Lat: 47° 54' Lon:



12° 39'. On my Return Home being about 10 Leagues North of Ushant we saw a Brig standing to the Westward Close Hauled with very little Wind – when we were about two Miles off directly to Leeward I tacked & fired a Gun towards Him. He hoisted English Colours but stood by the Wind with all his Sail Set & in three Hours & an Half was quite Hull Down. We Saw Him bear down to another Brig which brought too for Him – soon after the Brig we had chased fired a Gun which was answered by a Sloop that just then Came in Sight. as I suspect them to be Privateers I enclose a Description of the Brig, as also a Copy of the Manifest of the Cargo of the *Hendrick & Alida*, a Translation of the Masters declaration with that of Monsr Draveman & Count D'Attems,<sup>3</sup> & hope on my arrival at Portsmouth to receive their Lordships Directions to whom I am to deliver the Papers & Letters as well as relative to the Foreign Officers. I am Sir [&c.]

Mulgrave

[Enclosure]

Description of the Brig seen Augt 14th Ushant bearing ten Leagues South –

American Built. No Head rather High abaft All Black except the Muzzles of the Guns which were white We could distinguish four plainly on that side all before the Main Mast & lying low she had Oars upon her Quarters was very taut rigged with deep T. Gallant Royals & a Cross Jack Bent Her Sails well Cut. She went remarkably well & appeared to have been very lately cleaned.

1. PRO, Admiralty 1/2120.

2. See Journal of H.M.S. *Ardent*, August 7.

3. Manifest, declarations and list of officers are also in PRO, Admiralty 1/2120.

WILLIAM LEE TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

[Extract]

Gentlemen

Nantes 18 Augt 1777

Yesterday arrived here The Brig *Liberty* Capt Herbert with 108 hhds of Tobo on acct of the State of Virga consign'd to J. Gruel & Co – She left Virga July 10th runing the fire of 5 Men of War that guards the mouth of the Bay of Chesapeak. The Capt is a true Tar, has not bro't any papers or letters but what relates to his vessel & Cargo. . . This day two Privateers arrived here with two valueable West India Men prizes. The Privateers are The Brig *Fanny*, John Kendrick, 14-4 pounders 100 Men, belonging to Adam Babcock & Archd Blair left Bedford N.E. July 10: – & *Genl Mercer*, Jas Babson 14-4 pounders 87 Men, belonging to Winthrop Serjeant & Co of Cape Anne, Sail'd July 1st – Of the Jamaica Fleet consisting of 160 Sail, they took two small prizes of no great value near Newfoundland which they sent to Boston,<sup>2</sup> the two they have bro't in were taken the 8th instant in the mouth of the Channel tho' the fleet was convoyed by two 28 Gun frigates. Their Names, The *Hanover Planter* Capt Luny from Jama to London with 360

hhds Musca Sugar, 87 puncheons of rum, some Logwood – 8-6 & 2-4 pounders – & the *Clarendon* Capt Cowell from Jama to London with 386 hhds Musca Sugar – 106 puncheons of rum & 6-3 pounders. – The Captive people say 11 of the Fleet were missing when they were taken. . . . This is all the News & you will judge best how much is proper to be given to the public, I mean with regard to the Privateers, & their Prizes, since we have an ugly report here, of which we shd be glad to know the Truth, that an American Agent was the other day put into the Bastile, on account of some transactions with, or for, Cuninghame.<sup>3</sup> I am with all due respect, Gent.

W: Lee

1. Andre de Coppet Collection, PUL. A copy of this letter, but dated August 20, is in the William Lee Folders, Letter Book (August 9, 1777 – June 24, 1778), 16, VHS.
2. Both prizes arrived safely. Schooner *William* was libelled against by Babson and sloop *Wolfe* libelled against jointly by Babson and Captain Kendrick, *Independent Chronicle*, Boston, September 18 and October 9, 1777.
3. William Hodge had been sent to the Bastille on August 11 for his role in the departure of the Continental Navy cutter *Revenge*, Gustavus Conyngham, from Dunkerque.

19 Aug.

DIARY OF JOHN BRAGG, WHITEHAVEN, ENGLAND<sup>1</sup>

8 mo: 19: [17]77 Arrived at Barrow mouth bay, one of the Kings Ships or Frigates the *Harpye* about 20 Guns in order to protect the Coal trade to & from Ireland

1. WPL.

*Gazetteer and New Daily Advertiser*, TUESDAY, AUGUST 19, 1777

London.

The *Phillips*, Capt. Crockett, laden with staves, from Castlemar to London, was on the 24th of July, in lat. 47. 56. long. 9. 30. attacked by the *Civil Usage* Provincial privateer, Capt. Gibbons, mounting 14 guns, and full of men, who took him; the Captain of which told him he had been out three months from Newbury, and had only taken three other prizes the whole time.<sup>1</sup>

1. Massachusetts privateer brigantine, Captain Andrew Giddings.

JOURNAL OF SAMUEL CURWEN<sup>1</sup>

[Bristol, 1777] August 19. By the ship *Lady Gage*, from New-York, July 15th, advices that General Heister is returning to Europe; that the troops are withdrawn from the Jerseys; that Lord Howe and General Howe are embarking, destination unknown; – discouraging news for government, and is a convincing proof I should think that an insurrection excited by an enthusiastic ardor for liberty, rightly or wrongly understood, and in such distant provinces, is not to be easily quelled. A contemptuous idea of the weakness of the colonies, and their inability to withstand the power of this opulent state, is the chief if not the only

source of the present discouraging condition of their affairs in North America.

1. *Journals and Letters of the late Samuel Curwen, An American Refugee in England, from 1775-1784* (New York, 1842), 152-53.

20 Aug.

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

My Lord

[Admiralty Office] 20th August 1777.

I received on the 10th Ultio and immediately communicated to my Lords Commissrs of the Admty, Your Lordships Letter of the 30th April respecting the Appointment of Capt Duncan to officiate as Adjutant to the Commander in chief of the Fleet of His Majesty's Ships employed in North America; And in return I have it in command from their Lordships to acquaint you that they do not conceive themselves to be authorized by any Naval Establishment, or by the Powers with which they are invested, to confirm the said Appointment by any Commission or Warrant, but that, as your Lordship has judged it necessary that Captn Duncan should officiate in the Assistant Capacity requisite for the Conduct of the executive duties recited in the Appointment (of which your Lordship has inclosed a Copy) not being able to carry on the complicated duties of your Station without such Assistance; their Lordships will direct the Navy Board to pay him an Allowance equal to Five Hundred Pounds a Year for the time he shall be so employed: And in regard to your Lordships Recommendation of Captn [Roger] Curtis, My Lords are pleased to permit you to give him a firm Commissn to be Captain of the *Eagle*, & to fill up the vacancies occasioned by his promotion in such manner as your Lordship may think fit. I am &ca

P: S.

Vice Adml Lord Viscount Howe. By the *Venus* Duplicate by the *Maidstone*  
20 Sept

1. PRO, Admiralty 2/555, 304.

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

My Lord.

[Admiralty Office] 20th August 1777

I received on the 10th Ultimo, and immediately laid before my Lords Commissrs of the Admty your Lordships Letters of the 5th & 8th June, giving an Account of the proceedings of the Fleet under your Lordships command, and of the occurrences which had happened, up to the dates of those Letters. In return, I have the satisfaction to acquaint you, that my Lords approve of the orders you have given for taking into the Service an armed Brig of 14 Guns, to replace the *Hinchinbrook* Schooner, as also those for paying Gratuities – in the proportions you mention to the Masters & Crews of the Transports who distinguished themselves in the last Campaign.

Their Lordships are much concerned for the *Repulse*, of the loss of

which they think there cannot now be a doubt, as the Letters received by the Convoy's lately arrived from Jamaica & Leeward Islands, give no account of her arrival in any of the West India Ports.

My Lords have acquainted the Navy Board with the Expedient you have suggested for facilitating the Repairs of the cruizing Ships, and have directed them to give the necessary Orders to Commissr Arbuthnot to send to New York from time to time such a Number of Artificers as your Lordship may inform him are requisite for that purpose, as well as to encrease the present Establishment of the Yard to enable your Lordship the better to carry on the Service.

Their Lordships understand from the Navy Board, that, besides a large Assortment of Naval Stores, they now send out by the *Grampus* Storeship a Supply of Beds and Slops for the Fleet, & Beds for the Troops on board the Transports. Their Lordships have directed them to send by the same conveyance a Supply of Cloathing for the Marines; And they have ordered the Commrs for Sick & Hurt to send by the same conveyance also a large Supply of portable Soup for the Fleet, as well as the Naval Hospital.

The Navy Board are now lading a Ship of 400 Tons with an assortment of Stores for Halifax; and it will be of great use to them to be informed as early as possible of the future Supply's your Lordship may foresee a want of, as well as of the places, and the proportions to each place, your Lordship would wish to have them sent.

My Lords were greatly astonished to find, in the Copies of the Intelligence you transmit from Sir Peter Parker, that no less than four Rebel Frigates, and fourteen Privatier Brigs, Schooners & Sloops, had escaped almost at the same instant of time from Boston, Marblehead & Salem, to rendezvous off Cape Ann, not having before received the least intimation either from your Lordship, or Sir Peter Parker, of so considerable a Force being assembled or fitting out in those Ports. Your Lordship has been informed by Vice Adml Montagu of the Mischief the *Hancock* & *Boston* have done within the limits of his Command. The *Tartar* has made her appearance in the North Seas & taken or destroyed several Trading Vessels; And the *Mifflin* supposed to be the other of the Rebel Frigates above-mentioned, has done the like in the Northern Entrance of the Irish Channel. Their Lordships have no distinct Account of the smaller Privateers; but from the Numbers they have heard of, in the various Tracts of the Trade of His Majesty's Subjects on this side of the Atlantic, there is reason to believe that they are some of them: Your Lordship will conceive, more easily than I can describe, the Alarm which this must have spread among the Trading part of His Majesty's Subjects in general; and, while so many of the Kings Ships are employed in America, how difficult it will be, if it be possible, for their Lordships to comply with the numerous Applications, that are in consequence daily made to them for Convoy's, being unprepared for so unexpected an Event.

The Merchants trading to Quebec, in particular, have so strongly represented the ruin which must inevitably befall their Trade if not

duly protected this Year, that my Lords (not knowing what provision your Lordship may have been able to make) have judged it proper to order the *Warwick* which sailed the 7th Instant with the Canada Cloathing & Trade for the River St Lawrence, to return again to England, with the homeward bound Trade from that River, instead of proceeding to join your Lordship as was at first intended.

There having been several vague Reports of Line of Battle Ships being building by the Rebels, my Lords desire your Lordship will please to be very particular in transmitting to them any Information you may have received upon that Subject.

The *Lively* which your Lordship understood from Vice Adml Gayton was to come to England with the Convoy, is arrived in so bad a Condition that it will be necessary to pay her off. I am &ca

P: S:

Vice Adml Lord Viscount Howe at New York By the *Venus* Duplicate by the *Maidstone* 20 Sept -

1. PRO, Admiralty 2/555, 304-06.

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

[Extract]

Most Secret

No 130/

My Lord

Paris Augst 20th 1777

That I might be sure of executing punctually the important Orders transmitted to me in Your Lordships Letter No 49, I took Notes of all the Particulars mentioned in that Letter, carried them with me to Versailles, and turned to them occasionally in the Course of my Yesterdays Conversation with M de Vergennes.

I began with an Apology for the long Trouble, which I foresaw that I Should be obliged to give His Excellency, and then said, that After the Solemn Assurances they had given, we could not doubt that the Orders they had issued, would be executed with that Exactness and good Faith, that was worthy of us both, I added that I knew that they had as was most natural communicated their written Verbal Answer to their Allies, that M de Florida Blanca had read it to Lord Grantham, had spoke of it with Encomium, and declared that Similar Orders should be immediately given by the Court of Spain. You see then Sir, that this is now become a solemn Engagement taken in the Face of the World in the punctual Execution of which the Honour of both Nations is materially concerned: He readily assented to this, and said that the Orders they had given would be constantly and punctually executed. I replied that the Execution must be considered as very incompleat as long as the three Privateers the *Reprisal Lexington* and *Dolphin* were suffered to remain in the Ports of France, that M de Maurepas had expressly told me, that his first Idea had been to order them immediately out of Port, and that the sequestering them till they had given sufficient security that they would

not attempt to cruize against us had been adopted as the safer Measure of the two, *et comme une Precaution de plus*; I added that this Sequestration the Effect of which was only to keep these Privateers safe in Harbours, where they met with all possible Assistance, and where they were probably meditating some fresh Attempt against us, was not *un Sequestre mais un azile* and was considered as such by the Rebels themselves: I ended with saying, that my Instructions were to press His Excellency for immediate Departure of those Privateers without Convoy, or Escorte, of any kind, which must be considered as a mark of open Protection, and with positive orders never to return to any of the Ports of France. M de Vergennes seemed to have totally relinquished the Idea of Convoying these Ships to a certain Latitude, but in his Answer He told me that a Proposal had been made to Him the other Day, which He intended to mention to me, and which struck Him as calculated to remove every Difficulty: the Project said He, is for frenchmen to purchase these Ships and make them common trading Vessels; He laboured to prove that this Expedient would be liable to no objection.

I told Him, that I was by no means Authorized to accept of this Proposal, and intimated that what passed at Dunkirk must beget in us very strong suspicions of all Such Sales. He answered with Vivacity, that what had been done at Dunkirk gave us very just grounds of complaint, but was in his Opinion Still more injurious to France: I gave this opinion added He this very Day to the King My Master, and told His Majesty that there was so much Stupidity in one part of the Admiralty of Dunkirk, and so much Knavery in the other, that I really did not know *S'il lui falloit du foin ou des Verges*, this said He was I assure You the very Expression I used not an Hour ago; (I may observe to Your Lordship here, that in this Affair of Dunkirk, the french Ministers seem now to be in Earnest as Hodge is sent to the Bastile). M de Vergennes assured me that the Purchase proposed was of a very Different Nature from that at Dunkirk, and that there could not be a possibility of fraud as it would be made by Frenchmen, Men of Substance, of whom the Ministers would be sure, and for whom they could answer. I repeated that I was not authorized to adopt this or any other Expedient, and that my Orders were clear and precise, to demand that these Ships might be immediately sent out of Port without convoy, and left to take their chance. I repeatedly said the same thing to M de Maurepas, who without giving a direct Answer dwelt on the propriety of the Expedient proposed by M de Vergennes, and seemed very desirous that it should be adopted by us. He said in his Jocosose way, *ces Gens la savent a quoi ils seroient exposés et ne voudroient pas sortir*. I replied that it would be easy to force them, that I was particularly commanded to press for their immediate Departure, that we justly looked upon it as necessary to the accomplishment of the Promises France had made, and that I must desire Him as I had before desired M de Vergennes, to mention to the King his Master what I had said upon the Subject by the Express order of my Court.

to return to M de Vergennes after I had discussed this Business

I went on to say that I was likewise ordered to demand the immediate Departure of the Privateer called *General Mifflin* which had put into Brest protesting *une voie d'eau*. M de Vergennes said that He believed that Ship was actually sailed, however He took a Note of the Name; Whilst He was writing I told Him, that it was reported, how truly I could not say, that M du Chaffault *avait oublie le Dignité de son Pavillon au Point de rendre le Salut a ce pirate*. This was the Very Expression I used, and I chose it My Lord for this Reason, I am not Ordered to make a direct complaint, and in things of this Nature the only Alternative seems to be, highly to resent or utterly to despise them, the Expression, I chose, carries I think the Contempt I meant to Convey. M de Vergennes was, or Affected to be surprized, and Said that if M du Chaffault had done so, *Il ne s'en etoit certainement pas Vante Il s'en Gardera bien*, He then told me that the American Vessel certainly had *une Voie d'eau*. I answered that that might be true in this particular Case, but that I was obliged to mention to Him a Thing of a very disagreeable Nature; We know Sir, that the Rebel Agents boast, that they have an understanding with M de Sartines, who has signified to them, that whenever an American Privateer has any Particular Reason for coming into any of the Ports of France, she need only Stave her Water Casks, and pretend to have sprung a Leak; surely Sir, there is something in all this very unaccountable; a great Monarch after mature Deliberation, issues Orders *à la face de Lumiers* scarce are they issued when one of his Ministers suggests to the Very Persons who are the Object of them, a Manner in which they may be eluded.

. . . As M de Vergennes had said, that the Expedient proposed for eluding the Orders was very insufficient, as it was easy to pump a Ship and see whether She had a Leak or not, I replied, that that was True if she was fairly and impartially examined, but that the general Prevention in favour of the Rebels was such, that there was but too much Reason to fear, that whenever they wished that their Ships should pass for Leaky, a Leak would soon be found. His answer to this was remarkable, That Partiality said He is indeed very Strong, and is a very serious Evil; do not imagine, that it arises from Love to the Americans, or Enmity to You, the Root lies much deeper, and may escape the Notice of a superficial Observer, but well deserves our most serious Attention. Tho' He did not explain Himself further, it was easy to see, that He alluded to that Licentious Spirit that prevails in this Country, and that no Doubt is one of the Principal Causes of the Enthusiastic Madness in favour of the American Cause, which every Man You meet with has espoused, tho' He is free to own that He does not understand, and has not so much as Attempted to understand the Question. I told M de Vergennes that for my Part, I had long seen the Secret Cause, and Manifest Tendency of the Partiality, I assure You said He, the King sees it too, He made the observation to me the other Day, and my answer to His Majesty was, that it was important to take every proper Means to check and counteract a Spirit of the Nature of which He had formed so just a Judge-

ment. I answered that such action was every way worthy of his Excellency's Wisdom, and then returned to my Notes and went on to say, that whether any Intimation had or had not been given to the Rebels, How they might elude the late Orders, it was but too certain, that in some Instances they had been eluded, what has passed at Cherbourg Sir, is a striking Instance of this: The Prize carried into that Port was ordered out as belonging to the Americans, scarce was she out of the Harbour, when she was sold and immediately returned to the Same Port as French Property: this Artifice was very frequently practised at Nantz before the issuing of the late Orders, and I know for certain, that some Merchants have said, and wrote, that those Orders which they consider merely as Political, will in this Respect, make no sort of change: You see Sir, that such barefaced Evasions would render your Orders Nugatory, would in a Word, make them worse than Nothing: He did not contravert this, but took a Particular Note of what I had said to Him. I then My Lord mentioned incidentally, one or two Points that are not in Your Lordships Letter, but that were connected with the general Subject: I told Him that I had received fresh Information that the *Hippopotame* which did belong to Beaumarchais, was preparing with all Diligence and was to be ready the 15th of Next Month, that she was to Mount thirty Guns, and cruize against us, He answered that He understood that that Vessel belonged to a french Merchant, and He knew that she wanted to take in a freight for the french West Indies: I replied that my Information was precise, that the real Property was in Beaumarchais, and that the True Destination of this Ship was what I had mentioned; I added that I had reason to believe, that two Ships are building at Rochfort for Franklin and Deane, He assured me very positively that such Projects might be devised, but that the Execution would never be suffered. After a Short Pause I went on; I must now Sir, carry You to the West Indies, where there have been still more unjustifiable Practices: to say the plain Truth, for in such Moments as these it is necessary to speak out, whilst all is Peace between Your Excellency and me, the french Subjects in that Part of the World are carrying on open War. . . .

1. PRO, State Papers 78/303, 390-401.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN <sup>1</sup>

[Extract]

Paris th 20th Augt 1777 -

. . . during my Stay at Nantes, I make myself very intimate with Williams, insomuch that he took me to all his Magazines and Shew me every bundle or Box of Goods which is to go out this Fall - Amongst the Number was the Eighty thousand Stands of Arms, Pistols, Swords, &c - likewise three hundred Bales of Woolens &c - he also Carried me to see Eighty thousand Suits of Uniform for the Rebel Soldiers, which is making at that place - all or the greatest part of which will go out in a Ship which they are building at that Place for Nicholson, tho' I believe unknown to the



french or indeed to almost any person – She will be a very fine Ship – her Keel is One hundred and Eight long – 30 feet Beam – 550 Tons – She will Carry twenty Six twelve pounders on her Gun deck – twelve of which is Brass and which I have seen – exclusive of this She is to Carry out all the Cordage, duck – Sail Cloth &c for 7 - Seventy four Guns Ships which they are about building at Present in America – likewise fifty Tons of Brass Ordonnance which is to Come from the french Kings Arsenal, and which will be cleared out from that place as Copper & bound to Martinico – but which they mean to Proceed to America with immediately – he has already 70 English, Irish and American Seamen engaged to go with him & a house of Rendavous appointed for that purpose, but is not to go out alone – Weeks will be ordered round from St Malo – and Johnson from Morlax to Join them exclusive of which Hynson has a Ship at Havre which mounts 20 - Six pounders and who will also be loaded with a very Valuable Cargo – I say he is also ordered round to Join them at Nantes – I was not mistaken in my conjecture some time ago when I informed you that something of Consequence was going on at Rouen, there are the Goods which is to be Shipped by the way of Havre; – You will have time to send Orders to all your Ships of War Cruizing in the Bay before they leave their diffirent Ports, therefore would advice if I might be allowed the Liberty, that one of your Ships Should cruze of[f] each of the different Ports. If they Should be so fortunate as to meet at Nantes, their force will be Sufficent when they Sail to Cope with One of you[r] Ships, as many other Vessell will be ready about that time – Exclusive of this their is 14 Different Marchand men at Nantes, all which will Sail in the Course of the months of Sepr & October – the chief of them will go to Boston unless they Should hear of your fleet and army being at that place – in that Case they will make the best of their Way to South Carolina – Charles town in Preference to any other – Their is a Number of frenchmen at Nantes who have Joined and built Six Brigantine, Carrying from 14 to Eighteen each – three of which is in the Water and one ready to Sail. they are the best Calculated Vessell for the American Purpose I ever saw – their plan in building those Vessell is to Carry out a Cargo of Goods, to be Sold in the Continent, after which the Vessells will be offered to the Congress at first Cost, in Case this plan Succeeds they Propose sending out two monthly. I am Confident they will Sail very fast – as they are as Sharpe as a Wedge – They will be manned with frenchmen entirely, and will Clear out for some of the french West India Islands. . I think 'twill not be improper to mention here, and which I can assure you from the best Authority, that the Havanna is Open to all American Vessells – this if you recollect Sir was never granted to any Power on Earth before – possibly you may have know[n] it before but as I imagine its a matter of the Greatest Consequence, have noted it here – I also Conclude from the Above, that if one port is Open to these people no doubt very port in their Dominion is on the Same footing. . .

From Nantes Nicholson and myself set off[f] for St Malo at which place we Arrived in two days – 'Twas there I met with Captain Weeks Again,

who related to me his being Chaced by an English Sixty four, and of his very narrow Escape, but this is not material to mention at Present I'll endeavour to answer you with the Same when I have more Leizure than at Present, – I Stay'd onbd his Ship three days with him, She now ready for Sea Again, and in better or[der] and better manned than ever She was since he has been Capt She mounts Sixteen Six pounders – twenty Swivels, and has onboard One hundred and thirty Stout fellows as ever you Saw, the greater part English and Irish – with some Americans – 'twas from him that I have learned many matters of Consequence, which you may depend on as he is the Confidant both of Deane and Franklin, and not a little esteemed by either of the Above – He informed me that One Million of dollors had been obtained from the Spaniard, as he had been informed – but Concluded with saying that he was not purfectly convinced of it as he had it only from Second hand – this Weakes is very Sly, and was obliged to engratiate myself in his favour by making him Present of few things – Such as Sword – Pistols &c – & I found he bit immediately, By these means I say I got the blind side of him and discovered Just what I could have wished from a man of his turn & which was my reason for undertaking the Journey – After he had enquired about his friends at Paris, I endeavored to work him Round, and last found that the french at that Port – Merchants I mean – propose sending in the Course of the months of September and October to America – five forty Gun Ships and two Sixty fours – they will be cleared out for the East Indies, but will Proceed to America – where their Cargoes will be landed – and I conclude they will be Offered to the Congress – the five mentioned above Lay at Port L'Orient – & from what I have learned imagine they are India Ships – The other two I conclude is at Brest – the matter was not finally settled but from appearances and from what the house of De Segray, Beaugard Fil & Compy told me, I say from What those Gentlemen mentioned, 'twill in all probability take place – As they are Owners of said Vessell and doe all Deanes and Franklin business at that port, – besides which they mean to send out many Marchand Ships which lay there – but imagine the Goods will not be Shipped from that Port – Its impossiable to Conceive the respect that is Shewn Weakes and Nicholson at St Malo: nothing is too much that can be done for them, the Commanding Officer there has had his troops reviewed merely to let them See and at Same [time] Balls & Court parties Are proposed every day for their Amusement. . .

1. Auckland Papers, III, 116-21, BL.

"STATE OF THE ACCOUNT FURNISHED BY CAPN HENRY JOHNSON OF HIS  
DISBURSEMENTS AGAINST THE BRIG *Lexington* OF WHICH HE WAS  
COMMANDER –" <sup>1</sup>

|  |                 |
|--|-----------------|
| 1 lb Thread, 100 Needles for Talor to mend Cloaths . . . . . | 3 . . 5 . . —   |
| Expences for Officers after the Vessel dropt down . . . . .  | 17 . . 17 . . — |
| Boat and expences down . . . . .                             | 64 . . — . . —  |
| Bread 7 . . 16 . . — Greens and mutton 5 livres . . . . .    | 12 . . 16 . . — |

|  |      |    |   |
|--|------|----|---|
| Boat for part of the Frenchmen Ship'd at Bourdeaux }<br>to get to the Vessel   | 9    | —  | — |
| Pilotage from Blaye to Sea   | 99   | —  | — |
| Expences for People &c   | 33   | —  | — |
| Boat to carry People to Pouliar to Casteleon   | 6    | —  | — |
| Champains Accot paid Pilotage inwards  | 72   | —  | — |
| Clearance in and out Blaye   | 19   | —  | — |
| Brokerage . . . 24 . . . sundries inwards for Ship Use . . .<br>30 livres 10   | 54   | 10 | — |
| Sealing Wax . . . 18 Sous, Expences at Royan recruiting 46 livres  | 46   | 18 | — |
| Brooms 1 livre 4 . . . Veal 6 livres 12 . . . Royan  | 7    | 16 | — |
| 1 Months advce paid Jaque le Bayonne omd Painboeuf   | 42   | —  | — |
| Pilotage from Bourdeaux to Nantes  | 300  | —  | — |
| Blacksmiths Bill, Painboeuf  | 32   | 16 | — |
| Expences at Painboeuf  | 31   | —  | — |
| 1 Spar for steering sail boom  | 4    | —  | — |
| Boat hire from Painboeuf to S Nazaire with Provisions  | 10   | —  | — |
| Pilotage from S Nazaire to Sea   | 31   | 10 | — |
| 2 lb Tea 9 lb Sugar 19 livres 11 sous 11 livres rice   | 31   | 17 | — |
| Medicines for Surgeon . . . at Painboeuf   | 5    | 10 | — |
| Expences to Nantes to get a Master & people for Capn Nichn   | 12   | —  | — |
| Canoe hire to Capn Wickes on same business   | 4    | 4  | — |
| A Stove . . . 48 . . . 1 Hhd Potatoes 24 livres  | 72   | —  | — |
| Boat from Bourdeaux to Poulliac for people omd   | 24   | —  | — |
| 20 lb Beef a 14 sous Sols omd  | 14   | —  | — |
| Cash paid for Cork   | 77   | 6  | — |
| ditto paid for apprehending Thomas Lyne }<br>Jams Shilts } Deserters at<br>Thos Colleston } Bourdx . . . 193 . . . —<br>Jos: Colleston }         |      |    |   |
| Fish and Greens . . . 16 . . . Cheese 25 . . . 6 Oars 10 livres  | 51   | —  | — |
| Beef & Mutton at Blaye 46 livres frying pan, Sail needles  |      |    |   |
| Palms & paper  | 58   | —  | — |
| Cow hides  | 27   | —  | — |
| Cash advanced 7 Men . . . Peter Cashell }<br>Fras Bruneau }<br>Jos: Bona }<br>B. Turnade }<br>John Troy }<br>John Rousseau }<br>W. Le Gacherie } | 120  | —  | — |
| Carried forward  | 1586 | 5  | — |
| State of Capn Johnsons disbursements brought Over  | 1586 | 5  | — |
| Sundry Slops at Bourdeaux/A pair of<br>Breeches  | 5    | —  | — |
| 2 Dozen Hatts  | 61   | 4  | — |

|                  |     |    |   |
|------------------|-----|----|---|
| 40 Shirts        | 180 | —  | — |
| 8 ditto          | 26  | —  | — |
| 33 Pair trousers | 115 | 10 | — |
| 24 Jackets       | 132 | —  | — |
| 12 ditto         | 126 | —  | — |
| 6 pr breeches    | 24  | —  | — |
| 48 Jacknives     | 25  | —  | — |
| 2 Dozn buckles   | 12  | —  | — |
| 188 pair Shoes 3 | 564 | —  | — |
| 7 pr Hankerchfs  | 84  | —  | — |
| 24 pair Hose     | 36  | —  | — |

## Sundries at Nantes

|  |     |   |   |
|--|-----|---|---|
| 5 Shirts 6 livres  | 30  | — | — |
| 19 Shirts 3 livres   | 57  | — | — |
| 21 Jackets 5 livres  | 105 | — | — |
| 10 pr Trowsers   | 25  | — | — |
| 22 livres Tobacco  | 66  | — | — |
| 1 doz. Mill'd caps   | 18  | — | — |
| 2 Shirts, 2 pr trowsers, 2<br>Jackets, 2 pr Hose,<br>1 livre Snuff, 1 pr<br>breeches | 49  | — | — |
| 61 Hatts bt at Sea   | 126 | — | — |

1866..14..—

3452..19..—

Received of Messrs Delaps Bordeaux

1080..16..8

Morlaix August 20. 1777 –

2372..2..4

Errors Excepted

Henry Johnson.

No 3 Cap: Johnson having received of Mr Williams As by the Account  
Current

No 5 – 4182..1..6 And having only accounted as above  
2372..2..4 he remains accountable for

1803..19..2 to the Commissioners or Congress –

1. Jonathan Williams Cash Books, YUL.

21 Aug.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN RICHARD R. BLIGH,  
H.M. SLOOP *Wasp*, DUBLIN <sup>1</sup>

By &c.

Whereas we have ordered Captn [George] Burdon of His Majesty's  
Sloop *Drake* to repair immediately to Dublin, & taking under his command

the *Wolf* Sloop, and *Esther* & *Lurcher* Cutters to convoy the Linnen Ships and other Trade passing between Ireland and England in your stead; You are hereby required and directed (notwithstanding former Orders) to put to Sea in the Sloop you command with the first opportunity of Wind and Weather & proceed & cruize between Waterford and Milford Haven for the protection of the Trade of His Majesty's Subjects, & diligently to look out for, and to use your best endeavours to take, or destroy, any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America which you may be able to come up with.

You are to continue upon the above Service until you receive further Order calling once in 14 days at Waterford to enquire for Orders & to endeavour to procure intelligence, And in case you receive any that can be depended upon of any such Privatiers of superior force to the Sloop you command being within the Limits of your Station or in the neighbourhood of it, you are to give notice thereof to Captn Kearney the Regulating Captain at Cork, and to Mr Foxworthy the Naval Officer at Kinsale for the Information of the Captains of His Majts Ships who may come to those Ports for Intelligence; either by calling there yourself or by sending to them by Post from such other places as you can soonest land the Letters at. Given &c. the 21st August 1777 –

By &c. P.S.

Sandwich Lisburne H. Palliser

1. PRO, Admiralty 2/103, 166.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN WILLIAM P. WILLIAMS,  
H.M.S. *Venus*, SPITHEAD <sup>1</sup>

By &c.

Whereas we think fit that the Ship you command, accompanied by the *Tortoise* and *Grampus* Storeships (whose Commanding Officers are directed to follow your Orders) shall proceed to New York with the Victuallers named in the inclosed List and any other Victuallers or Storeships in His Majestys Service or Trade which may be at Spithead, or arrive there before you sail; You are hereby required & directed to take the *Tortoise* & *Grampus* under your command, and the Victuallers, Storeships & Trade abovementioned under your Convoy; and, then putting to Sea with the first opportunity of Wind & Weather, make the best of your way (consistent with their security) with them to New York; where you are to deliver the inclosed Packet to Vice Adml Ld Visct Howe, or the Commanding Officer of His Majesty's Ships there for the time being; and follow his Orders for your further proceedings.

If there are any Merchants Ships or Vessels at Spithead, bound the same way, which may be ready to sail, & whose Masters may be desirous of accompanying you, you are to take them under your convoy also; and see them in safely as far as your way & theirs may lie together.

You are to take particular care of the *Grampus* & *Tortoise*, as well as of the Victuallers and Storeships abovementioned, & to be very atten-

tive to all the other Ships & Vessels which proceed under your Convoy; keeping them together by every means in your power, & upon no Account, leaving them upon pretence of their not sailing fast enough to keep Company with you; as we expect that, in the course of your Voyage, you accomodate your Progress to that of the worst sailing Ship amongst them.

You are at the same time to take all possible care to prevent the said Ships & Vessels from seperating from you and to give their respective Masters such Orders & directions as you judge most conducive to that end; And in case (notwithstanding these precautions) any of them shall part Company with you, or disobey your Orders, you are to transmit to our Secretary a List of their Names, & disobedience; that such measures may be taken thereupon as shall be judged necessary.

And Whereas we intend that His Majestys Ship the *Fowey* shall also accompany you to New York, if she arrives at Spithead & can get her Provisions & Stores complete in time; you are, in that case, hereby further required & directed to take her under your command; but not to wait for her, if you are in every other respect, ready to proceed before she is. Given &c. 21st of August 1777.

By &c. PS

Sandwich H Penton H Palliser

[Enclosure]

Admty Office  
21st Augt 1777

A List of Victuallers having on board Four Months Provisions for Sixteen Thousand Men & a supply of Candles for the Fleet under the command of Vice Adml Lt Visct Howe; ordered to proceed to New York under Convoy of His Majts Ship *Venus*

| <i>Ships Names</i>    | <i>Masters Names</i> | <i>Ships Names</i> | <i>Masters Names</i> |
|-----------------------|----------------------|--------------------|----------------------|
| <i>Medway</i>         | Robt Anderson        | <i>Mayflower</i>   | James Crosby         |
| <i>Brilliant</i>      | Richd Boyman         | <i>Albion</i>      | John Stead           |
| <i>Providence</i>     | Ralph Richardson     | <i>Lark</i>        | John Stavers         |
| <i>Elizabeth</i>      | Levi Preston         | <i>Lucy</i>        | Wm Brinkley          |
| <i>Saville</i>        | Botteril Wilson      | <i>Esther</i>      | Richd Ledger         |
| <i>Hope</i>           | John Hyde            | <i>Edward</i>      | Thos Snaith          |
| <i>Charming Nelly</i> | John Walker          | <i>Nelly</i>       | Andw Stalker         |
| <i>Fame</i>           | William Blake        | <i>Yowart</i>      | Henry Barnes         |
|                       |                      | <i>Queen</i>       | Robt Lovelace        |

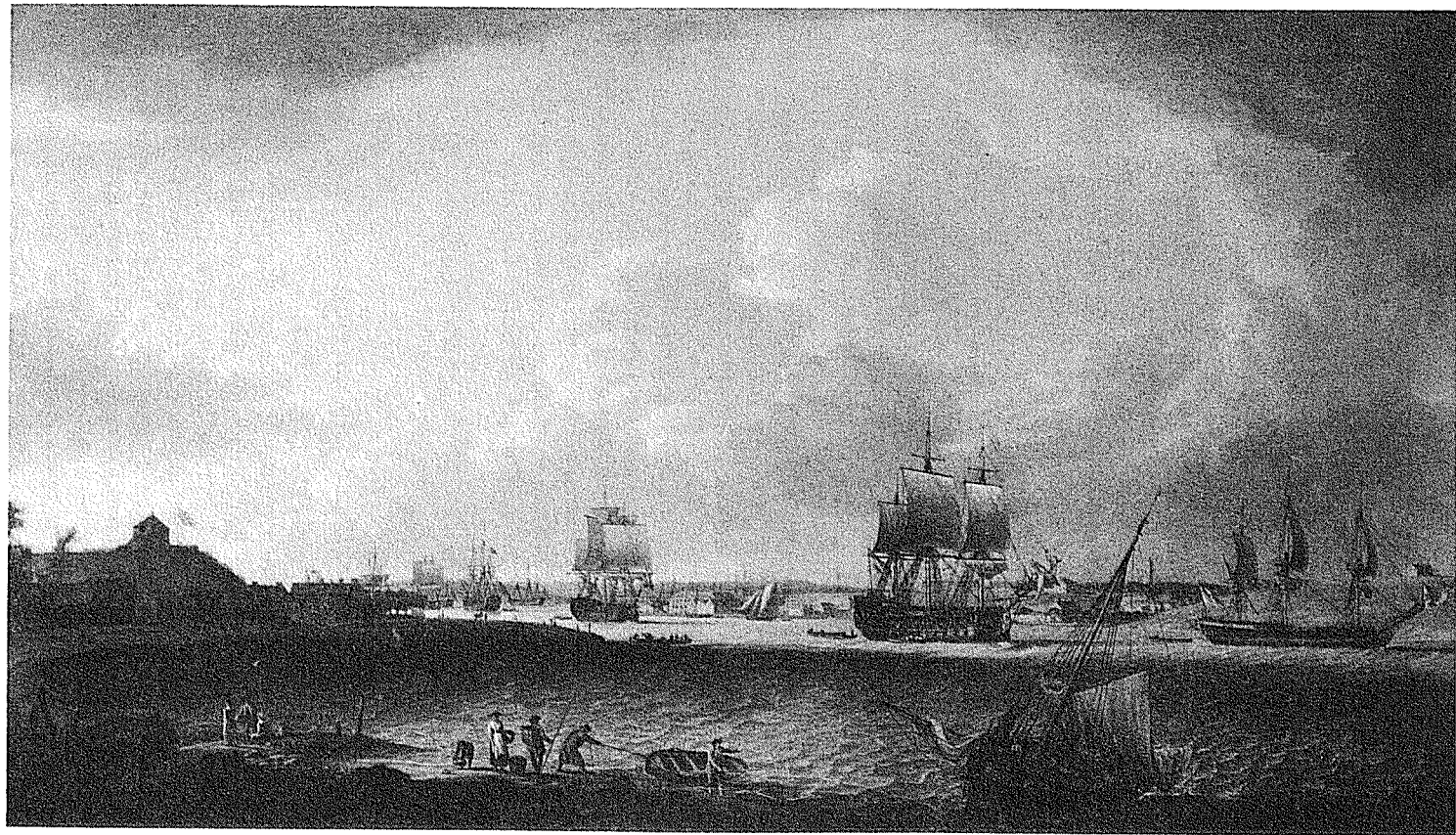
1. PRO, Admiralty 2/103, 167-68.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN GEORGE BURDON,  
H.M. SLOOP *Drake*, PLYMOUTH<sup>1</sup>

By &c.

Whereas we intend that the Sloop you command together with the Sloop & Cutters named in the Margin, whose Commandg Officers are directed to obey your Orders, shall be employed to convoy the Linnen Ships & Trade passing between Ireland & England up the English

Sloop *Wolf*  
Cutter *Esther*  
" *Lurcher*



*Ships at Plymouth*

Channel, You are hereby required & directed to make the best of your way in the Sloop you command to Dublin where you will either meet with, or be shortly joined by, the other Sloop & the Cutters abovemention'd, all of which you are to take under your command accordingly, And so soon, as application shall be made to you for that purpose by the principal Persons concern'd you are to proceed with the said Sloops & Cutters to Belfast & Newry and having collected at those Ports all the Linnen Ships or other Trade there bound to England whose Masters may be ready to sail & desirous of accompanying you, you are to repair with them to Dublin, & having done the like there, proceed with the whole of the said Linnen Ships & Trade to Spithead, taking all possible care of them during their Passage.

Upon your arrival at Spithead you are to make enquiry for & take under your convoy any Trade bound to Ireland which may be ready to sail and whose Masters may be desirous of accompanying you, and then make the best of your way back to Dublin; seeing such Trade in safely as far as your way & theirs may lie together.

You are to contrive to act in like manner, with the abovemention'd Sloops & Cutters until you receive further Order; taking care to transmit to our Secretary once a Week, if you have it in your power to do so an Account of your proceedings, and of any interesting Intelligence you may procure, & using your best endeavours to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of No America, which you may fall in with; but to be very careful not to expose the Ships or Vessels which may be under your convoy to danger upon that or any other account. Given &c. the 21st of August 1777.

By &c. P:S:

Sandwich Lisburne H. Palliser

1. PRO, Admiralty 2/103, 165.

*London Chronicle*, TUESDAY, AUGUST 19, TO THURSDAY, AUGUST 21, 1777

London. Thursday, August 21.

Last Friday there was a meeting of some of the principal Merchants of Edinburgh and Leith, at Edinburgh, at which the Lord Provost presided. The intention of the meeting was to take under consideration what would be the most effectual method of protecting the trade of that part of the country from the future depredations of American privateers. By letters from Mr. Stevens [Philip Stephens], Secretary to the Admiralty, it appeared government was desirous to give every necessary aid to forward whatever scheme might be agreed upon as the most likely to answer



this salutary purpose; and for that end would pay the usual sums allowed for manning, victualling, and fitting out two or three ships of 400 tons, to carry not under 20 guns each. The meeting accordingly agreed that this plan should be adopted; but as they were not informed as to what sums were allowed by government for such vessels, and consequently could make no contract at present, resolved that a letter should be forwarded to Mr. Stevens, desiring information on that head, and likewise to know whether the men raised for the purpose of manning these ships would be allowed to remain on board them so long as the contract existed, without being liable to be turned over to any other of his Majesty's ships.

A petition will be presented in a few days, to the Admiralty from the counties in general for protections for the harvestmen, as it is to be feared that there will not be hands enough to get it in without; as poor men are afraid to go to their daily labour.

The Lords of the Admiralty have given orders to the officers of small cruisers to examine all the fishing boats on the French coast, and to make reprisals of all such as shall be found to have any extra number of men or arms, or any gunpowder or warlike stores on board; it being known that those fishing vessels supply the American privateers, without the latter putting into port.

The *Tartar*, an American vessel, laden with flour and rice, is taken by the crew, and carried into Jamaica.

The *Lady Mary*, Gray, from the coast of Africa, to the Musquetto shore, is taken and carried into Hispaniola, by an American privateer.

#### LORD GEORGE GERMAIN TO GEORGE III <sup>1</sup>

Lord George Germain has the honor of sending your Majesty the Letters he has received from Sir George Collier, tho' probably your Majesty will have received from Lord Sandwich an account of the very spirited and meritorious behaviour of Sir George Collier and of the Captain of the *Flora*.<sup>2</sup>

Kew Lane August 21<sup>t</sup> 1777  $\frac{m}{10}$  pt 10. A.M.

1. Fortescue, ed., *Correspondence of George III*, III, 469.

2. Taking of the Continental Navy frigate *Hancock* and recapture of H.M.S. *Fox*.

#### "EXTRACT OF A LETTER FROM DOVER, AUG. 21." <sup>1</sup>

A Dutch ship, named the *Spoors*, Capt. Anthunson, spoke at sea, the 28th of July, with three American privateers, viz. the *Satisfaction*, a sloop of 14 guns, a sloop of 10 guns, and a brig of 12 guns, from Rhode Island, in lat. 38. long. 40.30. West. They had taken two brigs from Jamaica, belonging to Liverpool.

July 6th, spoke with Capt. Holland, from Liverpool; he had taken a snow from Carolina, and sent her to Liverpool.<sup>2</sup>

About twenty-five leagues to the westward of Ushant, spoke with two American privateer brigs, of 14 guns each, with two Jamaica ships in

company, which they had taken the day before: one ship had engaged them two hours. They had also taken a sloop and a schooner some time before, and sent them to Nantz, and they intended to carry the ships they had with them there; this was on the 9th of August. The next day spoke with an American privateer, of 24 guns, named the *Mars*, from Boston; she was off Scilly.

1. *London Packet, or, New Lloyd's Evening Post*, August 20 to August 22, 1777.

2. *Sally*. See *Williamson's Liverpool Advertiser*, August 8.

"EXTRACT OF A LETTER DATED NANTZ, AUGUST 21, FROM A PASSENGER  
ON BOARD THE *Queen of Portugal*, CAPT. TIBBY,  
FROM CORKE TO LISBON" <sup>1</sup>

On the 5th curt. we left Cove, and in about 23 hours met the *Oliver Cromwell*, Capt. J. Cole [William Coles], who took us; he paid no attention to our Portuguese pass and colours; immediately he removed all our crew to his brig, leaving only Mr. Tibby with the passengers on board our vessel. Towards evening he went in chase of two brigs, with whom we saw him engaged at night for near an hour.<sup>2</sup> That night we lost sight of him, and never saw him more. Our prize-master had orders to proceed to America, which alarmed the whole crew, on account of the scantiness of provisions for so long a voyage.<sup>3</sup> On the Friday following we fell in with two other privateers, the *General Mercer*, Capt. [James] Babson, and *Fanny*, Capt. [John] Kendrick, each of 14 guns, just as they had taken two Jamaica-men, the *Clarendon*, Capt. [T.] Cowell, and *Hanover Planter*, Capt. [T.] Luny. As the speediest means of getting on shore, we passengers solicited Capt. Babson to receive us on board, which he did that night. We remained privateering with him till Monday following, when out of compassion to two ladies we had with us, he removed us to the *Clarendon* prize, where we remained till Sunday last, when we got into this port. We experienced much kindness from our prize-master, but not from the crew. The prize-master permitted us to take away as much of our cloathes as we could carry; but as no chests were permitted to go out, we were obliged to bundle up our apparel in sheets and blankets, and threw them into the boats, open as they were, to the sailors; what we had first collected was greatly diminished by the sudden transfers from ship to ship. No other of our papers whatever remained aboard or appeared to the *Oliver Cromwell* than the Portuguese pass and papers; but by what I can learn the Americans have a hatred to the Portuguese for forbidding them their ports, and seem resolved to retaliate when opportunity offers. The mode of introducing prizes into this port is iniquitous, and deserves to be made known; both privateers and prizes are reported under fictitious names, and from different ports; no prisoner is allowed to come on shore till the cargoes are sold, or lodged in magazines; by this means the masters are restrained from making timely protests, and when they can protest, all their endeavours to find out either the privateers or prizes are rendered fruitless; the people of the two Jamaica-men are actually confined aboard to prevent their making any protest; the

[*General*] *Mercer* and *Fanny* under other names; marks of casks and puncheons are rubbed out. These privateers had taken two other Jamaica-men, which they sent to America.<sup>4</sup>

1. *Gazetteer and New Daily Advertiser*, London, September 4, 1777.

2. *Rawlinson and Sally*. See Journal of a Cruise in Massachusetts Privateer Brigantine *Oliver Cromwell*, August 6.

3. *Queen of Portugal*, formerly Pennsylvania privateer brigantine *General Montgomery*, arrived safely at Boston towards the end of September and was libelled on October 9, *Independent Chronicle*, Boston, October 9, 1777.

4. Schooner *William*, James Webber, master, libelled on September 18, and sloop *Wolfe*, William Marshall, master, libelled on October 9, *Independent Chronicle*, Boston, September 18 and October 9, 1777.

## 22 Aug.

*The General Advertiser. Liverpool*, FRIDAY, AUGUST 22, 1777

Liverpool, August 22.

The *Priscilla*, Capt. Rd. Cassady, sailed 3d July from Sligoe, bound for Liverpool, and was taken the 6th by a rebel privateer called the *General Mifflin*. These sons of freedom seized all the captain's cloaths that were worth any thing, and 88 l. in cash; every one of his men they took on board the privateer; plundered the vessel of spare rigging, stores, &c. and one bale of linen, part of the cargo, which chiefly consisted of yarn, and after leaving several of the crew on board, ordered the captain to be bound hand and foot, and put into confinement. In this miserable situation he remained until the 19th of July, when his vessel was retaken by the *Union*, letter of marque, of London, within 10 leagues of Bourdeaux, and carried into Fowey. The privateer's people split all the sails except the foresail, by carrying, whenever they saw any vessel; Capt. Cassady was in a very poor state of health when they arrived at Fowey, and not able to stand, through the cruel treatment he received; his remaining so long bound, occasioned his flesh to swell to a shocking degree; all his prayers and intreaties were in vain, the inhuman tyrants had no compassion. Surely the fear of a single man retaking the vessel, could not induce them to this barbarity. She was a constant Irish trader, had not a gun on board, nor ammunition or warlike weapons of any kind.

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

As Sir George Collier in his letter to Ld Sandwich expressed a wish that the rebel flag should be laid at your Majesty's feet, Ld Sandwich takes the liberty now to send it, not having it in his possession, when he troubled your Majesty yesterday.

The flag was hoisted at the foretopmast head, & seems to be a sort of broad pendant rather than a flag.<sup>2</sup>

Hampton Court Green

Aug: 22. 1777

1. Fortescue, ed., *Correspondence of George III*, III, 471.

2. From Continental Navy frigate *Hancock*.

JOURNAL OF CHARLES HERBERT<sup>1</sup>

[Mill Prison, Plymouth]

[1777. August] 22. We hear that Ticonderoga is taken by the King's troops, and also Philadelphia; that the *Hancock*, Captain Manley, is taken, and the *Fox* retaken; but we cannot tell what to believe by what we hear; for since we have been taken we have heard, nearly twenty times, that Philadelphia was taken, and as many times that Washington was killed; that Congress was divided, that continental money was disgraced, that the Americans had laid down their arms, and that they were starving to death for want of provisions, and naked for want of clothing; all these things have been published in the newspapers, times without number, since we have been taken.

1. Herbert, *A Relic of the Revolution*, 57.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

Gentlemen,

St Malo 22d August 1777 –

I should be very glad to know my future destination and how I am to Act in Regard to the proceedings of the Admiralty Officers at this Port. If I am not dispatched Soon think it Will be Neccessary to hawl the Ship on Shore again & Clean her as She is very Dirty and will not Sail without being Clean. I am informed Capt [John] Green of Philadelphia is now at Nantes unemployed, as he is Married & has a Wife and family in Philada. If you have any Employ for him, think you may Safely Confide in him, as I am Perswaded he will do every thing in his power to Serve the American Cause & is Very Capible of Commanding either a Merchant man or Vessell of War – Please let us have all the News you Can – I remain [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 201, APS.

CAPTAIN LAMBERT WICKES TO JONATHAN WILLIAMS, JR.<sup>1</sup>

Sir.

St Malo Augt 22d 1777 –

I received your favour of the 17th and note the Contents as to the Man you mention in your last. I cannot see how he can possibly Claim or expect to be paid any Share or part of Prize Money, as he Absolutely Run away from the Ship & thereby forfeited his Prize Money, As there is an Express Resolve of Congress that Says any Person or Persons whom deserts or Runs away from any Vessall in the Service of the United States of America, Shall forfeit all his Wages & Prize Money and every thing belonging to him, As I did not make this Resolve cannot break it, but if Doctor Franklin thinks it Neccessary so to do & will furnish me with an Order for so doing for my justification I will Cheerfully Submit and pay the Money, tho' I must Confess I do not think so great a Sacrafice is Neccessary & am Very Sorry to hear My Charactor is So bad in France, tho'

for my Vindication Can Assure you Not one farthing of Money ever Was or ever Can be put in my Pocket – I ever was & hope ever Shall be Content wth my Own with[out] Coveting or desiring other Peoples Goods – Please Communicate this to the Honble Ben: Franklin Esqr & if he will give me an order for paying their Respective Shares, I will Cheerfully comply and pay them – I think this highly Neccessary for my Vindication – there has three of my People Run away since I have been here, whom I think may with More Justice Demand their Wages & Prize Money, as they have done More for it, tho' I am Perswaded they Never will demand it, or do I think any but those at Nantes are equal to so great a Task – I would beg you to Propose this Simple Question to their Lawyer, Whether Men Employed on Board a french Man of War, After Runing Away before the expiration of the time they Agree'd for is intituled to Wages or Punnishment I am perswaded his Answer will be the Latter, if so in their Own Ship's Cannot Conceive why it should be otherwise in Our Navy as they Certainly Subject themselves to the Rules & Laws of our Navy when they Come & Sign our Articles Volentarily of their Own free Will and Accord, As those two Men you Mention did – The Pilots Account Shall be made out & his Ballance Sent you by Next Post, for wch Please take his Receipt in full to prevent further trouble, from [&c.]  
Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 201½, APS.

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

No 1  
Sir,

Medway in Gibraltar Bay  
22d August 1777

I send you enclosed for the information of my Lords Commissrs of the Admiralty Copies of two Letters that were found on board two American Vessels taken by the *Levant*: <sup>2</sup> they are both address'd to Messrs Duff & Welch who are British Subjects, & Merchants at Cadiz, and seem to carry on mutual Correspondence with the Rebels of America (as I apprehend) contrary to Law. In the Letter dated 2d June, <sup>3</sup> are found the names of John Bailey of Liverpool & Alexr Elmsley of London who seem likewise to hold correspondence with the said Rebels. You will please to lay these Letters before their Lordships, as I judge they will not think this notice of the behaviour of English Merchants unnecessary.

The Vessels that have been taken by His Majestys Ships under my Command are few in number and (except the *Argo*) of inconsiderable value; they are as follows, Vizt

By the *Enterprize*. Ship *Aurora*, Jacob Getsheues, Master 350 tons; with Wheat and Flour.

Ship *Belville*, John Cunningham, Master 250 tons; Staves & Bees Wax.

Schooner *Polly*, John Briggs, Master, 58 tons; Fish.

By the *Levant*. Ship *Argo*, Thomas Mackenzie, Master 200 Tons. Rice and Indigo.

Brig *General Montgomery*, Ben. Hill, Commr 180 tons,  
18 Guns, 87 Men, A privateer.

Schooner *Gorham*, James Davis, Master 85 tons. Rice.  
Sloop *Centurion*, Thos Folger, Master 86 tons. Staves.

By the *Zephyr*.  
I am Sir [&c.]

Schooner *Betsy*, Wm Le Cras, Master 65 tons. Fish.

R Man

[Endorsed] R 19 Sepr Asd 13 Octr Send Copies to Lord Geo Germn  
for H M information.

1. PRO, Admiralty 1/386.

2. *Gorham* and *Centurion*. See *Journal of H.M.S. Levant*, July 20 and 21.

3. See Hewes & Smith to Duff & Welch, June 2.

23 Aug.

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

My Lord.

[Admiralty Office] 23d August 1777.

Since closing my Letters to your Lordship of the 20th Instant, I have had the honor to receive Yesterday your Lordships dispatches of the 18th & 29th June & of the 3rd 5 & 9th of last Month numbered from 32 to 36 both inclusive with the several Papers accompanying them, which came by the Packet; & this day Duplicates of the said Letters & Papers which came by Capt Talbot of the *Niger*, all of which I have communicated to my Lords Commrs of the Admty & expect to receive their directions to answer them in detail, by the next conveyance; there not being sufficient time for it to be done by this.

I have also, since closing the said Letters had the satisfaction to receive & communicate to their Lordships, a Letter from Sir George Collier dated at Halifax the 12th of last Month given an Account of his having taken & brought into that Port, the *Hancock* Privatier of 32 Guns — Manley Commander; & of the *Flora's* having re-taken & carried into the same place His Majts Ship the *Fox* which had been taken by the *Hancock* on the Banks of Newfoundland, And their Lordships understanding, by the Officer who brought the Letter; that Sir George Collier had sent, or intended to send, to your Lordship Capt Fotheringham who commanded the *Fox* at the time she was taken, and who, with some of his people, were found on board the *Hancock*; I have their directions to recommend it to you, when he & such a Number of His Officers & Men as may be judged sufficient for the purpose, shall arrive, to cause a Court Martial to be assembled as soon as conveniently may be, to inquire into the cause of the Capture of the said Ship, & to try the said Captain, his Officers & Men, for their Conduct upon that Occasion.

I have at the same time their Lordships commands to signify their directions to you & to cause her to be put into condition again, as soon as possible, to re-commission the *Fox*; to direct the Naval Officer at Hallifax to purchase the *Hancock* by Appraisement, if she is found fit for His Majesty's Service, drawing upon the Navy Board for the expence, And then to commission her as a Ship of 32 Guns, & to cause

her to be put into proper Condition also employing them both afterwards as you shall judge best for His Majesty's Service entrusted to your Care. I have the honor to be &ca

P: S:

vice Adml Lord Viscount Howe, By the *Venus*. Duplicate by the *Maidstone* 20 Sept -

1. PRO, Admiralty 2/555, 303-04.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN JACKSON,  
H.M.S. *Ariel*, NORE <sup>1</sup>

By &c

So soon as the Complement of the Ship you command shall be completed for which we have given directions to the Senior Officer at the Nore, you are hereby required & directed to put to Sea, without a moment's loss of time & proceed and Cruize between the Naze of Norway, the Coast of Jutland & the Entrance to Gottenburg for the protection of the Trade of His Majestys Subjects in those parts & diligently to look out for, & to use your best endeavours to take or destroy, any Privatiers, or other Ships or Vessels, belonging to the Rebellious Colonies in No America which you may be able to come up with.

And in case you shall receive well founded Intelligence that any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies abovementioned are Cruizing in parts contiguous to tho' not actually within the Station you are hereby directed to Cruize upon, you are at liberty to proceed in quest of them, taking care to return immediately to the said Station so soon as you shall have taken destroyed or driven them away or be thoroughly satisfied that none such are there.

You are, on your way to the abovementioned Station, to call off Hamburg to gain Intelligence from the Pilot Boats if any such Privatiers are in those Parts, and to inform Mr Mathias the British Resident there by Letter of your being in those Seas; And when you get off Gottenburgh you are to make the same enquiry, & to send the like information to the British Consul there.

You are to continue upon the above Station for the space of one Month after your arrival thereupon, & then repair without loss of time to the Downes & remain there until you receive further order sending to our Secretary an Account of your arrival & proceedings. Given &c. 23d Augt 1777.

By &c. PS

Sandwich H Penton H Palliser

1. PRO, Admiralty 2/103, 171-72.

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

[Extract]

Paris, 23rd August, 1777.

. . . In a word Cunningham by his first and second bold Expedition, is become the terror of all the Eastern Coast of England & Scot-

land, and is more dreaded than Thurot was in the last War – But though this distresses our Enemies it embarrasses us, we solicited his enlargement & Mr Hodge engaged for his going directly for America – I know not how his engagement was expressed, but to appease the British Ministry and drive off an instant War Mr Hodge has been arrested and Confined – His friends need not be in distress for him, he will soon be at Liberty – He merits much from his Country being ready at all Times to serve and promote its Interests –

. . . the Ship *General Mifflin* after Cruizing some time on the Coast of England and Ireland put into Brest and there under Continental Colours Saluted the Admiral, who after consulting His officers returned the Salute which caused much Speculation and shows that the Officers as well as the other Orders in this Kingdom are much in our Interest – But the Politicks of this Country are intricate & embarrassed with connections & alliances on the Continent of Europe which with the State of their Fleet and their Sailors being abroad in the Fishery &c puts off bold & decisive measures. some other Prizes have arrived in different Ports – particularly two valuable Jamaica Men at L'Orient<sup>2</sup> a few Days since sent in by the Capts Babson & Kendricks – This is the brief state of the Proceedings of our Cruizers who have put into the Ports of this Kingdom – The Prizes are sold without Condemnation & consequently to a very great Loss as the whole is conducted Secretly & put too much in the Power of Agents –

Tho' these Cruizes have not been profitable to us they have been of infinite Prejudice to our Enemies, both to their Commerce & reputation – Nothing can be more humiliating to these once Proud Lords of the Ocean then the Insults they receive on their own Coasts And from those they so lately despised. . .

1. Papers of Robert Morris, LC.

2. *Clarendon* and *Hanover Planter*.

#### HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 59.

My Lord.

Corunna 23d Aug: 1777.

I most humbly beg leave to acquaint your Lordship that the Rebel Privateers mentioned in my last of the 6th Instant are still cruising off this Harbour in order to intercept the Letter of Marque the *King of Spain* and her Prize, which has determined the Commander Mr Hamilton to leave the Prize here at the Disposal of the Proprietors in England, having for that end had her legally and in due Form adjudged and condemned before the Auditor of War and the Commissary of Marine, without any Objections or Difficulties being made.<sup>2</sup>

I have just received Advice that a Rebel Privateer, and an American Vessel laden with Salt from Bilboa to Marblehead are run on Shore near Llanes in the Province of Asturias in order to escape from one of



His Majesty's Frigates,<sup>3</sup> and that a Sloop laden with Butter for Bilboa is taken and carried into Rivadesella in the same Province by an American Privateer. Three American Merchantmen are now fitting out in Bilboa in order to return to America with Cargoes of Silks and Woolens, and have bought and taken on board twelve or fourteen Pieces of Cannon without any Objection being made to it by the Comissary of Marine or others, and a Mr Terry from Philadelphia who is settled there as a private Agent or Consul for the Congress, has purchased a Ship of 200 Tons Burthen, and is fitting her out in a warlike manner with fourteen six and four Pounders, however it is thought they will not be able to obtain any Gunpowder in that Port. . . .

1. PRO, State Papers 94/204, 136-37.

2. *Emperor of Germany*.

3. The vessel bound to Marblehead was the schooner *Glover*, John Harris, Jr., master. See Gardoqui & Sons to Savage, August 31. On August 28 Lord Weymouth received the following from Chevalier de Escarano:

San Vicente de la Barquera 4th August 1777

A Sloop from Boston ran on shore yesterday at 5 o'clock in the evening on the sandbar of the Rabia. She had the misfortune to meet an English privateer frigate of 30. guns, which chased her for 6. hours since morning. The captain of the Sloop, and five seamen came to seek refuge on Spanish territory. The English captain sent his long boat on board, his Ship being well armed with swivels, and muskets, to plunder the provisions, and some chests, that were found on board the Sloop, all of whose rigging and sails he destroyed. The cargo, which consisted of salt, and ordinary blankets, had been purchased in Bilbao.

PRO, State Papers 94/204, 100.

## 24 Aug. (Sunday)

ADMIRAL LOUIS CHARLES DUCHAFFAULT TO GABRIEL DE SARTINE <sup>1</sup>

[Extract]

at Brest 24th August 1777

. . . I have just learned that there are two rebel privateers with two prizes anchored at Bertaume. I am dispatching immediately the lugger *le Chasseur* under the command of M. de Chenpanie second lieutenant of M. de Bavre to notify them to weigh anchor and to prevent them from taking on board any of our seamen. . .

1. AN, Marine B4129, 67, LC Photocopy.

CAPTAIN GUSTAVUS CONYNGHAM TO SILAS DEANE <sup>1</sup>

Sir.

Ferroll, 24th Augt 1777 -

Agreeable to instructions I on the Evening of the 17th July made Sail from Dunkirk and proceeded with Caution to the Noward for some time. On the succeeding Eveing we saw a Frigate which gave us chase and fired severall Guns at us and on the following day were chased by another, both of which we outsailed. from thence we proceeded into the No Sea, and passing severall vessells the people were so much dissatisfied that on the following day I took a Scotch smuggling Sloop which we Plundered of some Gin for Stores and Burned her, taking the prisoners on Board. On the following day we took the Brig *North-*

ampton Capt Grey from Weyburgh Bound for and belonging to Lynn Laden with Boards &c which we sent for Bilboa under Care of Prize-Master Bailey. after dispatching this Brig we made Sail & gave Chase to two other Brigs & came up with them at Evening they both Struck to us and being light in Ballast we Burned One and made a Merit of Necessity by ransoming the other for Six Hundred Guineas. on Board of which we put the Prisoners of the four Vessells which were too numerous to be Kept on Board. the Bills for this Ransom were drawn by Capt John Green of the Brig *Patty* on Messrs Muillman & Sons of Amsterdam at Thirty days Sight. which Bills I transmitted to Mr Deane by three severall Conveyances by way of Holland. wish Safe to hand and well paid of which please to inform me by the Earliest opportunity as I have a ransomer on Board untill the Bills are paid. after this nothing taken untill 4th Augt when we took the Brig *Venus* from Greenland bound for and belonging Liverpool Commanded by Capt Week with 33 Men on Board. her I sent for Martinico under care of Prize-Master Hutchinson after taking the Prisoners on Board. She had on Board One Whale. we afterwards put into Broad Haven Bay in the West of Ireland where we watered and put Our Prisoners on Shore. from thence we proceeded and unfortunately in a Gale of Wind Carried away Our Boltsprit & were obliged to cut away Nine foot off it. this with the having Carried away the Irons from Our Masthead from which we Prevented the advantage of setting our Topsails the Vessells Bottom growing foul and the Want of Provisions of which we were exceedingly scarce, rendered it impossible to proceed on our Voyage without touching at some part of Europe I therefore determined to Put into Spain to Victuall & refit. On the 22d Inst: the day before we arrived we took the Brig *Black Prince* Capt Thomas Belonging to Plymouth Bound thence from Opporto Laden with Wines and fruit. her I ordered into Bilboa or other Convenient Port in Spain under Care of Prize-Master Cruise. immediatly under the Land at the Entrance of Corruna we fell in with an English Ship of War She fired severall Shots at us but coming close in with the Entrance of this Harbour and under the Gunns of the Fort she was obliged to Desist and Sheer Off. Should you have a necessity to send any dispatches to the Continent I would wish to be the Bearer, as the Cutter sails so well that the risque of Our being taken is not so great as that of other Vessells. The Crew I had from Dunkirk was very unfit for my purpose and those are mostly determined to Leave the vessell here, so that if I cant get hands here to Equip me properly I shall be incapable of doing any otherwise than proceeding home. If I can get Hands here and you think proper to leave the managment of Cruising to myself you may depend I shall endeavour to take the most Prudent Steps in my power and shall distress the Trade of England in another Quarter

By this Post I write to Messrs Gardoquie at Bilboa desiring the establishment of a Credit either here or at the Groine to enable me to proceed in refitting & furnishing necessaries for whatever voyage

you think proper to Order (of which I beg to be informed) and hope you will take Speedy Care that such Credit is fixed. While in the North Sea I acted as Capt Allen of the *Pegasus* agreeable to order but it was impossible to Keep a Secret of this Kind long among such a Crew. Our whole transactions in Dunkirk were known here Previous to our Arrival, So that it was unnecessary to disguise here I shall be busy in getting Every thing in Order untill I have the Pleasure of Hearing from you which I hope will be Soon as I only Stand in Need of Credit and further Orders I am Sir [&c.]

1. Silas Deane Papers, ConnHS.

25 Aug.

GABRIEL DE SARTINE TO M. VIGER, LORIENT <sup>1</sup>

At Versailles, 25th August, 1777.

You pointed out to me, Sir, in your letter of the first of this month that the Anglo-American privateer the *General Wisslin* [*General Mifflin*], Captain William Day, had entered the roads of Port Louis under the pretext of taking in provisions and replenishing her fresh water, and that you had sent her an order to get underway within 24 hours; I have sent word to you that in the action which you had taken in this regard, you have done nothing but what conforms to the rules, I presume in consequence that this Ship will have sailed; if however she has not yet done so, you will see that she departs without delay, and you will report on the carrying out of my orders. I am, Sir [&c.]

de Sartine

1. APL, 1E479, 116.

CAPTAIN SAMUEL NICHOLSON TO CAPTAIN HENRY JOHNSON <sup>1</sup>

Dr Johnson

St Mallo Augst 25th 1777 -

Yours of the 22d Inst came Safe to hand, till wch You was in my debt, & beleave me it is with Pleasure I recd Yours, the Corespondance is not yet broke between us, therefore let this be A Caution to You, take care You dont neglet or forget me, & rest assured I will with Pleasure write my friend Johnson & let him know how matters go with me - I have now the Pleasure to informe You of my being appointed to A Frigate now on the stocks at Nantes, Mountg 24 twelve Pounders on her Gun Deck, 8 fours on Qutr deck & 2 sixes on fore Castle & am gettg all the Men I possably can for her, she will be launched by Contract in A fortnight from this, Capt Tanner who goes out my Master is shipg Men for me at Nantes, if You have any to spare You may know where to send them, Mr [Arthur] Dillaway I have made A Lieutt. Capt Wickes's Lieutt of Marines [John Elliot] is made Capt of Marines for my Ship, I hope You have sent my VaDemacum to Nantes, as it would be of great use to me, Pray dont let what I wrote You about my Ship go out of Yours, as it is as yet A secret at Nantes, the People we ship there dont

know what Ship they are for, I have been Ill with a fever for three or four Days, owing to Fatueging myself by Constantly Danceing & rompg with the Ladys; Adieu I am Dr Johnson [&c.]

Sam Nicholson

1. PRO, Colonial Office 5/7, 103.

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

[Extract]

No 48:

My Lord.

St Ildefonso 25: Aug: 1777

I have received the Honour of your Lordship's Letters No 18 & No 19, & have explained very fully to M: Florida blanca the Transactions relative to the *Northampton* Prize: I likewise laid before him such Advices as I had received from Cadiz & from Ferrol, distinguishing those to which I gave Credit, from those which I had only reason to suspect. For I had heard that there was strong ground to believe, that the Governor of Cadiz, notwithstanding his Professions, had suffered the Carolina Vessel lately in that Port to depart with Arms, & a greater Crew on board, than she came in with. I apprized him further that I was informed of two or three Vessels having received Arms at Bilbao, & represented very explicitly to him that nothing was more important at this Juncture than a very strict Observation of the Orders, which he had promised me should be issued, & of which I expected the [*sic*] see the Effect as soon as they could be supposed to have reached the Several Ports.

He assured me that he had already signed & sent most of them, that the Remainder should be forwarded without Loss of Time & strictly obeyed, & that he would make the fullest Enquiry into the Cases which I had mentioned to him. . . .

1. PRO, State Papers 94/204, 122-24.

26 Aug.

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

No 20/

St James's 26th August 1777.

I am to acquaint your Excellency that application has been made to me respecting the *Juno*, a Vessel taken by an american Privateer and carried into Bilbao. I inclose to your Excellency the particulars that I have been transmitted, and am to recommend to you to use your utmost endeavours to recover this Vessel for the Owners.

There is reason to apprehend that two Vessels from Jamaica bound to London have been taken and may probably be also sent to Bilbao, you will please to make enquiry into the fact and use such proper means as may enable the owners to recover them.

Your Letters to No 44, and those by Mann have been received and shall speedily be taken into Consideration. I am &c

Weymouth

[Enclosure]

Messrs John & Thos Fry  
Sirs

Poole 17th Augt 1777

I wait'd to thank you for your civilities, in hopes to have said the *Juno* is arrived at one time, but am now sorry to inform you, that this day I recd a letter from Capt Barns advising me that on 19th Ult Latt 50. 30 N & Long. 13. 0 W he was taken by a Rebel Brig<sup>2</sup> — Giddings Mastr of 14 Carriage & 10 Swivel Guns & carried into Bilboa & believes the Vessell & Cargo is to be sold there.<sup>3</sup> The Captain & Crew are coming home in a Spanish Vessell. Your advice how to act in regard of protesting &c &c &c will much oblige me & am with respects to Mrs Fry & yourselves [&c.]

John H Slade

P.S. I am not certain the quantity of her Lading but presume can't be more than 80 Tons

1. PRO, State Papers 94/204, 97-98, 99.

2. *Civil Usage*.

3. *Juno* was not sold at Bilbao but was sent to Salem where she was libelled on December 4, *Independent Chronicle*, Boston, December 4, 1777.

CAPTAIN HENRY JOHNSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gentn –

Morlaix Augt [26]<sup>2</sup> 1777 –

Should have wrote you eir this, I had no subject to write upon, knowing you have enough else to do besides reading a Scrawl, which signified nothing. – Yours of the 19th Inst came safe to hand, have to say I have done tolerable well with the French Sailors, many of them finding I would pay them no money have decamped others (some few) have gone on board, Waiting for the orders from Court. I wait with the greatest patience as I doubt not it will answer a good purpose our detention – I have let my Sailors have a little money, they are wanting some Clothes also, they grumble continually about their prize money as they say they have been in two months, and can't get it settled. – I saw a letter of yours Yesterday to one Mr David here from you, paying him a Compliment respecting his assisting me. Hence it is he speaks English, he has done me some little service tho' none of any consequence. In fact I do not want him as a linguister, as I speak the French well enough to do my own business – I do not think it a house that can be relied on. The house I applied to here is a excellent house, a man that can be relied on on a matter of secrecy, he sent a Vessel from here with your dispatches some time past, and I am well persuaded not a man in the town except myself knows anything of it, even his own mother who is the partner in the house knows nothing, he is likewise a friend to Monsr Chaumont. – I am satisfied it would not have been the Case with the other, as Yesterday after he recd the letter it was ask'd him per Chance when I sailed, he gave them out hints that was not agreeable to me. – I don't mean and would wish that your Honours do not think that I mean to give advice to your Honrs. I should be

very sorry after the pains the trouble &c Mr [Veuve] Cornic has taken with me to see a man who has done nothing for me give me my dispatches. The one is steady, the other is flighty – Mr Chaumont is well acquainted with Mr Cornic, and likewise with your honours, he likewise can give you a Character of him.

1. PRO, Colonial Office 5/7, 87.

2. Date is approximated on the basis of Johnson acknowledging the Commissioners' letter of August 19.

27 Aug.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

By &c.

Whereas we think fit that the *Oliver Cromwell* Privatier lately taken by His Majts Sloop *Beaver* <sup>2</sup> shall, if found fit for the Service, be purchased for His Majesty, and be employed under your command; You are hereby required and directed to cause the said Ship (if found fit for the Service) to be purchased for His Majesty accordingly, upon the best & cheapest terms you can, directing the Naval Officer at Antigua to draw upon the Navy Board for the Expence.

And whereas we intend that she shall be registered on the List of the Royal Navy as a 6th Rate of 24. Guns, by the Name of the *Convert*, & that her established Complement shall consist of 160. Men; You are hereby further required and directed to call her by that Name, & to appoint a Captain, Lieut and such other Officers, to her, as are allow'd to Ships of that Class.

You are then to cause her to be manned with the above Complement of Men, arm'd, fitted, victualled, & stored, in all respects in a proper manner for the Service on which she is to be employed, & to direct the proper Officers to take charge of, & indent for, the Provisions, Stores & Ordnance, which may be supplied to her, in order that they may account for the same according to the Rules of the Navy.

As the manning this Ship from the King's other Ships under your command may prove inconvenient to His Majts Service, you are to take the most adviseable means you can to prevent such inconvenience calling on the Merchants &c. settled on the Islands to give all the assistance in their power towards procuring the Men wanted for her, with which it is expected they will be more ready to comply as she is intended to be employed for their protection. Given &c. the 27th Augt 1777.

By &c. P.S.

Sandwich Lisburne H. Palliser

1. PRO, Admiralty 2/103, 179–80.

2. See Volume 8, 999, 1029.

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

Sir

at Paris Wednesday 27 August 1777

I did not lose a Moment in Communicating to Your Excellency some important Information which I have just received from an En-

glish Gentleman who is arrived from Nantes. Two Ships of the Jamaica fleet, which have been taken by American Privateers, have been carried into the said Port; But in order to elude the Orders given by this Court on the last such occasion they were allowed to come in fraudulently, that is to say under assumed Names. They are entered in the Customs Registers as two American Ships, bound from St. Eustatius, and bearing the Names *Hancock* and *Boston*.

I do not know yet the real Names of these two Ships but do know that they belong to English subjects and as such I reclaim them and demand, as it is my Duty to demand, that they might be sequestered until the Owners or Their Agents are able to produce their Titles.

I have received at the same time other Information on the Subject of the Ship about which I have already had the honor to speak to Your Excellency. This Vessel (which is very formidable), which was built, armed and fitted out in the Port of Nantes for the use of the Rebels, is at this very moment in the River where she dropped down in public, and is preparing to set Sail. No one at Nantes can be unaware of the Destination of this Ship, which mounts Twenty or so Guns and is laden with Arms, Rigging, Munitions of War and many other goods for the use of the Rebels.

I did not wait an instant in giving this Information to Your Excellency, being well persuaded that this Court will immediately dispatch the Necessary Orders to detain permanently this Vessel which, as you can see Sir, is a Ship built, armed and fitted out in peacetime in one of your Ports in order to carry the most Effectual Aid to the Rebellious Subjects of a Nation linked to France by Friendship and the most Solemn Treaties.

It would impose on your Time, M. le Comte, to produce the Proofs in support of this request. A Minister as enlightened as your Excellency will at once realise how just it is, it will suffice thus to add that the Facts could no longer be regarded as in doubt. I speak at this moment with complete Knowledge and after taking the Depositions of an Eyewitness. I have the honor to be with the most perfect Attachment Sir [&c.]

Stormont

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 399-400, LC Photocopy.

#### VERGENNES TO LORD STORMONT <sup>1</sup>

Sir

Versailles 27th august 1777

I received the letter dated today with which Your Excellency has honored me. I can only thank you for the information that you were willing to Communicate to me concerning the two prizes which must have been disguised as American vessels Bound from St. Eustatius, as well as the report of the one which is Supposedly laden with prohibited Merchandise for North America. I waited on M. de Sartine in the Evening who was in Paris for the last two days, and I arranged with him immediately to have orders dispatched to curb such Infractions,

similar to Those which the King has forwarded in the most explicit Manner to all of the Ports and Courts of Admiralty. I beg Your Excellency to be convinced of My eagerness to contribute to all That can remove distrust, and to Maintain the harmony and good understanding subsisting between the two Nations based upon the Treaties. I have the honor to be [&c.]

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 403, LC Photocopy.

BEEF AND BREAD ACCOUNT, CONTINENTAL NAVY BRIG *Lexington*<sup>1</sup>

Account of Beef & Bread from Murloue [Morlaix] from  
the 27 of June to the 27 of August [1777]

Beef ——— 5663 Pounds

Bread ——— 3841 lb

1. PRO, High Court of Admiralty 30/733, 84.

BÉRARD FRÈRES & CO. TO CAPTAIN HENRY JOHNSON<sup>1</sup>

[Extract]

Sir

L'orient 27th August 1777.

. . . We have nothing new to communicate. You have no doubt been informed of the two West Indiamen arrived to Nantes by 2 Boston Privateers.

Capn [William] Day is upon a Cruize Since 10 or 12 days – a Swedish Ship come in yesterday has met him off Ushant with the American *Success* Capn [John] Fletcher cruizing in Company; good luck may attend them: if any thing comes in shall let you know;

. . . We are in want of an American Private clearance in order to Copy out a few to have ready to fill up whenever any Prize comes in here, as it is necessary to Show a clearance in our offices to prove they are American Vessels, and no prizes. if you have one or can get us one it may be of good use to your Country men, and you will oblige us: if you have none but remember the form, pray write one that will get copied with the name of the person that generally signs them in America;

1. PRO, Colonial Office 5/7, 100-01.

HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

No 60.

My Lord.

Corunna 27 Aug 1777.

I have the Honor to acquaint Your Lordship that the *Revenge* a Rebel Privateer mounting fourteen Guns and ten Swivels commanded by Cunningham who took the Harwich Packet,<sup>2</sup> arrived in Ferrol the 23d Instant, where she is fixing a new Main Mast and Bowsprit, and taking in Provisions, without any Objections being made to her Stay there notwithstanding the Assurances on that Subject lately given to My Lord Grantham. The last Prize she made was the Brig *Black Prince* Captain Evan Thomas of Plymouth bound thither with Wine from



Port: the said Captain and his Crew are Prisoners on board the Privateer, and it is said Cunningham intends to set them at Liberty, if he does not I propose to petition the Governor of Ferrol for their Release, tho' I have no Hopes of Succeeding.

I am informed that the Orders which have been sent here and Ferrol in consequence of the abovementioned Assurances given to My Lord Grantham respecting the Treatment of American Privateers and their Prizes in the Ports of Spain, are couched in very ambiguous Terms, and are not so satisfactory as His Excellency might have expected, and that the whole amounts to no more than that a strict Neutrality shall be observed, and no favor shown to either Party, which if true is only a repetition of former Orders.

I most humbly beg leave to recommend myself to Your Lordship's further Protection, having the Honor to be [&c.]

H Katencamp

1. PRO, State Papers 94/204, 138-39.

2: *Prince of Orange*. See Volume 8.

28 Aug.

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

My Lord

Admty Office 28th Aug 1777.

Having received a Letter from Vice Admiral Young, Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, dated the 12th June last,<sup>2</sup> wherein he acquaints Us that an Action had been brought against Captain Dumeresq, of His Majesty's Ship the *Portland*, for having taken the Men from the Sloop *Hammond*, one of the Vessels mentioned in the Admiral's Letters of the 8th of March<sup>3</sup> (Copy of which was transmitted in Ours to Your Lordship of the 6th of May last) to have been fitted out and armed to cruize without Commission or other Authority, for so doing; which Action, he observes, was grounded on an Act of Parliament of the 19th of His late Majesty, entitled "An Act for the better Encouragement of the Trade of the Sugar Colonies" and having further acquainted Us that a Verdict has been obtained against the Captain for £ 950 Sterling, We have thought it of Consequence to inclose in this a Copy of the Admiral's aforementioned Letter, and desire the Same may be laid before His Majesty, and that Your Lordship will please to represent to His Majesty, the Necessity there is of some Method being taken to protect the King's Officers from such Prosecutions, without which, if the Construction that, in the present Instance, has been put on the aforesaid Act, is allowed to prevail in future, it will not be possible for the Officers Commanding His Majesty's Ships in the West Indies to keep them manned. We are &c

Sandwich. Lisburne. H. Palliser.

1. PRO, Colonial Office 5/259, 96-97.

2. See Vice Admiral Young to Stephens, June 12.

3. See Volume 8, 62-64.

LORDS COMMISSIONERS, ADMIRALTY, TO THE BRITISH NAVY BOARD <sup>1</sup>

Gentn

Admty Office 28th Augt 1777.

Lord George Germain, one of His Majesty's Principal Secretaries of State having acquainted us by his Letter of the 21st inst that as the issue of the present Campaign in North America cannot be known here in time to prepare for the operation of another, if another shall become necessary, His Majesty has come to a Resolution of making every preparation for the further prosecution of the War that depends upon this Country, so early that in case the Rebellion is not subdued this Campaign, the next may open the moment the Season will admit; and his Lordship having at the sametime signified His Majts Pleasure that Ships be provided of sufficient strength to defend themselves against any of the Rebel Cruizers, for the conveyance of 3,000 Tons of Tents, Camp Equipage, and other Stores to North America, and that they be in readiness to receive the same by the end of December, it being His Majts express Command that the whole should be assembled at Spithead in readiness to sail from thence under Convoy on the 1st day of February – We are to acquaint you that it was in obedience to His Majts said pleasure that we directed you to purchase the four or five Ships of 600 Tons or upwards mentioned in our Order of the 22d inst and that those Ships are intended to be appointed to this Service, and as it is apprehended a larger quantity of tonnage will be wanted for the said Service; We do hereby desire & direct you to purchase Six Ships of the description abovementioned, letting us from time to time [know] when you purchase them, & when they will be ready to receive Men, and proposing what Number & Nature of Guns, and Complement of Men it may be proper to establish upon them. We are [&c.]

A Copy

J Buller. H Penton. H Palliser.

1. Shelburne Papers, CL.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Sir,

[Admiralty Office] 28th Augt 1777

I receiv'd by Captain Brine on the 31st Ultimo your several Letters of the 12th June, all which with their several inclosures were immediately communicated to my Lords Commissrs of the Admty, and Copies & extracts of such of them as were judged proper to be laid before His Majesty transmitted to the Secretarys of State for that purpose.

Their Lordships command me to acquaint You that there can be no doubt of proper measures being taken not only to indemnify you & the Officers serving under you in the Actions which have been brought against you for the discharge of your Duty, but to support you in the Execution of it in future, and with that view your Letter marked No 1 of those abovementioned has also been laid before the Attorney & Solicitor General for their Opinion and Advice as to the steps that may be necessary to be taken thereupon.

Their Lordships have sent an Extract of your Letter No 2 to the

Navy Board, so far as relates to the Equipment of the Ships of Lord Howes Squadron in addition to those of your own, and have directed them to encrease the Establishment of the Yard at Antigua in such manner as they shall judge proper to enable you to carry that service with Dispatch.

My Lords approve of the Complement you have ordered for the *Snake Sloop*; <sup>2</sup> as also of the Orders you have given for purchasing the *Bermudas Sloop* <sup>3</sup> taken by the *Endeavour* & *Antigua* Brigs to supply the place of the *Pelican* Brig, & for converting the latter into a Vessel for cleaning the Harbour in the room of the *Denbeigh* Tender which is worn out; And they have directed the Navy Board to pay the Bills you have ordered the Naval officer to draw for the purchase of those two Sloops as well as the *Comet Sloop*.

Their Lordships are highly satisfied with the Gallant Behaviour of Captain Jones of the *Beaver Sloop* in the action with the *Oliver Cromwell* Rebel Privatier, as well as with the account he has given of that of the Officers & crew of the sloop, and as a mark of their Approbation were immediately pleased to sign a Commission for him to be Captain of the *Fowey*, to give him the Rank of a Post Captain, which will be sent to you by this Conveyance to be delivered to him. You will at the same time receive their Lordships Order for purchasing the Privatier to serve as a 6th Rate in the Squadron under your Command, if she is found fit for His Majestys service, And it is their Lordships pleasure that you appoint Captain Jones to the Command of her. I have the honor to be &c

P. S.

Vice Adml Young Antigua By the *Yarmouth* Duplicate sent the 3d Sepr by the Packet

1. PRO, Admiralty 2/555, 311-12.

2. Formerly *la Seine*, Stephen Morin, master.

3. *Adriana*, George Codwise, master.

*Daily Advertiser*, THURSDAY, AUGUST 28, 1777

London.

The *Restoration*, Robbins, from Quebec to Oporto, in Ballast, is taken by the *Oliver Cromwell* Privateer.<sup>1</sup> The Captain was put on board a French Ship and landed at Bourdeaux. Capt. Robbins the Day before he was taken, fell in with a Privateer of 10 Guns and full of Men, which he engaged some Time, and beat her off, though he mounted 10 Guns, and had only 14 People on board, Half of whom were Boys.

Yesterday Advice was received from Dover, that the *Pacifick* armed Ship, Capt. [J.] Dun, from Quebec and Halifax, was safe arrived off Dover, and that just before she got into the Soundings, she fell in with an American Schooner, which she engaged, and soon after the Captain of the Schooner struck to the *Pacifick*. She is laden with Molasses, and was bound to France, but is brought safe into Dover.

1. Connecticut Navy ship, Captain Seth Harding.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN LAMBERT WICKES<sup>1</sup>

Paris 28th Augt 1777

Sir — We conclude by this orders are recd for permitting you to depart for America on Condition of not Cruising in these Seas nor returning into the Ports of France with the *reprisal*. We therefore desire you to put yr Ship into the proper State for Sailing & to Supply her with the Provisions necessary for the Voyage. We must wait to know from you what quantity of Heavy Articles the *reprisal* will carry without prejudice to her Sailing. The Goods we have in view are Salt Petre Anchors Large Cordage &c. We have wrote to Capt Johnson to the same purpose & hope he will be ready by the Time you are. Your Letter of the inst is before us & yr Sentiments correspond with ours on the Subject. We are fully convinced that the previous measures are merely temporary and that affairs must soon take a very different turn — but at all Events the *reprisal* & *Lexington* may be of as much or more Service to America by returning with some necessaries as by continuing in Europe. We hope for yr Answer by the return of this Post after which we shall write you more particularly in the mean time we are &c.

P. S. As we are in effect Guaranties for yr Complying with these conditions we rely on yr honor not to break them<sup>2</sup>

1. Silas Deane Letter Book (August, 1777 — March, 1778), 4, ConnHS.

2. This date a similar letter was sent to Captain Henry Johnson, Silas Deane Letter Book (August, 1777 — March, 1778), 4, ConnHS.

29 Aug.

MARQUIS DE NOAILLES TO VERGENNES<sup>1</sup>

[Extract]

No 36/

London 29th August 1777.

... I come now, M. le Comte, to the details of the conversation that I had yesterday morning with Lord Suffolk. I went over with him the various matters upon which you had had the goodness to give me clarification, and the Instructions which it remained for me to implement. I spoke again of Mr. Cunningham, and I gave equally plausible reasons for both his detention and his Release. As for his Ship which, in spite of the securities that had been taken, sailed from Dunkerque to return to Privateering, I have omitted none of the circumstances that seemed justifiable to us, I insisted among other things on the extant proof of our fairness, by the imprisonment of Mr. Hodge in the Bastille. I likewise observed that, if they had found 16 Frenchmen as part of the Crew of the Ship taken by Mr. Cunningham, he should not draw any favorable inference as to the intentions of our Government. I strongly asserted that in making inquiries, it had been stated that these Frenchmen had signed on at the Port of Dunkerque: that besides the Admiralty of this Port could have neither great activity nor much scope.

I then related what had happened with respect to an American

Privateer which, having run into the Port of Brest, had been obliged to put to sea again immediately after making some necessary repairs.<sup>2</sup> To demonstrate how far our fair dealings could go, I again referred to an action more positive than the others, namely, that an English Ship, chased to the entrance of the river to Bordeaux by an American Privateer, had been rescued by a French frigate, which had considered it her duty to oppose such a chase in proximity to our Coasts. . .

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 414-21, LC Photocopy.

2. *General Mifflin*.

*London Chronicle*, THURSDAY, AUGUST 28, TO SATURDAY, AUGUST 30, 1777

London. Friday, August 29.

A Letter from Douglas, in the Isle of Man, dated Aug. 20, says, "We have at length got time to breathe a little, and recover ourselves from the panic we were thrown into by the number of American privateers which for some time infested this island. The effect it had on some people here was very strange; they were going to sell off their houses and goods, and retire to the Continent. One estate was actually advertised, and would have been sold had there been any buyers. Some thought the Americans would land here, and set up their standard."

On Wednesday arrived at Dover the ship *Farmer*, Capt. Dennis, from New York, a prize taken by his Majesty's ships *Brune* and *Preston*.

The *Swift*, Edwards, from Dublin to Jamaica, is taken by the Americans and carried into Boston.

The *Devonshire*, Fisher, from Tortola, is taken by the *Hawke* and *Revenge* privateers, and the crew put on board a Frenchman, who has landed them at Bourdeaux.

"HUMANITAS" TO LORDS COMMISSIONERS, ADMIRALTY <sup>1</sup>

(Copy)

My Lords

Plymouth. August. 29th 1777.

Being persuaded of your Lordships tender feelings, flowing from those truly humane principles which have ever distinguish'd Britains from the more barbarous Nations; I cannot but flatter my self with hope of your Lordships immediate interposition in behalf of the American prisoners, who are now Actually perishing with hunger,

My Lords, the relation of Facts I humbly beg leave to lay before your Lordships, & what you may depend upon as Real, without any exaggeration, does not emerge from any attachment to the prisoners, considered as Americans; no but purely from a principle of humanity, nor can I quiet my consence without letting your Lordships know how government is impos'd upon, and the prisoners treated. What discretionary power is lodged in the Agent, your Lordships are the most competent judges, my charge against him is included in the

following particulars which upon the strictest enquiry will be found just -

Charge 1st For reasons well known, Mr Cowdry<sup>2</sup> connives at the Butcher's (Mr Hall of Plymouth) serving in Hucks and Necks of Beef instead of whole Quarters, some times tainted that the maggots drop out of it, being the refuse of the Market, & bad in Quality,

Charge 2d he does not give the prisoners, Government Allowance, which he says is three pounds of Beef to four men Pr day - this allowance, tho very scanty, if well served, & the water in which tis boild was converted to Broth, might render their lives supportable, But their allowance, when boild, being repeatedly weighed amounts to no more then, from a pound & half to two pounds, Bones included Query what must the meat be considering the first, charge the 3d the meat tho' bad in Quality, is so much boild, that all the Fat & marrow might be extracted for the chandler which affords a considerable perquisite, Charge 4th he robs the Prisoners of their money, & other little things of value they brought into the Prison, has denied them the priveledge of working & the public of having access to buy of them, or give to them, has set up a Charity Box to beg money of the publick for the poor Prisoners the greatest part of which is put into his own Pocket, but one dividend has been made to the prisoners of a penny pr Man which is notoriously known, would have amounted to many Shillings. Charge 5th the prisoners put into the black hole for attempting to escape, are put on half the abovementioned allowance on which it is impossible for them to live.

Charge 6th the Black hole into which they are put being low, the water lies upon the Floor like a Hogstie, & the prisoners lie all night upon an old door or two they found there,

Charge 7th he allows the prisoners in the Black hole, but one hour in the day to take fresh Air: and other prisoners are not allowed fresh air but a few hours in the heat of the day.

Charge 8th he denied the prisoners a sufficient quantity of water, untill a worthy Captn of the guard insisted they should have what they stood in need of - Thro' these unheard of Scences of cruelty many of the prisoners last week were actually perishing with hunger, and in a Delirium whose ravings peirce the hearts of all who pass'd and re-pass'd near this horrible Inquisition & infernal Slaughter house of American Victims.

Charge 9th he has removed a poor woman who sold small articles to the prisoners, and is now turn'd huckster himself, that he may exact upon them without mercy, and open another vein of profit.

Charge 10th he has made a hogstie of a place within the walls of the prison where Coals were kept in the French War, and has now near 20 hogs feeding there, on what the prisoners ought to have, otherways would be no profit to him, this must corrupt the Air, & may breed a fever among the prisoners which will be injurious to the Country,

Charge 11th thro' carelessness one day, a Dog eat the Flesh of four mens allowance, the prisoners seeing it, refused to pick the gnaw'd Bones. – The Agent ordered all the prisoners out into the Yard with the parrade of a Nero, insisted upon knowing who objected, and if they did not deliver them up, he would put all the prisoners on half allowance however he thought proper not to put his threats into execution.

Charge 12th The Small beer is mixt with water to make a saving in that Article for himself.

My Lords, such a scene of horrors this country never saw before, Town & Country are alarmed & what may be the consequence I know not if not timely remedied, Cowdry pleads his own innocence, & says it is no fault of his, it is Governments Orders: which is in affect to say, Government has ordered me indirectly to murder all the prisoners. I doubt not but the principles of humanity & ties of nature will excite your Lordships to exculpate Government from the odium, relieve the miserable & teach the barbarous Culprit his duty by bringing him to condign punishment which will relieve the anguish of mind your Lordships real friends labour under amongst which number is

Your Lordships in Duty & respect  
Humanitas

[Endorsed] Recd in Mr Stephens's Letter of the 3d Septemr<sup>3</sup>

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.
2. William Cowdry was keeper of Mill Prison, Plymouth. See Volume 8, 783–84.
3. A Commission was sent to Mill Prison to investigate the charges made against Cowdry. However, he was still keeper at the prison as late as 1782. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

#### ADMIRAL LOUIS CHARLES DUCHAFFAULT TO GABRIEL DE SARTINE<sup>1</sup>

Your Excellency at Brest 29th August 1777

They were in error to tell you that when the anglo-american Privateer *capt. mifflin* [*General Mifflin*] entered the port of Brest she was saluted, but it is certainly true that when she came into the roads she saluted the King's flag with 13 guns. I returned 3 to her. I beg you to inform me whether I did right or wrong. In all foreign roads, I have always seen salutes rendered to various nations. I am with respect Your Excellency [&c.]

duchaffault

1. AN, Marine B4129, 74, LC Photocopy.

#### JOURNAL OF H.M.S. *Bienfaisant*, CAPTAIN JOHN MACBRIDE<sup>1</sup>

August 1777 Corvo S1½E 139 Leagues  
 Thursday 28th at 5 AM: Saw a Sail in the NW Quatr Gave Chace –  
 Latitude 46° 54' Longitude 26° 40' –  
 These 24 Hours Fresh Gales & Squally Weathr with

Friday 29th

rain at 4 PM. Fired a Twelve Pounder Shotted at the Chace, kept firing Chace Guns, Fired in all Twenty Seven 12 poundrs and Eight 6 poundrs with Grape & Cannister Shott. at 10 PM: Fired two Guns, shotted at the Chace & brot her too. She prov'd to be an American Privateer, called the *Tartar*,<sup>2</sup> belonging to Boston, Mountg 24 Guns (She had taken Eight Prizes off the Naes of Norway) Sent the first Lieutt on board her, and took out [blank] Men. At 1½ past 2 AM: Made Sail in Company with the Prize. at 7 in 2nd reef Topsails, Clew'd up the Main & F: Top Sail, Sailmaker empld repairg them. at 10 AM: Brot too, sent the 4th Lieutent 3 Petty Officers & 50 Men, to take Charge of the Prize. at 12 Sett the Main & Fore Top Sail. Punishd Thos Donnovan, Isaac Bacon, Thos Farrell, Jas Lucas, & Jno Brieston, for Drunkenness & Neglect of duty - Lattitude 47° 16' Longitude 28° 40' - Corvo S17E 151 Leagues -

These 24 Hours, the first part, Strong Gales and Squally Weathr at 3 PM: Handed the Fore & Main Topsail. at 4 Wore ship, Prize in Compy -

1. PRO, Admiralty 51/97.

2. Massachusetts privateer ship *American Tartar*, Captain John Grimes.

30 Aug.

"A LETTER FROM NEWCASTLE, DATED AUG. 30, SAYS,"<sup>1</sup>

In consequence of a petition from the masters and owners of ships of this port to his Majesty, seconded by Sir Matthew White Ridley, Bart. one of our worthy Members, an order from his Majesty in Council has this week been received here, to permit the ships in the coal trade to take on board guns and stores for defence, in case of an attack from an enemy, on giving security that the same be not sold or otherwise disposed of; and the same permission is also given to every other port on this coast.

1. *London Chronicle*, August 30 to September 2, 1777.

#### PHILIP STEPHENS TO COMMISSIONERS FOR SICK AND HURT SEAMEN<sup>1</sup>

Gentn

Admty Office 30 Augst 1777

Having laid before my Lords Commrs of the Admty your Letter of the 27t Instant, informing them that there are now 123 Rebel Prisoners confined at Forton, and more soon expected to be committed there, and 234 at Plymouth, and desiring if their Lordships should judge it proper that any farther provision should be made at those Places for other such Prisoners, you may receive their Orders for it, and to ascertain the Number to be provided for at each place; I am commanded by their Lordships to signify their direction to you, to let



them know, for what farther Number of Prisoners provision can conveniently be made in each of the said Prisons, and the time it will require. I am Gentn [&c.]

Ph<sup>p</sup> Stephens

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

JOSEPH DOWSON TO LORD WEYMOUTH<sup>1</sup>

My Lord

I troubled your Lordship the 4th ult with a petition setting forth the capture of the *Prince Masserano* by the *Warren* Privateer Capt Nichols Ogilvie and of her being carried into Bilboa in Spain begging at the same time your Lordships intercession for her release: —

I have now the additional mortification to acquaint your Lordship that the aforesaid Ship and Cargo is sold at Bilboa and that when the mate of the aforesaid *Prince Masserano* came from there the 14th inst the *Warren* & the *Civil Usage* privateers were both refitting for another cruise I being sole owner of the ship am much injured by the event: submitting this intelligence to your Lordship and begging pardon for the intrusion am [&c.]

Augt 30th 1777 Virginia Street

Joseph Dowson

Ratcliff Highway: London —

P S The above ship is loaded at Bilboa for Cadiz and her name is now the *St Joseph* —<sup>2</sup>

1. PRO, State Papers 94/204, 110.

2. Prize was sent to Boston and was libelled on October 9, *Independent Chronicle*, Boston, October 9, 1777.

HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 61.

My Lord.

Corunna 30th August 1777.

I most humbly beg Leave to refer to my last No 60. and have the Honor to acquaint Your Lordship that Cunningham contrary to what might have been expected from the Assurances lately given to My Lord Grantham, meets with the kindest Reception both here and in Ferrol, and is freely permitted to purchase and take on board whatever is necessary for refitting his Vessel except warlike Stores. He came hither from Ferrol the Day before yesterday, and obtained Orders from the Captain General for confining untill he should return on board James Macgrath an Irish Seaman who escaped from his Vessel and came to claim my Protection. All the Answer I could obtain from the Captain General to the strong Remonstrances I made on this Occasion was that he acted according to the Orders he lately received, which were to keep and observe the strictest Neutrality, that the man who escaped had signed Articles of Agreement with Cunningham, and was bound to fulfill them. the Seaman in his Defence said he was compell'd by Force to

sign the Agreement as were many others now on board the Vessel. I supported him with the best Arguments I could make use of, but in vain, he was hurried to the Guard House. The next Morning however the General privately sent for Cunningham and desired him to consent to the Sailors Release, which being agreed to, the Man was at length set at Liberty.

As Cunningham with his Vessel is to come over here for some Rigging which he cannot get in Ferrol, I am in anxious Hopes His Excellency My Lord Grantham, to whom I have wrote fully on this Subject, will be able to obtain the Release of the Prisoners, and such others as are detained on board against their Will, before he departs; my Petition to the Governor of Ferrol for that End having proved ineffectual. I plainly see My Lord we are to expect no Favor here in the Interpretation of the circular Orders that have been lately given respecting American Privateers, and make no Doubt that Cunningham will be allowed to stay as long as he pleases, for tho' it is expressed in the said Orders that no American Privateer is to remain in the Ports of Spain, yet as they are permitted to enter, without any Time being fixed or limited for their Departure, that Expression will have very little weight with a man so partial in favor of the Rebels as our Captain General. . . .

I. PRO, State Papers 94/204, 149-50.

**31 Aug. (Sunday)**

JOURNAL OF CHARLES HERBERT <sup>1</sup>

[Mill Prison, Plymouth]

[1777. August] 31. Sunday. To-day we had a newspaper, where-in was a confirmation of Ticonderoga and Philadelphia being taken; also, of the *Hancock* frigate and *Fox* being retaken; this news is very disagreeable to us, for we are sorry to hear of the enemy being in any way victorious; for should they conquer the country, or even get the upper hands of it, we are positive that the gallows or the East Indies will be our destiny. But as to conquering the country, it never disturbed, for me, an hour's rest, though it appears that they are in a fairer way for doing it now, than ever before. We have trouble enough here, without hearing bad news; for it is enough to break the heart of a stone to see so many strong, hearty men, almost starved to death through want of provisions. A great part of those in prison, eat at one meal what they draw for twenty long hours, and then go without until the next day. Many are strongly tempted to pick up the grass in the yard, and eat it, and some pick up old bones in the yard, that have been laying in the dirt a week or ten days, and pound them to pieces and suck them. Some will pick up snails out of the holes in the wall, and from among the grass and weeds in the yard, boil them and eat them, and drink the broth. Often the cooks, after they have picked over our cabbage, will cut off some of the but-ends of the stalks and throw them over the gate

into the yard, and I have often seen, after a rain, when the mud would be over shoes, as these stumps were thrown over the gate, the men running from all parts of the yard, regardless of the mud, to catch at them, and nearly trample one another under feet to get a piece. These same cabbage stumps, hogs in America would scarcely eat if they had them; and as to our broth, I know very well hogs in America would scarcely put their noses into it. Our meat is very poor in general; we scarcely see a good piece once in a month. Many are driven to such necessity by want of provisions, that they have sold most of the clothes off their backs for the sake of getting a little money to buy them some bread. I find it very hard, myself, but it is not so hard with me and a few others, who have got into a way of making boxes and punch ladles, for which we get a trifle, as it is with the prisoners, in general, who are obliged to live upon their allowance; but I expect that boxes and punch ladles will soon become an old thing, for many who buy them now, buy them more out of charity than any thing else.

1. Herbert, *A Relic of the Revolution*, 58–60.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen

St Malo 31st Augt 1777 –

I this day received orders from the Minester of Marine at Paris, Notified me by the Comissary & Judge of Admiralty to depart this Port emediately and not to enter again on any Consideration – I was much Surprized to receive those orders without a line from you – I told them I would Sail the first fair Wind and am now Prepairing for Sea, as fast as Possible, but shall endeavour to gain time, to Receive your Orders, As I apprehand those orders will be very Strictly executed here, think it will be Neccessary to Send yours by the first Oppertunity, unless you Can prevail on the Minester to let us Wait you time, as I am now Permitted and have Promised to Sail the first fair Wind, I hope you will order Me emediately to America – We Purpose Sending the Sloop *Dolphin* Round with a French Captain & Crew, as I dont think it Advisable to Send Capt Nicholson's Officers & Men round in her, as I am Creditably inform'd that there is 10 or 12 sail of Brittish Ships of Warr & Privatiers Cruizing off Nantes – If your orders are not already dispatch'd hope you will dispatch them, as Soon as Possible – Please give me all the News you have both from England and America, I Remain [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 217, APS.

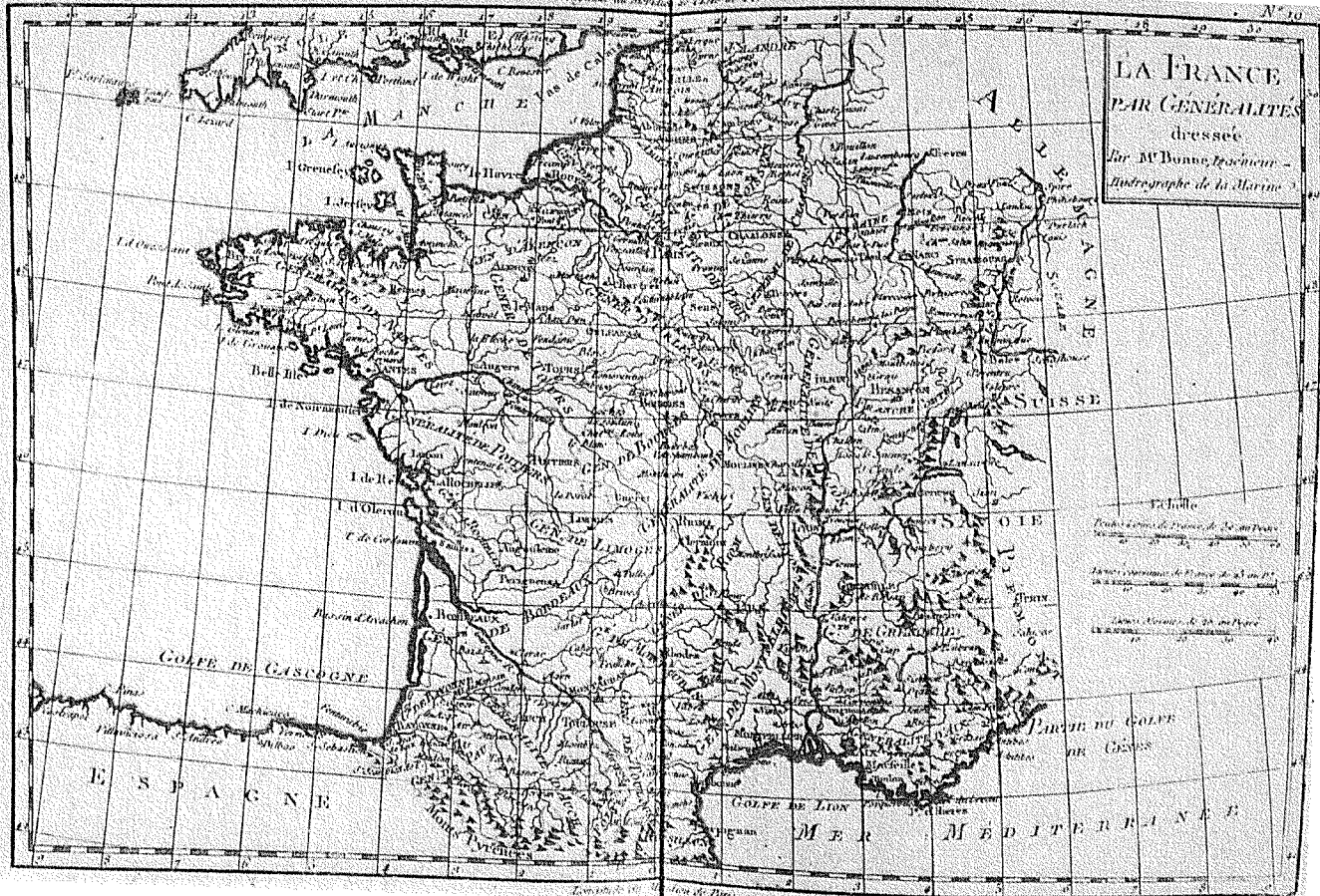
ACCOUNT OF BRANDY ISSUED ON BOARD CONTINENTAL NAVY BRIG *Lexington* <sup>1</sup>

[Morlaix]

|                          |                      |
|--------------------------|----------------------|
| Augt 1 To the Warde Room | Half a Gall [brandy] |
| 2 To Capt Cirk           | 1 Quart              |

LA FRANCE  
PAR GÉNÉRALITÉS  
dressée

Par M<sup>re</sup> Bonne, Ingénieur -  
Hydrographe de la Marine



|             |                         |                     |
|-------------|-------------------------|---------------------|
| 3           | To the People for       |                     |
|             | Watering                | 1 Quart             |
|             | To the Warde Room       | Half a Gall         |
|             | To the Warde Room       | Half a Gall         |
|             | To the Warde Room       | Half a Gall         |
|             | To the Steerage         | 1 Quart 2 Quarts    |
| 4           | To the Prise Ship       | 1 Gall              |
|             | To the Warde Room       | Half a G            |
|             | To the People for Saile |                     |
|             | Makeg                   | 1 Pint              |
| 5           | To the Warde Room       | Half G              |
|             | To the Warde Room       | Half G              |
| 6           | To the Steerage         | Half a Gall         |
|             | To the New Hands        | 3 Pints             |
| 7           | To the Warde Room       | Half a G            |
|             | To the Steerage         | 1 Quart 2 Quarts    |
| 8           | To the Warde Room       | Half a Ga           |
|             | To the Warde Room       | Half a Ga           |
| 9           | To the Warde Room       | Half a G            |
| 10          | To the Warde Room       | Half a G            |
| 11          | To the Warde Room       | Half a G            |
| 12          | To the Warde Room       | Half a G            |
| 13          | To the Warde Room       | Half a G            |
|             | To the Steerage         | 1 Quart of Brandy   |
| 14          | To the Warde Room       | Half a G            |
| 15          | To the Warde Room       | Half a G            |
|             | To the Cutters          | 1 Pint of B         |
|             | To the Steerage         | 1 Quart             |
| 15          | To the Warde Room       | Half a Gal          |
|             | To the Steerage         | 1 Quart             |
| 16          | To the Warde Room       | H G                 |
| 17          | To the Warde Room       | H G                 |
| 18          | To the Warde Room       | H G                 |
|             | To the Warde Room       | H G                 |
|             | To the People saile     |                     |
|             | Makg                    | 1 Qu 2 Half Pin[ts] |
|             | To the Barge Men        | 1 Q                 |
| 19          | To Warde Room           | H G                 |
|             | To the Cutters          | 1 Pint              |
|             | To the Frensh Bote      | 1 Quart             |
|             | Men                     |                     |
|             | To the Steerage         | 1 Quart             |
| Augt the 22 | To the Warde Room       | Ha Gal              |
| 23          | To the Warde Room       | Half a Ga           |
|             | Do                      | Half a Gallon       |
| 24          | Do                      | Half a Gallon       |
|             | Do                      | Half a Gallon       |

|                      |   |
|----------------------|---|
| To the French Pylot  | 12 lb of Beef & 12 lb Bread And Half a Gallon of Brandy |
| 25 To the Warde Room | Half a Gallon   |
| 26 Do                | Half a Gallon   |
| Do                   | Half a Gallon   |
| 27 Do                | Half a Gallon   |
| 28 Do                | Half a Gallon   |
| To the French Bote   |   |
| Men                  | 1 Quart   |
| 29 To the Warde Room | Half a Gallon   |
| Do                   | Half a Gallon   |
| 30 Do                | Half a Gallon   |
| 31 Do                | Half a Gallon   |

1. PRO, High Court of Admiralty 30/733, 81.

JOURNAL OF A CRUISE IN MASSACHUSETTS PRIVATEER BRIGANTINE  
*Oliver Cromwell*, CAPTAIN WILLIAM COLES <sup>1</sup>

[1777. August] 24 Sabbath. Fair & hot – The Small-Pox Rife – Several buried in a Day & all the Ships Crews which had not had it were inoculated

25 Monday. Fair & hot – This Day I was obliged to be inoculated which was performed by Doct of the Brig *Civil Usage* At Night took a Mercurial Pill

26 Tuesday. Fair & hot. 7 Motions from the Pills – Low in Spirit. Five more of our People were inoculated.

27 Wednesday. Fair & very hot. Took Cath. Jallap. PM. went up to Bilboa Town Bot a Peice of Holland Yd at pr yd Waistcoat Breeches

28 Thursday. Thick Air. Sultry AM walked on Shore, & diverted my Self in innocent Company & Amusement. – Meloncholly Apprehensions respecting the Small-Pox; however, endeavour to commit myself & Case to the Disposal of a Divine Providence. At Night took 6 Gr Calomel

29 Friday. Fair & hot. Calomel produced 2 Motions. Had an itching in my Arm, where it was inoculated & Pain in my Head & Limbs, with alternate Heats & Colds A restless Night. Gave my inoculated Patients Elect. Con. Ros. R & Mers Dulc.

30 Saturday. Fair & Hot. AM. walk'd on Shore – waited upon Dr of the *True American* to the Hospital where he had 37 of the Crew under the Operation – Symtoms coming on. The Doct. & Several Gentlemen came off & Dined with us. PM went on Board Capn Swasey from Newbury by the Capn Desire to See his Mate. At Night gave 5 Small-Patians Mrs Dulc 3 Gr – took a Dose myself Gave our Gunner Sundries for the Clap & Mr Mt Do for his Leg.

31 Sabbath. Cloudy & Some Rain Early AM. arose, & took a bath. Jalap & Gave the same to my fellow-Poxmen. also 2 Doses Physick to

2, others, & an Emet to another. – I begin to feel the Symtoms more & more viz. Alternate Heats & Colds Head-Ach – Eye Balls sore & ach &c & a great Sinking & Lassitude.

1. El.

JOSEPH GARDOQUI & SONS TO SAMUEL PHILLIPS SAVAGE<sup>1</sup>

[Extract]

Bilbao the 31st Augt 1777

∴ Capt John Harris Jur departted hence the 30th Ultio butt are not a little sorry to advice you that on the 5th Instant we Received a letter from said Master datted in Port Ravia on 3d informing us that haveing been Chased for 8 hours by an English Frigate & seing that she gained fast upon him he had been oblig'd to Run the Sckooner on Shoar & to fight untill the Spaniards came to his assistance which haveing been percived by the English they went off after haveing destroyd & plundered on Board the sckooner all they could & as the place where he Runed her ashoar is unluckly the very worst in all our Western Coast & about 30 leagues distance from hence have thought it your Interest to send a person on whom we can trust downe there to help Capt Harris not only in getting if possible the Sckooner off butt also that he may not be cheatted in the charges that must necessarily attend this unfortunatte accident<sup>2</sup>. . .

We have Just now Received advice from St Anders that Capt Harris haveing with the assistance of the person we sent downe to him gott the sckooner off she safely putt into St Anders & tho' she was sadly shattered yet depend that no time will be lost in Refitting her as also in dispatching her back with the utmost Speed & as this disagreeable Jobb will have been attended with charges be assured that our next will informe you what these have ammounted to for your government<sup>3</sup>. . .

1. Mass.Arch., vol. 152, Board of War Letters, 1776–1777, 364–65.

2. Harris commanded the schooner *Glover* sent to Bilbao with a cargo of fish by the Massachusetts Board of War. See Volume 8, 906.

3. This letter was not sent for another month and a half. On the back of the letter another was written dated October 18 informing Savage that *Glover* had sailed the beginning of September but sprung her main mast and had to return. She went out again on her homeward voyage to Marblehead September 17.

1 Sept.

“COPY OF A LETTER FROM MR DE SARTINE, MINISTER OF STATE FOR THE  
NAVAL DEPARTMENT IN FRANCE, TO THE JUDGES & CONSULS IN NANTES  
DATED – VERSAILLES SEPTR 1. 1777.”<sup>1</sup>

You can't be ignorant Gentlemen of the Order which his Majesty has repeatedly given to his Courts of Admiralty establish'd in his Ports, not to permit the Sale of Prizes made at Sea by Strange Armed Vessels, in any of his Ports, & to take care that neither such Armed Vessels or their prizes be allowed to remain in his Ports longer than is necessary to obtain such

Succours and Aid as from humanity they may be entitled to. This prohibition, which is founded on the principle of faithfully adhering to Treatys, ought not to be evaded under any pretext whatever, & his Majesty learns with great Concern that to elude the vigilance of his Courts of Admiralty & to get possession of Goods coming out of prises, divers means have been devised, such as feign'd Contracts, substituting false Names for the Vessels & disguising the voyages & their destination. His Majesty charges me to inform The Chambers of Commerce & thro' them the Merchants of every place, that agreeable to the terms of his Treaties no effects taken from Prises bro't into his Ports or harbours can be purchased directly or indirectly, on pain of the goods being confiscated, & the holder or purchaser, answerg personally for the same & being compelled to make restitution of the goods or their value. I wou'd have you Gentlemen clearly understand & accordingly inform the Merchts of your place that his Majesty will not suffer the most distant attempt to be made to contravene these orders.

I am persuaded that the Merchts will be anxious to give proofs of their submission to the Kings pleasure, and of their acknowledgements for the active protection which his Majesty always gives to Commerce. I must farther inform you that the Attorneys of the Courts of Admiralty have orders to prosecute every defaulter. I am &c,

signed (De Sartine)

P.S. I inform you farther, that the Ports of the Kingdom being always open to all Nations for Commerce, The Mercht Vessels of North America shall continue to be admitted with their Cargoes, & that they may take in return, such Merchandise as is admitted to be exported. His Majesty excepts ammunition & he hopes that this permission will not be abused by introducing prizes under the pretext of ordinary & allowable Commerce.

Everyone is left to make his own Comments on this Letter I will only observe that it is the first open & formal declaration of Countenanceing & encourageing Commerce with the American States.

1. Lee Family Papers, UVL. This copy in English was likely sent to the American Commissioners in France by Jonathan Williams or William Lee. A copy in French is in the Auckland Papers, III, 132-33, BL.

#### GABRIEL DE SARTINE TO LOUIS XVI <sup>1</sup>

[Versailles] Navy Office Sepr [1] 1777 <sup>2</sup>

Your Majesty has already repeated several times His Orders to His Ports, to the effect that Privateers, of any nation whatever, are admitted there only for the time which is absolutely necessary for them to obtain Provisions which they have need of, and that, under no pretext whatever, can Prizes be sold there. Orders have been reiterated to the Admiralty Courts and the Officers of the Registry of Seamen so that they will see to the execution of Your Majesty's orders and the observance of treaties; but no matter what might be their zeal and attention in this regard, it is impossible that their vigilance extends along the entire course of Rivers, such as those which form the Ports of Bordeaux, Nantes and Le Havre: it would appear necessary, therefore, to establish an Inspection Station in the



Roads themselves or even at the Mouths of the Rivers; this could only take effect by establishing a Frigate or Corvette there on Station, to observe and inspect every Ship which comes in or goes out.

However, after the departure of the three Frigates that are convoying the troops to America, only 4 Frigates and 2 Corvettes will remain attached to the Squadron of Comte Duchaffault, and that this number would be insufficient to furnish at the same time Service to the Squadron, to the Cruisers at sea and to the Stations in the Rivers; I have the honor to propose to Your Majesty, to order the fitting out of two new Frigates, one of which would be fitted out at L'Orient, and the other at Brest, and to establish 4 Ships, Frigates or Corvettes, on Station at the entrance to the Ports, Namely: 1 at Bordeaux, 1 at Nantes, 1 at Le Havre, 1 at L'Orient.

S.

Approved by the King's hand. Good

1. AN, Marine B4129, 15, LC Photocopy.

2. Date is arbitrary. Restrictive orders relative to American privateers and their prizes, issued to the French port authorities, were reemphasized in August.

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

[Extract]

No 49.

My Lord.

St Ildefonso 1. Septr 1777

Since I had the Honour of writing to your Lordship, on the 25th of last Month, I have received fresh Assurances that the Orders which M: Florida blanca had promised to issue, were actually all dispatched. I have communicated to him the Particulars, relating to a Vessel provided with French & American Colours, concealing half the Crew, and all her Guns during her Stay at Alicante, & being allowed to quit that Port, under Pretence of the French Flag, tho' the Governor was so well apprized of the Circumstances which left no doubt of her being an American Privateer, that he promised at first to detain her. . . .

1. PRO, State Papers 94/204, 140-42.

3 Sept.

*Public Advertiser*, WEDNESDAY, SEPTEMBER 3, 1777

London.

The *Three Sisters*, Malone, from Cork, for Lisbon, is taken by the *Oliver Cromwell* Privateer, and sent for Bilboa.

The *William and Mary*, Platt, is taken by the same Privateer.<sup>1</sup> The Prisoners were put on board the *Douglas*, M'Gill, and landed in Ireland.

The *Kinnoul*, [William] Ramsay, from Barcelona to Stettin, is taken by a Privateer,<sup>2</sup> and carried into Bilboa.

The *Exeter* Man of War, Capt. [Matthew] Moore, of 64 Guns, sailed the 22d of August from Cork on a Cruise, in Search of the *Oliver Cromwell* Privateer, which has taken several Prizes off the Coast of Ireland.

1. This prize was sent to Boston and was libelled on December 25, *Independent Chronicle*, Boston, December 25, 1777.

2. Fancy. See Mark Gregory to Weymouth, September 4.

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

[Extract]

No 137/

Separate &amp; Secret.

Paris 3rd Sept 1777.

When I spoke of the Mischiefs that had arisen from the clandestine Sale of the Prizes and dwelt upon the Necessity of a Sequestration, and Restitution to the Owners, he [Vergennes] stopped me a Moment, and very politely desired Leave to interrupt me, to mention the Precautions they had already taken. These Precautions, My Lord, which M. de Maurepas alluded to, are 1st a Circular Order to the Courts of Admiralty in all the different Ports (which Order will as usual be published and stuck up in the Streets) to take every possible Care to prevent the Sale of any Prizes or their Cargoes, and to make the Purchase penal.

2nd An Order to the *Procureur General des Cours de L'Amirauté* to prosecute those who violate this Law, by making any such Purchase, and that immediately, and without waiting for any further Directions from hence.

There is likewise an Order to all the different Commanders of Forts upon the Coast, to make all the American Privateers that are within Distance bring to, and come to an Anchor under the Fort, and if they want Water or Provisions, to detain them there, till those Succours which common Humanity will not Suffer to be refused, can be procured them, but not to let them come into the Ports of France under any Pretence whatever. At the same time that I applauded these Measures, I observed to M. de Vergennes that nothing but Sequestration and Restitution would effectually cure the Evil, that if no Prizes were carried into their Ports hereafter (He had in the Course of our Conversation more than once insinuated, that they would not be admitted) They would have none for the future to Sequester, or deliver, but I insisted strongly on the Sequestration and Restitution of those that are actually in their Ports, *nommément* the two Jamaica Ships: told him, that I had received a Power of Attorney from the Owner of the *Clarendon*; that it was certain, that the Ships that passed under the feigned Names of the *Hancock* and the *Boston*, were the *Clarendon* and the *Hanover Planter*; that their coming in *en fraude*, and under false Names, was a strong additional Reason for the Restitution I claimed, *et venoit à l'Appui de ma juste Demande*. His Excellency was as reserved in his Answers as M. de Maurepas had been, and neither promised, nor refused the Restitution. . . .

1. PRO, State Papers 78/304, 19-21.

SILAS DEANE TO THE COMMITTEE OF COMMERCE <sup>1</sup>

Gentlemen

Paris Sept 3d 1777

Capt. Landai is the Bearer of this. He comes with the *heureux* Loaded with Stores for America. This Cargo has by a Succession of Obstacles thrown in the way been detained from January last at a most prodigious expence. I hope however that it may finally arrive in season to be of essential

Service. Capt. Landay whom I have mentioned in my former Letters will offer his Service to the United States. I must repeat here what I have written before that I find him to be a Skilful Seaman of Long Experience in every Part of the World, of Good Judgement and the most unsuspicious honor & Probity, I can but consider him as a valuable acquisition to our Navy. My Agreement with Mr Motieue [Monthieu] the owner of this Ship in Case she should not be sold in America is that she be dispatched with a Cargo of Tobacco as soon as possible if the Article is to be had, if not with such articles as can be procured as I have engaged for the Freight outward & Homewards & you are sensible of the necessity of having remittances by every opportunity. whatever this Ship may be Loaded with I pray that the Cargo may come Care of Messrs Rodrique Hortalez & Co as they have advanced for the Arms & many other Articles of this Cargo over & above their other Large advances. Tobacco is the best Article at present in the Ports of France or indeed any part of Europe & must Continue so for a very considerable time yet to come most probably for 12 months. You will please to send me an Acct of the Cargo whatever it may be that you ship in this Vessel & duplicates by others. I have the Honor to be &c

S. D.

1. Silas Deane Letter Book (August, 1777 – March, 1778), 5, ConnHS. Although the Secret Committee had been renamed the Committee of Commerce on July 5, Deane was still addressing it as the Secret Committee.

#### CAPTAIN WILLIAM DAY TO BENJAMIN FRANKLIN <sup>1</sup>

Honour'd sir,

Port Louis. 3 Sept 1777

It is with the, Greatest, pleasure, I embrace this Conveyance, P Monsier Rochette who says, he has the Honour, of being, personally, Known to You, and has promised, to deliver'd, my Letter, himself. The Thought, that, it was my duty, (to inform You of the Occurrences, of my Cruize,) must appologize, for my Freedom of troubling, a Gentlemen, of Your Character with a scrawl, and doubt, not, Your Goodness, will Pardon my boldness. –

We left Boston 21st May in Company, with, the *Hancock*, of 36 Guns, John Manley Esq. the *Boston*, of 28 Gun, Hector McNeill, Esq. the *Tarter* of 20 Guns, a Private Ship of Warr, & several, other small Privateers. We engaged to Cruize, for 25 days, in the Service of the United States, under the Command of John Manley Esq. After Expiration, of the said time, agreed for, We steerd for the Irish Channel, nothing remarkable occurr'd. The Linnen Ships being stop'd (by reason of Commr Wickes, & Co going through, the Channel a short time before) disapointed, us greatly. –

We took nine Prizes, six of which, we sent to different Ports, which hope has arivd safe, sunk one, & two we gave the prisoners. –

We shall sail for America, in about 8 days, and if You have any Publick, or Private Commands that way, will execute, them, to the Utmost of my Power – As every opportunity of serving my Country and its Friends gives me the greatest pleasure. –

Cannot Conclude, without, Congratulating You on the success, of our

Countrymen, (in the Jerseys,) on the 10 & 11<sup>th</sup> of June & hope the, success, of that Day is followed, by many more – As there, is many different acct's thereof, – Should esteem, it a Particular favour if You write, Just to mention, the true Loss sustaind by the Enemy, with ours – I remain Honour'd Sr [&c.]

On board the *Genl Mifflin*

William Day

1. Franklin Papers, vol. 7, pt. 1, 10, APS.

#### HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 62.

My Lord.

Corunna 3 September 1777.

I most humbly beg leave to refer to my last of the 30<sup>th</sup> Past, and have the Honor to acquaint Your Lordship that Cunningham, in Consequence of a Petition presented by him to the Inspector of the American Packets for that Purpose, having been provided with a Mast and other Necessaries for refitting his Vessel from the King's Stores, is now ready to sail, and intends to proceed in Company with his Prize the *Black Prince* directly to America. He has promised my Vice Consul in Ferrol to set the Prisoners at Liberty before he departs, in which Case I shall immediately send them to Oporto the nearest Place where there is any Probability for them to get a Passage home. . . .

1. PRO, State Papers 94/204, 161–62.

4 Sept.

#### MARK GREGORY TO LORD WEYMOUTH<sup>1</sup>

Little Trinity Lane

My Lord,

London 4<sup>th</sup> Sept 1777.

Presuming that every intelligence regarding captures by Rebbel privateers, (especially when carried into any Port in Europe), may be of use to Government; I beg Leave to acquaint your Lordship that the Sloop *Kennoul*, William Ramsey master loaded by my account in Barcelona with about 75 Tons of Oil & Wine, was lately taken in the chops of the Channell by a Rebbel Privateer called the *Fancy* & sent to Bilbao in Spain, where she is arrived; – and I have this week had advice that the American Prize Master was landing & selling the said Cargo of Oil & Wine at Bilbao, & also offering the Sloop for Sale, which proceedings were permitted by the Spanish Government – I am Your Lordship's [&c.]

Mark Gregory

1. PRO, State Papers 94/204, 112.

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

[Extract]

No 139

Paris Thursday Evening Sepr 4<sup>th</sup> 1777

. . . He [de Maurepas] repeatedly said that we should have no farther reason to complain of the American Privateers – that Monsr de Chaffault

had orders to keep them off the Coast and not let any of them into the Ports of France except in cases of real Distress – That henceforward neither they, nor their Prizes should be admitted into any of the French Ports, that they did Harm to both Nations, debauched the French Sailors, and raised a Piratical Spirit among them, that in a Word, he was determined to get rid of *Ces gens la, et de Chasser cette Vermine*. He told me he did not yet know if the three Privateers were gone out of Port,<sup>2</sup> that is *qu'il n'en avoit pas encore la Nouvelle*, but assured me, that the Orders were sent, and would be punctually executed.

He solemnly promised that the two Jamaica Men,<sup>3</sup> and as much of their Cargoes as it has been, or shall be possible to recover, should be restored to the Proprietors, on their producing a legal Title.

He would not promise the Sequestration and Restitution of all the Prizes that are in the Ports of France, or shall be brought into them, though I repeatedly pressed it, as the only sure expedient: However, My Lord, if the Order given to admit no Prizes is punctually executed, the Advantage to us, will, I think, be nearly the same. I know of no Prizes of any Consequence now in the Ports of France, except these two Jamaica Men, the Restitution of which was formally promised me, both by M. de Maurepas, and M. de Vergennes, whom I saw afterwards for a few Minutes. . .

1. PRO, State Papers 78/304, 27–32.

2. Continental Navy ships *Reprisal*, *Lexington* and *Dolphin*.

3. *Clarendon* and *Hanover Planter*.

## 5 Sept.

“EXTRACT OF A LETTER FROM ON BOARD THE *Jupiter*, CAPT. CAMPBELL,  
DATED CORKE, SEPT. 5, RECEIVED YESTERDAY BY THE IRISH MAIL.”<sup>1</sup>

Being under Convoy of his Majesty's Ships *Camel*, of 20 Guns, Commodore, the *Weazle* of 16 Guns, the *Druid* of 14 Guns, in Lat. 45, at Half past Four, P. M. a large American Privateer of 32 Guns well manned, and of a formidable warlike Appearance,<sup>2</sup> got into the Rear of the Fleet, attacked his Majesty's Ship the *Druid*; after a warm Engagement of 20 Minutes, or thereabouts, the Commodore then led the Van of the Fleet, wore his Ship, and made the Signal for a general Chace, when he and the *Weazle*, together with all the armed Ships of the Fleet steered towards the Place of Engagement, but before they could give the *Druid* any Assistance, the Enemy sheered off towards her Consort with flying Colours, about the Distance of one League, seemingly of the same Force.<sup>3</sup> At Six P. M. the *Weazle* joined the *Druid*, who was left in a most shattered Condition, while the Commodore continued his Chace towards the Enemy, who were both waiting her Reception. At Night the armed Ships stook back, and wore off from the Body of the Fleet, which then consisted of 100 Sail. The Night proved very dark, and the Want of a Commodore's Light to direct the Courses as formerly, scattered the whole Fleet so much, that we could count but 38 Sail from our Mast-Head at Day-break, all of which steered various Courses in a vain Search of the Commodore. Saturday being all spent in a

fruitless Search for our small Navy, at Night the Wind proving fair, I stood on my Course, but the following Monday, Tuesday, and Wednesday, was chased by three different small Privateers, with whom I had the good Fortune of gaining the Weather Gauge, which I kept all Day, and at Night flung them by altering the Course. By the Regularity of the Station of these small Privateers, it appeared to me that the whole Atlantic was in a Manner covered by them, at least from the Banks of Newfoundland to the Western Isles. If so, their Plan was well concerted by sending the said two Privateers to break the Body of our Fleet, that the smaller Vermin might come in for their Share.

1. *Daily Advertiser*, London, October 4, 1777.

2. Continental Navy frigate *Raleigh*.

3. Continental Navy ship *Alfred*.

*Public Advertiser*, SATURDAY, SEPTEMBER 6, 1777

London.

Admiralty Office, Sept. 5, 1777.

The *Hawke* Letter of Marque, of London, Samuel Gribble, Commander, has taken the following Prizes:

The Brig *Charles*, from South Carolina, laden with Rice, which she fell in with off Bellisle.

The Schooner *Elizabeth*, laden with Rice, Turpentine, Indigo and Deer Skins, and also in Company with the *Union*, another Letter of Marque, the Brig *Industry*, from South Carolina, bound to Bourdeaux, laden with Rice; and the Snow *Bourdeaux Yacht*, from Cork, bound to Bourdeaux, with Provisions.

SILAS DEANE TO CAPTAIN PIERRE LANDAIS <sup>1</sup>

Paris 5th Sept 1777

Sir Yours of the 15 & 20th ulto should have been answered sooner but I recd them only three days ago & Mr Montieu being determined to go himself for Marsailles I determined to send to you by him as the matter will now be finished and I trust you will sail in a few days after his arrival. my advice is that you Clear out in form for Saint Domingo & be careful that you have no Papers onboard that may shew the Contrary except what are in your own Power, & these have always ready to be sunk in case of an Attack or danger in a Search. You will stand directly for the Continent of North America, and endeavour to fall in as far to the North as Portsmouth in New Hampshire or Boston. on your Arrival you are to apply to the Authority or Magistrates of the Place where you may arrive for Assistance in Securing the Vessel & Cargo for Acct of Congress and you will immediately inform Congress by express of the Place you are at and the Cargo onboard and attend their Orders. with respect to the Sale of the Vessel Mr Montieu will give you his instructions. As you will tarry in the Country if the Vessel is sent Back you are to urge the person who has the Care of the Expedition to send her away as early as Possible & Procure a good Pilot

for her return. You will be able to inform the Congress of the Reasons of yr delay more particularly than I can do in a Letter but I have wrote them on the Subject [in] the inclosed Letter which you will deliver with your own Hand. Before sailing make out an exact acct of the Cargo wh you will have onboard and the number of Tons it makes, also the Number of Tons which the Vessel will carry if intirely filled up, which I am uncertain whether the articles to be sent will do or not, but my desire is that you take as much onboard as will be consistent with your Sailing to advantage. If any artillery Officers insist on going you must order them to be disguised like marines or enter as common Passengers for St Domingo.<sup>2</sup> You will carefully avoid falling in with any english Vessel of War if Possible but should you be attacked must defend yourself in the best manner & to the utmost. with Esteem I am &c

S. D.

1. Silas Deane Letter Book (August, 1777 – March, 1778), 6, ConnHS.

2. On September 10 Deane wrote again to Landais rescinding the order regarding artillery officers – “indeed they must not on any terms be permitted to go out to America,” Silas Deane Letter Book (August, 1777 – March, 1778), 13–14, ConnHS.

CAPTAIN LAMBERT WICKES TO CAPTAIN HENRY JOHNSON <sup>1</sup>

Dear Sir,

St Malo 5th September 1777 –

I received yours of the 1st Instant and am very glad to hear you have liberty to depart as I have the Same – am in hopes of going home together – I Received a letter from the Honble Commissioners at Paris, informing of the Terms of our being Admitted to depart, as they wrote you, think it Needless to give you the Particulars, We are to go directly to America & Not to Return into any French Port again or make any Prizes on this Coast, these are the Principal heads, & Shall refer you to them for Particulars – It Appears to be thier intention, that we should Proceed Home together, but Cannot tell Where to Join or what Port we Shall be sent to as yet – I am all Ready to Sail, only wait the Arrival of thier orders from Parris – If you have any More News of Capt [William] Day Please let me Know or any other News you have from Brest – In Mine of the first instant Mentioned my Acquaintance with Capt [John] Green, who is an intimate Acquaintance of Mine, as we Commanded Ships in the Same employ out of Philadelphia – he is a Very hearty friend to America & a Very good Companion – If it is in your Power to do him any Service, Shall be Much Oblidged and will Render every acknowledgment in my Power at all times.

I have Wrote Several letters to Mr [Thomas] Morris respecting the Setling & paying our Prize Money but he has not So much as Answered one of my letters, As to the Money you got for the Sloop<sup>2</sup> I think you had best Apply it to your Own Use as you think Proper, as it is So triffling it is Not Worth dividing – I think we had best Appoint Mr Williams to Settle the Whole for the last Cruize, as Part of it is in his hands already & May Perhaps in time get the Remainder – Capt Nicholson sends you a list of his People, which I think you had best send to Mr Williams, wth Mine &

Yours, and an Acct of the Amount of the Sloop you Sold and let him Settle the Whole, I would do it but have lost the list you Sent me from Morlaix of your Officers & Men – I Remain, Sir [&c.]

Lamb<sup>t</sup> Wickes

1. PRO, Colonial Office 5/7, 106-07.

2. *Jason*.

6 Sept.

GABRIEL DE SARTINE TO ADMIRAL LOUIS CHARLES DUCHAFFAULT <sup>1</sup>

[Extract]

Versailles 6th Sepr 1777

. . . The King commands me to order you to see very precisely to the complete execution of the orders relating to Privateers which were contained in His Majesty's Letter dated 28th February. You will request Captains of Ships which you will detach on cruises to watch with the greatest attention so that no Privateer of any Nation whatever will take up Station off the Coasts of France, and to stop those that they should find established there after the first warning to withdraw. You will order them to make the said Privateers leave our Ports, Roads and Rivers, that is those which will have entered therein; to not allow that they stay any longer than is absolutely necessary to procure aid for Subsistence which they might have need of, which ought to be limited to a period of 24 hours; and to inform them that they should not return again, if they do not want to be seized and detained. You will direct the Captains likewise not to allow the said Privateers to bring prizes into our Ports, and to make them leave with their prizes. The King's intention is that if the Captains of His Ships should find in one of His Ports a Privateer to whom they have already given a warning to retire, they will seize her and Turn her over to the Officers of the Admiralty in order to be held in detention there until they have received His Majesty's orders.

You will order the Captains to punctually inspect foreign Vessels which they will fall in with in the Ports, and they will take off all the French Seamen that might be found thereon.

As soon as you have received this Letter you will detach a frigate from your Squadron to take up Station at the entrance to the River to Bordeaux where she can anchor if the Captain judges that he is within range to maintain order and to watch the movements of Privateers. You will give him the Instructions contained in this Letter regarding Privateers, Prizes and the Inspection of foreign Vessels to take off French Seamen and you will prescribe the very greatest Vigilance. He may leave that Station when you give him the order, and turn over those instructions which have been addressed to you on this Subject.

I see that I mentioned to M. [Louis Cavelier] de Cuvérville Commander of *l'Inconstante* that the King's intention is that while waiting for the Transports to be ready to set sail, he watch the movements of Privateers and execute the King's orders in this regard. You will write this Command-



er by the frigate which you will detach to let him know that she is ordered to take his place on this Station.

I see from one of your Letters that you have been saluted with 13 Guns by the Privateer the *Captain Mifflin* [*General Mifflin*], to which you had returned 3. This Salute was polite and can not lead to any consequence: but you know that since the King does not recognize the Independence of the Americans, their flag may not be looked upon as belonging to a Nation and that a Salute must not be rendered to a Flag which is not recognized.

The King has seen the account which had been addressed to me by M. [Jean-Baptiste] de Breuil de Rays of the encounters he had at sea with the Privateers the *Captain Mifflin* and the *Saxon*, and His Britannic Majesty's brigantines the *Hawke* and the *Union*:<sup>2</sup> His Majesty approved the conduct of this Officer in every respect. . . .

1. AN, Marine B4134, 329, LC Photocopy.

2. British letters of marque.

CAPTAINS LAMBERT WICKES AND SAMUEL NICHOLSON TO THE  
AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

Gentlemen,

St Malo 6th September 1777 -

We your humble petitioners beg leave to inform you of the distressed Situation of our Brother Officers now Prisoners in England, particularly John Nicholson Esqr & his Officers who was taken in the Sloop *Hornet* in the Service of the United States of America & Thomas Norwood and Nine Men that was put on Board of one of our late prizes, who was taken & Carried into Falmouth and Many other Unfortunate Country Men, who are Now Suffering in Prison & Cannot get a farthing to furnish the Necessarys of Life -

We pray your Honours would Please to Appoint some mode or Method to furnish them with a trifle of Money in order to Relieve their present Necessity's, as such a Conduct on your parts will tend to the Softning & Relieving their Sufferings & thereby prevent them from joining our Enemies and fighting against us, which they will be obliged to do if not Relieved - We our Selves will Readily & Willingly assist them as far as our Money or Credit will go - As we don't know how soon it may be our Case, as we are all liable to Such Misfortunes, We therefore Recommend them to your honours Notice & hope you will be graciously Pleased to give them the Most Speedy Assistance in your Power, from Gentlemen, [&c.]

Lamb<sup>t</sup> Wickes Sam Nicholson

1. Franklin Papers, vol. 60, 26, APS.

7 Sept. (Sunday)

WILLIAM LEE TO CAPTAIN LAMBERT WICKES<sup>1</sup>

Sir.

Nantes 7th Sept 1777.

In consequence of a letter from you to Mr Williams (who is still absent on a Journey to Paris) I have prevailed on Capt Thompson to go

over to St Malo's to take charge of Capt Nicholsons Cutter <sup>2</sup> to bring her round to this place. Capt Thompson has kindly undertaken this charge as Capt [Francis] Brown is gone I believe on private business.

I presume you know that the Congress has appointed Mr Thos Morris & myself to take care & dispose of such prizes as may be bro't into the European ports, by the Continental ships of War You will please to give directions accordingly to all the other Continental Cpts, as I understand you are appointed Commadore in these Seas. Any persons that you or any of the other Captains may please to appoint to receive your particular share of any prizes, will be duely attended to & paid your proportion according to the resolutions of Congress. Please to communicate this to Capt Johnson & the other Captains under you. I am Sir &c.

Cops to Capt Johnson (P Capt Thompson) & Nicholson

1. William Lee Folders, Letter Book (August 9, 1777 – June 24, 1778), 33, VHS.

2. *Dolphin*.

"EXTRACT OF A LETTER FROM BILBOA, SEPT. 7." <sup>1</sup>

Several English vessels have been brought in here as prizes to the American privateers within these last six weeks, before which time we had not seen any American vessels for some months; we suppose, the ports of France being shut, they have brought such of their prizes as they do not think worth sending home into our harbours. About ten days ago a vessel belonging to Scotland, and another to Ireland, were brought in here by an American privateer, the masters of which, as soon as they came on shore, applied to their Consul, and a memorial was sent up to the English Ambassador at Madrid, the effect of which we have not as yet learnt. We have just now heard that a prize is carried into St. Sebastian's by an American privateer.

1. *Gazetteer and New Daily Advertiser*, London, October 2, 1777.

8 Sept.

*Public Advertiser*, MONDAY, SEPTEMBER 8, 1777

London.

The *Margaret and Mary*, Izat, from Halifax to London, was taken the 28th ult. off Scilly by the *Mars* Privateer of Boston, of 22 Guns, the Island bearing East by North, 12 Leagues. The same Privateer had also taken the *Ferry-boat* [William] Channel, from Waterford to Halifax,<sup>1</sup> and the ———, [Péter] Scott, from Cadiz to Glasgow.<sup>2</sup> The *Margaret and Mary* was ordered for Nantz.

The *Thomas*, Reeves, an American Brig, with Rice and Indigo, is taken by the Crew, and carried into Lisbon.

The *Sally*, Buffington, from South Carolina to Bilboa, with Rice and Indigo, was taken the 2d of August off Cape Finisterre by the *Ambuscade* Letter of Marque, and carried into Gibraltar.

1. Prize was sent to Boston and was libelled on October 30, *Independent Chronicle*, Boston, October 30, 1777.

2. Sloop *Jenny* arrived safely at Salem and was libelled on December 4, *Independent Chronicle*, Boston, December 4, 1777.

AMERICAN COMMISSIONERS IN FRANCE TO THE COMMITTEE FOR  
FOREIGN AFFAIRS <sup>1</sup>

[Extract]

(Duplicate)

Passy, near Paris Sept. 8 1777.

. . . This Court continues the same Conduct that it has held ever since our arrival. It professes to England a Resolution to observe all Treaties, and proves it by restoring Prizes too openly brought into their Ports, imprisoning such Persons as are found to be concerned in fitting out armed Vessels against England from France, warning frequently those from America to depart, and repeating Orders against the Exportation of War-like Stores. To us it privately professes a real Friendship, wishes success to our Cause, winks at the Supplies we obtain here as much as it can without giving open grounds of Complaint to England, privately affords us very essential Aids; and goes on preparing for War. How long these two Parts will continue to be acted at the same time, and which will finally predominate, may be a Question. As it is the true Interest of France to prevent our being re-annexed to Britain, that so the British Power may be diminished and the French Commerce augmented, we are enclined to believe the Sincerity is towards us; more especially as the universal Bent of the Nation is manifestly in our Favour. There not having yet commenc'd a War, is accounted for by various Reasons: the Treaties subsisting among the Powers of Europe, by which they are obliged to aid those attacked more than those attacking, which it is supposed will make some Difference; the not being fully prepar'd; the Absence of their Seamen in the Fishery and West Indies, and the Treasure expected from New-Spain, with the Sugars from the Islands; have all, it is said, hitherto contributed to restrain the National Desire of a Breach with England, in which her troublesome Power may be reduced, the Wealth and Strength of France increased, and some Satisfaction obtained for the Injuries received in the unfair Commencement of the last War. England is extremely exasperated at the Sight of her lost Commerce enjoyed by France, the Favour our armed Vessels have met with here, and the Distress of their remaining Trade by our Cruizers even on their own Coasts; and yet she seems afraid of beginning a War with this Country & Spain together while she has our War upon her Hands. In such a Situation some Accident may probably bring on a War sooner than desired by either Party. In the mean time, perhaps the Delay may have this good Effect for us, that enjoying the whole Harvest of Plunder upon the British Commerce; which otherwise France and Spain would divide with us, our infant naval Power finds such plentiful Nourishment, as has increased and must increase its Growth & Strength most marvelously. —

It gave us great Joy to hear of the Arrival of the *Mercury*, *Amphitrite*, and other Vessels carrying Supplies. Another Ship with a similar Cargo which had long been detained at Marsailles we hope will soon arrive with you. We hope also that you will receive between 20 & 30 thousand Suits of Cloathes before Winter, and from time to time Quantities of new and good Arms which we are purchasing in different Parts of Europe. But we

must desire you to remember that we are hitherto disappointed in your Promises of Remittance either by the Difficulties you find in Shipping or by Captures, and that tho' far short of compleating your Orders we are in Danger of being greatly embarrass'd by Debts, of failing in performance of our Contracts, and losing our Credit with that of the Congress. . . .

As the English Goods cannot in foreign Markets face those of the French or Dutch, loaded as they are with the high Insurance from which their Competitors are exempted; it is certain the Trade of Britain must diminish while she is at War with us, & the rest of Europe in Peace. To evade this Mischief, she now begins to make Use of French Bottoms: But as we have yet no Treaty with France or any other Power that gives to Free Ships the Privilege of making free Goods, we may weaken that Project by taking the Goods of our Enemy wherever we find them paying the Freight. And it is imagined that the Captains of the Vessels so freighted may by a little Encouragement be prevail'd on to facilitate the necessary Discovery.

Spain not having yet resolved to receive a Minister from the Congress, Mr Franklin still remains here. She has however afforded the Aids we formerly Mentioned; and Supplies of various Articles have continued 'till lately to be sent consigned to Mr Gerry, much of which we hear have safely arrived. We shall use our best Endeavours to obtain a Continuance and Encrease of those Aids. . . .

1. Auckland Papers, III, 144-48, BL.

#### GABRIEL DE SARTINE TO M. VIGER, LORIENT <sup>1</sup>

[Extract]

Versailles 8th Sepr 1777.

You pointed out, Sir, in your Letter of the 3rd of this month, that The Captain of the Privateer The *general Wislin* [*General Mifflin*] did not appear disposed to carry out the order which you had given him to set sail, although The wind was favorable. You will notify him that if he does not Sail, he will be treated as insubordinate to the King's orders; and moreover if, after having repeated to him The Order that you had already given, he does not Comply with it, it will be necessary to seize The Ship. I am writing to the officers of the Admiralty about this. . . .

1. APL, 1E479, 170.

#### LORD GRANTHAM TO LORD WEYMOUTH <sup>1</sup>

[Extract]

No 50:

St Ildefonso. 8. Sepr 1777

. . . I have received Accounts from some of the Ports, of the Orders which have been issued with regard to American Ships, being received there; and apprehending that the enclosed Copy of them is authentic, I remit it, together with it's Translation to your Lordship. G: Cunningham with his Privateer the *Revenge* has been at Ferrol, and at the Coruna, and the last prize which he had taken called the *Black Prince*. Thomas Evans Master, of Plymouth, likewise came into Ferrol, upon which both

were immediately ordered out of that Port; but Cunningham had remained there for some days. I have communicated this Circumstance to M. Florida blanca, as I shall every other event of the like Nature, in order that the Measures taken, may not be eluded, & that they may be as extensive as possible. . . .

[Enclosure]

Translation

Advices received from France and England give reason to suspect that certain Captains of American Privateers purpose to make an ill use of the King's Ports, by entering into them with prizes, with a view to dispose of them by Sale. As the System adopted & constantly pursued by His Majesty with respect to the said Americans, has been that of a perfect Neutrality, without countenancing any abuses or Disorders inconsistent with it, as is manifest from the orders dispatched upon these Affairs from the beginning; I now communicate to you the Advices above mentioned in order that in the Ports under your Jurisdiction, you may prevent these Excesses & others of a Similar Nature, such as the Entry of those Privateers or their Stay without legitimate Cause in order to watch the Opportunity of taking Prizes. Nevertheless this Order is not intended to introduce any Novelty as to the Admission of such American Vessels as come to carry on a legal Commerce, or may be driven by Weather or for want of Necessaries to seek a Port. But immediately upon their being repaired or assisted, it shall be intimated to such as are Ships of War or Privateers that they quit the Port without delay, nor shall they be permitted to sell their Prizes. Observing at the same time that what I have said with regard to the treatment of American Privateers, is to be understood of all others whatever, in order that nobody may make an ill Use of the Territory of Spain.

1. PRO, State Papers 94/204, 165-69.

9 Sept.

MINUTES OF THE BRITISH NAVY BOARD <sup>1</sup>

[London] Tuesday 9th Sept 1777.

This being the day published for Sale of the *Rising States* Rebel Privateer; She was sold accordingly to Mr Peter Packard, for the Sum of £805, who paid a Deposit of £200. Write to the Treasurer as usual. Acquaint Portso Officers, and direct them to send us as soon as possible their opinion of the Value of her Hull, Masts, Yards, Furniture & Stores, in which they are not to have any regard to the Sum she is sold for.

1. PRO, Admiralty 106/2596.

GEORGE LE HUNTE, DEPUTY GOVERNOR OF JERSEY, TO  
VICE ADMIRAL MOLYNEUX SHULDHAM <sup>1</sup>

My Lord

Island of Jersey 9th Sept 1777

I have the honor to acquaint Your Lordship, that I have received Information from undoubted Authority, that the two American Privateers,

the one of Sixteen, and the other of ten Guns, that were chased into St Malo Some time ago by one of His Majesty's Ships of War, are now refitted, armed and are to Sail in a Short Time for America,<sup>2</sup> as a Convoy to other Vessels loaded for the Congress, of this; as Deputy Governor of this Island; I think it My Duty to acquaint Your Lordship, that You May take the proper Steps to intercept them, if possible. I have the honor to be My Lord [&c.]

Geo Le Hunte

1. PRO, Admiralty 1/806, 371.

2. *Reprisal* and *Dolphin*.

ARTHUR LEE TO ROBERT MORRIS, CHAIRMAN OF THE SECRET COMMITTEE<sup>1</sup>

Sir -

Paris Sept 9th 1777.

I have not heard from Berlin relative to their determination about opening their ports to our Cruisers.

The Abbé Raynal, who has just returned from a tour in England, tells me that nothing disgusts the English Nation so much with the continuance of the war, as the seeing their ports filled with french Ships to carry on their Commerce with other Nations. Their Merchants are obliged to have recourse to this expedient to screene their merchandize. I say screene, because they cannot expect, that according to the Law of Nations, it will be a protection when discovered. They have been driven to this necessity by the number & success of our Cruisers in & about the channel; which has raised Insurance so high, that their Manufactures are in danger of being augmented thereby in their Price too much for the European Markets.

I thought it would be useful to inform you of these facts to show the utility of continuing & encouraging Cruisers in these Seas, as they may perhaps be so discouragd by the late measures in this Country, which I trust will not be of long continuance, as to confine their Course to the american Seas. I have the honor &c.

A L.

1. Arthur Lee Papers, vol. 8, 17, HU.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN LAMBERT WICKES<sup>1</sup>

Paris Sept 9th 1777

Sir We recd yours informing of your being ready for sea & that orders had been recd for your Leaving the Port. we hope this by Capt. Bell who goes express will find you Still at St Maloes. We send by him Dispatches for America wh you will take the Charge of & have them ready for being sunk in case of Accident. We advise your Settling the Bills for your repairs &c & that you draw for the amount on us forwarding at the same time the Bills to us Pr Capt. Bell. We have purchased of Messrs Desegray Beaugeard fils & Co a quantity of Salt Petre designed for your Ballast, but as you have fitted your ship for Sea without it and as there may not be time for any new arrangement it must be omitted unless you can take it without occasioning

delay. of this you will be the best judge and if you can take it or any part apply to the house of Messrs Desegray Beauguard Fils & Co who will deliver it. we advise your going for Portsmouth in New Hampshire or Boston as we think you will by that Rout be the least exposed to meet with Vessels of the Enemy of Superior Force. Our Letters to the Congress will do justice to your Conduct since under our Observation & Direction & the obstructions you have met with have given us pain, it is with pleasure we inform the Congress that nothing has been wanting on your Part to render your Cruizes in these Seas as Succesful as we could have wished for. Wishing you a prosperous Voyage we are with much Esteem Sir Yours &c.

B F. S. D. & A. L.

P. S. The officer who comes with Capt. Bell to take a Passage with you for America will act if occasion requires as a marine on board. he is recommended as a brave man and we have agreed to give him a Passage. Hope it will not be inconvenient to you and that he may be of Service as well on his Passage as after his arrival.<sup>2</sup>

1. Silas Deane Letter Book (August, 1777 – March, 1778), 10, ConnHS.

2. Before receiving this letter and dispatches, Wickes wrote to the American Commissioners on September 12 again requesting orders, Franklin Papers, vol. 7, pt. 1, 31, APS.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN HENRY JOHNSON <sup>1</sup>

Capt Johnson – Sir

Paris Sepr 9th 1777

Yours informing us of your being ready for Sea we recd and by Capt. Bell advise you to settle your accts of Disbursements & give Bills on us for the Amount forwarding to us at the same time Copies thereof, after which you are to take the first favourable opportunity to go for America endeavouring to make either the Port of Portsmouth in New Hampshire or Boston as the most likely to avoid the Enemies Vessels of a Superior Force. The Dispatches sent you you will keep in readiness to be sunk in Case of Danger and on your safe arrival instantly forward them to the Congress. it gives us pain that you are obliged to return without an opportunity of more effectually annoying our Enemy & advancing your own Fortune. at the same time we shall with pleasure acquaint the Congress that your Conduct has been such as merits our approbation and we doubt not that they will take Notice of our representations on the Subject, by giving you a more favorable opportunity of distinguishing yourself in the service of your Country. With respect to your Affairs at Morlaix it was never our intention that you shd apply to any other than the house of M Cornic & Co with whose reputation we are well Satisfied, nor was Mr Deanes Letter other than Merely accepting Mr Days [David's] proposals of Correspondence generally and without any intention of Putting any Affairs particularly under his direction. We are wishing you a Prosperous Voyage, with due respect Sir [&c.]

B. F. S. D. A. L.

P. S. You will please to send us an Acct of what Sums you recd on acct of Prizes & how much of it has been applied to repairs of yr Vessels.

1. Silas Deane Letter Book (August, 1777 – March, 1778), 10–11, ConnHS.

10 Sept.

ANONYMOUS LETTER TO VICE ADMIRAL MOLYNEUX SHULDHAM <sup>1</sup>

Sir

Cork 10th 7bre 1777

There are now loading here 4 Vessels for Bordeaux & other Ports of France, with 3000 barrels of beef & a large quantity of butter. Two of them are nearly ready to sail; Viz. The *Speedwell*, a Collier built Brig of 130 tuns, & A Snow of about 90 tuns – These Vessels clear out for London or other British ports, but are bound to France – 2000 barrels of beef were bought here last week by an Agent for the French Navy.<sup>2</sup>

1. PRO, State Papers 42/51, 182.

2. Shuldham forwarded the letter to the Admiralty which in turn sent it on September 26 to Sir Stanier Porten for Lord Weymouth's information, PRO, State Papers 42/51, 180–81.

*Gazetteer and New Daily Advertiser*,  
WEDNESDAY, SEPTEMBER 10, 1777

London.

The *Centurion*, Capt. Forger [Thomas Folger], from North-Carolina to Cadiz, is taken by his Majesty's frigate *Levant*, and sent into Gibraltar.

The *Mercury*, Rowland, from Leith to Gibraltar, was taken off Ushant by the *General Miffin* privateer; the crew were put into a boat, and met with the *Beehive* off Guernsey.

The *Active*, Clark, from Quebec to Great Britain, of eight four-pounders, was taken by the *Speedwell* schooner privateer, of eight four-pounders;<sup>1</sup> and thirteen men, without firing a gun; but afterwards retaken by the *Amazon* man of war, and carried into Halifax.

1. Massachusetts privateer, Captain Jonathan Greely.

11 Sept.

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

Sr

[Admiralty Office] 11th Septemr 1777

I have received and communicated to My Lords Commissrs of the Admty your three Letters of the 10th 19th 21st July last with their several Inclosures, And in return I am to acquaint you that a Frigate will soon be stationed on the Coast of Portugal, which it is hoped will take or drive away the Privatiers mentioned in the Intelligence contain'd in one of your said Letters. I am &c.

P: S:

Vice Adml Man } By the Post. Duplicate sent 11 Octr by the *Exeter*  
at Gibraltar.

1. PRO, Admiralty 2/555, 331.

12 Sept.

DEPOSITION OF JOSEPH DIXON, MATE OF THE SHIP *Rebecca*,  
AND JAMES FAGAN, SEAMAN <sup>1</sup>

Cumberland, to wit, On the twelfth Day of September One thousand and Seven hundred and Seventy Seven, Before me Joseph Farrer, Notary



Publick and one of the Masters Extraordinary in Chancery Personally Appeared Joseph Dixon late Mate of the ship *Rebecca* of Workington and James Fagan a Seaman on board the said Vessel at the time she was taken by the American privateer called the *General Miffling*, Captain William Day, And jointly, and severally made Oath, and say, That on the Sixth day of July last, the said Vessel *Rebecca* being off of Inster hull met and were taken by the said Privateer, and on the Eighth of July Captain Day ordered the prize Master of the *Rebecca* (with these Deponents on board) to proceed to the first port they could touch at in France, and in Consequence of such directions they proceeded and arrived at Morlaix in France on the twenty fifth day of July aforesaid. And these Deponents further say, that the same Day they Arrived at Morlaix in the *Rebecca*, Captain Johnston of the *Lexington* came on board and ordered, the Word or Name, *Rebecca*, which was printed on her Stern to be Tared out, and the Vessel in future to be called *Baltimore*, and farther Ordered all hands (if any Questions were asked) to say she was bound from Calais to Baltimore and waited for a fair Wind, and ordered the Deponent Joseph Dixon on board the *Lexington* where he was Confined for a fortnight and afterwards allowed to go on Shore, That whilst the Deponents remained on shore a part of the *Rebecca's* Cargo was discharged, and on the twenty fifth of August the *Rebecca* (Now the *Baltimore*) Sailed from Morlaix under French Colours, with a Captain and Crew all french, but where bound, these Deponents could not learn; --

Sworn at Workington. -- in the  
said County the Twelfth Day of  
September 1777 before

Joseph Dixon  
James Fagan

Jo<sup>s</sup> Farrer One of the Masters Extray in Chancery and Notary Publick

[Endorsed] In Letter from Mr [Samuel] Martin of Whitehaven of 12th Sepr 1777. -- with the letter of Viscount Stormont of 24 [September].

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 493-94, LC Photocopy.

14 Sept. (Sunday)

SAFE CONDUCT PASS. FOR SHIP *Harriott*<sup>1</sup>

To the Commanders of Ships of War or other armed Vessells belonging to the United States of North America, or to any of the Subjects of sd States,

This Certifies, that the Ship *Harriott*, Isaac All at present Commander or whoever may Command her for the time being is owned by Matthew Mease Esqr of Philadelphia, and having been detained in England since the commencement of the War, has obtained Clearance from thence, as if English property, but in reality, with the sole purpose of carrying a Cargo of Salt and other Goods -- not the manufactory of Great Britain, or Ireland, to some of the united States, which by means of said papers may be effected with little risque --

It is therefore requested of the said Commanders, that they permit the said Ship, to pass for the purpose, and on the Voyage aforsd without detention, and that they would Afford her any assistance or protection she

may be in want of, in the same way and manner as is usual to other Vessells of their Countrymen –

Given under our hands at Paris this 14 Sepr 1777

(Copy) (Sign'd) B: Franklin Silas Deane Arthur Lee

1. Auckland Papers, III, 151, BL.

CAPTAIN LAMBERT WICKES TO CAPTAIN HENRY JOHNSON<sup>1</sup>

Dear Sir,

St Malo 14th Septemr 1777

I this day Received my dispatches from the Honourable Commissioners at Paris, brought by Capt Bell, who Comes express and brings yours also – I should be very glad if Could Join and proceed home in Company. I shall pass as Near the Port of Morlaix as Possible & if you are Ready, beg you would Join Me – You are to Attend to our former Signals & if you Should see us, you may Make the Meeting Signal & I will Answer it, if you are Taken destroy your Signals and don't let the Enemy get them, I will do the Same –

I shall endeavour to get into Portsmouth in New Hampshire & imagine they have Recommended the Same Port to you – Where I hope to have the Pleasure of Seeing you If Not sooner, the Wind is Now fair & Shall depart immediately if it Continues, Please Make my Compliments to your Officers – I Remain Sir [&c.]

Lamb<sup>t</sup> Wickes

1. PRO, Colonial Office 5/7, 108.

15 Sept.

PHILIP STEPHENS TO CAPTAIN GEORGE KEITH ELPHINSTONE,  
H.M.S. *Perseus*<sup>1</sup>

Sir,

Admiralty-Office 15th Sepr 1777

The Navy Board having represented to my Lords Commissioners of the Admiralty, That the 16th Article of the Act of Parliament passed in the 31st Year of His late Majesty's Reign, for the Encouragement of Seamen employed in the Royal Navy, which strictly enjoins the Commanders of His Majesty's Ships to send home compleat Muster-Books every Two Months, is not properly complied with; which occasions much Inconvenience to the Service, and may be of great Detriment to the Public, in case of the Loss of any Ship: I am commanded by their Lordships to signify their Direction to you, to pay due Observance to the said Article, as you must not expect to receive a Certificate from the Navy Board to entitle you to the Payment of your Wages, if such Books are neglected to be sent to them, or to be delivered to one of their Naval Officers, to be forwarded to them. I am, Sir [&c.]

Php Stephens

1. Keith Papers, KEI/2/2, NMM.

CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gentn

St Malo Sept 15th 1777 -

This will informe you of our Worthy friend Capt Wickes leavg this Yesterday Eve with a fine Easterly Wind (the *Dolphin* Capt [Francis] Brown) Sailed in Compy at Sun Settg they Discharged their Pilôts, when they were Clear of the Rocks &c since wch the wind has Continued fresh from the Eastward, so that I make no doubt but by Noon this Day (Monday) he is off Ushant. he has A french Pilot that far; that in case he shou'd meet with any more *Beaufords* [*Burford*] he may go into port Imediately, We recd Letters from Johnson Yesterday informg us that he was afraid he shou'd be obliged to leave the Port of Morlaix Yesterday, if he woud endeavour to get into A little port close at hand where he woud wait the arrival of your Dispatches; Capt Bell Set out with them Yesterday Eve from this, I wish he may reach Johnson in time before he is obliged to leave Morlaix - I am waitg here till the Arrival of the Morrows Post in Order to receive any letters that may Come for Capt Wickes or my self, in wch time I Shall get the *Dolphins* Accts Settled with Mr Desegray Duplicates of wch I shall deliver to Mr Williams at Nantes to forward You if proper; I Shall Accordg to Capt Wickes's Orders draw on You for the whole amount of the *Dolphins* Disburstts &c Capt Wickes's Lieutt of Marine Mr [John] Elliot is with me, Particularly recomended by Capt W——s for Capt Marines in my Ship, he goes to Nantes with me where I hope to meet with *Dolphin* with the Rest of my Officers & Men I am Gentn [&c.]

Sam Nicholson

1. Franklin Papers, vol. 7, pt. 1, 38, APS.

16 Sept.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Sir

[Admiralty Office] 16th Sepr 1777

My Lords Commissrs of the Admty having received from Mr [William] Frazer Secretary to the Earl of Suffolk, a Paper giving an Account that two Ships called *de Watergus*, Capt Chatelain from St Eustatia to Middleburg, and *de Hoop*, Captn Hogerzeyl also from St Eustatia to Wissingen, were taken on the 19th of June, by His Majesty's Ship the *Seaford*, & carried into Antigua; <sup>2</sup> I am commanded by their Lordships to send you herewith a Copy of the said Paper, & to signify their direction to you, to let them know the Ground upon which the said Ships have been seized, & what has since been done with them. I am &ca.

P: S:

Vice Adml Young } By the Packet 1 Octr  
at Antigua }  
Duplicate sent 30 Octr by the *Niger*

1. PRO, Admiralty 2/555, 339.

2. See Young to Stephens, June 12.

ACCOUNTS OF CONTINENTAL NAVY CUTTER *Revenge*,  
CAPTAIN GUSTAVUS CONYNGHAM <sup>1</sup>

Account of the Various expenditures made by Don Miguel Lagoanere and Compa of Corunna for the Expenses, repairs and berthing of the Armed Sloop of War named the *Revenge* property of the Congress of the thirteen united Provinces of America Capn Gustavus Conyngham, who brought his vessel into port in the Ria del Ferrol As Follows

Itemized -

|  |      |           |
|--|------|-----------|
| For a main mast 46 Cubits long, Five planks, iron nails, pitch, tar, Grease and various other items taken from the Warehouses of the Director of the Packet boats at Corunna according to the Account submitted by the Capn of the yard and keeper of the warehouse amounting to ..... | 9025 | 16        |
| For the Wages of Carpenters employed to make the main-mast according to the Account and receipt signed by Domingo de Murcia Foreman of the Carpenters employed in the Packet boats' yard .....   | 691  | —         |
| For the Export Duties on the main mast and one of the planks paid to the Royal Custom House of Corunna and a real for the permit .....   | 607  | 21        |
| For Four Quintals of Cheese bought from Sres Gerner and Compa according to receipt .....   | 800  | —         |
| For twelve Measures of White Beans according to receipt of Anto Montero .....  | 192  | —         |
| For Four Quintals of Levant Rice according to receipt of Franco Pissany and Compa .....  | 432  | —         |
| For two barrels of Fine French Flour bought from Sres Lagoanere and Compa .....  | 320  | —         |
| For one barrel of Vinegar according to receipt of Don Isidro Dalman .....  | 115  | —         |
| For two Quintals of Brown Sugar according to receipt of Don Jhp de Llano .....   | 344  | —         |
| For Twenty Five Pounds of Wax Candles bought from Don Pedro Marich .....   | 238  | —         |
| Carried forward  |      | R 12765 3 |
| Carried and Brought forward  |      | R 12765 3 |
| For eight barrels of Rum and Six pipes of Cane Brandy bought from Don Joseph de Llano y Murrietta at twelve pesos a barrel .....   | 1920 | —         |
| Paid to the Royal Custom House at Corunna for export Duties on all the foregoing Provisions including a real for the permit .....  | 502  | 33        |
| For three Empty barrels for the beans and rice .....   | 15   | —         |

|  |              |               |
|--|--------------|---------------|
| For three Carts for the transportation to the<br>Custom House and all provisions and the<br>boy including the embarkation on board the<br>sloop .....  | 28           | —             |
| For freightage of the barge which transported<br>the mast and provisions to Ferrol as adjusted .....   | 120          | —             |
| For the following Bought in Ferrol and Charged<br>to the Account of Don Juan Lembeye for<br>Don Miguel Lagoanere and Compa<br>40 Quintals and 35 Pounds of Sea<br>Biscuit at 100 ron a Quintal ... 4035 .. —         | } 9926 .. 27 | } 11488 .. 27 |
| 15 Quintals and 35 Pounds of Salt<br>pork at 240 r ditto .....   |              |               |
| 15 Quintals and 77 Pounds Salt<br>Beef at 140 r ditto .....  |              |               |
| 2207 .. 27   |              |               |
| For Custom House duties for these<br>three items .....   | 1352 .. —    | } 1562 .. —   |
| For Excise ditto .....   | 200 .. —     |               |
| Cartage of Grain and Portage .....   | 10 .. —      |               |
| For Amount of Various sums of money advanced<br>to Capn Conyngham According to His nine<br>receipts collected by Don Juan Lembeye of<br>Ferrol who Charged them to the Account of<br>Sres Lagoanere and Compa  ..... | 9288         | —             |
|  | R            | 36127 .. 29   |
| For a Commission for expenditures and in<br>anticipation of a share of the Above<br>in the Amount of 4% .....  | 1445         | 5             |
|  | R            | 37573 .. —    |
| To Deducting an Amount equal to that given<br>to us by Capn Conyngham .....  | 12000        | —             |
| forward  | Total        | R 25573 .. —  |

Proved

Error and Omission: We Certify the foregoing Account Which Amounts to Twenty five thousand five hundred and seventy-three reales de Vellon having received a draft for the Same Amount payable at forty days drawn by Gustavus Conyngham to our order and Charged on Sres Gardoquie and sons of Bilbao payable in Madrid, for the first, second and third: and in Settlement of which we sign this at Ferrol the Sixteenth of September One Thousand Seven hundred and Seventy Seven.

For Sres Don Migl Lagoanere and Compa  
Miguel Lagoanere Junr

I Gustavus Conyngham acknowledge that Messrs Lagoanere & Compe of Corunna have made the disbursements mentioned in this Account amounting to the sum of Twenty Five thousand Five hundred and Seventy-three reales de Vellon for the payment of which I have given them my draft for the same amount payable at forty days from today and to their order on Messrs Gardoquie & sons of Bilbao payable in Madrid, and in payment of which I pledge in case of need my person my goods present & future & generally & especially the Armed sloop of War the *Revenge* which I Command and the prizes & ransoms that I have already taken & will take in virtue of a Commission from the Congress of the thirteen united Provinces of america which I hold, Intending and expecting that the present obligation will have the same force as if it had been signed before a notary: In faith of which I have Signed it and for greater authenticity I have also had it Signed by various officers of my ship as witnesses. done in triplicate, at Ferrol the same day and year as above.

G, Conyngham  
Thomas Hease

1. Papers of Gustavus Conyngham, Naval History Society Collection, NYHS.

17 Sept.

DEPOSITION OF WILLIAM MARSHALL, MASTER OF THE SLOOP *Wolf*<sup>1</sup>

Copy/

At Port Glasgow the Seventeenth day of September, One Thousand Seven Hundred and Seventy seven Years,

In the Presence of Mr John Martine, Judge Admiral Substitute at Port Glasgow, Compeared Wm Marshall late Commannr of the Sloop *Wolf* of that Place, And voluntarily made Oath. That upon the Twentyth of June last he sail'd with the said Sloop from the Island of Jamaica loaded with Rum & Sugar along with the Fleet bound for Great Britain under Convoy of His Majs Ships *Lively* & *Kent*. That the Deponant kept Company with the Fleet until the Seventh of August when he was taken in latitude 49. 30 Longitude 11 By two American Privatiers, one called the *General Mercer*, James Babson, The other the *Fanny*, John Kendrick Master, Each mounting Fourteen Carriage Guns besides Swivels: That these two Privatiers were seen dogging the Fleet for four Weeks before he was taken and afterwards they Acknowledged they had done so. That the day after the Sloop *Wolf* was taken, the Two American Privatiers also took the Ships *C[l]arendon* and *Hanover Planter* both of London.<sup>2</sup> At the time of their being taken they Could discover from the Main Top, fifty sail of the Fleet. That about four hours after the *Wolf* was taken every paper belonging to her Together with the Crew were taken out and carried on board the *Mercer* and the Sloop Manned by American Sailors with Instructions to carry her to Boston. Immediately after the London Ships were taken the Privatiers discontinued following the Fleet and made the best of their way with these two Prizes for Nantz in France w[h]ere they arrived on the 17th of August last.

And further maketh Oath That when he arrived in the *Mercer* in the River Nantz there were three American Vessels lying there, One of which he was informed was loaded with Tobacco – That the same Night on which they arrived, a Broker came on board and informed Captain Babson of the *Mercer* that no armed Vessels belonging to America were allowed to come there, And that he behoved to take care what he was about, upon which the Privatiers hauled in their Guns, unshipped their Swivels, and shut their Ports that they might have the appearance of Merchant Ships, And the names of the two London Ships, which were Painted on their Sterns were altered the same Night, One to the *Hancock* and the other to the *Boston*. The Cargoes of both which Ships were afterwards taken out and sold as American Property. That from the time he was taken to the Second of September Instant, he was close confined with his whole Crew on board the *Mercer* and not allowed the Liberty of Pen, Ink or Paper. That he was put on board a Dutch Vessel bound for Ostend and procured his Passage to Clyde where he arrived last night. That at the time he left Nantz the Privatiers were taking in large Quantities of Gun Powder. And this Deponant was credibly informed there were several Vessels building at Nantz for the Americans. And he knows that one Vessel of Sixteen Guns sailed the same day he arrived at Nantz under French Colours and mostly navigated by Americans. That there was another Vessel mostly clear to sail for South Carolina Commanded by one John Hatter, mounting between twenty and Thirty guns, the Crew of which consisted of French & Americans, All which he declares to be [the] Truth as he shall Answer to God.

W<sup>m</sup> Marshall

John Martine.

1. PRO, State Papers 42/51, 213–16.

2. See William Lee to the American Commissioners in France, August 18.

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

[Extract]

Confidential/

Paris Sept 17th 1777

. . . The Rebel Agents Have not relinquished the project of sending Arms & naval stores from Nantz, & whatever professions may be made us, they will always be secretly favored by France in every project of that kind – Our only security against the success of such undertakings is in the vigilance of our Cruizers, who cannot pay too much attention to the Coast of Brittany – The Rebels likewise expect that their ships from Marseilles will sail soon, but these cannot I think escape us if they are properly watched as they attempt to pass the Streights – The repeated intimation I have given to M: de Vergennes of this project, & the secret knowledge we have of the Captain's names are surely Circumstances sufficient to justify the Capture & authorize us to consider these as American Vessels to all intents & purposes, to which consequently the French Flag can give no protection – A Frenchman who lives at Bourdeaux, whose

name is La Farque, & who is protected by the Marquis de Poyanne, has had twelve Congress commissions from Franklin, he has actually fitted out several Privateers & is fitting out more – Monsr Foucault a considerable Merchant at Leghorn has a share in this Enterprise & La Rochette a French Spy well known in London is likewise concerned in it. Those Ships are fitted out from Blay near Bourdeaux & from Quimper, Quimperley, Audierne, & Conquerneau – small Ports in Brittany; these small Ports are purposely chosen, the better to escape our Attention. I have the Honor to be With great Truth & Respect My Lord [ &c.]

Stormont

1. PRO, State Papers 78/304, 64–67.

CAPTAIN HENRY JOHNSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gent

Morlaix Sepr 17th 1777 <sup>2</sup>

Your agreeable favour of the 9th Inst was handed me by Capt Bell, with the different packets & letters tomorrow morning shall sail God willing – I forward by Capt Bell my Accots I find a Ballance. I find in favour of the Congress which I shall give Credit if I find no Errors – If any shall settle the same with the agent in America – as every thing has gone thro' my hands perhaps I may have made some mistake –

I am much Obligated to your honours for well wishes – Likewise for your Interesting yourselves in behalf of me to the Congress. Be assured it shall ever be my greatest ambition to do every thing in my power to give Satisfaction to your honours, as well as the Hon'ble body the Congress. I am extremely glad to find your honours are pleased With the house of Messrs Cornics – I can assure your honours he is a worthy man & is much Interested in favour of America. We sold the sloop *Jason* here and have passed her Ballance to the Brigs Accot – I likewise forward you an Accot from Messrs Cornics – they have Chd me 3 P Cent Commission as they did not do all my Business. If it is too much or more then is Chd you in general, You will please to acquaint them of it, as I am ignorant of the Customs.

1. PRO, Colonial Office 5/7, 84.

2. Unfinished draft with "17" written over "16".

JOURNAL OF CONTINENTAL NAVY BRIG *Lexington*, CAPTAIN HENRY JOHNSON <sup>1</sup>

A Logg Book kept on board the Brig *Lexington* from Moliac [Morlaix] bound on a Cruse Henny Johnson Esqr Commander –

| H | K | HK | Courses | Winds | Remarks on Thursday september 18d 1777. – [sic Wednesday, September 17] |
|---|---|----|---------|-------|---|
| 1 |   |    |         | North | Moderate Breezes of Wind and Clare                                      |
| 2 |   |    |         | NE    | Weather At 1 PM the pilot Came on board. At 4 Do hove up and got under  |
| 3 |   |    |         |       | way in Moliac River Beat out to   |
| 4 |   |    |         | ENE   | sea At half past 5 Do we suluted the                                    |
| 5 |   |    |         |       |   |



|    |   |      |     |  |                |             |
|----|---|------|-----|--|----------------|-------------|
| 6  |   |      |     | fourt with 7 guns                        | At half past 6 | Do          |
| 7  |   |      |     | the pilot Left ous                       | At half past 7 | Do          |
| 8  | 6 | WNW  |     | the Island of Bas [Batz]                 | Bour West      |             |
| 9  | 3 |      |     | Distance 1 League                        | At 11          | Do hawld up |
| 10 | 4 | West | EbS | the fore sail and handed the top gallant |                |             |
| 11 | 4 |      |     | sails and Lower the Main sail and hawld  |                |             |
| 12 |   |      |     | Down the gibb and stay sails             | Lade her       |             |
|    |   |      |     | too under the two top sails with her     |                |             |
|    |   |      |     | head to the Northward                    | At 12          | wore        |
|    |   |      |     | ship and Lade her head to the southward  |                |             |

1. PRO, High Court of Admiralty 30/733, 13.

ADMIRAL LOUIS CHARLES DUCHAFFAULT TO GABRIEL DE SARTINE <sup>1</sup>

[Extract]

Your Excellency

I have the honor to report to you on the return of the corvette *la Silphide*, commanded by M. de Rensanne [Le Breton de Ransanne], which I sent on the lookout off Ouessant [Ushant] 10 days ago. You will find attached the particulars on the various Vessels she saw on her cruise, during which she found several English frigate-built Ships cruising off Ouessant very close in shore. Don't you think, Your Excellency, that I ought to put a stop to corvettes, frigates or Ships of the line cruising off Ouessant? It seems to me by their diligence that they wish to find out what is happening here, and perhaps to stop the fleet when it leaves. It is most humiliating to see the enemy at the door every day. Give me your orders and they will be promptly executed. . . .

at Brest 17th Sepr 1777

1. AN, Marine B4129, 80, LC Photocopy.

"EXTRACT OF A LETTER FROM BILBOA, SEPT. 17." <sup>1</sup>

The Anglo-American cruizer, the *Oliver Cromwell*, commanded by capt. Wm. Coles, and mounting 16 guns, arrived here about a month ago. He had sent in, but a few days before, a prize loaded with raisins; and, not long afterwards, another loaded with butter. These two vessels were not the only ones he had taken. During a cruize of only 28 days he had captured eight more, including a Danish and a French brigantine, called the *Town of Bayonne*, from the port of Rouen, master's name Peter Regnier, whom he had the rashness to take, notwithstanding the neutrality of their colours, and the respect which he owed them. The French brigantine was from a port in the West of England, entirely laden with bale goods upon freight, bound for Genoa and Leghorn. This cruizer, or rather pirate, Wm. Coles, after having taken the vessel, sent it to Boston, taking first out all the crew, except the master and two sailors: <sup>2</sup> meeting afterwards with a French ship going from St. Malo to Cadiz, he put on board of her the crew of his capture.

1. *London Packet*, or, *New Lloyd's Evening Post*, October 15 to October 17, 1777.

2. See *Journal of a Cruise in Massachusetts Privateer Brigantine Oliver Cromwell*, August 16.

18 Sept.

MINUTES OF THE BRITISH NAVY BOARD<sup>1</sup>

[London] Thursday 18th Sept 1777.

Write to Captn [John] Bourmaster & desire him he will acquaint the Board with the particular circumstances respecting the Capture of the *Crawford* Transport, whether she had her proper Complement of Men, & whether the Master & Men behaved properly on the occasion, or could either have made a better defence, or have got off from the Enemy.<sup>2</sup>

1. PRO, Admiralty 106/2596.

2. *Crawford*, with Highland troops on board, was captured by the Continental Navy brig *Andrew Doria*, Captain Nicholas Biddle, in May 1776. Biddle noted in a letter to his brother Charles that he had taken *Crawford* with "the Speaking trumpet" – that is, no resistance was offered. See Volume 5.

WILLIAM LEE TO RICHARD HENRY LEE<sup>1</sup>

[Extract]

Nantes 18th Sept 1777

... P. S. The renewal of the order from Mr De Sartine was occasion'd by two West India Merchant prizes<sup>2</sup> bro't in here by Capts [James] Babson & [John] Kendrick Commanders of two Privateers belonging to Messrs Babcock & Blair in Boston & Winthrop Sergeant & Co at Cape Anne. These prizes and their Cargoes have been seized & are now detained by Government here after the greatest part was sold. The Capts were offered £16000 Sterg for the two and the Buyers to take all risks – this they refused, saying they wd rather burn them than take that price. – Afterwards they put them under the care of myself and Mr Jonathan Williams, a Bostonian and Nephew of Dr Franklin, to sell – But their own conduct was such that it occasion'd their seizure wch I not only foresaw but foretold to many here, therefore avoided recvg any part of the Goods or Money to stear as clear as possible of Blame. The whole negotiation was left to Mr W. the Capts Countryman I only advising every particle of which the Capts thought fit to disregard & now they blame every body but themselves, however it is a happiness that many here can witness to the probity of my conduct, particularly Mr Wm Blake a Gentleman of one of the first fortunes and families in So Carolina.

1. William Lee Folders, Letter Book (August 9, 1777 – June 24, 1778), 43–46, VHS.

2. Prizes were *Clarendon* and *Hanover Planter* entered at Nantes as American vessels under the false names of *Hancock* and *Boston*.

19 Sept.

PAUL WENTWORTH TO LORD SUFFOLK<sup>1</sup>

[Extract]

Amsterdam the 19 Sept 1777.

... The Ship with Artillery at Marseilles has been pretendedly unloaded, but it is all a Trick – She will sail in a fortnight Orders are given, by

Count Vergennes, that our Privateers shall be supplied with Amunition &c, at Sea: & it is now resolved to vex England by every species of Contrariety. . . .

1. Auckland Papers, III, 162-65, BL.

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

[Extract]

No 22

My Lord

St James's 19th Sept 1777.

The Letters from Your Excellency to No 48. have been received, and laid before The King.

The strict Orders, which M: de Florida Blanca assured Your Excellency would be sent to the several Ports in Spain to prevent the sale of the Captures made by the American Privateers, had not by the last accounts reached Bilbao, or were eluded by the connivance of the Officers of that Port. Information has been received here that the *General Mercer* and the *Fanny* Privateers were to go from Nantes to Bilbao to careen. Your Excellency will take proper steps to ascertain the fact, and in case these Vessels should be admitted to refit, You will state the circumstances to M: de Florida Blanca, & represent to him how contrary such practices are to the professions of His Catholick Majesty. It would be extremely proper that Your Excellency should endeavour to gain accurate information from Bilbao of what is doing at that Port, and of the various practices of the Agents of the Rebels to evade the Orders of the Court, in order to make representations thereon. This is an object so material and important that I must recommend it very particularly to Your attention. . . .

P. S. I have just learned that the *Revenge* Privateer, Cunningham Master, is arrived at Ferrol; and, to my great astonishment, is allowed to refit, and take in provisions. I expect to hear from Your Excy the reason of this change of sentiments in the Court of Spain. -

W

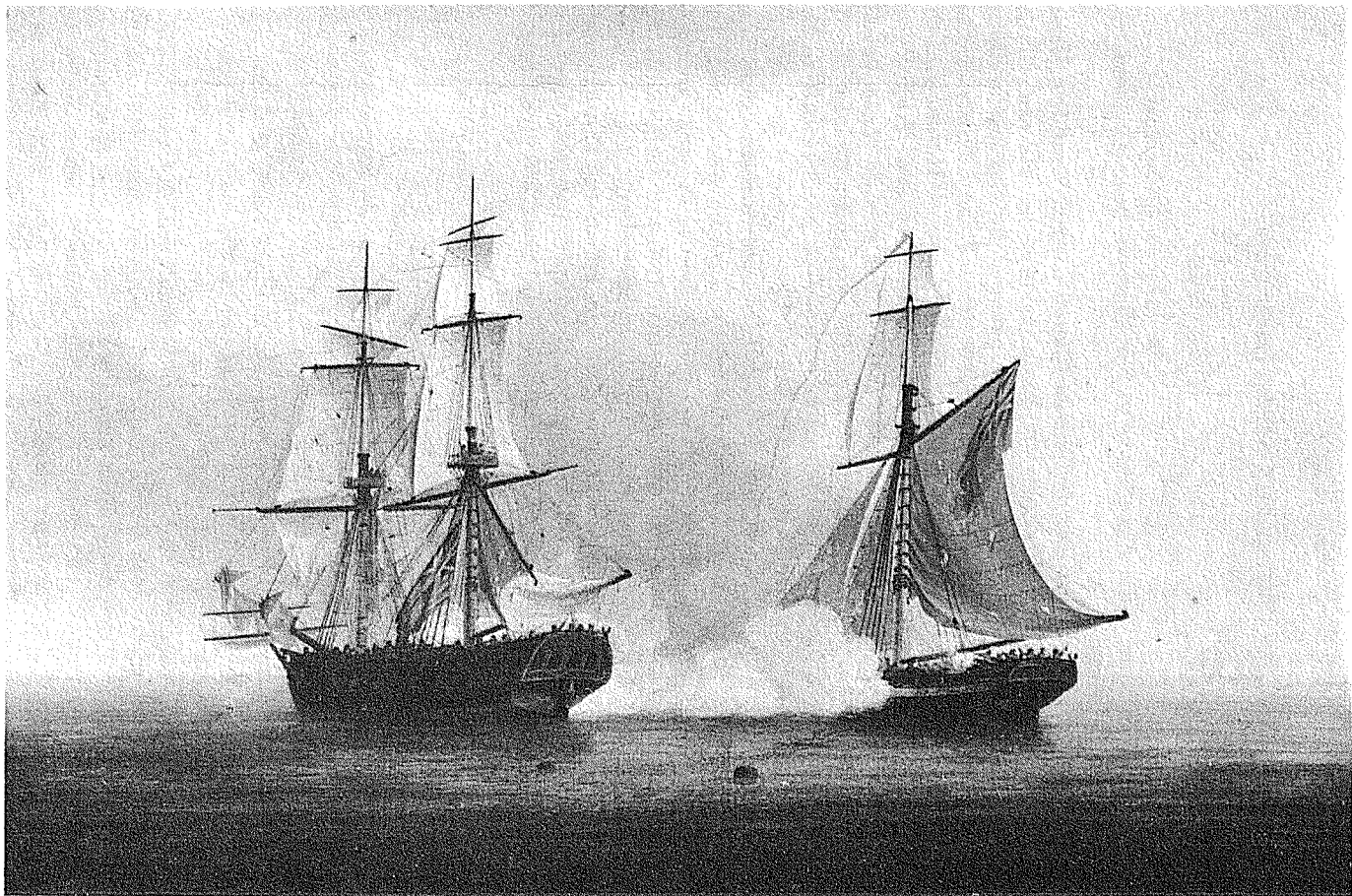
1. PRO, State Papers 94/204, 144-46.

ADMIRAL LOUIS CHARLES DUCHAFFAULT TO GABRIEL DE SARTINE <sup>1</sup>

[Extract]

Your Excellency

I have the honor to report to you that M. de Grasse sent me the lugger *le Coureur*, M. de Martinet, to inform me of the report he is sending you of the encounter that he had with a brigantine belonging to the King of England which was cruising along our coasts. This is the third time that my Ships have discovered her and she has always promised to put out to sea. I even suspect that it is she who entered the river at Bordeaux in which she took prizes at the point where the trade is heavy. Give me orders on this matter if they meet with her another time. You have pre-



*Continental Navy Brig Lexington engaged by H.M. Cutter Alert*

cisely stated what I must do concerning the privateers of all nations, but nothing was said about the ships of the King of England. I would be strongly for treating them like the others. . .

at Brest 19th Sept 1777

1. AN, Marine B4129, 83, LC Photocopy.

20 Sept.

JOURNAL OF H.M. CUTTER *Alert*, LIEUTENANT JOHN BAZELY <sup>1</sup>

September 1777

Ushant N66E Dist 15 Leags

Friday 19th

Light Airs mixd with Calms at 5 AM saw a Sail to the Etward standing for the wtward, let the Reef out of the Mainsail and set the 1st Jib, got the Topsail Yard up, set the Topsail and Royal, cleard the Cutter for Action slung the Yards Gaff and Jib in Chaines at  $\frac{3}{4}$  after 6 Tack'd and stood to her fird a Swivel to bring her too, she then haild us when we answerd from whitehall, we then haild him when he answerd from Guernsey he then hauld down English Colours and hoisted American Colours gave us a broadside which we returnd and an engagement ensew'd which lasted from half past 7 to 10 O Clock when he bore up made use of his sweeps and endeavourd to get off[f] turnd the People stopperd reev'd new Rigging and made Sail after him Latd m 48° 12' N Longde m 1° 13' Wt -

First and middle parts Light Breezes and fair latter Fresh Gales with some Rain at  $\frac{1}{2}$  past 1 PM came up with the Enemy (cut and let run the small Sails overboard) renew'd the Action when at  $\frac{1}{2}$  past 2 she struck found her to be the *Lexington* Brig Arm'd by the American Congress Henry Johnstone Master, mounting 14 four & 2 six Pounders 12 Swivels & 84 Men the Enemy had 7 Men kill'd and 11 wounded in the former was the Master & Lieutenant of Marines in the latter was the 1st Lieut & Gunner, the loss on our side was three Men wounded and two kill'd with both our Mast & Rigging &c very much dammag'd sent a Midn & 17 Men onboard to take charge of the Prize receiv'd 68 Prisoners from her, empd stoppering the Rigging & reeveing new handed the Topt sent the Yard down upon Deck and struck the Top mast in the Toprope in 1st & 2nd reef Mainsail and set the 3rd Jib at 9 made Sail the Prize in Compy at 7 AM the Prize lost her Mainmast at 8 brought too at Noon the Prize in Compy Scilly N31 .. 13E Dist 32 Leags

Saturdy 20th

Fresh Breezes and Cloudy Wr at 4 PM handed the Main-

sail & set Topsail hauld down the 3d & set the 4th  
Jib at 10 lost sight of the Prize

1. PRO, Admiralty 51/51, 48-49.

### HERMAN KATENCAMP TO LORD WEYMOUTH <sup>1</sup>

No 63.

My Lord.

Corunna 20th Sept 1777.

I most humbly beg leave to refer to my last of the 3d Instant.

Notwithstanding the Orders that have been given respecting the Reception and Treatment of American Privateers and their Prizes in the Ports of this Kingdom, Cunningham is still permitted to remain in Ferrol, and has found Means to dispose of his Prize the *Black Prince* to Arnaud Faular Master of a French Brig called the *Postillon de Bayonne*, who has sent her to France.<sup>2</sup> I have provided the Prisoners whom Cunningham has set at Liberty, with a Passage to Oporto, where they will find Opportunities to return home. I am sorry to see the uncommon Favor shown this Man, and the great Facility with which the aforesaid Orders are eluded. I am equally concerned to hear that in Bilboa where there are four Privateers and eleven Prizes, they are permitted to enter, remain, and fit out with as much Liberty as ever. I have the Honor to be with the most profound Respect and Veneration, My Lord [&c.]

H Katencamp

[Endorsed] R 13 October

1. PRO, State Papers 94/204, 212.

2. "Narrative of the proceedings of Captain Gustavus Conyngham, Commander of Cutter *Revenge*, 1777-1779," states:

as she could not be sold at that Port she was ordered to Bayonne under French Colours where she arrived - it was discovered that she was a Prize and ordered out of Port - she proceeded to St John de Luce [St. Jean-de-Luz] which is a free Port - there she discharged her Cargo which was put on board small Vessels & carried back to Bayonne - The American Commissioners were fully advised respecting this Vessel

Henry Laurens Papers, Box 24, SCHS.

21 Sept. (Sunday)

THOMAS HALEY TO THE COMMISSIONERS FOR SICK AND HURT SEAMEN <sup>1</sup>

[Mill Prison, Plymouth]

To the Honble the Commissioners for Sick & lame Seamen, the Petition of Thomas Haley Humbly Sheweth,

That your Petitioner is an Englishman and was one year in his Majestys Service in Virginia under the Earl of Dunmore, and that he was one of the Crew, belonging to a Vessell sent from Norfolk in that Colony to the Island Bermuda by order of the said Earl of Dunmore, and on his return was taken by an American Privateer calld the *Lexington*<sup>2</sup> belonging to Philadelphia at which place he was set on Shore and from several obligations, he could find no other mode of subsisting honestly unless that of entring into the service of the United states of America, which he was

compell'd to do totally against his inclination, That Your Petitioner always entertain'd hopes of quitting the American service, but never had an opportunity for effecting that purpose, & that he was taken on board a Prize taken by the *Lexington* which was carried by the Men belonging to the Vessell into Falmouth.<sup>3</sup> – Your Petitioner is now a prisoner at Mill Prison near Plymouth, he is sorry he ever acted against the Interest of Great Britain, and Humbly hopes he may be plac'd on board one of his Majestys Ships of War. Sept 21st 1777.

his  
Thomas X Haley  
mark

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, ADM/M/404, NMM.
2. The vessel captured by *Lexington* was the sloop *Lady Susan*, William Goodrich, master.  
See Volume 6.
3. The prize was the brig *Hanover*. See Volume 7.

CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gentn

Nantes Sept 21st 1777 –

On my leavg St Malo I wrote You giveg You an Acct of the Sailg of the *Reprisal & Dolphin*. Capt [Francis] Brown Arrived here in the *Dolphin* the Night before last, & Agreeable to his Orders from Capt Wickes, Under french Colours, & to the address of Monsr Peltier as Comeg from St Austatia, but haveg no Clearance from that Place or any other Papers, Mr Peltier thought it most Proper to enter her from St Malo, Put in, Inn distress, & as Capt Brown had no Commission for her, I lent him Mine to Satisfye them She was A Commissioned Vessell, upon wch they have given him Liberty to refitt his Vessell, & as Soon as that is Compleated to Depart the Port, Capt Brown informes me Capt Wickes Put his French Pilot on board him 10 OClock on Monday last off Ushant, & they Parted Compy at Noon the same Day, with a fine Easterly Wind, so that I make no Doubt but my friend Wickes has had A fine Run Off, they Saw no Vessells in Channel but made the best of their Way, they Saw Nothg of Capt Johnson – There is A Gernsey Privateer Cruzeing off the mouth of this River, who they Say have taken several Vessells Comeg from So Carolina here, she mounts 18 Guns, Capt Brown Says he Saw her standg off from Close in Under the Land but took no Notice of him, I Shall Put all my New Enlisted Men, abt 20 in Number on bd the *Dolphin*, in a Day or two, we Shall go to Strippg of her, and Prepair for gettg in A New Mast, as the old one is lost 6 feet off[f] the head, & Sprung below the Riggging in our last Cruze.

The New Ship goes on very well, & is Planked up as high as the Sills of the Gun Deck Ports, there is many hands at Work on her, & Suppose will be ready to Launch in a fortnight if the Weather Shou'd Prove Good, If I dare declare openly amongst the Saylor's what ship I was to Command I coud allmost Man my ship in little time, with my own Country men Chiefly, but they dont like to enter for A ship they dont know, Mr Williams

is not Yet Arrived I wish he was Come as he is much Wanted, I am Gentn [&c.]

Sam Nicholson

1. Franklin Papers, vol. 7, pt. 1, 48, APS.

22 Sept.

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

[Extract]

No 53.

My Lord,

Madrid 22d Septemr 1777.

I have received the Honour of your Lordship's No 21. and have communicated to M. Florida blanca the Sentiments which I was instructed to convey, and this I did in the most particular and ample Manner that I could; And I am to acquaint your Lordship, that he received them with Expressions strongly professing the Desire of this Court to preserve the publick Tranquility. I was obliged however, at the same Time to repeat and to lay before him the Intelligence which I had received from Ferrol, (and communicated to him on the same Day by the enclosed Note,) of the Stay which Gustavus Cunningham and his last Prize continued to make in that Port; and I pointed out to him, that their Wants, or pretended Necessities had been liberally supplied, and that I had reason to suspect, that a collusive Sale of the Prize might take place. – I stated to him very clearly, that no Proceeding whatever could be so contrary to the Promises I had received, and that it gave me the greatest Concern on the moment I expected to see them performed to find myself obliged to complain of their not being executed. – In reply to this complaint he shewed me, that the Orders, which, upon my first complaint on this Subject had been repeated, had not yet reached Ferrol, and assured me, that those Orders were accompanied with a severe reprimand to the Commandant of that Port; and he immediately directed an Enquiry to be made into the Supply given to G. Cunningham which, according to my Information, had been furnished out of The Catholick King's Stores, and promised that he would seriously and effectually enforce The King of Spain's Intentions in the Orders that had been issued, and that they should be strictly obeyed in all the Ports, even in those of Biscay, which are not under the same Controul. I have furnished him with all the Information which I can collect of Ships, which have been fitted out there, and told him, that I could not but make an essential Difference between such Prizes as may have been sold before the Prohibition was issued, and such whose Sale might be connived at, or allowed afterwards, of which however, I do not yet know any Instance. With regard to the Cargoes of the brig *Princess Masserano*, & of the *Juno*, mentioned to me in your Lordship's No 20, and in a Letter from Mr [Anthony] Chamier of the 2d Inst, I see no hopes of Success in application for them, or their Value, unless I could ascertain that they were sold since the Orders were published, in which case, I



apprehend there would be a better Ground for claiming them, as this Court would then be more answerable for them. M. Florida blanca however assured me, that in such Cases the Tribunals of the Admiralty Courts here, with Appeal to the Council of War, would be open; But it still remains to know what would be their Decision.

I am under some difficulty for true Intelligence from Bilbao, which place has been the seat of most American Transactions in this Country, the Trading People of that Port being doubtless in that Interest. . .

[Endorsed] R 10 October

1. PRO, State Papers 94/204, 207-09.

### 23 Sept.

"EXTRACT OF A LETTER FROM DOVER, SEPT. 23." <sup>1</sup>

This Morning were landed here four Masters of Vessels that have been taken by the *Oliver Cromwell* Privateer, a Brig of 19 - 6 Pounders, and 170 Men, and her Consort, of equal Force. They came Passengers in a Spanish Ship from Bilboa, where are 17 Prizes taken by the above Privateers.

1. *Daily Advertiser*, London, September 26, 1777.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN <sup>1</sup>

[Extract]

Paris 23d Sept 1777.

. . . Thos Morris - who I informed before was an Agent for the Congress at Nantes & the person appointed by them to do all their Shipping business &c - has led such a dissipated life for some months past, that Doctor Franklin and Mr Deane thought it prudent to appoint another person in his place (say Jonathan Williams a Nephew of Docr Franklins) - In Consequence of Morris's behaviour Deane & Franklin, wrote to the Congress (and not to his Brother, who put him under their protection) Complaining of the same and desiring he might be removed - As he was a detriment to their Cause, and disgrace to America in General - As soon as this News got to America, his Brother Robt Morris, apply'd to the Congress - and told them he would be happy to know if the business transacted by his Brother here, did not meet their approbation they reply'd in the Affirmative, and voted that the said Morris Should be continued in his Office, and further, they do not censure the Conduct of Deane and Franklin a little, they say he Stands too much on trifles - Morris gives out that Deane is to be recalled - which he asserts he has on Black and white - The letter from his Brother to Deane & Franklin, I have seen - Morris of Phia therein informs them, that they might have wrote to him and not to the Congress Complaining of his Brothers behaviour - and Concludes after many severe reprimands - "that 'tis not all the Commissioners in France that are able to Remove his Brother from his Present

Office, in Spite of all the Nephew or Relations they may have – or wish to provide for. . .

Weakes and Johnson, together with the other American Privateers was ordered out some time since by this Court, – the former of which sailed since my Illness with dispatches to the Congress – but the latter remains still at Morlaix – and a Capt Day at L'Orient in a Sixteen Gun Ship (private property)<sup>2</sup> the latter is affraid to go out, as he is sure of being taken if he should attempt the same, owing to the Vigilence kept by your Ships of War in those Seas – The prizes that were brought into Nantes some time since will be delivered up or forfeited to the King of France –

A Brother of Deane's arrived here last Week from America by the way of Havre his business is to go out in a Sutable Season with a Cargo for America – by the same route that he came, (say by french West Indies) I hope I Shall be able to give you sufficient notice before he sails –

The Vessell that Hynson was to have gone out in, has been stop'd by an order from this Court, and final Stop put to that business – Carmichael informs me that the French will listen to nothing since the loss of Ticonderoga – it was a place well known to them, and which they say cost the English some thousands of men last war, by a hand full of Frenchmen – Indeed within my knowledge it has hurt them exceedingly – they declare the Yankeys will not fight. . .

The Vessell that come from America are entered in those ports as if from St Eustatia &c which has often deceived the most Vigilent Eye. . .

Nicholson has got back to Nantes again to overlook and give direction for his Ship building there, which I mentiond before, – I hope you'll put stop to same as she will be a Vessell of considerable force The Vessell which Nicholson had before, lays at St Malo, she is small and Just fitted for the purpose they intend her, (say to Carry over dispatches to the Congress) – She will sail some time next month, and is commanded by a Capt Brown, 'twould be a grand Stroke to take her, which may be done Very easialy, as the Capt is a poor indelent Yankey. . . .

1. Auckland Papers, III, 176–79, BL.

2. *General Miffin*.

#### WILLIAM LEE TO LIEUTENANT JAMES ROBERTSON, PAIMBOEUF<sup>1</sup>

Nantes 23d Sep. 1777 –

I am inform'd that you have brot in a prize taken by the *Independance* Capt Young who is in the Continental Service and as I am appointed here by Congress to take care of all prizes taken by Ships in their service I beg you to come up immediately to me, & as the Governmnt here, has forbid all prizes to be sold in their Ports it is necessary for you to be extreemly cautious of what you do, The ship must not come higher up than St Lazare [St. Nazaire] 'till you see me, & if she is come to Paimbouf before you receive this, you must immediately order her down again to the mouth of the River & come up to me yourself. Be careful in speaking and do not tell

every body what you come about in short keep your own Council until you see me. I lodge at the Poste Royale in the Rue de Gordge, but Capt Tanner who bring this will show you where I live.

1. William Lee Folders, Letter Book (August 9, 1777 – June 24, 1778), 49, VHS.

24 Sept.

LIEUTENANT JOHN BAZELY, R.N., TO PHILIP STEPHENS <sup>1</sup>

Alert Cutter at Plymouth.

September 24th 1777.

Sir,

I have the pleasure to acquaint you of my Arrival here, Having mett with the *Lexington* Brig, Armed by the American Congress with Sixteen four Pounders Twelve Swivels and Eighty four Men, commanded by Henry Johnston (late Master of the *Yankee* Privateer, who made his Escape from the *Mars* at Blackstokes September 1776) which, I took the 19th instant WBS 14 leagues from Ushant, two days out from Morlaix, bound to Boston with Dispatches for the Congress, which was thrown overboard.

I gave chase at five in the Morning, and came up with him at half past Seven, had a Close Engagement till Ten, when He bore up and made Sail, as soon as I got my Rigging to rights, again gave Chace and came up with him, at half past one, renewed the Action till half past two, when he Struck. I have been so fortunate as to have had only two Men Killed and three Wounded, one of which is since Dead, with my Mast, Rigging and Sails much Cutt and Damaged.

The loss on the Rebels side, are seven men Killed, and eleven Wounded, in the former are Master and Lieutenant of Marines, in the Latter first Lieutenant and Gunner with her rigging Mast and Sails, much Damaged.

It blowing strong Easterly the Night of the 20th with a large swell and thick Weather, I parted company, but am in Expectation of her Arrival in this Port every Hour.

I am to beg you will acquaint their Lordships with the very Gallant behaviour of my Officers and people on this Occasion, I am Sir [&c.]

Jn<sup>o</sup> Bazely

[Endorsed] R, 27th by himself

1. PRO, Admiralty 1/1497.

HERMAN KATENCAMP TO LORD WEYMOUTH <sup>1</sup>

[Extract]

No 64.

My Lord.

Corunna 24th September 1777.

I have the Honor to acquaint Your Lordship with the Arrival in this Port of the Schooner *Hawke* an American Privateer mounting fourteen Guns commanded by Jeremiah Hilbert from Newbery in Massachusets Bay,<sup>2</sup> which Place she left the 26th July, having taken in her Passage and sent to Bilboa for Sale, the following Vessels.

The Brig *Wensley dale*, Atkinson Wynne from Zante to Liverpool with Currants, taken the 20th Aug:

The Brig *Thomas & Mary*, James Forrestal from Newfoundland to Bilboa with Fish, taken the 12th Instant.<sup>3</sup>

The Brig *Nancy*, William Payne with Wine and Fruit from Malaga to Dublin, taken the 19th Instant.

. . . the Privateer commanded by Cunningham is gone on a Cruize. . . .  
[Endorsed] R 17 October Sent to the Admiralty

1. PRO, State Papers 94/204, 217-18.

2. Jeremiah Hibbert, commander, mounting 10 guns and 8 swivels, with a crew of 60 men, commissioned June 18, 1777, Mass.Arch., Revolutionary Rolls, VI, 111.

3. Retaken by H.M.S. *Foudroyant* and sent into Plymouth, *Lloyd's Evening Post and British Chronicle*, London, September 29 to October 1, 1777.

## 25 Sept.

PHILIP STEPHENS TO ADMIRAL SIR THOMAS PYE, PORTSMOUTH<sup>1</sup>

Sr

[Admiralty Office] 25 Sepr 1777

My Lords Commissrs of the Admty having taken into Consideration the Petition you transmitted to me in your Letter of the 19th Inst signed by sixteen Rebel Prisoners confin'd in Forton Prison, wherein they pray to have the liberty to enter into the Service of His Majesty on board the *Monarch*; I am commanded by their Lordships to acquaint you that as the Petitioners are committed by a Magistrate for treason or Piracies, it is not in their power to order them to be discharg'd from their Confinement. I am &c.

P: S:

1. PRO, Admiralty 2/555, 354.

### "EXTRACT OF A LETTER FROM DOVER, SEPT. 25."<sup>1</sup>

This Morning arriv'd off the Harbour the *Lexington* Privateer, taken by Captain John Bazely, off the Lizard, in Lat. 27. There being but little Wind, Capt. Bazely, in the *Alert*, rowed up with the Privateer, who, thinking him an easy Prey, fired a Broadside into him, and ordered him to strike. Bazely answered he would, but was not near enough. He then received his second Broadside, and being then near to each other, a very hot Engagement continued between three and four Hours; at length the Privateer struck to the superior Valour of the Dover Boys. The Privateer is gone into the Downs to put her Wounded into the Hospital at Deal, several of whom stand in need of Amputation of Arms or Legs; Tomorrow she comes into this Harbour to be repaired before she can proceed to the River. The Lieutenant of the Privateer lost one of his Hands. By the Copy of a Letter found in the Captain's Chest, the *Lexington* appears to be one of the three which did the Mischief in the Irish Seas; he directs his Agent in France to dispose of the 14 Prizes for the joint Benefit of the three Privateers. The Midshipman who now commands the Prize is a Nephew of General Schuyler, and entered with Bazely about six Weeks ago. The

*Alert* stood for Plymouth to repair, having sustained some Damage in the Engagement. The *Lexington* had been but three Days out of St. Maloes, and was chiefly manned with Scotch and Irish.

1. *Daily Advertiser*, London, September 30, 1777.

CAPTAIN JOHN ELLIOT, R.N., TO PHILIP STEPHENS <sup>1</sup>

*Trident* in the Downes

25th September 1777.

Sir

Please to acquaint the Right Honble the Lords Commissioners of the Admiralty, that this morning came in here the *Lexington* an American Brig Privateer, fitted out by the Congress, of Sixteen Carriage Guns, Twelve Swivels and Ninety four Men, Commanded by Henry Johnson, last from Morlaix. She was taken the 19th Instant, by His Majestys Cutter the *Alert* carrying ten Carg Guns of 4 prs and 60 Men, Commanded by Lieutenant Beazley, about Thirty Leagues to the westward of Ushant, after a gallant and well disputed Action of several hours, in which the Brig suffered greatly, having lost her mainmast, and been otherwise so disabled that Mr Peter Bruff, the Petty Officer who Commands her, thinks it necessary to go into Dover Pier to refit, before She can proceed for the River.

There were several Men, killed and wounded on both sides, but Mr Bruff cannot ascertain the number on either, being sent on board to take charge of the prize, immediately after the Action, and parting from the *Alert* the night following, in bad weather.

Mr Bruff further acquaints me, that on the Morning of the 21st Inst off the Start he exchanged some Shott with an American Schooner Privateer, of Eight Carriage Guns, to which he gave Chace, but the *Lexington* being disabled, could not come up with her.

I have directed Five wounded Prisoners on board the *Lexington*, as it is thought necessary they should all undergo an Amputation, to be sent to the Hospital at Deal. I am Sir [&c.]

J<sup>o</sup> Elliot

[Endorsed] 26 Sepr Own rect desire him to use his endeavors to find out the numbr of French men who are on bd of the *Lexington* Privitr –

1. PRO, Admiralty 1/1761.

SILAS DEANE TO CAPTAIN THOMAS TRUXTUN <sup>1</sup>

Sir

Paris Sepr 25th 1777

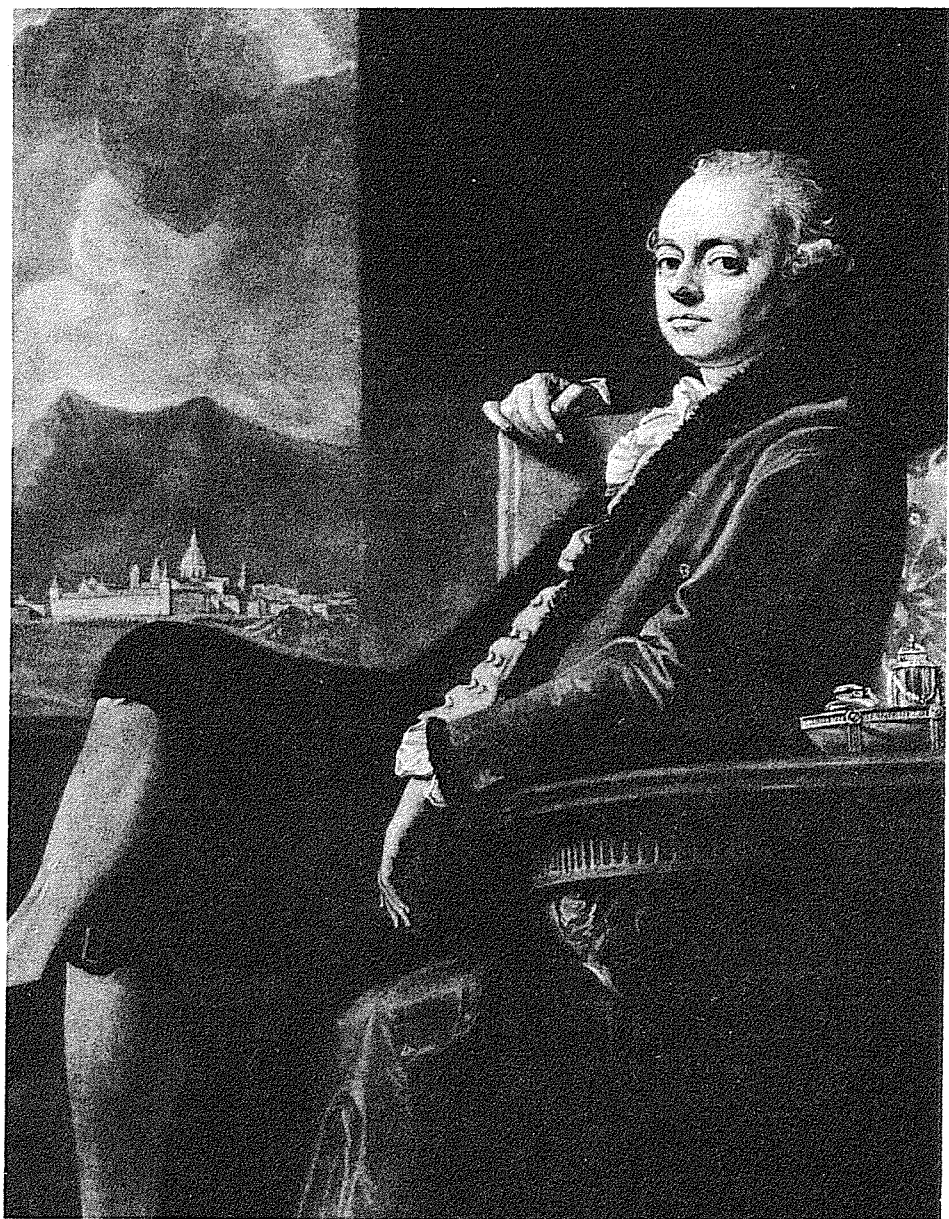
I received your Favors of the 20th & am obliged to you for your kind Offer & now send you a Letter to the honl Robt Morriss Esqr which I pray You to forward to him instantly after your Arrival in America.<sup>2</sup> it is of some Consequence, & if you should meet with any Accident pray it may be destroyed. I am wishing you a successful Voyage Sir [&c.]

Captn Truxun of the *Mars* at Nantes –

S. D.

1. Silas Deane Letter Book (August, 1777 – March, 1778), 18, ConnHS.

2. Deane's letter concerned the conduct of Thomas Morris, half-brother of Robert Morris, Silas Deane Letter Book (August, 1777 – March, 1778), 24–30, ConnHS.



*Lord Grantham*

26 Sept.

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

No 23.

My Lord,

St James's. 26th Sept 1777.

The information We have received confirming the account that Cunningham's Vessel has been allowed to receive every assistance in Ferrol which he stood in need of obliges Me again to recommend this important matter to Your attention, not doubting that You will very earnestly represent to M: de Florida Blanca how inconsistent such a practice is with the professions so frequently made to Your Excellency. This circumstance is the more important, as at present the French Court has most positively engaged to prevent the Rebel Privateers from refitting in their Ports, or receiving any further assistance than humanity requires.

It is also stated that several of The King's Subjects are forcibly detained on board of Cunningham's Vessel, and that such detention is supported by His Catholick Majesty's Officers; I am to recommend to Your Excellency to press M: de Florida Blanca to give precise orders that such British Subjects as are actually on board may be permitted, if they desire it, to quit this Vessel. I cannot too strongly recommend these matters to Your Excellency's attention. I am &c

Weymouth

P. S. Since writing the above I have received your Letter of the 8 inst No 50 -

1. PRO, State Papers 94/204, 170-71.

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

My Lord

[Admiralty Office] 26th September 1777

I am commanded by my Lords Commissrs of the Admty to signify their direction to you to order the Commanders of His Majts Ships *Bedford* & *Asia* & also the *Cameleon* Sloop when she arrives at Plymouth, to put to Sea without one Moments Loss of time, & to proceed & cruize upon the Stations against each exprest on the other side hereof for the protection of the Trade of His Majesty's Subjects & to use their utmost Endeavours to take, or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America which they may be able to come up with, and more particularly to look out for the homeward bound West India Convoys which were to have sailed from Jamaica & the Leeward Islands on the 1st of last Month, And upon falling in with either of those Convoys to accompany them as high up the English Channel as Spithead & remain there untill they receive further Order, sending their Lordships an Account of their arrival & proceedings, But upon case of falling in with the said Convoys, or either of them, the[y] shall find that any other of His Majts Cruizers (under like orders to see them into the Channel) shall have joined them, they are in that case to continue to cruize on their respective Stations, to look out for the remainder (if any are expected) & for the other

purposes beforementioned untill the expiration of three weeks from the first passing the Meridian of Scilly, & then to return to Plymouth Sound, & remain there untill they receive further order, For which their Captains will respectively receive their Lordships orders in form the first convenient Opportunity, this being sent to save time as the West India Convoys are hourly expected, & there is reason to apprehend they may meet with some Conveyance for the American Privatiers. I am &ca.

P: S:

[On Reverse]

|                  |   |  |
|------------------|---|--|
| Bedford          | { | Between the Lattitudes of 49° & 50° North, |
|                  |   | stretching 40 Leagues to the Westward of   |
| Asia             | { | the Meridian of Scilly –                   |
| Cameleon Slo[o]p |   | Between the same Lattitudes stretching 40  |
|                  |   | Leagues to the Westward of the Meridian    |
|                  |   | of Cape Clear –                            |

1. PRO, Admiralty 2/555, 357.

PHILIP STEPHENS TO CAPTAIN JOHN ELLIOT, H.M.S. *Trident*<sup>1</sup>

Sir

[Admiralty Office] 26th Sepr 1777.

I have communicated to my Lords Commissrs of the Admty your Letter of Yesterdays date, informing them of the *Lexington* Privatier having brought into the Downes which had been taken on the 19th Instant, by His Majesty's Cutter the *Alert*, commanded by Lieut [John] Beazley, about 30 Leagues to the Westward of Ushant, after a gallant & well disputed Action of several Hours; And I am commanded by their Lordships to signify their directions to you, to use your endeavours to find out & let me know the number of French Men who are on board the said Privatier. I am &c.

P: S:

1. PRO, Admiralty 2/555, 359.

"AN ACCOUNT OF STORES SENT OUT IN THE SHIPS *Friendship*, *Howe*, AND *General Conway*,"<sup>1</sup>

[Treasury Chambers, September 26, 1777]<sup>2</sup>

30000 Gallons of Vinegar

40000 Pairs of Mittens

8000 Blankets

8058 Rugs

10189 Pair of Sheets

384 Bolster Cases

87 Bed Cases

1562 Iron Pots

Materials for 20000 Pair of Legging.

1. British Headquarters Papers, CW Photocopy.

2. This was an enclosure in a letter from John Robinson to General Howe of this date.



JOURNAL OF SAMUEL CUTLER <sup>1</sup>

[Mill Prison, Plymouth]

[1777. September] 26th. The new Black hole finished. Will. Ford took possession of it. Capt Henry Johnson, of the brig *Lexington*, taken the 19th inst. off Ushant by a Cutter of 12 guns, sent in the 24th, brought on shore from the *Blenheim* with six of his officers, examined and committed here. Put in the prison with Capt Burnell.

1. "Cutler's Journal," *New-England Historical and Genealogical Register*, XXXII, 396.

CAPTAIN JOHN ELLIOT, R.N., TO PHILIP STEPHENS <sup>1</sup>

*Trident* in the Downes.

Sir Sept 26. 1777.

Please to acquaint the Right Honble the Lords Commissrs of the Admiralty, that Mr Clement Smith late Surgeon, of the *Lexington* Prize, is now on board His Majesty's Ship *Trident* under my command, a Prisoner, should be glad to have the directions, of their Lordships, in what manner he is to be disposed of. I am Sir [&c.]

J<sup>o</sup> Elliot

[Endorsed] 27 Sept Send him to Spithead by the *Proserpine*, when she forwards him to be disposed of as Sr T. Pye shall direct – Sr T. Pye to cause the proper steps to be taken for committg him to Forton prison –

1. PRO, Admiralty 1/1761.

27 Sept.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD WEYMOUTH <sup>1</sup>

My Lord, Admty Office 27 Sept 1777

We have received your Lordship's Letter of the 23d Instant enclosing a Copy of a Paper delivered to your Lordship by the Marquis de Noailles, containing several Complaints of the proceedings of some of our Armed Ships on the Coast of France in the neighbourhood of Bordeaux, and desiring that enquiries may be made into the Circumstances of the Facts, that you may be enabled to send a proper Answer to the French Ambassador: In return We may venture to assure your Lordship that none of the Vessels complained of are Ships belonging to His Majesty; that on the contrary there is great reason to believe they were some of the piratical Vessels fitted out by His Majestys Rebellious Subjects in America, but that unless your Lordship can furnish us with the Names or a more minute & circumstantial description of those Vessels, it will be impossible for Us to cause those enquiries to be made which your Lordship has desired.<sup>2</sup> We are My Lord [&c.]

Sandwich C Spencer H Palliser

1. PRO, State Papers 42/51, 221-22.

2. Despite the Admiralty's belief that the offending ships were American privateers, Weymouth acknowledged to de Noailles that they were probably British letters of marque, Vergennes to Sartine, September 28, 1777, AMAE, Correspondance Politique, Angleterre, vol. 525, 35, LC Photocopy.

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

My Lord,

[Admiralty Office] 27 Sepr 1777

I have communicated to my Lords Commrs of the Admty your Letter of the 25th Inst informing them of the arrival of the *Alert* Cutter commanded by Lieut [John] Bazely with 67 American Rebel Prisoners taken in the *Lexington* Privatier after an Engagement of several hours, and that Mr Bazely having some papers of Consequence, you have thought proper to send him up to this Office by Express, which I am to acquaint you their Lordships approve of. And am &c.

P: S:

1. PRO, Admiralty 2/555, 363-64.

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

[Extract]

My Lord,

[Admiralty Office] 27th Sepr 1777

I have the honor to send your Lordship herewith Duplicates of my two Letters of the 20th and of two others of the 23d of last month.

In one of those of the last mentioned Dates, I acknowledged the Receipt of your several Letters, of the 18th & 29th June, 3d 5th & 9th July number'd 32 to 36 inclusive; And having since received the directions of my Lords Commrs of the Admty upon the subject matter thereof, I avail myself of the opportunity afforded by the *Maidstone* to communicate them to you.

Their Lordships have transmitted to Lord George Germain a Copy of the Circular sent by yourself and Sir Willm Howe to the Governors of the several Islands in the West Indies, to restrain the granting Licences to Vessels, to navigate in the American Seas, by which His Majs Rebellious Subjects have been enabled to obtain supplies of many Articles of Subsistence, which, without those Licences, they could not have received, and have desir'd his Lordship to lay the same before His Majs, that such directions may be given thereon, as His Majs shall think fit.

I have by their Lordships directions inform'd the Navy Board of what Captain Onslow has represented, respecting the Misconduct of the Masters of the Transports who sail'd under his Convoy, that such Notice may be taken thereof, before they Pay for the hire of those Ships, as may deter other Masters from being guilty of like Practices.

Their Lordships are pleased to approve of your having order'd the *Cabot* Brig to be purchas'd of the Captors, to supply the place of the *Diligent* Armed Brig, which had been lost in the Bay of Fundy; and of your Lordships appointment of Lieut Dod to command her; And they have given the necessary Orders to the Navy Board, respecting her being paid for, and for the Establishment of her Complement agreeable to the Papers You have transmitted on these two heads. . . .

With respect to the Court Martial, held to enquire into the loss of the *Tryal* Armed Schooner; <sup>2</sup> My Lords direct me to acquaint your Lordship, that it seems to have been the general practice in Trials of that kind

for the Court to examine upon Oath such of the Officers or Crews of Ships in that predicament, as it has been judged proper to call upon to give Evidence touching the loss of such Ships or the Conduct of the Officers and Company upon the Occasion; And that as Lieut [John] Brown and Mr [Leonard] Mosey the Master of the Schooner abovementioned were dismissed from His Majs Service by Sentence of the Court Martial, their Lordships do not conceive themselves to be authorized to restore them to the rank they held without the Sanction of His Majesty's Order in council:

My Lords are given to understand that a Memorial either has been, or is to be presented to His Majs on behalf of Lieutenant Brown, and I am authorized to say that the favorable representation your Lordship has made of Mr Brown's Services, will when the Memorial comes in reference, weigh greatly with them, in making such a Report thereupon as they flatter themselves may induce His Majesty to restore not only him but Mr Mosey also to their former Rank.

My Lords are of Opinion with your Lordship that it will be necessary upon the removal of Sir Peter Parker, to have the same Number of Commanders of Divisions continued; and therefore approve of your giving an Order to Captain Griffith to wear a distinguishing Pendant, for which they will direct the Navy Board to cause him to be paid the usual Extra Allowance of Ten Shillings a Day, but they cannot consent to his having an equal Establishment with Mr Hotham, as from the Number of Captains now in commission Senior to Captain Griffiths, many Inconveniences must arise if it should be found expedient to send any more Ships of the Line to reinforce your Lordship. . . .

1. PRO, Admiralty 2/555, 367-69.

2. See Volume 7.

PHILIP STEPHENS TO CAPTAIN JOHN ELLIOT, H.M.S. *Trident*<sup>1</sup>

Sr

[Admiralty Office] 27 Sept 1777

Having communicated to my Lords Commrs of the Admty your Letter of Yesterdays Date, informing them that Mr Clement Smith late Surgeon of the *Lexington* Prize, is now on board His Majs Ship under your Command, a Prisoner, and desiring to know in what manner he is to be dispos'd of; I am in return commanded by their Lordships to signify their direction to you to send him to Spithead by the *Proserpine*, when she proceeds thither, to be dispos'd of as Adml Sir Thos Pye shall direct. I am &c.

Captn Elliott, Senr Offr Downes.

P: S:

1. PRO, Admiralty 2/555, 364.

JOURNAL OF CHARLES HERBERT<sup>1</sup>

[Mill Prison, Plymouth]

[1777. September] 27. Ten more of Captain Johnston's men came to prison to-day. They inform us that they were taken by a ten gun cutter after almost four hours' engagement, and having expended all their shot;

they were so disabled by having their shrouds, stays, and braces shot away, and so nearly wrecked, that they were obliged to strike to their inferiors. They had six men killed and a number wounded; their first lieutenant had an arm shot off, and after they were taken they were not stripped as our company had been, but were allowed all their clothes; and Captain Johnston was allowed even to wear his hanger, which he brought to prison with him, and delivered to the agent. He had considerable money with him, which the agent took, and he is to have it in small quantities as he wants it, for immediate use.

I. Herbert, *A Relic of the Revolution*, 64-65.

#### VERGENNES TO THE MARQUIS DE NOAILLES<sup>1</sup>

[Extract]

No 47.

at Versailles 27th September 1777.

... Lord Weymouth has given you a valuable admission, M., by assuring you that merchant ships furnished with Letters of Marque, have the other option only to defend themselves and to afford themselves security against attacks by American Privateers. Unfortunately this admission is belied by the facts, that several of our vessels have been taken by these particular privateers, and they come here boldly to annoy the American trade in our rivers. But we are going to put things aright, and hope to bring these privateers to the necessity, at least in our waters, of adhering strictly to the terms of their letters.

... Lord Weymouth was in error, M., to reproach you that the American ships the *Lexington* and the *Dolphin* are still in our ports; in fact these two ships have set sail for America; you can tell this to the English minister if he speaks to you about this again.

... I see, M., that you speak of up to 38 as the number of American Vessels taken in the lower part of the Bordeaux River from the 22nd to the 30th of August; I presume that it is a mistake by the copyist, for I find only 18 vessels indicated in the paper which was enclosed in my letter No. 45 of the 6th of this month...

1. AMAE, Correspondance Politique, Angleterre, vol. 525, 29-32, LC Photocopy.

28 Sept. (Sunday)

SIR JOHN HORT TO LORD WEYMOUTH<sup>1</sup>

No 11.

My Lord

Lisbon sundy 28 September 1777

I have not had the honour of writing to your Lordship since the 10th past.

Since the departure of the last packet, various depredations have been committed near this coast, by the American privateer *Civil Usage*, Andrew Gidding master. On the 10th instant she took the Brig *Beckford*, Samuel Pashley master; but finding her in ballast, dismissed her, after plundering

her stores, books & mathematical instruments. On the same day, within 10 leagues of Oporto, the same vessel took the merchant ship *Dover*, John Walsby master. The *Civil Usage* had already taken six prizes; of which one was a Frenchman; The *La Fortune*, Bertrand Canger master; bound from London for Cadis, with bale goods.<sup>2</sup>

This last capture is attended with a circumstance of apparent treachery, which seems worthy of the consideration, both of those of his majesty's subjects, who, on the faith of presumed neutrality, entrust their property in French bottoms & of those who insure it; A Seaman on board the *La Fortune* having declared, that the captain of that vessel surrendered it voluntarily, induced by the promise of receiving on his arrival in America, double freight, with the release of his ship, & a Freight back for France or Spain.

These mischiefs (anticipated in some measure in my letter to your Lordship of July 20) together with the continuance on these coasts of the same privateer, & another, both amply refreshed at Bilboa; appeared to me sufficiently urgent, to require a farther application to Vice Admiral Mann; To whom, at Gibraltar, I dispatched an express messenger on the 18th instant; as well to acquaint that officer with the facts abovementioned; as to remind him, that the well known & already begun season for the arrival of the Newfoundland ships, as well as the recent exclusion of the American privateers from the ports of the other principal powers of Europe, were likely more than ever to expose the trade to their depredations.

Time has hardly allowed me to expect hitherto any answer from the Admiral: Yet the post of yesterday brings me new apprehensions on the part of the British merchants at Oporto; especially on the preparing departure of fifteen sail of ships loading at that place with wines for Great Britain, without any distinct expectation of convoy.

I take the liberty to suggest to your Lordship, on this pressing occasion, how convenient & satisfactory it would be; if it suited the distribution to the other great objects of his majesty's force; to direct as well the lords of the Admiralty, as the commanders in chief in the Mediterranean; to send as early notice as the nature of the respective opportunities should permit of the probable time of arrival at Lisbon & Oporto, of any ships of war intended for homeward convoy: Such hope, held out; would generally enable the merchants to prepare their departures nearly at the same time; and prevent the over sanguine from precipitating themselves into evident peril.

I think it necessary to acquaint your Lordship, that I am well informed, that the French Court have sent to this kingdom an order for conveying to France forthwith, every French sailor who can be laid hold of. I have the honour to be My Lord [&c.]

John Hort

1. PRO, State Papers 89/84, 303-04.

2. *La Fortune*, Bertrand Kanguen, master, was libelled at Boston on November 6, *Independent Chronicle*, Boston, November 6, 1777.

29 Sept.

PHILIP STEPHENS TO SIR STANIER PORTEN <sup>1</sup>

Sir

[Admiralty Office] 29th Sept 1777

Lieutenant Bazely of His Majestys Cutter *Alert* having in a Letter from Plymouth dated the 24th Instant, transmitted to my Lords Commissrs of the Admty ten Letters from the persons residing in France calling themselves Commissrs on behalf of the American Congress, and from other people, all which he found on board the *Lexington* Privatier lately taken by him; I am commanded by their Lordships to send you the same herewith, also two drafts of Letters supposed to have been written by Johnston who commanded the said Privatier to the Aforementioned Commrs for Lord Weymouth's Information. I am &c.

P: S:

1. PRO, Admiralty 2/555, 369.

SIR HUGH PALLISER TO LORD SANDWICH <sup>1</sup>

[Extract]

Pall Mall, 29th September 1777.

My Lord – I have seen Lieutenant Beazley [John Bazely] who is in very good spirits. I only encouraged him to expect your Lordship would certainly reward him for his gallant behaviour, but mentioned nothing particular, leaving that till your Lordship sees him. I have advised him to stay in town for that purpose. On conversing with him about the action and the qualities of the *Alert*, he told me that Johnson took him for a smuggling cutter and reckoned on taking him after the first or second fire, and intended only to take out a good sea store of brandy and tea and to give the rest and the vessel to the crew, for they do not reckon the smugglers their enemies. But after he found his mistake, he endeavoured to get off, and would have succeeded had not the cutter outsailed him, which she did with only half her sail; indeed, by Bazely's account, she sails exceeding well, though he had no other opportunity of trying her but one, which was with a large new schooner intended for the smugglers, just launched at Folkestone, which he beat he says every way very much.

The packets on board the *Lexington* were sunk, but some letters found on board shows that they were ordered out of the French ports, and enjoined not to return nor to make any captures on that coast. A letter from Franklin and Deane to Johnson tells him the proceedings are not intended to prejudice them ultimately, but the contrary. A letter from one Nicholson to Johnson tells him, about the middle of last month, that the Commissioners at Paris have appointed him to the command of a ship on the stocks at Nantes, to be launched in a fortnight, which is to carry twenty-four 12-pounders on one deck; he charges Johnson to keep this secret, that they are raising men for her secretly; the men themselves do not know on board what ship they are to serve. There was only seven Frenchmen found on board the *Lexington*, but Mr Bazely thinks there was some French officers

killed, but they deny it. A letter was found from Franklin to Johnson recommending the Marquis de ——— for a passenger. There was not above fourteen Americans, the rest stout young Irish fellows, not one above 26 years of age.

Mr Bazely speaks highly of his master's behaviour, whom he wishes to have a lieutenant; and one of his midshipmen, who is very fit for and wishes to be master of the *Alert*. He has some anecdotes to tell your Lordship of the last, who is an American born, was exceeding ill treated there because he would not take up arms, is nephew to their General Schuyler &c. . . .

1. Barnes and Owen, eds., *Sandwich Papers*, I, 247–50.

30 Sept.

DEPOSITION OF CAPTAIN HENRY JOHNSON,  
CONTINENTAL NAVY BRIG *Lexington* <sup>1</sup>

Depositions of Witnesses had and taken at the Mill Prison within the Borough of Plymouth in the County of Devon the Thirtieth day of September in the Seventeenth year of the reign of our Sovereign Lord George the Third by the grace of God of Great Britain, France and Ireland King Defender of the Faith and so forth And in the Year of our Lord One Thousand, Seven hundred and Seventy Seven before me Henry Tolcher junior Esquire one of the Commissioners named and appointed in and by a certain Commission to me and others directed jointly and severally bearing date the first day of June One Thousand Seven hundred and seventy Six issued out of and under the great Seal of his Majesty's high Court of Admiralty of England to the several standing and additional Interrogatories annexed to the said Commission Copies of which are hereunto annexed (upon the Oaths of Witnesses hereinafter named, in the presence of me Samuel Champion Notary Publick the Actuary substituted herein) –

Henry Johnson of Boston within the Province of Massachusetts bay in America aged about Thirty two years late Captain or Commander of an American Brig Privateer called the *Lexington* of and belonging to Baltimore in Maryland deposeth and saith to the standing Interrogatories as follows (that is to say). –

1st – To the First Interrogatory This Deponent saith That he was born at Boston aforesaid where he hath always lived, except the times he has been employed at Sea, That he considers himself as a subject of the United States of America And that he is a Freeman of Boston aforesaid And has been so admitted for many years last past./ –

2 – To the Second Interrogatory This Deponent saith That he was present at the taking and seizing of the Privateer Brig or Vessel concerning which he is now examined And that she had a Commission for War from the Congress of America./ –

3 – To the Third Interrogatory This Deponent saith That the said Privateer

Brig was taken in about Latitude 48: on the Nineteenth day of this instant September On account of the War between Great Britain and America and the said Brig being American Property; That he has heard she was carried into the Downs; That a Resistance was made at the time the said Privateer Brig was taken And that she sailed under American Colours And that a great Number of Guns were fired on board the said Privateer Brig, but how many this Deponent cannot set forth And that the said Brig, was taken by the *Alert* Cutter, a Vessel of War commanded by John Beasely Esquire who had a proper Commission (as this Deponent believes) for acting as such Commander./ -

4 - To the Fourth Interrogatory This Deponent saith That he was Master or Commander of the said Brig Privateer And that he was appointed to such Command by the said Congress of America And that he took possession of her at Baltimore in Maryland That this Deponents fixed place of Abode is at Boston aforesaid; where he was born and where he has always lived, except the times he has been employed at Sea, That he is a Subject of the said United States of America And is not married./ -

5 - To the Fifth Interrogatory This Deponent saith That the said Privateer Brig is of the Burthen of One hundred and Forty Tons or thereabouts That there were Eighty Threé Marriners on board her And that they were of many different Nations And that they came on board at different Ports in different Places And were all shipt or hired by him this Deponent in America and in France at different times./ -

6 - To the Sixth Interrogatory This Deponent saith That neither himself or any of the Officers or Marriners belonging to the said Privateer Brig had any part, share or Interest in her or in any of her Lading, That he belonged to the said Privateer Brig at the time she was taken and seized and acted in the Capacity of Master or Commander, That he first saw her at Baltimore in February last And has heard she was built in the Island of Bermudas./ -

7 - To the Seventh Interrogatory This Deponent saith That the said Privateer Brig is named the *Lexington*, That he does not know how long she has been so called, or whether she has been called by any other Name or Names, That she had not any Passport or Sea Brief on board at the time she was taken, That she did not sail to any Port during her said Voyage, That she sailed from Morlaix in France bound to America; And further to this Interrogatory This Deponent cannot answer or depose./ -

8 - To the Eighth Interrogatory This Deponent saith That the said Privateer Brig was in Ballast at the time of her sailing from Morlaix aforesaid and that there was not any Goods or Merchandize on board her, except the private Property belonging to him this Deponent./ -

9 - To the Ninth Interrogatory this Deponent saith That the said Privateer Brig is the property of the said Congress of America And that he has been often informed they are the Owners of her./ -

10:11:12 } To the Tenth, Eleventh, Twelfth, Thirteenth, Fourteenth,  
13:14 & 15 } and Fifteenth Interrogatories This Deponent saith, That  
the said Brig concerning which he is examined, being fitted out as an armed



Vessell there has not been any Cargo or Merchandize shipt on board her during the said Voyage, Except this Deponents private Adventure./ - <sup>2</sup>

16 - To the Sixteenth Interrogatory This Deponent saith That there were several papers, letters and other Writings on board the said Privateer Brig at the time she took her Departure from Morlaix aforesaid, That part of them were thrown overboard by this Deponent at the time she was taken and the remainder delivered to the said Captain Beaseley./ -

17 - To the Seventeenth Interrogatory This Deponent cannot depose or answer <sup>3</sup>

18 - To the Eighteenth Interrogatory This Deponent Saith That he hath sustained a Loss by the seizing and taking the said Brig Privateer concerning which he is now examined of his private Adventure And that he computes his loss to amount to the Sum of Four hundred and Fifty Pounds or thereabouts And that he hath not received any Indemnity, Satisfaction, or promise of Satisfaction for any part of the damage he hath or may sustain by this Capture and Detention, except for his wearing apparell and Books which the said Captain Beaseley hath promised to restore to him./ -

19 & 20 - To the Nineteenth and Twentieth Interrogatories This Deponent cannot depose or answer./ - <sup>4</sup>

The said Henry Johnson being also examined to the additional Interrogatories deposeeth and saith as follows (that is to say) -

1 & 2nd - To the First and second Interrogatories This Deponent saith That the said Brig Privateer being fitted out as an armed Vessell there was not any Lading shipt on board./ -

3 - To the Third Interrogatory This Deponent saith That part of the papers belonging to the said Privateer Brig were delivered by him to the said Captain Beaseley./ -

4 - To the Fourth Interrogatory This Deponent Saith That at the time the said Privateer Brig was taken, he delivered part of the papers belonging to her to the said Captain Beaseley as aforesaid in whose Custody he believes the same now are./ -

5 - To the Fifth Interrogatory This Deponent cannot answer or depose./ - <sup>5</sup>

Henry Johnson

Sworn before me./

In the presence of./

Hen: Tolcher Jun  
Commissioner <sup>6</sup>

Sam<sup>l</sup> Champion  
Notary Publick

1. PRO, High Court of Admiralty 32/388/10, 4-5.

2. Standing interrogatories 10-15 concerned status and ownership of cargo carried in any prize, PRO, High Court of Admiralty 32/388/10, 10-11.

3. Interrogatory 17 asked if *Lexington* had ever previously been taken as a prize, PRO, High Court of Admiralty 32/388/10, 11.

4. Interrogatory 19 questioned whether any or what part of the ship and goods was insured and 20 asked if *Lexington* had arrived safely in America, how was the cargo to be disposed, PRO, High Court of Admiralty 32/388/10, 11.

5. Additional interrogatory 5 asked if bulk cargo was broken before or after being captured and by whose orders, PRO, High Court of Admiralty 32/388/10, 12.

6. Depositions were also taken this day from David Welsh, Second Lieutenant on board *Lexington*, and Richard Dale, Chief Mate, PRO, High Court of Admiralty 32/388/10, 6-7, 8-9.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Sir,

[Admiralty Office] 30 Sepr 1777

The West India Merchants having upon an Attendance on my Lords Commrs of the Admty, desir'd that Convoys may be appointed to proceed to England the ensuing Year on the 30th April, 15th June, and 1st Augt; I am commanded by their Lordships to signify their direction to you to appoint Convoys to be ready to sail from St Christophers on those days accordingly, directing the Commanding Officers of such Convoys to accompany them till their arrival in the Downes, And, in this Case they are pleased to recommend that you proportion the strength of the Convoys to the Number of Ships they are to take under their Care.

And it is their Lordships farther direction that you do all you possibly can for security of the Trade of the several Islands within the Limits of your Command, in protecting them on their passage to the Island of St Christopher's from whence they are to depart as aforementioned.

Their Lordships recommend it to you to give the like Protection to the homeward bound Trade from Tortola, until they join the Fleet off Anguilla, in the ensuing Year, as was given to it in the present, if the same can be done consistently with the other Services under your Care. I am &c.

P: S:

|                               |   |                           |   |   |
|-------------------------------|---|---------------------------|---|---|
| Vice Adml Young<br>at Antigua | } | By the Packet<br>1st Octr | } | Duplicate sent 30 Octr<br>By the <i>Niger</i> |
|-------------------------------|---|---------------------------|---|---|

1. PRO, Admiralty 2/555, 375.

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

Sir,

[Admiralty Office] 30th Sepr 1777

The West India Merchants having upon an Attendance on my Lords Commrs of the Admty desir'd that Convoys may be appointed to proceed to England the ensuing Year on the 30th April, 15th June, and 1st August; I am commanded by their Lordships to signify their direction to you to appoint Convoys to be ready on those days accordingly, directing the Commanders of such Convoys to assemble and depart from Bluefields, accompanying them till their Arrival in the Downes; And in this Case their Lordships are pleased to recommend that you proportion the strength of the Convoys you appoint to the Number of Ships they are to take under their Care.

And their Lordships are likewise pleased to direct that you order the Commanders of the several Convoys to proceed with the Ships they have in charge through the Gulph instead of coming through the Windward Passage, their Lordships being of Opinion, that in so doing, they will be less liable to fall in with any American Cruizers waiting to intercept them. I am &c.

P: S:

|                                |   |                        |
|--------------------------------|---|------------------------|
| Vice Admiral Gayton at Jamaica | } | Duplicate sent 30 Octr |
| By the Packet, 1st October     | } | By the <i>Niger</i>    |

1. PRO, Admiralty 2/555, 374.

CAPTAIN JOHN ELLIOT, R.N., TO PHILIP STEPHENS <sup>1</sup>.*Trident*, in the Downes

Sepr 30. 1777.

Sir

I have received your Letter of the 26th Instant, signifying the direction of the Right Honl the Lords Coms of the Admiralty, to use my Endeavour to find out, and let them know, the number of Frenchmen, who were on board the *Lexington* Privateer.

In return Please to acquaint their Lordships, the accounts I have received from the Prisoners on shore at the Hospital, and the Prisoner on board, His Majestys Ship under my command, are from Twenty five to forty, the exact number they cannot tell. I am Sir [&c.]

J<sup>o</sup> Elliot

[Endorsed] 2 Octr desire him to let their Ldps know whether any of those on bd the *Trident* or at the Hospl are Frenchmen & if they are to send a List of their Names

1. PRO, Admiralty 1/1761.

AMERICAN COMMISSIONERS IN FRANCE TO VERGENNES AND CONDE DE ARANDA <sup>1</sup>

To his Excellency the Count de Vergennes Minister for the Foreign Affairs of France &c. &c., And to his Excellency the Count d'Aranda, Ambassador of Spain, &c. &c. —

A Memorial from the Commissioners of the United States of America.

The Congress some Months since acquainted us, that 80,000 Suits of Clothes will be wanted for their Army next Winter: Also a Number of brass Cannon, Fusils, Pistols, &c. and a large Quantity of Naval Stores.

To pay for these, they acquainted us that they had purchased great Quantities of Tobacco, Rice, Indigo, Pot-Ash, and other Produce of the Country, which they would forward to us as soon as the great Difficulties of procuring Ships, and Mariners for the Merchant-Service, with Convoys of Force sufficient, could be surmounted.

They also directed us to borrow two Millions Sterling in Europe on the Credit of the United States; which Sum, if the Loan could have been effected here, would have been, as the most profitable Way of tra[n]smitting it, laid out by us chiefly in the Manufactures of these Kingdoms, greatly to the Advantage of their People, not only encouraging and encreasing their present Industry, but, by introducing the Knowledge of their Manufactures and Produce, and the Taste for them, would have been the Source of great future Commerce.

The Loan was found to be, in our present Circumstances, difficult; and without the Aid of some Credit from France and Spain seems impracticable.

And the Ships bringing the Products of America to us, have been interrupted, some by the Treachery of the Seamen, but chiefly by the Enemy's Ships of War, which, with the Difficulty abovementioned of finding Ships, and the Blocking up of our Ports, has left us hitherto disappointed of the expected Remittances.

But France having actually furnished us with some Money in regular Payments, and kindly promised us a Continuance of them; and Spain having given us Expectations of considerable Aids, though without specifying the Quantity, the Commissioners conceiving it would not be less than what France was giving, and impress'd with the Urgent Necessity of the Clotheing, &c. ventured to order 30,000 Suits; and have also sent or contracted for considerable Quantities of Arms and other Necessaries for which they are indebted.

Spain after furnishing us with 187,500 Livs in Money, and some Naval Stores sent directly from her Ports (the Value not yet known to us) has desisted.

And the Commissioners find themselves extreamly embarrassed by their Engagements, and likely to be discredited with their Constituents by the Expectations they have given of effectual Aids from France and Spain, if not a Diversion that might be favourable to the States: But the worst is the Prejudice their Cause and Country must suffer by the Disappointment of Supplies.

The Commissioners received soon after their Arrival, kind Assurances of the Amity of France and Spain, and substantial Proofs of it which will ever be remembered with Gratitude.

They by Authority from the Congress, offer'd Proposals for a Treaty of Commerce, and for uniting the Force of the States with that of France and Spain, in Conquering for those Crowns the English Sugar-Islands, with other Advantages & Stipulations, in case Britain should commence the War on Account of the Aids granted to us; which Proposals the Commissioners hope were not disagreeable, and have long expected with Anxiety an Answer to them.

Some late Proceedings in France relating to our armed Vessels and their Prizes, and to the Expórtation of Warlike Stores, and the Cessation of Supplies from Spain, might occasion a Doubt that the Disposition of those Courts towards the United States is changed, if the Commissioners had not the fullest Confidence in those Dispositions as being well-founded in the true Interest of those Kingdoms, and as it is conceived no Cause has been given on the Side of America for their Diminution.

They therefore ascribe the late Strictnesses in France to the Circumstances of the Times; and the Stoppage of Supplies from Spain to the Inattention occasioned by Occupation in other great Affairs.

And they hope that a little Time will remedy both the one and the other.

In the meanwhile, they request a present Supply proportioned to their Wants, which will appear by the annexed Estimate.

France and Spain (as they have represented in a former Memoir) will be greatly Gainers by the American Commerce, in Vent of Products and Manufactures, Increase of People by furnishing more Employment, Increase of Shipping and Seamen and of course Naval Power, while Britain is diminished and weakned in proportion, which will make the Difference double. But they offer these Advantages, not as putting them to Sale for a

Price; but as Ties of the Friendship they wish to cultivate with these Kingdoms.

And knowing that after a Settlement of their States in Peace, a few Years will enable them to repay the Aids that may now be lent them, They with the more Freedom ask greater Assistance by way of Loan, than they would presume to ask by way of Subsidy.

But if those Powers apprehend that the Granting such Aid may be one means of occasioning a War between them and Britain, and the present Circumstances render such a War not eligible; and if they therefore decline the same, and would advise the Americans to make Peace; it is requested that these Courts as Friends of the United States, would assist them with their Advice and Influence in the Negotiation, that their Liberties with the Freedom of Commerce may be maintained.

And they farther request to be explicitly informed of the present Intentions of these Courts respecting the Premises, that they may communicate as much of the same to the Congress as may be necessary for the Regulating of its Conduct, and preventing the Misapprehensions that the late Proceedings abovementioned may otherwise occasion.

They can assure your Excellencies that they have no Account of any Treaty on foot in America for an Accommodation, nor do they believe there is any: Nor have any Propositions been made by them to the Court of England, nor any the smallest Overture received from thence which they have not already communicated; the Congress having the fullest Confidence in the Goodwill and Wisdom of these Courts, & having accordingly given us Orders to enter into no Treaty with any other Power inconsistent with the Propositions made to them, if those Propositions are likely to be accepted; and to act with their Advice and Approbation. And the Commissioners are firmly of Opinion that nothing will induce the Congress to accommodate on the Terms of an exclusive Commerce with Britain, but the Despair of obtaining effectual Aid and Support from Europe.

But as it is probable that England is not yet sufficiently weakned or humbled to agree to any equitable Terms of Accommodation; & as the United States with an Aid much less than would be spent by France and Spain in case of their entering into the War, will be enabled to continue it with England as long as may be necessary, the Commissioners request that those Powers would resolve upon Granting such Subsidy as may be sufficient for the Purpose; or otherwise lend to the said States the Sum they desire of Two Millions Sterling at the Interest of Six pr Cent. – which they have all reason to believe they shall be well able to pay after an happy Finishing of the War, and which they mean punctually to perform.

Dated at Passy  
this [30]<sup>2</sup> of September  
1777. –

B Franklin  
Silas Deane  
Arthur Lee

[Enclosure]

Estimate &c  
Ballance of Mr Grand's Accot rendered  
June 10. 1777

664,178.. 1.. 1

|   |                    |                    |  |
|---|--------------------|--------------------|--|
| Payments to August 14. 1777 .....   | 170,196.. 11.. 1   |                    |  |
| Drafts since that time by the<br>Commissioners & by Mr<br>Williams – suppose .....  | 30,000.. 0.. 0     |                    |  |
| Agreements are made for<br>30,000 Suits Cloaths suppose<br>them to Cost 35 livres each .....  | 1,050,000.. 8.. 0  |                    |  |
| Ditto for, 1000 Fusees .....  | 18,000.. 0.. 0     |                    |  |
| Ditto 100,000 td Copper & Tin<br>for testing Cannon .....   | 150,000.. 0.. 0    |                    |  |
| Ditto 100 Tons Salt Petre .....   | 110,000.. 0.. 0    |                    |  |
| Ditto for Shoes, for Pistols &c<br>engaged by Mr Williams<br>including also the Ship for<br>Carrying out the Goods –<br>suppose .....                             | 250,000.. 0.. 0    |                    |  |
| Repairs of several Vessels –<br>suppose .....   | 50,000.. 0.. 0     |                    |  |
| Paid Mr Delap P Accot .....   | 40,000.. 0.. 0     |                    |  |
| Cordage Anchors &c for a 64 Gun<br>Ship .....   | 200,000.. 0.. 0    |                    |  |
| To Compleat & load the Ship in<br>Holland the least sum will be ..  | 550,000.. 0.. 0    |                    |  |
| Mr Grand receiv'd July 10th .....   |                    | 500,000.. 0.. 0    |  |
| Ballance against the Com-<br>missioners by their Estimate ..  |                    | 1,454,018.. 10.. 0 |  |
|   | 2,618,196.. 11.. 1 | 2,618,196.. 11.. 1 |  |
| Ballance as above 1,454,018.. 10..  | 1,454,018.. 10.. 0 |                    |  |
| To be receiv'd in October .....   |                    | 500,000.. 0.. 0    |  |
| Ballance against the Com-<br>missioners after receiving the<br>Sum of 500,000 will be<br>954,018.. 10 .....   |                    | 954,018.. 10.. 0   |  |
|   | 1,454,018.. 10.. 0 | 1,454,018.. 10.. 0 |  |
| Ballance as above 954,018.. 10 is<br>Carried over to the next Page ..   | 954,018.. 10.. 0   |                    |  |
| Ballance against the Com-<br>missioners brought from last<br>Page .....   | 954,018.. 10.. 0   |                    |  |
| Blankets, Shirts, Tent Cloths, Brass<br>Cannon & many other Articles<br>essentially necessary are not<br>reckoned, they will amount to a<br>very considerable Sum |                    |                    |  |

For instance –

|   |       |         |       |
|---|-------|---------|-------|
| 80000 Blankets at 7 livres                      | ..... | 560,000 | 0.. 0 |
| 80000 Shirts 4                                  | ..... | 320,000 | 0.. 0 |
| 20000 P Shoes 3..10                             | ..... | 70,000  |       |
| 10000 P Stockings already bot                   | ..    | 15,000  |       |
| 70000 P ditto wanted                            | ..... | 105,000 |       |
| 100 Tons Powder wanted                          | ..... | 200,000 |       |
| Brass Cannon can not be estimated<br>at present |       |         |       |

The Sum which the Com-  
missioners will be  
indebted in October ..... 2,224,018..10.. 0

The Commissioners Orders are  
for 80000 Suits of Cloaths  
compleat, but only 30000 are  
ordered, to compleat this Order  
they will want ..... 1,750,000

To give each Soldier

2 Shirts ..... 320,000

60000 Pair of Shoes.. 210,000

Furniture for 3000

Horse ..... 450,000

Brass Cannon ordered will  
at least amount ... 2,000,000

Adding the Charge of  
Transportation & Expences  
of every kind, these Goods  
must be sent in Armed  
Vessels The Congress has  
order'd Eight Ships of War  
of the Line to be purchased  
which will amount to 3,000,000

7,730,000.. 0.. 0

The Ships of War may now be purchased & probably for the Money  
they are estimated at; they are absolutely necessary as well for the Carrying  
out the Goods & Stores engaged as to open the Commerce & bring back the  
productions of America for Payment of the Sum wanted.

The estimate does not include many necessary Articles, as the Congress  
could if their Trade was Protected by Eight Ships of the Line, procure them  
in Exchange for their Productions.

1. AHN, Legajo 3884, Expediente 3, no. 34.

2. Date is approximated. The sending of this memorial is mentioned in a letter of October 7  
from the American Commissioners in France to the Committee for Foreign Affairs,  
Papers CC (Letters from the Joint Commissioners for Negotiating Treaties with France  
and Great Britain, 1777–84), 85, 85–92, NA.

CONDE DE FLORIDABLANCA TO LORD GRANTHAM <sup>1</sup>

Translation.

Most excellent Sir.

My Lord –

I have just received the acknowledgement of the Commandant General of Galicia, from which I perceive that in consequence of the Orders which we issued in August he sent the American Privateer out of Ferrol where she was, she having scarcely provided herself with such things as she required upon Sufficient Cause & which related merely to the Ship.<sup>2</sup> Another Privateer had come into the Coruna, & it being signified to her that she must return to sea, she was about to execute it as soon as she had repaired her damage.<sup>3</sup> And besides three Prizes which she had taken were already gone for other parts.

These new Events will prove to Yr Exy the good faith & readiness of the King's Ministers to attend to the just Sollicitude of your Court. But at the same time I cannot avoid representing to Yr Exy that according to the Accounts received from various Ports, there are English Frigates & other Vessels of War within sight of these Ports, in order to seize the above Privateers. This would be a just cause for the Americans refusing to go out to sea, nor could we on our Part oblige them to do so, without committing an improper Action inconsistent with the Law of Nations.

Yr Exy will reflect on the weight of these Considerations and I conclude with wishing that Our Lord may preserve your Life &c [St Ildefonso 30 Sepr 1777.] <sup>4</sup>

signed Conde de Floridablanca.

[Endorsed] In Lord Grantham's No 55 6 Octr

1. PRO, State Papers 94/204, 240-41.

2. Continental Navy cutter *Revenge*.

3. *Hawke*. See Katencamp to Weymouth, September 24.

4. Date taken from the original letter.



"AN ACCOUNT OF THE TRANSPORTS TAKEN UP OR CONTRACTED FOR SINCE SEPTR 1775 TO SEPTR 1777 DESCRIBING THE  
TONNAGE & WHAT HAS BEEN PAID OR CONTRACTED TO BE PAID FOR THE SAME." <sup>1</sup>

| When Hired   | No of<br>Ships | Tonnage | Rate p Ton<br>p Calendar<br>Month  | What has been<br>paid for their<br>Freight | What remains<br>to be paid<br>for the same | Total         |
|--------------|----------------|---------|--|--|--|---------------|
|              |                |         | £   s   d  | £   s   d                                  | £   s   d                                  |               |
| 1775 October | 20             | 5,621   | }   -   10   -<br><br>}   -   11   -<br><br>}   -   12   6<br><br>}   -   11   - | 722,433   10   2                           | 409,600   14   -                           | 1132,034   42 |
| November     | 4              | 1,763   |  |  |  |               |
| December     | 41             | 14,080  |  |  |  |               |
| 1776 January | 41             | 9,819   |  |  |  |               |
| February     | 95             | 23,140  |  |  |  |               |
| March        | 32             | 8,455   |  |  |  |               |
| April        | 8              | 1,916   |  |  |  |               |
| April        | 10             | 2,632   |  |  |  |               |
| May          | 15             | 4,370   |  |  |  |               |
| June         | 2              | 474     |  |  |  |               |
| August       | 7              | 2,046   |  |  |  |               |
| September    | 1              | 249     |  |  |  |               |
| December     | 33             | 9,458   |  |  |  |               |
| 1777 January | 30             | 8,379   |  |  |  |               |
| April        | 1              | 377     |  |  |  |               |
| May          | 4              | 1,040   |  |  |  |               |
| June         | 1              | 352     |  |  |  |               |
| July         | 1              | 402     |  |  |  |               |

|  |            |                |          |
|--|------------|----------------|----------|
| Hired in America<br>from 29 Decr 1775<br>to 3d June 1776 | 48         | 12,457         | - 10 -   |
| Hired at Amster-<br>dam in March 1776                    | 35         | 20,740         | } - 11 - |
| Hired at Hamburgh<br>in May 1776                         | 6          | 3,350          |          |
|  | <u>435</u> | <u>131,120</u> |          |

To which may be added the following Expences incurr'd on the Transport Service within the Time aforementioned Vizt

|   |                  |          |           |
|---|------------------|----------|-----------|
| An Allowance for Guns & Ammunition provided for the better defence of sundry Ships  | 5,925            | -        | -         |
| Value paid for sevl of the Ships taken by the Rebels  | 23,456           | 7        | 11        |
| Value of Hammacocs, Hoses, Ventilators & other Stores issued on board the sevl Ships  | 17,326           | 12       | 9         |
| Value of Gunboats & Furniture & Stores for the Batteaux & Vessels on the Lakes  | 6,206            | 11       | 5         |
| Bedding for the Men   | 22,415           | 3        | 11        |
| Forrage for the Horses  | 8,227            | 18       | 10        |
| Building Cabbins, Platforms, Stalls & other Conveniences on board the severl Ships  | 17,775           | 15       | 8         |
| Pilotage & Light Charges  | 2,404            | 11       | 5         |
| Pay of Agents Superintendants Purveyors & others employed on Transport service with their Disbursements at Embarkations & Disembarkations & sundry other Contingencys | 29,485           | 16       | 10        |
|   | <u>1,265,231</u> | <u>2</u> | <u>11</u> |

Mr Suckling. J. Williams. T. Brett. Geo. Marsh. R. Temple

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 442, LC Photocopy. Placement at the end of the month is arbitrary.