

Naval Documents of The American Revolution

Volume 10

**AMERICAN THEATRE: Oct. 1, 1777–Dec. 31, 1777
EUROPEAN THEATRE: Oct. 1, 1777–Dec. 31, 1777**

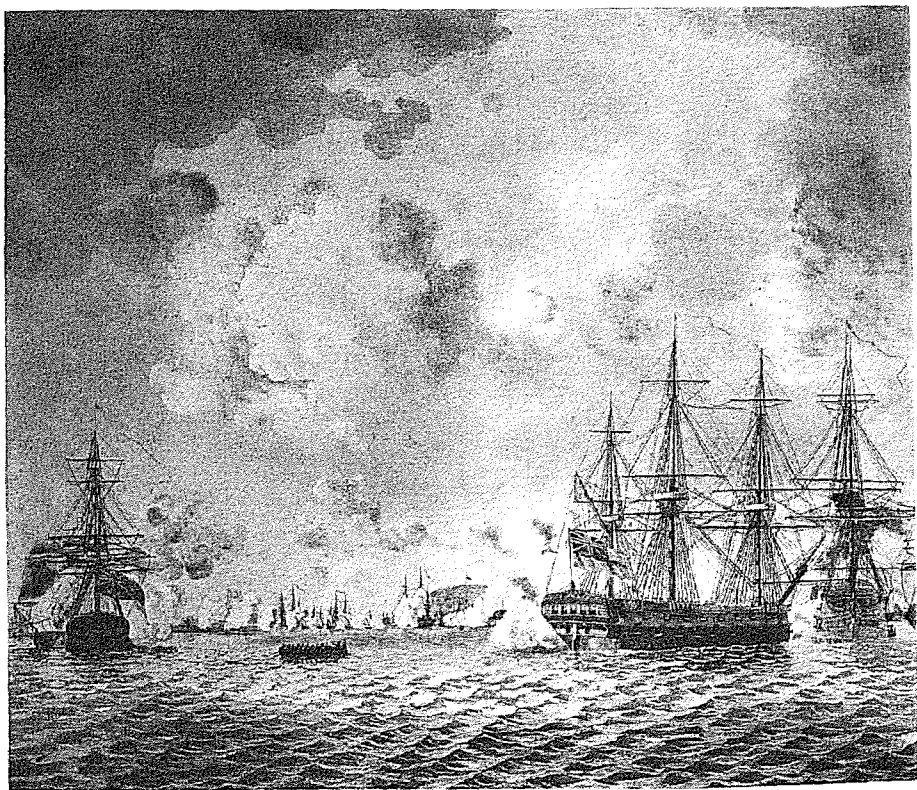
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NAVAL DOCUMENTS OF
The American Revolution



Action off Mud Island, 22 or 23 October 1777.

NAVAL DOCUMENTS OF The American Revolution

VOLUME 10

AMERICAN THEATER: October 1, 1777–December 31, 1777

EUROPEAN THEATER: October 1, 1777–December 31, 1777

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NAVAL HISTORICAL CENTER

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Each volume of this series is a reminder of the key role played by the late William Bell Clark, original editor. Drawing on his deep knowledge of the navies in the American Revolution, his initial selections and arrangements of materials compiled over a devoted lifetime provided a framework on which subsequent efforts have continued to build.

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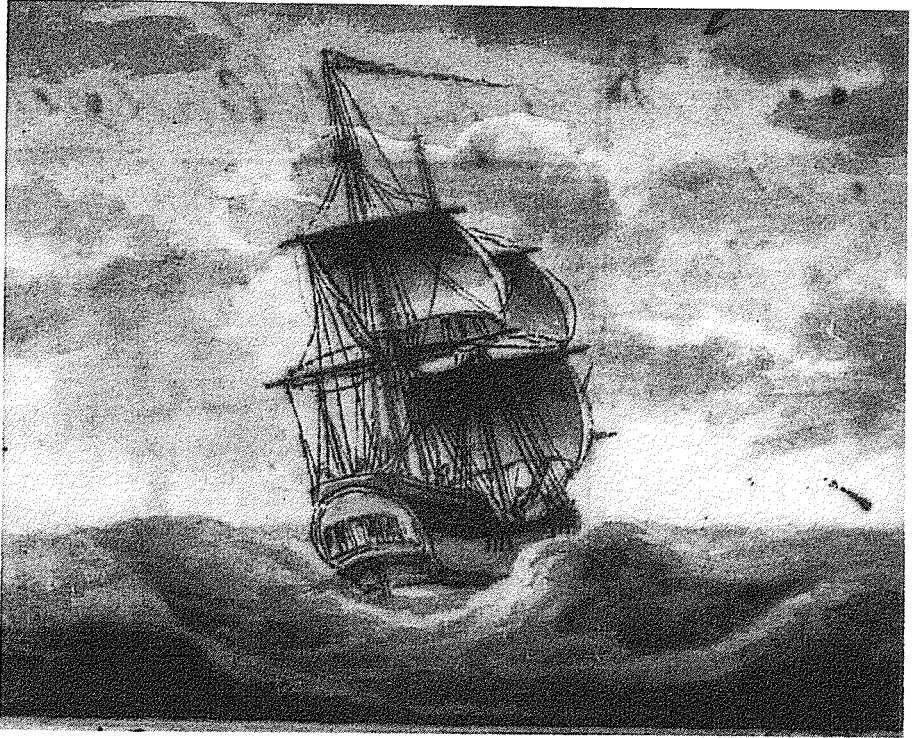
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This drawing and others of similar nature throughout the volume are from journals kept on board the snow Minerva, Nicholas Pocock, Master. (Courtesy of the Mariners Museum, Newport News, Virginia.)

THE WHITE HOUSE
WASHINGTON

December 20, 1994

FOREWORD

"I learn with great satisfaction that you are about committing to the press the valuable historical and state-papers you have been so long collecting," Thomas Jefferson wrote in 1791 to Ebenezer Hazard, a scholar who was about to publish a collection of documents on America's early history. "Time and accident are committing daily havoc on the originals deposited in our public offices," Jefferson continued. "Let us save what remains: not by vaults and locks which fence them from the public eye and use . . . but by such a multiplication of copies, as shall place them beyond the reach of accident."

Jefferson realized that our nation's history cannot be understood fully without study of the documentary record. For many years, the United States Navy has published documents that record its place in the nation's history, making these documents available to researchers. This volume is part of a series that contains copies of original documents recording the deeds of America's first sailors, whose valor and perseverance helped win our independence.

The events of the last three months of 1777, the period covered by this volume, illustrate clearly the crucial role of sea power in our nation's formative struggle for liberty. Ships, laden with munitions urgently required by the Americans, tried to elude the British blockade. Continental Navy ships and American privateers, operating in European waters and the West Indies, diverted Britain's naval resources and aggravated tensions between Great Britain and nominally neutral countries. News that the Continental Army had defeated General Burgoyne at Saratoga, New York, moved France closer to the decision to become an open ally.

This volume documents in detail the momentous and bloody British effort to control the Delaware River in order to maintain Britain's hold on the city of Philadelphia. From both the American and the British perspectives, the story of the desperate fight for the Delaware River makes evident the importance of littoral warfare, and it also shows that the cooperation between sea and land forces that continues today is an essential element of our nation's defense.

I congratulate the Department of the Navy for continuing this monumental publishing project. The documents contained in this volume will inspire and instruct the professional sailor, the historical scholar, and the American citizen interested in the history of our nation.

Bill Clinton

Introduction

"The day is I hope near at hand when we can say with safety that America is free and Independent," wrote Thomas Wharton, Jr., president of the Pennsylvania Supreme Executive Council, to John Hazelwood, commodore of the Pennsylvania State Navy, on October 24, 1777. Wharton's optimism was inspired by the news that two Royal Navy warships, H.M.S. *Augusta* (64 guns), and H.M. sloop *Merlin*, had been destroyed in combat with American forces. They had been attempting to support an attack by land on Fort Mercer, part of the American defenses along the Delaware River by which the Americans sought to isolate the British forces that recently captured Philadelphia. Word of the ships' destruction came just a few days after confirmation of the surrender of a British army to American arms at Saratoga, New York.

In the last months of 1777 events such as these, and indications that France might enter the war as a formal ally, made the Revolutionaries hopeful that their struggles would achieve American independence. Nevertheless, these patriots had just cause for concern. Despite the Americans' brave and desperate defense of the Delaware passes, the British won control of the river before winter set in, ensuring their hold on Philadelphia. A British thrust up the Hudson River in October, although too late to save Burgoyne's army, demonstrated the effectiveness of a joint army-navy British force, and how unprepared and ineffective American defenders could be. This maneuver resulted in the destruction of three American forts and two Continental Navy frigates, and the burning of the New York state capital at Kingston. In October 1777 an American operation to recapture Newport, Rhode Island, failed miserably. The British continued to blockade Chesapeake Bay and Charleston, South Carolina.

These operations and a number of more minor campaigns are documented in this volume. Highlights include selections from the extant logbooks of all the British vessels in the Delaware River campaign, including some not used by earlier historians of that campaign. The volume also introduces new sources previously unexamined by scholars. Two, from the records of the High Court of Admiralty in the Public Record Office, an undervalued resource, are the journal of the Rhode Island Navy galley *Spitfire* and a letter book of Continental Navy Captain Gustavus Conyngham, unknown to Robert Wilden Neeser when he published the definitive edition of Conyngham's papers in 1915.

Some documents in these pages are especially rich in description, such as the intelligence reports of the physical appearance of Continental Navy warships *Alfred* and *Raleigh* (enclosed in Admiral Sir Thomas Pye to Philip Stephens, Oct. 25, 1777). Other, more prosaic records contain hidden gems of information, such as the "Red Baise to line ports" listed in the Account of the Continental Navy brigantine *Resistance* (Nov. 9, 1777). In these documents we hear the voices of ordinary seamen, as when the crew of the Maryland Navy ship *Defence* petitions the governor to investi-

gate their harsh conditions of service (Dec. 9, 1777). We also hear the protests of the victims of injustice, such as the plea of Cuba, an African American woman taken into Boston on board a prize, appealing to the authorities of the State of Massachusetts to prevent the captors from selling her as a slave.

Dr. Michael J. Crawford, editor of this volume and head of the Early History Branch of the Naval Historical Center, and his assistant editors E. Gordon Bowen-Hassell, Charles E. Brodine, Jr., and Mark L. Hayes labored together many years in surveying collections, selecting documents, transcribing, translating, and annotating the materials, and, finally, preparing the comprehensive index. They wish to acknowledge with thanks the superb assistance rendered them by the two other historians in the branch, Christine F. Hughes and Carolyn M. Stallings, who temporarily set aside their work on the third volume of the Center's *Naval War of 1812* documentary series to participate in the various stages of proofreading. Charlotte Marie Knowles, the branch secretary, provided splendid word-processing and general office support. The staffs of other Center branches, especially the Navy Department Library and the Curator Branch's Photographic Section, provided essential services. Wendy E. Karppi, of the office of the Center's Senior Historian, lent her expertise in correcting Spanish transcriptions and translations.

This volume builds on the accomplishments of previous editors and staff. The project's first editor, William Bell Clark, laid the foundations for our *Naval Documents of the American Revolution* series as early as the first decades of the twentieth century, when he began collecting the texts of documents relating to the naval aspects of the war. In addition, the current editors acknowledge a debt of incalculable proportions to Dr. William James Morgan, editor of volumes 5 through 9, who continues to advise the Center as Senior Historian Emeritus.

During a 10-month fellowship in documentary editing, Dr. Gregory D. Massey assisted the project by selecting, transcribing, annotating, and indexing documents concerning the lower South and the West Indies. The Center is grateful to him for his fine contribution and to the National Historical Publications and Records Commission, which sponsored his fellowship.

The following summer interns assisted with various editorial tasks: Midshipman Christopher Adams, Ensign Aaron Cooper, and Andrew Laas. Two members of the United States Navy Reserve Volunteer Training Unit 0615 also made valuable contributions: Commander Dennis Grabulis, and J01 Loraine Ramsdall.

Among the translations of foreign-language materials appearing in this volume are those by Commander Canio Di Cairano, USNR (Ret.), Elizabeth G. Crabbs, Russell B. Holmes, and Dr. Oscar M. Villarejo. Mary Hannah, of the Department of the Navy's Naval Maritime Intelligence Center, Foreign Language Services, cheerfully handled contractual arrangements for a number of document translations. Antonia Macarthur performed wonders of research for the volume at the Public Record Office in London.

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The Keith Papers. Selected from the Papers of Admiral Viscount Keith, edited by W. G. Perrin and Christopher Lloyd, [London]: Navy Records Society, Copyright © 1927–55.

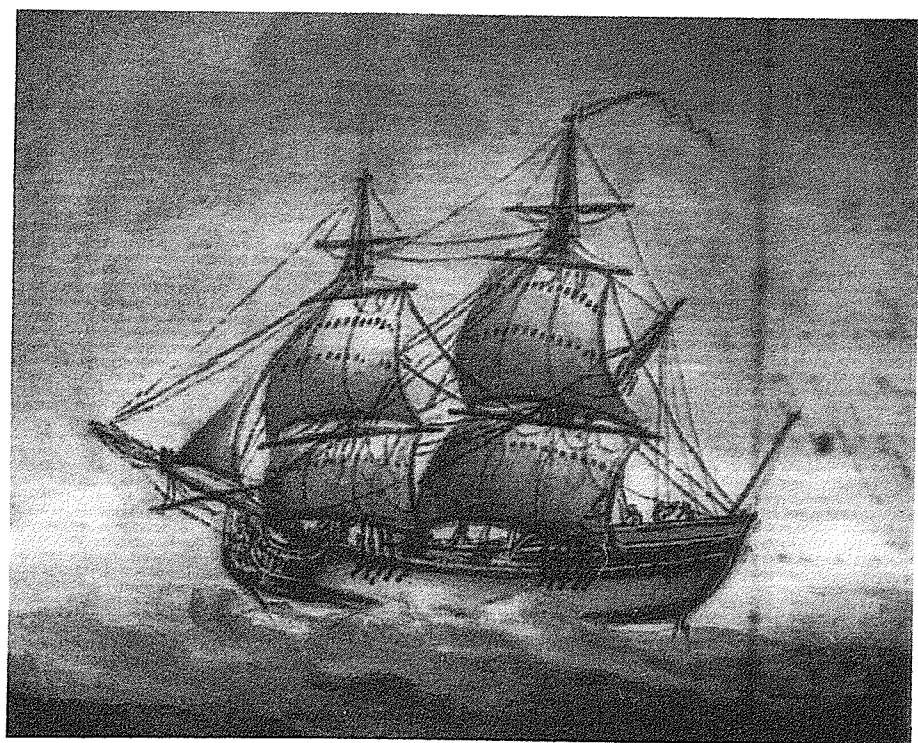
Diary of Frederick Mackenzie, Giving a Daily Narrative of his Military Service as an Officer of the Regiment of Royal Welch Fusiliers during the Years 1775–1781 in Massachusetts, Rhode Island, and New York, by Frederick Mackenzie, Cambridge, Mass.: Harvard University Press, Copyright © 1930, 1958 by the President and Fellows of Harvard College.

The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty 1771–1782, edited by G. R. Barnes and J. H. Owen, [London]: Navy Records Society, Copyright © 1932–38.

The present volume publishes the texts of documents drawn from fifty-seven repositories and private collections, located across North America from Portland, Maine, to San Marino, California, and from Halifax, Nova Scotia, to Hamilton, Bermuda, as well as in several centers of learning in Europe. Three repositories are newly represented in the series: City of Liverpool Library, Liverpool, England; Archivo General Central, Alcala de Henares, Madrid, Spain; and Archivo General de Simancas, Valladolid, Spain. We greatly appreciate the cooperation of all of these institutions and individuals.

The mission of the Naval Historical Center is to disseminate information on naval history in order to promote an understanding of America's naval and maritime heritage. We are deeply grateful to Dr. Crawford and his associates for so ably producing a volume that will be of continuing value to scholars, students, naval personnel, and other individuals interested in the crucial role played by the sea and by those who go down to the sea in the development of the American nation.

WILLIAM S. DUDLEY
Director of Naval History



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Editorial Method

Principles of Selection

In selecting documents for this series, the editors' goal is to include no more and no less than those records that are necessary for a comprehensive understanding of the war at sea of the American Revolution. This documentary collection is intended to be comprehensive, not in the sense that it might include every document touching on the war at sea, but rather, in the sense that it should provide comprehensive coverage to naval aspects of the armed struggle, as well as present the reader a meaningful overview of the entire sea effort. As an earlier volume explained, "documentation bearing on the regular naval forces on both sides, state navies, privateers, merchant shipping, logistics of the conflict, and operations on sea, lake, bay and river fall within the context of 'naval document' as used in this series" (vol. 6, p. xi). The series accounts for the activities of each of the Continental Navy's warships and of most of those of the state navies. It seeks to document every aspect of the ordinary business of operating and maintaining the Continental and state navies. It chronicles privateering activities, both American and British. The series accounts for the activities of British squadrons in American waters and of selected individual British warships. While not attempting to document the ordinary business of operating and maintaining the Royal Navy, it deals with the British side of naval operations, logistics, convoys, transports, and manning of vessels. Documentation is selected that reveals the aims and strategy of the British, accounts for prizes taken, and balances American Patriot accounts of actions and operations. Diplomatic correspondence is included that deals directly with naval matters, including the outfitting of privateers and American naval vessels, and the sale of their prizes, in European and Caribbean ports, and the supplying of America with munitions by European powers.

Placement of Documents

Documents in this volume are placed either in the American Theater section or the European Theater section according to whether they originated in America or in Europe, even though some documents created in Europe may be about events in America, and some created in America may be about events in Europe. Within each theater documents are in chronological order, by date of origin. Under each date they appear more or less in geographic order, by place of origin, from north to south, usually following coastlines.

Notes

Notes on the texts follow each document. Unnumbered notes precede numbered notes and describe the source documents, using the abbreviations, repository and collection symbols, and short titles listed below. Contemporary addresses, endorsements, and docketings are cited in the source notes.

In notes identifying officers of the Royal Navy, a bracketed numeral after the name refers to the enumeration system employed by the British Admiralty to differentiate officers of the same name and incorporated into *The Commissioned Sea Officers of the Royal Navy 1660–1815*, 3 vols. ([London]: [National Maritime Museum], [1954]).

Transcription

Transcriptions adhere as closely as possible to the originals in spelling, capitalization, punctuation, and abbreviation, retaining dashes and underlining in the original texts. Exceptions to this general rule are as follows. The names of ships are italicized. Complimentary closes, unless unusual or otherwise significant, are shortened and ended with [&c.], and, in the interest of saving space, are printed at the end of the last paragraph of text. Words and passages that were crossed out by the author are transcribed either as overstrikes or in notes only if they are deemed of significance by the editors. The tilde, a flourish employed by writers in the eighteenth century as a form of abbreviation and to indicate the omission of one or more characters, is omitted. Where the source is a newspaper or other printed work, there is generally no attempt to retain typeface: for example, blocks of text in all italics have been put in roman, and some words in all capitals have been normalized. Exceptions are printed broadsides or advertisements where different typefaces emphasize the meaning of the text.

To the end of presenting accurate texts of the original documents, this volume introduces the practice of rendering non-English documents in their original language, accompanied by English translations. The spelling and accent marks of the originals, however irregular, are preserved in the transcriptions.

Ships' Logs

Two categories of modifications to the original text appear in the transcriptions of most of the logbooks and officers' journals that appear in this volume. First, a number of columns with such information as the direction of the wind, ship's course, distance traveled, latitude, and longitude are eliminated. The noon bearing is brought into the text of the "Remarks" column, set off as a separate paragraph. Second, the dating of the daily entries has been made to conform with civil time, rather than sea time. Most eighteenth-century logbooks and journals of ships at sea began the new day with the previous day's noon reading—the locating of a ship using navigational instruments when the sun was at its meridian. Thus, according to the log of a ship in the midst of the ocean, noon on 24 December civil time would be the beginning of 25 December. In this volume, however, each day's entry begins with midnight. In making this modification, the editors start each entry with either the noon bearings or the last bearings of the previous day.

Textual Devices

The editors silently supply letters and words that are missing from a damaged manuscript but are obvious from the context. They use brackets and roman type to supply those letters and words that are probable, with a question mark where they are questionable. The editors use brackets with italic type when supplying the proper spellings of personal and geographic names or the correct spellings of words that are otherwise confusing. They use the bracketed, italicized phrases, [*torn*] and [*illeg.*] (“illegible”), whenever there are indecipherable or non-conjecturable words missing from manuscripts. The virgule, /, in source notes indicates a line break in addresses, endorsements, and docketings. Extracts, translations, and enclosures are indicated thus: [Extract]; [Translation]; [Enclosure]. All other editorial insertions in the body of the texts are indicated by italic type within brackets.

Abbreviations Used to Describe Manuscripts

Copy	Contemporary copy
D	Document
Df	Draft
DfS	Draft Signed
DS	Document Signed
L	Letter, Recipient's Copy
LB	Letter Book
Transcript	Copy not contemporary
Translation	Contemporary translation

Repository Symbols

CaNSHP	Public Archives of Nova Scotia, Halifax, Nova Scotia, Canada
CsmH	Henry E. Huntington Library, San Marino, Calif.
Ct	Connecticut State Library, Hartford, Conn.
CtHi	Connecticut Historical Society, Hartford, Conn.
CtNLHi	New London County Historical Society, New London, Conn.
CtY	Yale University, New Haven, Conn.
DLC	Library of Congress, Washington, D.C.
DNA	United States National Archives, Washington, D.C.
FrLAL	Archives Du Port de Lorient, Lorient, France
FrPMAE	Archives Du Ministère Des Affaires Etrangères, Paris, France
FrPNA	Archives Nationales, Paris, France
M-Ar	Massachusetts State Archives, Boston, Mass.

MB	Boston Public Library, Boston, Mass.
MBMS	Boston Marine Society, Boston, Mass.
MdAA	Maryland State Archives, Annapolis, Md.
MdHi	Maryland Historical Society, Baltimore, Md.
MeHi	Maine Historical Society, Portland, Maine
MH-H	Harvard University. Houghton Library, Cambridge, Mass.
MHi	Massachusetts Historical Society, Boston, Mass.
MiU-C	University of Michigan. William L. Clements Library, Ann Arbor, Mich.
MSaE	Essex Institute, Salem, Mass.
N-Ar	State Archives and Records Administration. The University of the State of New York, Albany, N.Y.
Nc-Ar	North Carolina State Department of Cultural Resources. Division of Archives and History, Raleigh, N.C.
Nh-Ar	New Hampshire Department of State. Division of Records Management and Archives, Concord, N.H.
NhHi	New Hampshire Historical Society, Concord, N.H.
NHi	New-York Historical Society, New York, N.Y.
NHpr	Franklin D. Roosevelt Library, Hyde Park, N.Y.
NjGbS	Rowan College of New Jersey, Savitz Library, Glassboro, N.J.
NjMoHP	Morristown National Historical Park, Morristown, N.J.
NjP	Princeton University Library, Princeton, N.J.
NN	New York Public Library, New York, N.Y.
NNPM	Pierpont Morgan Library, New York, N.Y.
PHarH	Pennsylvania Historical and Museum Commission, Division of Archives and Manuscripts, Harrisburg, Pa.
PHC	Haverford College, Haverford, Pa.
PHi	Historical Society of Pennsylvania, Philadelphia, Pa.
PPAmP	American Philosophical Society, Philadelphia, Pa.
R-Ar	Rhode Island State Archives, Providence, R.I.
RHi	Rhode Island Historical Society, Providence, R.I.
RNHi	Newport Historical Society, Newport, R.I.
RPJCB	Brown University. John Carter Brown Library, Providence, R.I.
ScCoAH	South Carolina Department of Archives and History, Columbia, S.C.
ScHi	South Carolina Historical Society, Charleston, S.C.
SpMAA	Archivo General Central, Alcala de Henares, Madrid, Spain
SpMAH	Archivo Historico Nacional, Madrid, Spain
SpSAG	Archivo General de Indias, Seville, Spain

SpVAS	Archivo General de Simancas, Valladolid, Spain
Uk	British Library, London, United Kingdom
UKLNMM	National Maritime Museum, Greenwich, United Kingdom
UKLPR	Public Record Office, London, United Kingdom
Vi	Virginia State Library, Richmond, Va.
ViHi	Virginia Historical Society, Richmond, Va.
ViU	University of Virginia, Charlottesville, Va.
ViW	College of William and Mary, Williamsburg, Va.

Collection Symbols

Adm.	Admiralty
Arch. dipl., Corr. Pol.	Archives diplomatique, Correspondance Politique
C.O.	Colonial Office
H.C.A.	High Court of Admiralty
RG	Record Group
S.P.	State Papers

Short Titles

<i>Benjamin Franklin Papers</i>	Franklin, Benjamin. <i>The Papers of Benjamin Franklin</i> . Edited by Leonard W. Labaree, et al. 29 vols. to date. New Haven, Conn.: Yale University Press, 1959-
Clark, ed., <i>State Records of North Carolina</i>	<i>The State Records of North Carolina</i> . Collected and edited by Walter Clark. 26 vols. Raleigh: P. M. Hale, 1886-1907.
Connecticut Historical Society <i>Collections</i> 20	<i>Collections of the Connecticut Historical Society</i> . Vol. 20. <i>Huntington Papers: Correspondence of the Brothers Joshua and Jedediah Huntington during the Period of the American Revolution</i> . Hartford, Conn.: Connecticut Historical Society, 1923.
Connecticut Historical Society <i>Collections</i> 23	<i>Collections of the Connecticut Historical Society</i> . Vol. 23. <i>The Deane Papers: Correspondence between Silas Deane, His Brothers and Their Business and Political Associates</i> . Hartford, Conn.: Connecticut Historical Society, 1930.
<i>Deane Papers</i>	Deane, Silas. <i>The Deane Papers</i> . 5 vols. <i>Collections of the New-York Historical Society</i> 19-23 (1886-90).
DNA, PCC	U.S. National Archives. Record Group 360. Records of the Continental and Confederation Congresses and the Constitutional Convention. "Papers of the Continental Congress."

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AMERICAN THEATER

From October 1, 1777, to December 31, 1777

AMERICAN THEATER

From October 1, 1777, to December 31, 1777

SUMMARY

Small Massachusetts privateers continued to infest the remote harbors of Nova Scotia and the Bay of Fundy, causing alarms and the diversion of Royal Navy ships for the protection of the coast. Larger Massachusetts privateers cruised off the New England coast and even extended their operations to the Bay of Biscay, Spain, and Portugal. The brigantine *Civil Usage* (12 guns) had an unusually successful cruise, taking 14 prizes off Spain and Portugal. Another Massachusetts privateer, the *Phoenix*, created a major diplomatic crisis by capturing a Portuguese snow, the vessel of a neutral.

The Massachusetts Navy brigantines *Massachusetts* and *Tyrannicide* remained active, returning from successful cruises in early October. In November the brigantines *Tyrannicide* and *Hazard* sailed for cruising grounds in Southern waters. Several of the state trading vessels were sent to France with masts and lumber. The brigantine *Penet* was dispatched to France with the first news of Burgoyne's surrender at Saratoga.

In October Rhode Island, Connecticut, and Massachusetts mounted a joint expedition under Major General Joseph Spencer to retake Newport. The expedition failed because of bad weather and poor planning. The Continental Navy frigates *Warren* and *Providence* continued to be blockaded in Providence River by British frigates in Narragansett Bay.

Connecticut sent an expedition to Setauket, Long Island, in December, to capture several Royal Navy sloops and disrupt their wooding and watering parties. However, the Continental Navy sloop *Schuyler* ran aground and was captured by H.M. sloop *Falcon* on December 10, effectively ending the expedition.

Despite Royal Navy control of Lake Champlain in early October, Burgoyne's communications and supply lines with the lake were severed by the Americans. After his surrender, the British evacuated Fort Ticonderoga and withdrew up Lake Champlain to St. Johns and Montreal.

When Burgoyne's precarious situation became evident in late September, Sir Henry Clinton hastily planned a combined army and navy expedition up the Hudson as a diversion. On October 6 the British troops stormed Forts Clinton and Montgomery from the rear, compelling the Americans to burn the Continental Navy frigates *Congress* and *Montgomery* at the chain below the forts. British forces then took Fort Independence and the Continental Village above Peekskill, where important magazines and storehouses were located. On October 16 they burned Kingston, the capital of New York, and some farms and houses on both sides of the Hudson. After word of Burgoyne's capitulation was confirmed, the expedition was halted and recalled to New York City.

Despite the success of British arms in occupying Philadelphia on September 26, Sir William Howe's hold on the city was tenuous. The Delaware River provided the only viable avenue of supply for Howe's large army, yet the southern river approaches to the city were commanded by the Americans. If the British commander-in-chief

was unable to wrest control of the river from the Patriots to ensure his army's supply by sea, he would be forced to abandon his hard-won conquest. The fate of the American capital thus rested on the struggle for control of the river.

British land and naval forces had to contend with formidable American defenses, including fortifications on the Pennsylvania and New Jersey shores, large numbers of underwater obstructions, known as *chevaux-de-frise*, sunk in the main shipping channel, and armed state and Continental vessels in the river. In early October engineers from Howe's army began construction of a number of artillery batteries on the Pennsylvania shore opposite Fort Mifflin, while ships from Vice Admiral Viscount Howe's fleet worked to clear a passage through the lower range of *chevaux-de-frise* off Billingsport, N.J. This work set the stage for the British attack on Fort Mercer on October 22 led by Col. Carl von Donop and supported by Royal Navy warships. The attack was a disaster for British land and sea forces with von Donop's Hessian troops taking heavy casualties and the fleet's losing two ships, H.M.S. *Augusta* and H.M. sloop *Merlin*. It was not until November 15 that the British launched their next combined assault on the American forts—a massive sea and land bombardment of Fort Mifflin that led to that garrison's abandonment by day's end. Six days later the Americans evacuated Fort Mercer and put most of their fleet to the torch. The British had secured control of the river and of Philadelphia.

A small squadron under the command of Captain Hyde Parker, Jr., patrolled the entrance to Chesapeake Bay to interdict American overseas trade. Virginia and Maryland Navy vessels made Parker's task difficult by attacking his boats and interfering with British attempts to forage for food and fresh water.

Vice Admiral Viscount Howe ordered Captain Robert Fanshawe of H.M.S. *Carysfort* to assume command of the ships cruising off the Carolinas and Georgia and intercept American trade. Fanshawe concentrated his squadron, composed of H.M.S. *Perseus*, H.M.S. *Lizard*, and H.M. brig *Hinchinbrook*, on Charleston, S.C., the principal port of the southernmost states. The Royal Navy blockade so disrupted trade that the revolutionary government of South Carolina outfitted a squadron of state navy vessels to rid the coast of the British menace. Captain Nicholas Biddle of the Continental Navy frigate *Randolph* agreed to assume command of the expedition.

Preparations began for Captain James Willing's expedition down the Ohio and Mississippi Rivers. Men, mostly from the 13th Virginia Regiment of the Continental Line, and supplies were assembled at Fort Pitt. Oliver Pollock, the Continental commercial agent in New Orleans, was instructed to work with Willing in preparing goods from Spain to be shipped back up the Mississippi.

In the West Indies heightened tensions between Great Britain and France can be traced through angry letters exchanged by colonial governors representing both countries. British governors accused their French counterparts of aiding American privateers; the French replied with protests against Royal Navy ships that violated French territorial waters. British naval and civil authorities were particularly incensed when the French Navy began convoying American merchant vessels. Continental Commercial Agent William Bingham continued his operations at Martinique, where American privateers sold their prizes and refitted for new cruises. In late December Vice Admiral James Young of the Leeward Islands Station dispatched H.M.S. *Yarmouth* to patrol for American privateers off Barbados. With the arrival of French naval and land reinforcements at the end of the year, war between the two great powers appeared imminent.

The administrative organizations of the Continental Navy addressed a number of difficult challenges. A dispute over carpenters' wages slowed work on the Continental Navy frigate *Confederacy* building at Norwich, Connecticut. The Continental Navy Board of the Eastern Department eventually removed Captain Hector McNeill from command of the frigate *Boston* because conflicts between himself and his officers prevented the warship from getting to sea. Tensions grew between George Washington, the Continental Navy Board of the Middle Department, and Captain John Barry over what to do with the frigates *Washington* and *Effingham*, endangered by British success on the Delaware River. A shortage of officers and men threatened to keep Captain James Nicholson and the frigate *Virginia* in port at Baltimore.

October 1

JOURNAL OF H.M.S. *AMBUSCADE*, CAPTAIN JOHN MACARTNEYSept^r 1777

Mount Desart N9°=0'W 37 Leagues

Tuesday 30th.

at 6 (AM) Saw a sail to y^c. SW made sail and gave Chace at noon still in Chace and worked the Ventelator as before—

Mount Desart N ½ E 43 Leag^s. S^o: end of George's Bank
SSW 10 Leagues

First part light airs and Clear middle fresh breezes and hazey latter part mod^t and cloudy

at 4 (PM) the Chace WSW 6 or 8 Miles dist^t ½ p^t 10 saw y^c. chace bearing SW turned all hands to Quarters & cleared ship for Action

Oct^r:

½ p^t 12 [AM] bro^t: y^c. Chace too sent an Officer on board

Wednes^{dy}: 1st.

found her to be the Ship *Sir W^m: Askin*¹ Montgomery Master from Greenock loaded w^h: dry goods taken by y^c. *sturdy Beggar* american Rebel Privateer² at 5 (AM) took her in tow and made sail at 11 spoke HMS *Flora* hove too out Cutter y^c. Cap^{tn}: went on board her at noon y^c. Cap^{tn}: returned in Cutter and made sail Prize in Company—

Mount Desart N^o: 37 Leagues

First part mod^t and hazey middle light airs & cloudy latter part light breezes & hazey

at ½ p^t 1 (PM) spoke HMS. *Milford* with a Convoy at 6 the Prize in Tow *Millford* and Convoy in sight at 11 wore ship

D, UklPR, Adm. 51/36.

1. Ship *Sir William Erskine*, John Montgomery, master, owners unknown, from Glasgow to New York, with bale goods, a recapture, taken off Mount Desert I., sent into Halifax. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, 489.

2. Either Massachusetts privateer schooner *Sturdy Beggar*, Edward Rolland, commander, or Massachusetts privateer brigantine *Sturdy Beggar*, Heman Doane, commander.

ELIJAH FREEMAN PAYNE TO THE MASSACHUSETTS GENERAL COURT

State of To the Hon^l. The Council, & Hon^l. House of Representatives
Massachusetts Bay. of said State, in Gen^l. Court Assembled at Boston Oct^r 1777—

The Petition of Elijah Freeman Payne Humbly Shews—that Your Petitioner was Commander of A Privateer Schooner called the *Eagle*, and on a late Cruise Captured Several Vessels, on board of which were a Number of hands, Some of which were brought into Port—the rest, (I being Obligated, for the safte of the Privateer to put them on board one of the Prizes then captured) Rose against the hands on board Said Ship—& carried her to Scotland—¹ all of whose names were on the Portledg Bills—as Your Hon^{rs}. will see by the coppies produc'd—And that after the Condemnations of the Prises brought in—their Portledg Bills being produc'd to the Hon^l. Superior Court for an Allowance of the Mens Wages, Agreeable to the Law of the State—It was Objected, on the Part of the Owners & Captors (for whom Your Petitioner now Appears) That as some of the hands, being Mariners on board said Prises—did not

Arrive into Port for the Reasons above; But were now with the Enemy of the United States of America—No Wages ought to be Allow'd them—& that no one was impow-
ered to Receve it for them—But the Court by Adverting to the Law Were of Opinion
that they were bound by the letter of the Statutes to Allow Wages to all the Seamen
taken on board the Prizes—And therefore Order'd the Wages due, According to the
Portledg Bills—to the Mariners that were not arrived; but with the Enemy— Amount-
ing to the Sum of £330 6^s 8^d LM—as well as to Such as were Arrived—To Remain in
the hands of the Sheriff, or Agent—And as there was not the least Probability of the
Absent Mariners ever applying for their wages, Their Hon^{rs}. Recommended to Your
Petitioner to Apply to this Hon^l Court for Relief in the Premises—

Your Petitioner Humbly Apprehends that the Legislature in Framing the af-
foresaid Law, meant only to Allow wages to such Seamen as Shou'd be brought into
Port—He Therefore Prays Your Hon^{rs}. to take this Matter into Your Consideration,
& either by a Gen^l. Explanatory Act, give the foregoing Construction to the s^d. Clause
of the affores^d. Law touching the Mariners Wages, taken on board Prizes, or Make a
peticular Order, that the affore said Sum be Paid to your Petitioner—for the Use of
the Owners, & Captors affores^d. which must otherwise remain Useless in the hands
of the Agent, or work to his Use—And in Duty Bound Your Petitioner Prays &c

Elijah F. Payne

DS, M-Ar, Mass. Archives Collection, vol. 183 (Petitions to the General Court), 189.

1. Ship *Speirs*. See NDAR 7: 688–89, 775.

DIVISION OF PRIZE MONEY FOR MASSACHUSETTS PRIVATEER SLOOP *SATISFACTION*

[*Boston October 1777*]¹

Sloop *Satisfaction* 2^d Cruize Shares

John Wheelwright	Captain	8
James Brown	1 Lieu ^t	5
W ^m Collins Meservee	2 ^d ditto	4
Jacob Pope	Master	4
Joseph Martin	Doctor	4
Eben ^r Nicholson	Prise M ^r	4
Robert Oram	Mast ^{rs} Mate	2
Abraham Howard	Masters Mate	2
Robert Neill	Gunner	2¼
John Floater	Boatswain	2
Thomas Tripe	Carpenter	2
George Pilsbury	Steward	2
James Emmery	Boatsw ^s : Mate	1½
Joseph March	[ditto]	1½
Robert Chandler	Gunnr ^s . Mate	1¼
Will ^m . Low	M ^r at Arms	1
Abijah Hill	Armourer	1¼
William Milligan	Qu ^r Master	1¼
Joseph Adams	ditto	1¼

Sloop *Satisfaction* 2^d Cruize—*Continued*

		Shares
John Mackay	Drumm ^r	1¼
Peter Hanson	Cook	1½
John Nellson	Fifer	1¼
John Soward	Cooks Mate	1
James Dennis		1½
Joshua Hanson		1
Thomas Bragg		1½
John Furber		1¼
Jeremiah Cooper		1
John Schyler		1
William Anderson		1
Primus Nellson		1
William Cooper		1
George How		1
Thomas Tabor		¾
William Weltch		1
Charles Satisfaction		1
Stephen Lang		1
Giles Bartlet		¾
John Ellis		1
William Davis		1
	Shares	<u>73½</u>
John Green		1
Bartho ^w . Mercy		1
John Tuttle		1
John Cooke		1
Thomas Langley		1
Edward Lowd		1
Elisha Gullerson		1¼
Henry Furnell		1
Joseph Spencer		1
Jacob Hale		1
Gideon Jenkins		1
Nathaniel Fish		1⅛
Zina Bryant		1
Luther Chittenden		1
Noah Litchfield		1
Barnabas Simmons		1
Joshua Merritt		½
Samuel Simmons		1
Samuel Litchfield		1
Sam. Bryant Jun ^r		1
Benj ^a . Woodworth		1
Joshua Sprigs		⅞
Luther Damon		1

Sloop *Satisfaction* 2^d Cruize—*Continued*

	Shares
George Akerman	$\frac{3}{4}$
Tho ^s . Brimbleton	$\frac{3}{4}$
Gardner Carr	$\frac{1}{4}$
	<u>25½</u>
Brought up	<u>73½</u>
Total number	<u>99</u>
Stopt from D ^r Martin	1½
—from Eb: Nicholson	1
	<u>2½</u>
	95

NB. Stopt 2½ Shares from Martin & Nicholson out of the above which was afterwards Credited the Rest of the Crew as on other Side—

2½ shares @ £504 £1260

1 share of which is £12.14/—

D, NjP, Andre de Coppet Collection, Papers of John Cushing and Samuel White, of Boston (1775–1787), Papers relating to the privateer sloop *Satisfaction*. On the reverse is a list of the number of shares and amounts paid to each crew member, for a total of 95 shares amounting to £1206 .. 10 .. —.

1. Date is based on the cover of Wheelwright's account book, entitled "*Sloop Satisfaction's* Second Cruise. saild—June 1777. Return'd Octo^r 1777." A majority of the receipts for prize money are dated 14 Oct.

CAPTAIN HECTOR McNEILL TO JOHN BRADFORD

Capt: Bradford
Sir

I have frequently apply'd at your Office for two peices broad white Bunting, and a peice of narrow also, this is to renew that demand as at present the Ship has no Colours to hoist, it will be necessary for you to provide pitch, Tarr & Turpentine with Sulphur &c & two Barrells of Tallow for the Ships use, we have not Tarr enough to Tarr the Yards which is much wanting. Yours

Hector McNeill

Ship *Boston* Octo^r. 1st. 1777—

LB, MHi, Hector McNeill Letter Book.

JOHN ROWE TO ROBERT MORRIS

Robert Morris Esq^r
D^r Sir

Boston September 29 1777

Your favour of the 4th Came to hand Yesterday I am glad you approve of my Not prosecuting M^r Braxtons schooner I Could wish to Gett some shipping from hence but theres No schooners in this port fitt for your purpose I will Try Salem and Marblehead and if I find any will do I shall Acquaint you in Course—

Many prizes have been sent in here of Late Valuable and Cap^t Cunningham has sent in a snow which he presumes he Thinks Condemnable. she proves to be a portagues Snow bound from the Brazills to Fyall [*Fayal*]¹ I Cannot find out his pretence for sending her in from the prize master M^r Wardell² his papers are all portagues. I Never

was so much at a Loss how to Act I think it will be a perplexing affair. some of my friends think I will be best to apply and Lay the matter before The Court for their Consideration and Even to beg their Care of her untill the Determination of the Judge of Admiralty reaches the Congress. Opinion may be of service on this affair. you will Judge how far the portugues are Liablie by being Allies to Great Britain. we dont hear of she seazing of any American property Eather in their ports or at sea—

Cap^t Cunningham Took a Newfoundland Brigⁿ after the Taking this snow and the prize master says he Gave her to the portugues Captain and some of the Crew to Carry them To Fyall. The prize master says it was a Bargain Between them. I Construe it in a Different Light upon the whole I wish he had not sent her in I am afraid of the Consequence I have Given you as much of the Circumstances as I at present am able thar is six portugues sailors and one Woman passenger onboard her. she if Condemned will be Valuable having onboard her, sugar, Tand Leather &c No Invoice of her Cargo appears

Added Octo 1st The Prize Master has deliverd Me his orders Reced from Cap^t Cunningham copy of which I Inclose you In the beginning he Says he has Special Orders to capture Portuguese Vessells as well as British property how this is I Cannt Say he had his orders from M^r Braxton. The papers are all in the Portuguese Language at Present I Cannt find any Person that can translate them into English—

If I Get any further Light about this Vessell, You shall certainly be acquainted either by Express or otherways In the Mean time I Shall Lay A Petition before the Government of this State and Beg the Vessell & Cargo may Remain under Proper Care untill I Get An Answer to this I beg You Advise by the Bearer as I Send on Purpose Express—

I have not time to get All the Papers Copied as they now are and if no Person is to be found in Boston very Soon I Shall either go my self or Send to M^r Lopez who Lives Sixty miles from hence to get them translated—

I Inclose A Letter for M^r Braxton which please to forward to him I am Sir [&c.]

John Rowe

[Enclosure]

At Sea on Board the Armed Schooner *Phanix*, Latt 38 . . 54 North Long. 41 . . 00 . . West
August 28th 1777

To M^r John Wardwell

Sir

As I have special Orders to Capture Portugueze Vessells as well as Brittish Property: and having taken into Possession the Snow *S^t Joseph* alias *Atonio*,³ Jungro Seco Master bound from Brazill to Portugal, my Orders are that you take imediate Charge of her and proceed with the utmost Expedition to Ocrococock, North Carolinia, and not to speak wth any Vessell if it be Possible to avoid it—when there arriv'd, to send Immediate advice thereof to Carter Braxton Esq^r at Williamsburgh, Virginia, and follow his farther Directions with Respect to the disposal of the Prize—wishing your safe arrival at the desired Port I am [&c.]

Joseph Cunningham

P.S. If it so happen that you can not get to the abovementioned Port, Your are to Endeavour to go to Boston or any other Convenient American Port, to the Northward and on your arrival give Notice to John Rowe Esq^r & Joseph Webb Esq^r of Boston and desire them to send the same to Carter Braxton Esq^r as soon as Possible—

L, DNA, PCC, item 44, pp. 23–26, 57–58 (M247, roll 58). Docketed: “Boston 29 Sept^r & 1st Oct^r 1777/John Rowe Esq^r/Respecting Portugeuze/Snow taken by/Cap^t. Cunningham of/the *Phœnix*/N 1.” The enclosure is docketed: “Joseph Cunningham’s/letter to Jos. Wardell/prize master Aug 28. 1778.”

1. *Nostra Senhora de Carmo e Santo Antonio*, João Garcia Duarte, master.
2. John Wardwell or Wardell.
3. *Nostra Senhora de Carmo e Santo Antonio*.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Wednesday Oct^r 1st. 1777.

In the House of Representatives. Upon the Petition of Samuel Elliot Jun^r Agent for the State of Connecticut. Praying, that the Prisoners taken on board the Ship *Weymouth* and the Brigg *Honor*, by the Ship *Oliver Cromwell* belonging to the said State,¹ who are now confined in the Guardship in this Harbour, may be delivered him agreeably to the Vote of the Honb^{le}. Council of the State aforesaid, that they may be sent under proper guard to Connecticut.

Resolved, That Robert Pierpoint Esq^r. Commissary of Prisoners, be and he hereby is Directed to deliver the Prisoners brought in, on board the Ship *Weymouth* and Brigg *Honor* to Samuel Elliot Jun^r Agent for the State of Connecticut; he paying the customary allowance for their Subsistence while under the care of the said Commissary.

In Council Read and Concurred.

Consented to by Fifteen of the Council

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 80.

1. Connecticut Navy ship *Oliver Cromwell*.

GOVERNOR JONATHAN TRUMBULL TO THOMAS SHAW

Sir—

Lebanon 1st Oct^r. 1777

I rec^d. your's to Cap^t Stillman¹ this afternoon—In Answer—Approve your Conduct in not sending The Flagg 'till our Troops are marched—I expecting hourly the Cap^t of a Fifty Gun Ship, and 7 or 8 passengers, taken by Cap^t Harding—with the Cap^t Flinn² & Crew of the Pacquet from Jaimaica—The Whole Number will be upwards of Thirty—which shall send on to New Haven to be Carried from thence to New York—The Cap^t of The 50 Gun Ship—Cap^t Judd³—will be to exchange for Cap^t Manly⁴ One of the passengers a Planter on Jaimaica for One M^r Langdon⁵ of Portsmouth a Prisoner there—The rest for Prisoners belonging to this state—Shall be glad to have you Provide a Vessel at New Haven for the purpose as soon as you have Notice from me of their arrival here—Shall send you further directions soon as they come, most likely this week when Orders are sent Col^o Ely⁶—Those at New London may be sent to New Haven after you hear from me. I am [&c.]

Jonth: Trumbull

L, Ct, Jonathan Trumbull Papers, vol. 7, 72b. Addressed at foot: “M^r Tho^s Shaw—.” Docketed: “30 Sept^r 1777—/M^r Tho^s Shaw/de Cap^t Stillman/with Prisoners/for Flagg/1st. Oct^r. The Answer.”

1. Probably Capt. Allen Stillman.
2. Capt. Paul Flynn, commander of the packet *Weymouth*.
3. Capt. William Judd, formerly commanding H.M.S. *Antelope*.
4. Capt. John Manley, Continental Navy.
5. Woodbury Langdon, brother of John Langdon.
6. Col. John Ely, Connecticut Militia.

COMMODORE WILLIAM HOTHAM TO VICE ADMIRAL VISCOUNT HOWE

(Copy)

My Lord

[New York] 1st. Oct^{br}. 1777

I had the Honour to acquaint You in a Letter by the *Thames*, who sailed from Staten Isl^d the 29th with the Victuallers for the Delaware, that Sir H. Clinton had the day before received a Letter from Gen^l Burgoyne the Cypher part of which He transmitted to Sir W^m Howe by the *Thames* also. It contained no more than to say, that if any Move, or Appearance of One could be made from hence which might draw off part of the Force opposed to him, It would be of use. This is all his Letter says, and mine informed you that Sir H. Clinton in consequence meant to attempt Fort Montgomery if possible—

He has since thought it adviseable to forward the Messenger on to your Lord^p and Sir Will^m, as Gen^l Burgoyne appears to have held some confidential Discourse with him relative to his Situation, which He did not perhaps care to commit to Paper.

The Substance of that Conversation (as the Messenger has imparted it to Sir H. and myself seperately) you will see by the L^t Gen^{ls}. Lett^r to Sir W. Howe herewith sent open for your Lord^{ps} perusal. We both thought it right You should know the Story he has told us, that in case he should vary in his Relation of it to Your Lordship You may judge the better how far to trust him.

If what he says be true Gen^l B. certainly confides much in his Integrity, yet none of the Letters mention his growing short of Provisions—I have the Hon^r to be &c

W: H:

Dear Sir

The above is a Copy of what I have written to Lord Howe on the Receipt of Y^r Lett^r which I hope will meet Your Approbation. The Transports went down to Staten Island the last Ebb, and the *Zebra* will do so the next—Most faithfully and ever Yours

W: Hotham

Preston Wednes: night.

Copy, MiU-C, Henry Clinton Papers. Addressed at the foot of the first page: "Viscount Howe." Docketed: "Copy/Commodore Hotham's/Letter to Lord Howe/1st. Oct^r—." The note is to Sir Henry Clinton.

JOURNAL OF H.M.S. *SOLEBAY*, CAPTAIN THOMAS SYMONDS

October 1777

Wed^y. 1stD^o: [At Single Anchor in Delaware River]

Am Weighd & took in our B^t B^r again, Emp^d landing the Troops, on the Jersey side¹

At Single Anchor 2 miles below Chester—Light Airs & f^t Emp^d land^s Troops on the Jerseys, at 4 in dropping down to join the Squadron, got aground, started several Tons of Water, & carried out the stream Anchor, & Cable & Hawsers, at 10 hove off & let go B^t B^r in 4 f^m.

D, UKLPR, Adm. 51/909.

1. These troops, composed of men from the 10th and 42d Regiments, embarked at Chester, Pa., on board *Solebay*, *Roebuck*, *Pearl*, *Liverpool*, and *Camilla* on 30 Sept. They were ferried ashore the following day at Paul's Point at the mouth of Raccoon Creek. NDAR 9: 983.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

October 1777 At Anchor off Chester
 Wednesday 1st AM at 9 made the Signal for the Troops to embark in boats and
 afterwords the boats were employd landing Troops in the Jerseys
 D^o.
 Light Airs at 6 Calm at 8 Light airs and Hazy ½ past weigh'd
 and dropt up, at 10 Anchord at Chester in 5 Fathom ¼ mile of
 the Town at 11 Swept the small Bow[er] Anchor and got it up

D, UKLPR, Adm. 52/1964.

VIRGINIA NAVY BOARD TO CAPTAIN GEORGE ELLIOTT AND CAPTAIN WILLIAM SAUNDERS

To Captain George Elliott and Cap^t. Saunders.—¹

As sundry Families are preparing to remove from their exposed situations on the Eastern shore; you are hereby required to convoy all such to the mouth of York River or other place on the western shore that may be done with safety.—signed,

Navy Board

Octo^r 1st 1777 }

Thom Whiting first com^r

LB, Vi, Navy Board Letter Book.

1. Virginia Navy galleys *Safeguard* and *Manley*.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir. *Eagle* [Off Cape Charles, Va.] October 1st. 1777—

Though the safe Conduct of these Transports to the Delawar is of great consequence I think my early Presence there so necessary that I have determined upon making all the Dispatch possible for the River in the *Eagle*, with the *Vigilant* meaning to leave the Convoy in your Care—¹

You will therefore Please to proceed with the transports, the Masters of which have directions to follow your Orders—& join me in the Delawar—

Captain Hammond was some time since directed to have Pilot Vessels laid on the Shoals of the Brown & Brandywine to guide the fleet up within those Shoals upon its Arrival at the Entrance of the Delawar, For a safe Anchorage untill the Weather & other Circumstances admit of moving the transports to Bomba hook the first General rendezvous—Your Conduct must be regulated on the same plan & I am to request your Particular Care of the Convoy as a matter of great moment to the publick Service I am [&c.]

Howe

LB, NH, William Cornwallis Papers, Letter Book, 55. Addressed at foot of page: "Honble Cap^t. Cornwallis."

1. Howe left the Chesapeake Bay for the Delaware River with two divisions of transports on 23 Sept. Cornwallis was in charge of the smaller of these two divisions and Capt. Walter Griffith of H.M.S. *Nonsuch* the larger.

EDWARD INGRAHAM TO GOVERNOR RICHARD CASWELL

Sir,

Wilmington 1st October. 1777

By order of Capt Forster¹ I have for some time past kept a Rendezvous in order to enlist men for the *Washington*.² She is now full manned, and are anxious to know how said Rendezvous is to be paid off. I have applied to the agent, who tells me he is also at a loss. I would therefore entreat your directions, as I am now under sailing orders, & at a loss how to proceed, and should be glad to have a list of the Officers pay. I am [&c.]

Edw^d Ingraham

LB, Nc-Ar, Governors Letter Books, 1775–1779. Addressed: "His Excellency Gov. Caswell."

1. John Forster.

2. North Carolina Navy brigantine *General Washington*.

October 2

BRIGADIER GENERAL HENRY WATSON POWELL TO GOVERNOR SIR GUY CARLETON

Copy of a letter from Brigadier Gen^l. Powel dated Mount Independence October the 2^d. 1777.

Sir

I have this Instant received an Express from Lieutenant General Burgoyne, desiring me to keep all the Force I have & I make no doubt of being strong enough to maintain every thing till winter, without troubling Your Excellency for a Reinforcement. The Lieut^t Gen^l desires I will apply to Canada for anything the Garrison may have Occasion, as I have already made the requisition agreeable to the Engineers return, I have not the least doubt of seeing those things here soon, but he is very particular in regard to Provisions, & desires I will forward some to Diamond Island. Major General Phillips¹ has desired I will collect all the Batteaux together I can here, to be ready, if they should be wanted on Lake George, which will prevent me from sending any more to S^t Johns.

The Situation of the Army is the same, as when the other express left it, of which Brig^r McLean² would inform You. I have the honour to be [&c.]

(Signed) H Watson Powell. B:G

Copy, UklPR, C.O. 42/37, 221. Addressed at foot: "His Excellency/Sir Guy Carleton." Enclosure no. 3 in Sir Guy Carleton's letter No. 43 to Lord George Germain, 24 Oct. 1777, *ibid.*, 215.

1. Maj. Gen. William Phillips.

2. Brig. Gen. Allan Maclean.

THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, OCTOBER 6, 1777

Boston, Oct. 2.

The Cargo of the Prize Ship from Liverpool,¹ of 300 Tons Burthen, mounting 12 double fortified six-pounders, four Swivels, nine Blunderbuss's, and twelve Small Arms, navigated with 30 Men, and lately commanded by Richard Tate, taken by the *Satisfaction*, Capt. Wheelwright,² after 2 Hours and Half Engagemen[t], and which is arrived at a safe Port, is as follows, viz. 275 Hogsheads of Sugar, 17 Puncheons Rum,

243 Bales of Cotton, 2 Boxes of Indigo, 30 Tons Fustick, 7 Pipes Madeira Wine, 100 Turtle Shell, 10 Tons of Cam Wood, and 100 Elephants Teeth.

1. Ship *Hero*, sent into Bedford in Dartmouth.

2. Massachusetts privateer sloop *Satisfaction*, John Wheelwright, commander, mounting 14 guns with a crew of 50. She was commissioned on 10 May 1777 and was owned by John Cushing and Samuel White of Boston. M-Ar, Revolutionary Rolls, vol. 7, 133.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. In Behalf of John Cluston, Commander of the armed Brigantine *Freedom*, in the Service of this State, and all concerned therein, against the Brigantine *Peter and John*,¹ of about 140 Tons burthen, Charles McCall late Master:—In Behalf of John Fisk, Commander of the armed Brigantine *Massachusetts*, in the Service of this State, and all concerned therein, against the Ship *Johnson*,² of about 300 Tons burthen, Richard Jones late Master:—In Behalf of Gardner and Greely,³ Commanders of the private armed Schooners *Active* and *Speedwell*, and all concerned in said Schooners, against the above Ship and Cargo:—In Behalf of John Conolly, Commander of the private armed Sloop *Trenton*, and all concerned therein, against the Brigantine *Mary*, of about 60 Tons burthen, Maurice Killikelly late Master; and against the Brigantine *Elizabeth*, of about 80 Tons burthen, Thomas Cawley late Master:—In Behalf of Thomas Clough, Commander of the private armed Schooner *Washington*, and all concerned therein, against divers Wares and Merchandize, taken on the High Seas, out of a certain Schooner, called the *Betsey*, commanded by Tryon Listers:—In Behalf of Andrew Giddings, Commander of the private armed Brigantine *Civil Usage*, and all concerned therein, against the Brigantine *Rebecca and Mary*, of about 100 Tons burthen, Joseph Holt late Master:—In Behalf of John Leach, Commander of the private armed Schooner *Dolphin*, and all concerned therein, against the Brigantine *Diana*, of about 100 Tons burthen, William Bound late Master:—In Behalf of James Babson, Commander of the private armed Brigantine *General Mersey*,⁴ and all concerned therein, against the Schooner *William*,⁵ of about 40 Tons burthen, James Webber late Master:—In Behalf of John Fletcher, Commander of the private armed Schooner *Success*, and all concerned therein, against the Brigantine *Isabel*, of about 120 Tons burthen, William Arrison late Master:—In Behalf of Benjamin Dean, Commander of the private armed Sloop *Revenge*, and all concerned therein, against the Brigantine *Charlotte*, of about 100 Tons burthen, Job Bradford late Master:—In Behalf of Nicholas Ogilvy, Commander of the private armed Schooner *Warren*, and all concerned therein, against the Brigantine *Argo*,⁶ of about 200 Tons burthen, Thomas Smith late Master:—In Behalf of John Lee, Commander of the private armed Brigantine *Fancy*, and all concerned therein, against the Brigantine *Dillon*,⁷ of about 180 Tons burthen, — Le fabre, late Master:—In Behalf of Jonathan Grimes, Commander of the armed Ship *Tartar*, and all concerned therein, against the Brigantine *Nautilus*,⁸ of about 180 Tons burthen, George Corney, late Master. All which Vessels and Cargoes so libelled, are said to have been taken and brought into the Middle-District aforesaid. And for the Trial of the Justice of these Captures, the Maritime

Court for the said District will be held at Salem, on Tuesday the 7th Day of October, 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

Independent Chronicle (Boston), 2 Oct. 1777. These libels were first advertised on 18 Sept.

1. See NDAR 9: 433.
2. See NDAR 9: 862, 867.
3. Captains Andrew Gardner and Jonathan Greely.
4. Massachusetts privateer brig *General Mercer*.
5. See NDAR 9: 575, 576n, 592, 593n.
6. See NDAR 9: 483.
7. See NDAR 9: 554, 560, 897.
8. See NDAR 9: 550, 564, 565n.

LIEUTENANT GENERAL SIR HENRY CLINTON TO COMMODORE WILLIAM HOTHAM

[*New York*] 2^d. Oct^r—2 o'Clock afternoon 1777

Dear Sir

We are all ready for the first move, but owing to the Blunders of the Hon^{ble}. board nothing is fitted properly, & I cannot have that Necessary Arm, the Portable 3 pounders, till Sunday I am told; I will at all events begin our first Move on friday Night, May I therefore request that all the Boats may be at Spiten Devil Creek in time to proceed as far as Tarry town with friday Night's flood; perhaps You may approve of their being at Spiten Devil this Evening with the last of the flood. faithfully Yours.—

H. C.

P.S. I request that the 7th. 26th. & 52^d. may Embark tomorrow Morning. that they may have publick Orders to fall down to Staten Island, but stopt by a Countermand, without You think it will not detain us much. If You approve the small Gun boat may come to Spiten Devil with Two portable Guns as soon as Convenient, she will then be ready to proceed with the first Embarkation, which will be friday Night. the Second will take place on the Night following, if the Wind is fair & you approve, but if You will Meet me at dinner tomorrow at Shireff's¹ we will settle our plan of Operations, I mean of the Second Move for the first is merely preparatory for the Second—

Copy, MiU-C, Henry Clinton Papers. Addressed: "Commodore Hotham." Docketed: "Copies of Letters to/Commodore Hotham/&/General Pattinson/2^d. October." Pattinson was Maj. Gen. James Pattison, Royal Artillery.

1. Lt. Col. William Sheriff, Deputy Quartermaster General at New York.

LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

Sir

Fort Mifflin 2nd. October 1777—

Col^o. Nichola with the advice of the Officers in Garrison withdrew his Invalids before the Arrival of your Excellency's Letter¹ so that the Command remains with me. The Enemy yesterday landed a number of men (below Billingsport and encamp't last night within nine miles) some say 400 others 600. my Opinion is the first as we had intelligence of that Number having march'd from Willmington for that purpose. There is now about 250 Militia in that Garrison, It was the Opinion of the Officers

Yesterday not to give up that post 'till the last extremity, to remove the heavy Ammunition and if oblig'd to leave the fort (which from the disposition I believe will be the case) to spike up the Cannon and retreat by Water which is safe & easy. Our Reason for not dismantling Billingsport was the great discontent in the State fleet who already are much scar'd & from whom the greatest desertions of Captains, Lieu^{ts} & men has been. So general a discontent and panic runs through that part of the fleet that neither Officer nor men can be confided in. they conceive the River is lost if the enemy gets possession of Billingsport nothing can convince them of the contrary, & I am persuaded as soon as that fort is taken that almost all the fleet will desert, indeed from their disposition I am induc'd to believe they will openly avow themselves and desert Officers with their Crew (which has been the case with two) perhaps with their Gallies. The Officers and Mens Wives have been permitted to remain in the City² who have sent down to the fleet, to whom they have given prodigious Accounts of the enemies force & sweet pretty promises aded to them, have I am of Opinion caus'd this very general desertion disaffection and panic, We permit none to land on this Island, from this description your Excellency will find there is little dependence to be put in the fleet, and with 400 Men the enemy will take the River without endangering One of their Ships, for after they have weighed the Obstructions at Billingsport which will be soon done, they will then fortify Red Bank and drive all Shipping from between us and it. their Guns will rake & of course brake our pickets & lay us Open to being attack'd on every side, unless the fleet (which I scarce expect) will assist us. We have now in Garrison 3 Weeks Provision and this day expect to get more, I believe the fleet is not so well supplied. I have secur'd the Battery from the Rake of their Shot from Red Bank, and am in hopes to save this Garrison (if our Ammunition arrives and I only can get so much assistance from the fleet as will hinder the frigate³ from coming down on our backs) for two weeks. Your Excellency may depend on every thing being done that is in my power or the power of this Garrison. Perhaps it will be in your Excellencys power to spare 3 or 400 Continental Troops who with the Assistance of the Militia might hinder the enemy from takeing Red Bank. from which they will be able to damage the fleet & Annoy us much. This Garrison is in high Spirits I have the Honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Addressed: "His Excell^y Gen. Washington." Endorsed: "Commissary to have provisions in such readiness as either to follow or fall back occasionally—." Docketed: "Fort Mifflin 2^d/Octo^b. 1777/from/Col^o. Smith."

1. See Washington to Col. Lewis Nicola, 29 Sept. 1777, in Washington, *Writings* 9: 283–84.
2. Philadelphia.
3. H.M.S. *Delaware*, formerly the Continental Navy frigate *Delaware*.

JOURNAL OF H.M.S. CAMILLA, CAPTAIN CHARLES PHIPPS

Octo^r 1777

Thursday 2^d

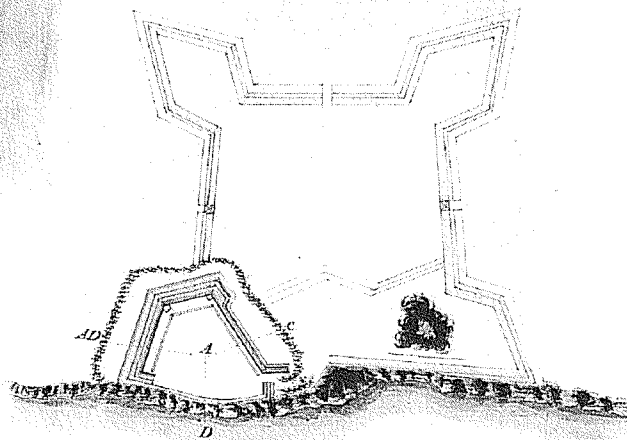
Chester Town NEBN 1 Mile—

at 10 AM our signal on B^d the *Roebuck* to weigh d^o: Weighed, and Came to Sail up the River in Company the *Roebuck* &c^a. Anchord with the Bⁱ B^r, Opiset Chester town in 5 fathom Water veered $\frac{1}{4}$ of a Cable,—

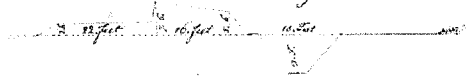
ditto—

I.

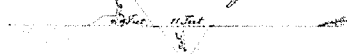
*PLAN and SECTIONS
of the
REDOUBT at BILLINGSFORT
and PLAN of the REBEL FORT marked Yellow*



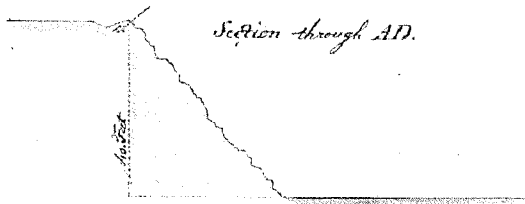
Section through AB.



Section through AC.



Section through AD.



Light Breezes Intermixed with thick Hazy W^r, ½ Past 11 AM Our troops took Possession of Billings Port fort, the Rebel Ships and Gallies fired Several Shot at the fort, our troops Soon Beat them off they all Got under way and Stood up the River

D, UKLPR, Adm. 51/157.

JOURNAL OF H.M. SLOOP *SENEGAL*, COMMANDER ANTHONY J. P. MOLLOY

October 1777

Ditto [Point Comfort NEbN 2 or 3 Leagues]

Thursday 2

At 9 weighed & sighted the Anchor & came to as before—

Ditto

Light Airs & clear, Middle & latter foggy. At 2 P.M. the *Roebuck's* tender weighed & chased a schooner coming out of Elizabeth river. At 6 she returned with her prize.¹ Emp^d setting up the Top m^{ts} top G. M^{ts} rigging, washed with Vinegar below, & cleaned the platform. Rec^d. 6½ Casks of Flour our share of the prize.

D, UKLPR, Adm. 51/885.

1. *Roebuck's* tender burned the prize schooner the next day at 2 P.M. Ibid.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD

Navy Board 2^d Octob^r 1777—

The Commissioners of the Navy, having been this day Inform'd that Captⁿ. Seymour of the States Brigg *Notre Dame* did not proceed to Sea untill the 29th Ult^o Notwithstanding their positive Orders to him of the 14th . . Aug^t & of the 8th . . Ult^o. Do now Resolve that Captⁿ. Seymour merits a very severe reprimand for not obeying the above mentioned Orders, or for not writing to the Commissioners his reasons for not Complying therewith, unless he can shew on his return, good Cause for his Conduct—

Salley, ed., *South Carolina Commissioners*, 99–100.

THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE, THURSDAY, OCTOBER 9, 1777

Navy-Board, October 2d 1777.

Wanted for the Use of the Navy of this State, a Quantity of good BEEF and PORK well salted and in good tight Barrels. Any Person willing to contract, are desired to give their Proposals in Writing, to EDWARD BLAKE, First Commissioner.

N.B. The Commissioners of the Navy will furnish Salt, if agreeable to the Contractor.¹

1. This advertisement was reprinted in *The South-Carolina and American General Gazette* on 11 Dec. . 1777. It was entered into the minutes of the South Carolina Navy Board on 2 Oct. 1777; see Salley, ed., *South Carolina Commissioners*, 100.

*SUPPLEMENT TO THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE,
THURSDAY, OCTOBER 2, 1777*

Capt. Allen will be much obliged to Mr. Robert Johnson, if he will take the Trouble of coming to Charlestown to certify a Receipt of his for 41£ 7s. 6d. Currency for taking up James Maclean a Deserter from the *Comet*. As Capt. Allen will probably be absent from the State when Mr. Johnson comes to Town, he will be pleased to apply to Mr. Daniel Boardeaux, with whom the Receipt is lodged and who will thankfully reimburse Mr. Johnson for his Expenses on the Road, besides an Acknowledgment for his Trouble. The said Maclean denies his ever having deserted from the *Comet*, which occasions Capt. Allen giving Mr. Johnson this Trouble.

THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE, THURSDAY, OCTOBER 2, 1777

Charlestown, October 2.

Yesterday a Sloop arrived here from Cadiz, with a Cargo of Wine, Salt, Dry Goods, &c. She left Cadiz the 14th of August. Mr. Claudius Guillaud, of this Town, is returned in her: He informs us, that the English Consul, Mr. Hardy, had endeavoured to embarrass him in the Sale of the Cargo, but was prevented in Consequence of Orders from Count O'Reilly, Captain-General of Andalusia, allowing the whole consisting of Tobacco, Indigo, &c. to be disposed of free of Impost or Duty.¹

1. For the sloop *Mary*, see NDAR 9: 483, 566, 567n, 602.

October 3

INSTRUCTIONS TO CAPTAIN SAMUEL GRAVES, R.N.

(Copy)

Instructions to Captain Samuel Graves appointed to command All His Majesty's Vessels upon lakes Champlain and George.

Having thought it necessary for His Majestys service to appoint you to command and superintend the armed Vessels upon Lake Champlain and Lake George, you will, without loss of time, proceed to Tyconderoga, in order, to assist Brigadier Powel,¹ or the officer commanding at that post, in reestablishing such a naval force upon Lake George, as shall be judged sufficient for securing that communication from all insults; And you will see that all the large Vessels, at present employed in transporting provisions and stores &c, be forthwith armed, and put in such a state, as to be able to resist sudden attempts of the enemy, in Canoes or boats, which they may possibly have prepared in Onion river, Otter Creek, or some other of the rivers on the east side of the Lake. And I do earnestly recommend that you cause strict vigilance and discipline to be observed throought all the Vessels under your command, and that they be particularly carefull not, at any time, to approach so near the shore as to be liable to surprises from the land unless where there shall be post[s] sufficient for their protection. You are to use every means to make yourself as well acquainted as possible with the navigation of the lake and the bogs and Rivers around it, and to report to me how and in what manner All the armed Vessels should be disposed of

during the winter. And you are to obey such orders as you shall, from time to time receive from Lieutenant General Burgoyne or any other your superior Officer Given under my hand at St Johns this 3^d day of October 1777

(Signed) Guy Carleton

Copy, UKLPR, C.O. 42/37, 223. Enclosure no. 4 in Sir Guy Carleton's letter No. 43 to Lord George Germain, 24 Oct. 1777; UKLPR, C.O. 42/37, 215.

1. Brig. Gen. Henry Watson Powell, commanding Fort Ticonderoga.

"VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD
OF THE EASTERN DEPARTMENT"

[Boston] Octo^r 3^d. 1777

Voted That the two Fireships procured & received from the Gov^r and Council of the State of Rhode Island be fitted out for purpose of destroying the Enemys Ships off Newport harbour and that the Agent pay for the same.—¹

Voted That Cap^t Richard Palmes be Appointed Captain of marines on board the Continental Ship *Warren* John Hopkins Esq^r Commander and that he have leave of absence for three weeks—²

Voted That all able bodied Seamen & others that are willing to Enter on board the Ship *Providence* Abram Whipple Esq^r Commander designed on an Expedition to Rhode Island shall receive wages for each and every day Six shillings and be discharged at the Expiration of the Expedition

Voted That as a further Encouragement all those that shall Enter on board said Ship for three Months shall receive a bounty of Forty dollars upon Enttring and in Case the Ship does not proceed on a Cruise within that time they shall be discharged without any deduction for the bounty received—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. See NDAR 9: 776–77.

2. Capt. McNeill protested this appointment. See Captain Hector McNeill to the Continental Marine Committee, 9 Oct., below.

CAPTAIN HECTOR MCNEILL TO LIEUTENANT JOHN BROWNE

M^r Browne

Sir

You may remember I told you on Tuesday last, That I had heard from Severall hands, That you had often said you did not intend going to Sea in the Ship *Boston*, When I put the matter to you, the answer you made me was not satisfactory, I do therefore insist on a positive Answer in writing whither you intend to Stand by the Ship the next Cruize, Or whether you intend to quit her before she goes to Sea, your answer in writing will instantly determine me what to do—I am [&c.]

Hector McNeill

Ship *Boston* Octo^r 3^d. 1777

LB, MHi, Hector McNeill Letter Book. Addressed at foot: "To L^t Jn^o Browne of the *Boston*."

JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES

[Boston] Friday October 3, 1777

A Petition of Mungo Mackay, and others, Agents for several Privateers, setting forth that said Privateers join'd the Fleet which lately sail'd from the Port of Boston, under the Command of Commodore Manly, and praying the Court to give them Directions for obtaining their Share of the Prizes taken by said Fleet, agreeable to Contract.¹

Read and thereupon Ordered, That Col. White² and Capt. Reed,³ with such as the Honorable Board shall join, be a Committee to consider the same and report. Sent up for Concurrence.

A Journal of the Honorable House of Representatives [10 Sept.–25 Oct. 1777], [Boston, 1777], 97. The brigantine *Littleton*, William Johnston, master, was the only prize taken by this Continental Fleet. See *NDAR* 9: 350–52.

1. See *NDAR* 8: 179–80, 375, 434–36.

2. Col. Ebenezer White of Plymouth.

3. Capt. William Reed of Plymouth.

JOHN ROWE TO THE MASSACHUSETTS GENERAL COURT

State of the Massachusetts Bay—

To The Hon^{ble}. Councill & House of Representatives—of Said State now Sitting in Boston—
The Memorial of John Rowe of said Boston Mercht.

Shews—That your Memorialist is Agent for Carter Braxton Esqr of Virginia & the Honble Robert Morris Esqr one of the members of the Continentall Congress & others who are Owners of the Private arm'd Schooner *Phenix*¹—commanded by Joseph Cunningham

That Said Cunningham has Lately captured & sent in a Snow calld as he thinks the *S^t Joseph* Jungo Seco Master²—mann'd by Portuguese & tis Said bound from the Brazills to Fyall [*Fayal*]³—The papers that are Sent in are all in the Portuguese Language—That upon the most diligent Enquiry your Memorialist cannot find any Person in Boston that can justly Render the Portuguese Language into English—So that no Judgment can be formd whether the Said Snow or her Cargo is the Property of the Subjects of the King of Great Britain or of the King of Portugall

Your Memorialist is apprehensive that Shoud She prove to be the property of some Subject or Subjects of the King of Portugall her being Libell'd here and condemn'd, as it is Probable She would be there being no One here to Claim in Behalf of the Owners,—it might be Attended with bad Consequences to the United States of America & possibly involve them in A Dispute with that Nation—Your Memorialist is therfore at A Loss how to proceed in the Premises—and as it will be Some considerable Space of Time before he can Receive any Advice from his Employers how to act,—He begs the Advisement of this Hon^{ble}. Court. what Shall be done Respecting Said Snow—& her cargo—and that your Honours would advise & direct in the Matter as in Your Great Wisdom shall Seem meet³ And Your Memorialist Shall ever Pray—

John Rowe

Boston Octo 3^d 1777—

DS, M-Ar, Mass. Archives Collection, vol. 183 (Petitions to the General Court), 195–96.

1. Massachusetts privateer schooner *Phenix*, Joseph Cunningham, commander, mounting 12 carriage guns and 8 swivels and cohorns. She was commissioned on 9 July 1777. M-Ar, Mass. Archives Collection, vol. 139, 132; and vol. 183, 89–90 (Petitions to the General Court).

2. *Nostra Senhora de Carmo e Santo Antonio*, João Garcia Duarte, master.

3. On 6 Oct. the Council suspended the trial of the snow until her ship's papers could be translated. Resolve of the Massachusetts Council, 6 Oct., M-Ar, Mass. Archives Collection, vol. 183 (Petitions to the General Court), 197.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War Boston 3^d Octo^r 1777

Orderd The Capt Hopkins deliver Capt Bradford one hundred weight Sheet Lead for Ship *Trumbull* he paying the Board for the same.¹ JB² Not ch^d by Hopkins³. . . . Order'd That the small Arms & Swivels belonging to the Spy Vessel at Marblehead, be sent up as soon as possible, by Col^o Glover—⁴

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 38–40.

1. Continental Navy frigate *Trumbull*.
2. John Bradford, Continental Agent for Massachusetts.
3. Caleb Hopkins.
4. Col. Jonathan Glover.

ISAAC SEARS TO NATHANIEL SHAW, JR.

Sir

Boston Oct^r 3^d. 1777

I have Sent the Shrouds & Stays for the lower mast of the Ship¹ Except the Mizen Shrouds, they will be Sent with the Top mast Shrouds & back stays next week From Your Most Hbb^{le} Ser^{vt}

Isaac Sears

P S M^r Paschal N Smith wants $\frac{1}{16}$ of the Ship at N. London if you Can part with it please to let him know

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, No. 1634. Addressed at foot: "To Nath^l Shaw." Docketed: "Isaac Sears/Letter/Octo 3. 1777."

1. Connecticut privateer ship *General Putnam*, being built by Nathaniel Shaw at Winthrop's Neck, New London.

CONNECTICUT GAZETTE, FRIDAY, OCTOBER 3, 1777

State of CONNECTICUT, ss.

New-London County, Sept. 15, 1777.

Libels are filed before the Hon. Samuel Coit, Esq; in Favour of Robert Niles, Esq; Commander of the armed Schooner *Spy*, fitted out by the Governor and Company of the State of Connecticut, against a Sloop (Name unknown) and her Cargo; also in Favour of William Briggs, Commander of the Schooner *Charming-Sally*, fitted out by Mess. Alexander Ross and Co. against the Sloop *John*, lately under the Command of Remembrance Simons, together with her Cargo. The Court erected for the Trial of Prizes taken and brought into this County, will meet at New-London In said County on Tuesday the 7th Day of October next, at 9 of the Clock in the Forenoon, of which all Persons claiming Property in the abovementioned Prizes are to take Notice, and give their Attendance according to Law.

Per Order of the Judge,

Win. Saltonstall, Reg'r.

JOURNAL OF H.M.S. *CERBERUS*, CAPTAIN JOHN SYMONS

[October] 1777

S^o. End of Block Island WbN 4 Miles

Friday 3

at 6 AM bro^t too at 9 took the Sternmost Schooner in Tow at
12 Convoy in C^o. a Strang Sail in Sight to Windward

Block Island N 2° 0 W 15 Leagues

Fresh Breezes and fair Cast off the Schooner & gave Chace to
the S^t. to windw^d. at 4 PM fired four 9 P^{drs}. at the Chace at [5]
boarded the Chace a Schooner belonging to Providence from S^t.
Eustatia bound to Bedford¹

D, UklPR, Adm. 51/181.

1. Schooner *Dick & John*, Jehu Pain, master, owned by Ste. Whipple & Co., from Providence to Bedford, with coffee, tea, Geneva [liquor] & canvas, taken on 3 Oct. off Block Island, sent to New York. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, 489. She cleared from Providence on 3 June for St. Eustatius with a cargo of codfish, oak staves, hoops and tobacco and was of 20 tons burthen with no guns. R-Ar, Maritime Papers, Outward and Inward Entries (1776-87), 52.

JOURNAL OF H.M.S. *TARTAR*, CAPTAIN CORNTHWAITE OMMANNEY

October 1777

At a Single Anchor in Hudsons River

Fryday 3

AM Loosd Sails to dry, Read the Articles of War &c to the Ship's
Company, Recev'd Preventer Braces

At a Single Anchor in Hudsons River Light Airs and hazey
PM Came up the River 28 Flat bottomd Boats, at 9 PM came to
Sail up the River, with the *Mercury* Brigg¹ and two Galleys² at
12 Anch^d off Tarry Town, sent the Cutter to Sound, got out the
Stream Anch: & Tript the SB and hove the Ship into 6 f^{ms}. came
up the Flatt Boats with Soldiers

D, UklPR, Adm. 51/972.

1. H.M. brig *Diligent*.2. H.M. galleys *Dependence* and *Spitfire*.JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAMOct^r: 1777D^o [Phillips's House East ¾ Mile Dist]Thursday 2¹Variable Weather. at 10 AM weighd in C^o. the Gallys² at Noon

[Friday 3]

Came too off [f] Phillips's Farm in Six f^m. Small B^r. Gallys in C^o.D^o

Moderate and Variable at ½ past 9 P:M: H M Ships *Tartar* & *Mer-*
cury Past Us going Up the River D^o. Weighd and Made sail in C^o.
the Above ships and the Gallys. at Midnight Came too off Tarry
Town in C^o. the Above Vessells.

D, UklPR, Adm. 51/4163.

1. *Diligent's* Journal was one day behind which was corrected on 5 Oct.2. H.M. galleys *Dependence* and *Spitfire*.

JOURNAL OF H.M.S. *APOLLO*, CAPTAIN PHILEMON POWNOLL

October 1777

Moor'd off New York.

Friday 3

at 8 AM several flat Boats going to carry troops up the N^o River, Captain Pownoll to command the Landing;¹ heeld Ship to Starboard, & payd her Bottom with tallow and Chalk, blackd the bends.

Moor'd off New York.

Mod. and fine W^e [PM] righted Ship,

D, UKLPR, Adm. 51/52.

1. On 10 Oct. Captain Pownoll returned to the ship from the North River. Ibid.

JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACEOct^r 1777

Moored off New York.

Friday 3rd.

AM at 4 Manned 4 flatt Bottomed Boats with 44 Men & 5 petty Officers, which went on duty up the North River, Emp^d Stowing the Hold & Wounding the Foremast, Middle & Latter parts Ditto Weather [Moderate & fair]—Ditto Weather [Moderate & fair]. Employed about the Riging & Hold, at 1 PM Cleared Hawse Received 19 Casks of Butter, Arrived here our Prize taken by us the 29 July. last, from the Americans.¹

D, UKLPR, Adm. 51/331, 101.

1. Snow *Mary* of Bideford, England, Joseph Atkins, prize master, which had been taken by the Massachusetts privateer schooner *True Blue*, Richard Stiles, commander, off Terceira, Azores on 28 July. Rivington's *New-York Gazette*, 4 Oct. 1777. She was libelled on 3 Nov. in the Vice Admiralty Court of New-York and was ordered appraised as a recapture on 24 Dec. *Mary's* cargo of flour was condemned as a lawful prize and ordered sold on 23 Jan. 1778. Minutes of the Vice Admiralty Court of New York, UKLPR, H.C.A. 49/93, 98, 166, 212.

DEPUTY QUARTERMASTER GENERAL JONATHAN MIFFLIN TO GEORGE WASHINGTON

[Extract]

Sir

Trenton 3rd Octo^r 1777

... The Naval Comittee at Borden town have taken Charge of the Stores belonging to the Marine Department—

Cap^t Charles Biddle with 3 small armed Vessells lies off Borden Town¹ the Frigates² commanded by Cap^t Barry & Reed are at White Hill 2 Miles lower down the River at which Place I am informed they propose mounting some Cannon—A heavy firing has been heard this Morning supposed to be at Fort Mifflin—I am [&c.]

J Mifflin

DQMG

L, DLC, George Washington Papers, Series 4. Two paragraphs of this letter are not printed here. They relate to the removal of military stores, clothing, and provisions from Trenton, N.J. Addressed: "To/His Excellency/Gen^l Washington/Head Quarters/Express." Docketed: "Col^o Mifflins [Letter]/3^d Oct^r 77."

1. Shortly before the British occupation of Philadelphia, Charles Biddle, brother of Continental Navy Capt. Nicholas Biddle, sailed an armed brig up the Delaware River anchoring off Bordentown, N.J. The brig was built by a Mr. Eyre (probably Benjamin Eyre) for privateering. Biddle stayed on board the brig until 5 Oct. when he set off overland to visit his brother in Charleston, S.C. Biddle, *Autobiography of Charles Biddle*, 101–4.

2. Continental Navy frigates *Effingham* and *Washington*. The former commanded by John Barry, the latter by Thomas Read. For documentation on their removal to White Hill, N.J., see NDAR9: 970, 974, 976.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO CAPTAIN ISAIAH ROBINSON

Sir

Continental Navy Board
Borden Town 3^d. Oct^r 1777

We are glad to hear that the Report of our Fleet's being in want of Provisions is groundless, & that Cap^t Blewer has undertaken to supply you with fresh Meat; His Drafts upon us shall be duly honoured to the best of our Abilities; but we would request him to be as moderate as possible in his Demands, as the unsettled State of the office will put us to many Difficulties in procuring Cash for all Purposes.

We are sorry for the Loss of the *Delaware* & Capt. Alexander's Misfortune,¹ but as you assure us, you are not apprehensive of any bad Consequences, other than the Loss of the Ship, we are the less concerned. We are far from undertaking to give Directions in the Commodore's Department, but confess it would give us great Pleasure to hear that the *Delaware* was retaken, or destroyed—in this we trust to the Commodore's Discretion—

What you say respecting the Fort at Billingsport, carries Conviction with it, & we doubt not but that a proper Representation of the Matter from Comm^r Hazlewood to Gen^l Washington would be effectual in procuring Troops for the Defence of that important Post—Captain Falconer will be with you before this gets to hand, & as he means to go from you to Head Quarters, you cannot have a more sure Opportunity of forwarding your Dispatches to the General; and he will be able to enforce your Requisition with Reasons arising from his own observation—

It gives us much Satisfaction to hear that great Harmony subsists amongst the Officers in your Department—we sincerely wish it may be firm & lasting—as we are sensible much—very much—depends upon it.

We have exerted ourselves to the utmost to supply you with the Necessaries you require. It is not possible for us to procure the whole amount of your Indents, situated as we are, & it is not without great Toil & Attention we have been able to furnish you with the Supplies herewith sent—We hope they will be sufficient for present Purposes—Circumstanced as we are, we cannot avoid recommending to you the greatest Economy particularly of the Slops.—Economy at such a Time is as necessary as Valour—Enclosed you have Invoices of the Goods sent—they are all consigned to your Care, & you must distribute the Articles amongst our Fleet, according to your Discretion & their Necessities—We expect to hear from you by the Return of this messenger, & request you will give an Account of the Number of Hogs heads, Cases &c the Waggoners deliver you—We are as desirous as you can be, of a Correspondence, & therefore direct that whenever you have Occasion to write to us, you will employ an Express, & let us know the Agreement you have made with him for the Service, & we will pay him accordingly

We are at a Loss to know how there can be such a Deficiency of Blankets, without great waste—Be this as it may, we have sent you all the Blankets, Stockings, Shoes mitts & Watch Coats we can find amongst our Stores—as M^r Todd is not here, we cannot tell whether we have any more in Stock or no; or, if we have, where they are deposed.

We request our Compl^t to the Commodore, heartily wishing you all manner of Prosperity & Success we are

Your Friends

To Captain
Isaiah RobinsonF^s. H [Francis Hopkinson]Jⁿ. W—[John Wharton]

(Copy)
Invoice

Case AN N^o. 11
17 Doz & 3 pair Wollen Hose
50 Hatts, 43 Jackets,
30 p^r Mitts.—

Hogshead N^o. 2
200 Check Shirts 31 pair Wollen
Trowsers, 62 Jackets

Bale AN N^o. 29
Blankets, Number unknown
Cap^t. Robinson is requested to take
an Account of them

Chest AN N^o. 4
24 Watch Coats, 100 p^r Woollen
Trowsers.

Case AN. N^o. 9
70 Jackets, 64 p^r Trowsers
Hogshead N^o. 3.
12 Doz. Woollen Caps, 161 p^r
Shoes, 6 Quire Paper, 25 pair
Trowsers.—

Rum
Hogsh^d. A—114 Gallons
D^o.—B—104 D^o.
D^o.—C—124 D^o.
D^o.—D—118 D^o.
Country Rum 460 Gall^s
D^o.—E—106 Gall^s
West India Rum for the officers—

General Invoice

17 Doz. & 3 pair Woollen Hose
50 Hatts
200 Shirts
220 p^r Woollen Trowsers
175 Woollen Jackets
30 p^r Mitts

24 Watch Coats
12 Doz. Woollen Caps
161 p^r Shoes
6 Quire Paper
Blankets N^o. unknown—
460 Gall^s. Country Rum

Waggoner's Bill

Samuel Olden
1 Hgd Rum A—114 Gall^s.
1 Hgd N^o. 2 dry Goods

Jonathan Perkins
1 Hgd Rum B—104 Gall^s.
1 Case AN N^o. 11. dry Goods

John Wood
1 Hgd best Rum E 106 Gall^s.
1 Hgd N^o. 3—Dry Goods
Bale of Blankets

Tho^s. Imlay
1 Hgd Rum C—124 Gall^s.
1 Case AN N^o. 9—dry Goods

Benjamin Bingess
1 Hgd Rum D—118 Gall^s.
1 Chest AN N^o. 4—Dry Goods

L, PHC, Member of Old Congress, 722 (Box 5). Docketed: "Continental Navy board/Bordentown/Oct^r 3 1777."

1. See NDAR 9: 973–77, 984. The Continental Navy frigate *Delaware*, Capt. Charles Alexander, was taken on 27 Sept. 1777 by a Royal Artillery battery after running aground in the Delaware River.

GEORGE WASHINGTON TO PRESIDENT OF CONGRESS

[Extract]

Sir

Camp¹ 20 Miles from Philadelphia October 3^d 1777

... Since my Letter of the 29th,² no favourable change has taken place in our affairs—On the contrary, we have sustained an additional loss in the capture of the *Delaware*. She fell into the Enemy's hands in a day or two after they were in possession of the City,³ and in a manner not yet well understood. Some have supposed the Crew mutinied, while another report is, that she was disabled in her Rudder by a shot and drove on shore.⁴ This misfortune takes off the success of Captain Biddle's cruise.⁵ I will not dwell longer on the subject Congress may rest assured all the means in my power shall be employed to put our affairs in a more agreeable train and to accomplish the end they so earnestly wish. I have the Honor to be [&c.]

G^o: Washington

L, DNA, PCC, item 152, vol. 5, 77–80, (M247, roll 168). Two paragraphs of this letter are not printed here. They refer to news President Hancock had forwarded to Washington on Maj. Gen. Horatio Gates's army and to the collection of supplies for Washington's forces. Docketed: "Letter from gen^l Washington/Camp 20 Miles from Philad^a/Oct^r 3. 1777/(Entered)."

1. Camp at Methacton Hill, Pa.

2. See Washington to President of Congress, 29 Sept. 1777, in Washington, *Writings* 9: 284–85.

3. Philadelphia.

4. For documentation on the capture of this vessel by a Royal Artillery battery, see *NDAR* 9: 972–74, 975, 976, 977, and 984.

5. Capt. Nicholas Biddle, commander of the Continental Navy frigate *Randolph*, made three prizes on a short cruise out of Charleston, S.C., during the first week of Sept. *NDAR* 9: 919–21, 971.

LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

Sir

Fort Mifflin Oct^r 3rd. 1777.—

I sent yesterday an express to your Excellency with an account of the enemies having landed near Billingsport, which place they have now possession of, Our Militia evacuated it after bringing off all the Stores and Spiking up the Cannon. This event as I foresaw struck the fleet with much Panic, last night five Officers and 18 Men Deserted and a great part of the rest only wait for Oppertunity. The Enemy have not as yet taken possession of Red Bank.

This morning the Officers of the Navy met and came to this resolution, to assist in keeping this Fort as long as possible, and when we are oblig'd to leave it either through want of provision or otherwise then to force our way by the City¹ with the fleet and land the Garrison at the first convenient place. Should your Excellency have sent any Continental Troops to hinder them from getting Red Bank, then we may still keep the River, but if they do not arrive in time the enemy will have this pass. All we can do will be to prolong the time which will I suppose be about One Week, for I fear unless (after they get Red Bank) we do not attempt soon to make our Retreat, we shall not have men to work the Ships. I have the Honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Addressed: "On Public Service/His Excellency/Gen^l Washington." Docketed: "Oct^r 3. 1777/from/L^t Col^o. Sam^l Smith."

1. Philadelphia.

WILLIAM BRADFORD TO THOMAS WHARTON, JR.

[Extract]

Sir,

... the Enemy were advancing to the Fort, on which I ordered the People into Boats and sent most of them to Fort Island,¹ spiked up all the Cannon we could not carry off, and set the Barracks & Bake House on Fire, but the Dwelling House somehow escaped—We took off all the Amunition—I stayed myself with Cap^t Robeson of the Continental Brig² on shore for some more certain advice; about 12 o'clock the Enemy come on so close thro' a corn field that they were not more than 30 yards from us, and began to fire on us before our Boat put off the shore, we returned the fire with 6 muskets we had on board, and a Guard Boat we had with us also fired on them, and all got off, one man only being wounded. I am now at Fort Mifflin and in Council of all the Cap^s of the Fleet, this Day they requested that Cap^t Blewer, Cap^t Massey & myself would remain here to act as Navy Board which I shall do. Two of our Galleys are reduced & laid by, the men having deserted. Last night Cap^t Montgomerys 1st & 2^d Lieut^s & 6 Privates deserted,³ and I believe if they could get off, the People on board the whole Fleet would desert, for their spirits are quite sunk. The Enemy ships are now coming up to Billingsport. Your most H^{ble} Serv^t,

Fort Mifflin, Oct^r 3^d, 1777.W^m. Bradford

Pennsylvania Archives, 1st ser., 5: 644–45. Nine sentences of this letter are not printed here. They describe American preparations to defend Billingsport and the British attack on that post on the morning of 2 October. Addressed below dateline: "On public Service./To His Excellency Tho's Wharton, Esq^r, President of the State of Pennsylvania at Lancaster."

1. That is, Mud Island, Pa.

2. Continental Navy brig *Andrew Doria*, Isaiah Robinson commanding.

3. James Kirkpatrick was first lieutenant of the Pennsylvania Navy galley *Effingham*, commanded by Hugh Montgomery, until some time in Oct. 1777. His disappearance from the Pennsylvania Navy's muster rolls at this time suggests that he deserted. Samuel Ford, *Effingham's* second lieutenant, deserted the galley in Oct. but was later retaken. He was executed for desertion in Sept. 1778. *Pennsylvania Archives*, 2d ser., 1: 237, 284–85.

JOURNAL OF H.M.S. PEARL, CAPTAIN JOHN LINZEE

October

[Chester NEbN 2 Miles]

Friday 3

At 9 AM the Sign^l was made on board the *Roebuck* for all Lieutenants. At 10 Weigh'd & Sig^l in company with the *Roebuck*, *Liverpool*, & *Camilla* At 12 Anch^d with the Small Br^r in 5 fmⁿ water near the Chiveaux de frize—Billingsfort East 3 or 4 Miles. A great number of the Rebels Vessels in sight.

Billingsfort. East 3 or 4 Miles.

The first & middle parts Mod^{er} & fine W^r the latter Calm & hazey. PM Sent on shore to Billingsfort two 12 Pounders wth Ammunition & c^a. Came up and Anchor'd here an Arm'd Brigg call'd the *Dunmore* Rec^d on board fresh Beef.

DIXON AND HUNTER'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 3, 1777

Williamsburg, *October 3*.

Captain Baron¹ has lately taken in the bay one of the enemy's tenders,² with eight sailors on board, and five stolen Negroes. The noted Mr. DUNBAR of Gloucester county is among them, who has been a long time in the company with them helping to plunder our coasts.³

Last week the *Emerald* man of war took two Gentlemen as they were crossing the bay from the Eastern Shore to Princess Anne. They have since been indulged with a parole for fourteen days, to try to get exchanged for two officers of the *Solebay* frigate, that were lately taken by a party of the Princess Anne militia.⁴ These Gentlemen inform, that the Captain of the *Emerald*⁵ declared he would detain every person he took, unless they are exchanged upon the above terms.

Last Tuesday, a brigantine, loaded with flour, accidentally got aground in Elizabeth river, and, upon seeing a man of war approaching towards her, our people set her on fire, after getting out the best part of her cargo.

1. Either James or Richard Barron.

2. Armed tender *Dreadnought*. See "At a Court of Admiralty held in the city of Williamsburg the 9th day of October 1777," below.

3. Acting as a pilot.

4. Lt. Edmund Joshua Moriarty, R.N., three petty officers and fifteen men were taken prisoner on 28 Aug. 1777. See *NDAR* 9: 844, where Lt. Moriarty's first name is incorrectly identified as Sylvester.

5. Capt. Benjamin Caldwell, R.N.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 3, 1777

Williamsburg, *October 3*

Last Tuesday, about 4 o'clock in the afternoon, the two Captains Barrons¹ fell in with a tender,² off the old fort below Hampton, carrying some fresh provisions from Captain Squire to Commodore Parker. After about ten minutes engaging, the tender's people called out for quarters, and the same evening were conducted safe into Hampton. She was commanded by a certain Dunbar of Gloucester county, who bears a very indifferent character, and acted as a pilot for the enemy. He, with five sailors, and five negroes, are now lodged in the publick jail.—Captains Barrons sent the fresh provisions, a mutton and half, with their compliments to Commodore Parker.

Commodore Parker in the *Phoenix*, with three frigates³ and a topsail schooner,⁴ now lie in Hampton road; and Captain Squire, in the *Otter* sloop, lies off Cherry-stone's, upon the Eastern Shore.

1. Captains James and Richard Barron.

2. Armed tender *Dreadnought*. See "At a Court of Admiralty held in the city of Williamsburg, the 9th day of October 1777," below.

3. H.M.S. *Emerald* and *Perseus* were two of the frigates. The third was most likely H.M. sloop *Senegal*, misidentified as a frigate.

4. The tender to H.M.S. *Roebuck*.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 3, 1777

WANTED,

A SURGEON for the *Hero* galley, now lying at *Hampton*.

Philip Chamberlain,¹ Capt.

1. Philip Chamberlayne.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 3, 1777

[Williamsburg]

Deserted from the *Manly* galley, two men, viz. JOHN HARFORD, a sailor, who is about thirty years old, five feet eight or nine inches high, has short black hair, a very dark skin, is much addicted to liquor, and very talkative when so; had on when he went away a pair of convas trousers, an old jacket, and a check shirt. WILLIAM WILKINS, a serjeant of marines, and formerly enlisted by captain *John C. Cocke*, he is about twenty five years old, five feet seven or eight inches high, and had on when he went away an old pair of white *Virginia* cloth breeches and cotton shirt. Whoever delivers the said men on board, or secures them so that I get them, shall have TWENTY DOLLARS reward.

William Saunders, Captain.

THE NORTH-CAROLINA GAZETTE, FRIDAY, OCTOBER 3, 1777

Newbern, October 3, 1777.

In our last,¹ we gave an Account of the *Randolph* Frigate having carried a large Ship into Charles-Town, which was first taken by the Privateer *Nancy*, of this Port, Capt. Palmer, and afterwards re-taken by a large Ship from Jamaica, mounting 20 Guns; by Letters from Mr. Stanly's Agent in Charles-Town, the Account is confirmed; the Ship is called the *Severn*, mounting 10 Guns, from Jamaica to Bristol, and is valued at 40,000l. Sterl. Capt. Palmer engaged and took her at the head of the Jamaica Fleet on the 4th of August last. The other Vessel taken by Capt. Palmer is a Snow called the *Invermay*, from Jamaica to Pensacola, with Rum and Slaves, said to be worth 35,000l. Proc. Capt. Palmer conducted her into Savannah; in Georgia, himself, and is preparing for another Cruize.

1. NDAR 9: 971.

JOURNAL OF H.M.S. *SOUTHAMPTON*, CAPTAIN WILLIAM GARNIER

October 1777

Friday 3^d

D^o: Alongside Port Royal Wharf, Jamaica.

at 8 (AM) Hove Keel out Caulk'd and Paid the Starboard side, at D^o: Right Ship, and all well, the Ship hove down very easy & Keel out fore and aft with 10 Puncheons of Water, on the Fore Castle.—

D^o. [at Noon] Mod^t: Breezes wth: much Thund^r: Lightning

& very hard Rain in the Night, Employ'd getting the out Riggers
Pendants & Blocks on Shore &c^a, (PM) came in here a Schooner¹
from Salem Loaded with Fish and Lumber our Prize, taken by
the *Snail* our Tender,

D, UKLPR, Adm. 51/914.

1. Schooner *Tryall*. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 504.

October 4

MASTER'S LOG OF H.M.S. *MILFORD*, CAPTAIN SIR WILLIAM C. BURNABY

Remarks &c on Saturday Oct^r 4th. 1777

[*Cape Sable N 36° W^r 15 Leagues*]¹

[AM] [*at*] 4 D^o. W^r [Mod^c & Cloudy] [*at*] ½ past 6 Saw a Sail in the SE: Q^r made sail
& Gave chase [*at*] 9 fresh Breezes & hazy Comeing up with the chase [*at*] 10 the
Chase Bore away Set Studding sails [*at*] 12 D^o. W^r Comeing up with the chase fast.

[*Halifax Light N 28° E Dis: 16 Leages Fresh Breezes & hazy*]

[PM] [*at*] 1 Comeing up with the Chase fast fired 1. 9 Pdr. at the chase who then
bro^t too Shortend sail Sent the Cutter on board the chase She proved to be the
Dolphin Privateer Schooner from a Cruize belonging to Marble-head Commanded
by Edward Fittyplace² She had been Out 3 Months Got the prisoners on board
at 3 hoisted the Cutter in & made sail the privateer the Brig & Schooners in Comp^y:³
[*at*] 6 heard the report of a Gun from the N.N.E. [*at*] 8 D^o. W^r Shortend sail

D, UKLPR, Adm. 52/1865.

1. Bearings are taken from the Master's Journal. Master's Journal of H.M.S. *Milford*, UKLPR, Adm. 52/1865.

2. Massachusetts privateer schooner *Dolphin*, Edward Fettiplace, commander, on a cruise, taken off the coast of Nova Scotia, sent into Halifax. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 489. She was commissioned on 26 May 1777, Edward Fettiplace, Jr., commander, mounting 10 guns with a crew of 60 seamen, and was owned by Samuel Russell Gerry and others, of Marblehead. M-Ar, Revolutionary Rolls, vol. 5, 190.

3. Prize brig *Topinambou*, prize schooner *Sally*, and a schooner transporting troops of the Royal Highland Emigrants.

JOURNAL OF COLONEL JOHN ALLAN

[*Machias*] Saturday Oct^r 4th. . . . Sent Capt. Crabtree a letter of instruction to observe during his being stationed at the mouth of the harbour, as also, signals to be made in case of danger.¹ Mr Allan gave him insurance for his Schooner.² This day served provisions as usual.

Frederic Kidder, *Military Operations in Eastern Maine and Nova Scotia During the Revolution, Chiefly Compiled from the Journals and Letters of Colonel John Allen, with Notes and a Memoir of Col. John Allen* (Albany: Joel Munsell, 1867), 141.

1. Allan discharged Crabtree of this duty by 12 Oct. Col. John Allan to President of the Massachusetts Council, 12 Oct. 1777. *Documentary History of the State of Maine* (Collections of the Maine Historical Society, 2d Series), edited by James P. Baxter et. al., 24 vols. (Portland: The Society, 1869–1916), 15: 241–44.

2. Massachusetts privateer schooner *Harlequin*, Agreen Crabtree, commander, mounting 10 carriage guns and 16 swivel guns with a crew of 55 seamen, was commissioned on 22 Aug. 1777 and was owned by Agreen Crabtree, of Frenchman's Bay, County of Lincoln, Eastern Maine, and others. M-Ar, Revolutionary Rolls, vol. 6, 9.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL

Hon^d SirWeymouth Packett, Boston Harbor 4th Oct^r 1777—

Agreeable to a vote of the Hon^l Council of Safety for your State—I Petition'd both Houses of Assembly, for Leave to remove the Prisoners taken by Cap^t Harding¹ into Connecticut—and Yesterday obtain'd an order therefor.²—I now send them under the care of M^r Hilliard³ to Lebanon, who will deliver them to your Excellency's Order.—The Officers will sett out at the same time under the care of M^r Read,⁴ who will doubtless arrive some days before you receive this.⁵—I have the honor to be [&c.]

Sam Eliot J

L, CtHi, Jonathan Trumbull Papers. Addressed: "His Excellency Jonathan Trumbull Esq^r/in/Lebanon/fav^d by M^r/Hilliard." Docketed: "Oct^r 4th. 1777/Sam^l Elliott."

1. Capt. Seth Harding, commanding the Connecticut Navy ship *Oliver Cromwell*.
2. See Acts and Resolves of the Massachusetts General Court, 1 Oct., above.
3. Azariah Hilliard, seaman on *Oliver Cromwell*.
4. Curtis Reed, midshipman on *Oliver Cromwell*.
5. The officers included John Jenking, sailing master, Andrew Hunter, surgeon, and William Phillips and Paul Glen, master's mates, who had been sent from Portsmouth, N.H. Samuel Eliot, Jr., to Governor Jonathan Trumbull, 4 Oct., above; Governor Jonathan Trumbull to Thomas Shaw, 13 Oct., below.

AFFIDAVIT OF PAUL FLYN AND JOHN JENKING CONCERNING THE CAPTURE
OF THE BRITISH PACKET SHIP *WEYMOUTH*

Boston Octo^r 4th. 1777

We the Subscribers, Paul Flyn & John Jenking, both of the Kingdom of Great Britain, now resident in Boston, in the County of Suffolk, and State of the Massachusetts Bay, in New England, late mariners on board the Ship *Weymouth* employed as a Packet in the Service of the King of Great Britain from Jamaica to London and captured by the *Oliver Cromwell* Ship of War from the State of Connecticut, Cap^t Seth Harding Commander, testify and declare that being on board said *Weymouth* on the twenty eighth Day of July last, we were hailed by the said *Oliver Cromwell*, who demanded of us, from whence we came, to which we gave Answer, in the usual Form of Ships of War, in the Kings Service, by saying we came from White Hall and when asked again by the said *O. Cromwell*, are you a Kings Ship we answered Yes; and fired at the *Cromwell*, under Kings Colours; and immediately we shortened Sail to prepare for an Attack from the said *O Cromwell*, before she came up with us, And we further testify that after engaging a Brigantine, on the twenty seventh Day of July last and having beaten her off[f] we gave Chace to her, but did not come up with her; And the said Ship *Weymouth* did at all Times weare her Pennant before any Ships of War, belonging to the King of Great Britain aforesaid even in Presence of an Admiral; and never dowsed her Colours or Sails to any Ship or Fort whatever belonging to the said King and during her late Voyage being near the Island of Martineco, the said *Weymouth*, fired a Shot at an English Merchantman and made her drowse her Pennant; And we further testify that the Wages on board the said *Weymouth* were the same that were allowed on board the said Kings Ships.

John Jenking Paul Flyn

State of Massa Bay
Suffolk County

Boston Octo^r. 4th. 1777

The within named Paul Flyn and John Jenking after being duly examined & cautioned to testify the whole Truth and nothing but the Truth, made Oath to the within written Affidavit by them subscribed, taken at the Request of Liutenants Timothy Parker & John Chapman lately belonging to the Ship of War *Oliver Cromwell*, and both appear on Account of Jabez Perkins of Norwich, the State of Connecticut, Agent for the Captors of the said *Weymouth*, lately taken by the *Cromwell* aforesaid, which affidavit is to be used in a Cause to be heard & tried, at a maritime Court for the middle District to be held at Salem in the County of Essex and State aforesaid, on Fryday, the tenth Day of October current, upon a Libel against the said *Weymouth*, her Cargo Appurtenances &c wherein Jabez Perkins is Claimant for the Captors aforesaid; & Samuel Elliott of said Boston Merchant is Claimant in Behalf of the said State of Connecticut—

before Joseph Gardner, one of the Justices of the Peace, for
the said County of Suffolk.

a Copy attest. Isaac Mansfield Cler

Copy, Ct, Connecticut Archives, 1st Series, vol. 9, 203a–b. Docketed: "Depositions concerning/The *Weymouth*/Packet."

DEPOSITION OF JOHN JENKING CONCERNING THE CAPTURE OF THE
BRITISH PACKET SHIP *WEYMOUTH*

Boston Octo^r. 4th. 1777

I John Jenking of Great Britain, now resident in Boston, in the County of Suffolk and State of the Massachusetts Bay, in New England, Mariner, testify and declare, that the Ship *Weymouth*, lately employed in the Service of the King of Great Britain, as a Packet from Jamaica to London, on which I was employed as Master, had Orders if attacked to defend herself, but was not permitted to commence Hostilities against any Vessel whatever but if in defending her self against an Enemy, she should have so much the advantage against her as to be able to make a Capture, of her she could not hold her, that any commissioned Man of War from Great Britain might make a Prize of any Vessel so taken, and I further Testifie that the said Ship *Weymouth*, was taken by the Ship of War *Oliver Cromwell* from the State of Connecticut Cap^t Seth Harding Commander

Jn^o Jenking

I John Jenking the Subscriber of the above written Deposition do testify and declare, that on the twenty seventh Day of July last, the above named *Weymouth*, was brought to & attacked by a Brigantine which She the *Weymouth* beat of and pursued her about four Hours, with Design to get rid of her by the Night coming on, that she might not give us any further Trouble, and if we had Daylight enough to have taken her, we should have thrown her Guns overboard & dismissed her, for the Reason above given viz^t our having no Right to make her a Prize

Jn^o Jenking

State of Massa Bay
Suffolk County

Boston Octo^r. 4th. 1777—

The within named John Jenking after being duly examined, & cautioned, to tell the whole Truth and nothing but the Truth made Oath to the within written Deposition,

by him subscribed, taken at the Request of Samuel Elliott of Boston aforesaid Merchant, Agent for the State of Connecticut, to be used in a Cause to be heard & tried at a maritime Court for the middle District, to be held at Salem in the County of Essex & State aforesaid, on Fryday, the tenth Day of October current, upon a Libel against the Ship *Weymouth*, her Cargo, Appurtenances &c wherein said Samuel Elliot is Claimant in Behalf of said State of Connecticut, & Jabez Perkins of Norwich, in said State of Connecticut, Merchant is Claimant in Behalf of the Captors of the *Weymouth* aforesaid

before Joseph Gardner, one of the Justices of the Peace,

for the said County of Suffolk

a Copy— attest Isaac Mansfield Cler

Copy, Ct, Connecticut Archives, 1st Series, vol. 9, 203c-d. Docketed: "Depositions concerning/The *Weymouth*/Packet."

MASTER'S JOURNAL OF H.M.S. *CHATHAM*, CAPTAIN TOBY CAULFIELD

October 1777 [Rhode Island] Light house SWbW. Brentons point South
Saturday 4th. & Rose Island NNW ½ W.

AM came in Here the *Lady Parker* Schooner¹ with a Prize
Loaded with Flower from Philadelphia bound for Surinam² Fresh
Breezes and Clear. PM received onb^d 5 Butts of Beer.

D, UKLPR, Adm. 52/1656.

1. Tender to H.M.S. *Chatham*.

2. Schooner *Charming Nancy*, Robert Crosby, master, from Philadelphia to Surinam, with flour, taken on 24 Sept. off Martha's Vineyard, sent into Rhode Island as prize of *Chatham*. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 489.

JAMES RICE TO NATHANIEL SHAW, JR.

Dear S^r

New haven Octo^r 4th 1777

I Last Night Returnd from Fairfield Where I have Been to Receive y^e Prize Money Ordered Me By the Court, Which is y^e Continental part Which Falls Short of A Thousand pounds, The Other half they Have Ordered Cap^t Hawley¹ as Agent for y^e Crew, I am Very Much Surprized att y^e Conduct of y^e Most of y^e People that Have had Any thing to do With y^e *Schuyler* I Last Week When Atending y^e Vendue at Norwalk Cauld on One Lockwood from Whom Hawley Had been Drawing provisions to pay his Bill Expecting it to be Small for fresh provisions but found it to be Upwards of Eighty pounds Six bb^s pork a 9 pounds p^r bb^l Supplied in y^e Summer he told me y^t M^r Warson y^e Master told him that Was y^e Vendue price On My Return yesterday from Fairfield I Cauld on M^r Ives to pay his Riging bill Which I Did Not pay It had Risen Since he Aplyd to Me for Payment From 115 pounds To 170 Odd (pas^t By David Hawley Cap^t) his Pretence is that Hawley Promised Him flax in pay for Rigind but he Aplyed to Me in y^e Summer he Asked Me for y^e Money Which I Should Have paid him But he had A Mind to purchas y^e prize flax for Which Reason he Did Not then Take y^e Money, and as y^e flax Was Sold Very Dear he Now pretends to Hold to Hawleys promis and he & Hawley have put their Heads Together to get What they Can out of y^e Continent—

A Cruizer is Much Wanted West Ward y^e Enemeys Tenders begin to be Troublesome beg you to send y^e Sloop² as Soon as posable, Should She Take Any More prizes I beg they May Not be Caried into Fairfield County as I Can have them Condemned for Less than half y^e Expence I beg you Let Me hear from you Concerning y^e Above Matters as Soon posable Am [&c.]

James Rice

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, No. 8589. Addressed: "To/Nathaniel Shaw Jnr Esq^r/New London." Docketed: "James Rices/Letter/Octr 4 1777."

1. Capt. David Hawley.
2. Continental Navy sloop *Schuyler*.

MAJOR GENERAL ISRAEL PUTNAM TO GOVERNOR GEORGE CLINTON

Dear Sir,

This morning we had Information from our Guard Boats, that there were two Ships of War,¹ three Tenders,² and a Large number of Flatt Bottom'd Boats coming up the River, they proceeded up as far as Tarry Town, where they Landed their Men—this Evening they were follow^d. by one Large Man of War,³ five Topsail Vessels,⁴ and a Large Number of Small Craft—I have sent off Parties to Examine their Rout, and Harrass their March if Prudent—General Parsons has gone down to Reconnoiter he has not yet Return'd, but by Information from several different Quarters, we have Reason to believe they intend for this Post—They are now making up, (as we hear) for Croton Bridge—You will please to give such orders to the Malitia, in Consequence thereof as you shall think proper—

I have sent the Barge to you with this, and most sincerely wish, you would come Down as soon as Convenient—I should have wrote you before, but I thought this movement only to drive off some Cattle &c I am [&c.]

Israel Putnam

Peeks Kill Oct^{or}. 4th. [1777]
8 oClock in the Evening—

L, NN, Emmet Collection. Addressed: "His Excellency Gov^r Clinton."

1. H.M. frigates *Tartar* and *Mercury*.
2. H.M. brig *Diligent* and galleys *Dependence* and *Spitfire*.
3. H.M.S. *Preston*.
4. H.M. galley *Crane*, tender *Hotham* and a number of transports.

COLONEL HENRY LUDINTON TO MAJOR GENERAL ISRAEL PUTNAM

[Extract]

Honoured sir

in haste I am to acquaint you that the [enemy] Came up Last night with 2 fregets and five or six Ship[s] ¹ also and tenders and about 40 flat Botomed Boats and Landed about 3 thousand men under the Command of governer tryon They amediately took the hights above tarry town and from thence kept the Hights until they thought they had goot above our party But Luckily we had goot above them and peraed at m^r youngses where we thought Best to move towards them where we in open vew of them and found them to be vastly superiour to us in numbers and moved of[f] to

Rights mills Having no asistance more than our Littel partey Belonging to our Regiment I found on our Retreat Before we goot Back to younges they had Sent forward a flag But found that was in vew of trappaning us as they had flanking parties who we discovered in order to Soround us But after Chasing the Regiment I Rode Back and met the flag within a quater of a mile of their main Body The purport of his arrend was that governer Tryon Had Sent him to acquaint me that if we would give up our arms and Submit they would Show us mersy or otherways they were determined to take us and Strip the Contre Sent in answer that as Long as we had a man alive I was determined to apose them and they might Come on as so[o]n as they pleased we have not Lost a man and the Last move of the Enemy was from youngses towards the plains². . . .

Henry Ludinton³

3 oclock october 4th 1777

at Rites mills

PS I Believe the inhabitants are intirely Stript where they goe.

L, MiD, Israel Putnam Correspondence, 1777–1792. Addressed: “upon the publick Service/To/The Honorable Major/general Isarael Putnam/at Peekskill/P^r one of the Light horse.”

1. H.M. frigates *Tartar* and *Mercury*, brig *Diligent* and galleys *Dependence* and *Spitfire* with a number of transports.

2. White Plains.

3. Col., New York Militia.

BRIGADIER GENERAL JAMES CLINTON TO GOVERNOR GEORGE CLINTON

Dear Brother.

Fort Montgomery 4th October 1777.

By Capt. Lieut. Gano¹ of the Artillery who has just come from Peeks Kill[,] he informs me that the Enemy are Landed at Terry Town, that they have several Transports, & some men of Warr, with a [Number] of flat Bottom'd Boats, & that the inhabitants at Peeks Kill are all moving away, and are in the Utmost Confusion[—]I have had no Account from Genl. Putnam. I am informed he is gone Down towards Kings Ferry to reconiter &c. Our Gallies² & Privateer Sloop³ has not yet come up—neither has there been any Alarm Guns Fired, tho' there has been about 8 or 10 Cannon heard below—there is very few of the Militia yet come Down. I Can't tell you the number as I have had no Returns from them as Yet—there has no Field Officers come down with any of the Regim'ts Except Major DuBois⁴ of [Col^o. Hasbroucks Reg^t.]⁵ which are at Fort Constitution. I have waited some time thinking I might have an Express from Genl. Putnam with a more Certain Account—but as I have Receiv'd none; I think it my duty to give you the Earliest notice Possible. Upon the Enemies Approach, You may Expect to hear the Alarm Guns fired here. I am [&c.]

James Clinton.

Public Papers of George Clinton 2: 360–361, no. 805. Addressed in original manuscript: “To his Excellency Geo. Clinton Esq^r/Gov^r of the State of New-York.” The words in brackets are from the charred original, N-Ar, George Clinton Papers, box 8, doc. 805.

1. Capt. Lt. Daniel Gano, 2nd Continental Artillery.

2. Continental Army galleys *Lady Washington* and *Shark*.

3. New York privateer sloop *Camden* (10 guns).

4. Maj. Zachariah Du Bois, New York Militia.

5. Col. Abraham Hasbrouck, New York Militia.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777 Tarry Town East $\frac{1}{4}$ of a Mile the Upper Mills NNE 3 Cables
 Saturday 4 Lengths
 at 1 AM Arrived here 42 flat Boats with Troops on Board them
 at 5 AM the *Tartar* Made the Signal for the Troops to Land fired
 4 twenty four Pd^{ts}. Round Shot to Cover the Troops Land^g. d^o.
 Landed with Only the Loss of One Man
 Tarry Town East $\frac{1}{4}$ of a Mile the upper Mills NNE 3 Cables
 Lengths
 Fresh Breezes and hazy Weath^r at 5 P.M. Anch^d. here H. M^s. Ship
Preston and a Fleet of Transports at 9 PM Weigh'd and came to
 sail in Comp^y. H. Majes^{ts}. Ships *Tartar*, *Mercury*, *Diligent* Brig and
 the *Spitfire* and *Crane* Gallies, at 11 P.M. Anch^d. $\frac{3}{4}$ Signal with the
 Best Bower in 6 F^m. Tallards Point ¹ EbS 1 Mile

D, UklPR, Adm. 51/4159.

1: Tellers Point on Croton Point.

JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777 At an Anchor off Spiken-devel Creek
 Friday 3 [AM] received on board Wood and Water.
 At an Anchor off Spiken-devel Creek
 d^o. Weather [Little Wind and Cloudy] at 8 P.M. got under Sail in
 Company with the *Tartar* and Galley's ¹
 Saturday 4 at 2 A.M. Anchor'd off Tarry-Town at 6 the Flat Boats came up and
 landed the Troops at 9 Sent the Boats on Shore with 20 Marines.
 At an Anchor off Tarry Town up Hudson River
 Moderate and Cloudy at 1 P.M. Came up and Anchor'd here the
Preston Commodore Hotham with 11 Sail of Transports and a
 number of small Craft at 9 Came to Sail up the River with the
Tartar & Galley's at 12 Anchor'd off Tallow's Point ²

D, UklPR, Adm. 51/600.

1. H.M. galleys *Dependence* and *Spitfire*.

2. Tellers Point on Croton Point.

JOURNAL OF H.M.S. *EXPERIMENT*, CAPTAIN SIR JAMES WALLACE

Oct^r 1777 Moored off New York—
 Saturday 4th. AM at 8 His Majestys Ship *Preston* Weighed Anchor, as did a Num-
 ber of Transports with Troops. and Went up the North River. at
 9 Rec^d. onboard, fresh Beef, Ships Company Emp^d. Scraping
 the Sides, our Barge & Cutter up the North River with our Cap-
 tain ¹ & a Lieutenant, ² to assist the Flatt Bottom'd Boats—
 Moored off New York—

First Part Moderate and fair, Middle Calm Latter light Airs, PM
Emp^d. Scraping Taring & Varnishing the Sides, Longb^c watering,

D, UKLPR, Adm. 51/331, 101-2.

1. Captain Wallace was placed in command of the advanced squadron of armed vessels and galleys.
2. Lt. Sylverius Moriarty, third lieutenant.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPLEBY

October [1777]

Moored off New York

Saturday 4

AM Anchord here the *Le Despencer* packet from England At 8 AM Weighd and Came to Sail In Comp^s the *Crane* Galley *Hotham* Tender & several Transports ran up the N^o River At 11 passed the Cheveau de frize work'd the Ventulator

Up the North River—

Little Wind and hazey Wea^r At 4 PM Anch^d with the B^t B^r in 7 fath off Tarry Town and Veerd to $\frac{1}{2}$ of a Cable found riding here H: M: Ships *Tartar* and *Mercury* wth the Galleys¹ $\frac{1}{2}$ past 4 Anchord the *Hotham* and Tenders At 5 Made the Sign^l for the *Dependence* Galley to join the Fleet with a Gun $\frac{1}{2}$ past repeated it At 9 the Frigates Galleys &^c saild further up

D, UKLPR, Adm. 51/720.

1. H.M. galleys *Dependence* and *Spitfire*.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

October

Billingsfort. East 3 or 4 Miles.

Saturday 4

At 9 AM our Sig^l was made for a Petty Officer. At 10 all the Masters & Pilots in the Squadron were sent with two Boats from each Ship to remove the Chiveaux de frize, which they did about a $\frac{1}{2}$ a Cable's length in shore & broke our Hawsers in purchasing them.

d^o.

Mod^{te}: & fine W^r: At 3 PM two of the Enemies Galleys came down and lay in shore & fired several Guns at the *Dunmore* Brigg. At 6 all the Boats in the Squadron were employd embarking part of the 10th and 42^d Reg^{ts}. at 8 heard the report of several Guns & saw a number of lights up the River.

D, UKLPR, Adm. 51/675.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Oct^r 1777

Tinnicum Isl^d. NWbN $\frac{1}{2}$ a Mile

Saturday 4

AM sent the Boats to Assist in moving the Cheveaux du freeze. fine weather—

D^o.

Light Breezes and fair weather PM two Galleys and some Gun Boats came through the Creek ¹ within Hog Island, and fired upon the Tenders and Boats at a great distance at 8 sent the Boats to Embark Troops from Billingsp^t.

D, UkLPR, Adm. 52/1964.

1. That is, the Tinicum or western channel of the Delaware River.

JOURNAL OF H.M.S. *EMERALD*, CAPTAIN BENJAMIN CALDWELL

October 77

In Hampton Road

Saturday 4th

at 8 AM the *Phoenix* made a Signal for all Boats Manned and Armed, some Row Galleys ¹ being in sight.

In Hampton Road

Light breezes and fine Wea^r sent the Barge in Chace of a Boat; at 4 PM saw the Boat run on Shore, made the Signal for the Barge to return.

D, UkLPR, Adm. 51/311.

1. Virginia Navy galleys (including the galley *Hero*, Capt. Philip Chamberlayne) and the armed boats *Liberty*, Capt. James Barron, and *Patriot*, Capt. Richard Barron, were stationed at Hampton, Va. Other Virginia Navy galleys were stationed to guard the entrance to the York River. For further details on the stationing of Virginia Navy vessels see Joseph A. Goldenberg and Marion West Stoer, "The Virginia State Navy," in *Chesapeake Bay in the American Revolution*, edited by Ernest McNeill Eller (Centreville, Md.: Tidewater Publishers, 1981), p. 199.

October 5 (Sunday)

JOURNAL OF H.M.S. *TRITON*, CAPTAIN SKEFFINGTON LUTWIDGE

October 1777

At Anchor in Chaleur Bay D^o. [Paspbeack] Point N ½ WSunday 5th

3 or 4 Miles

at 9 AM fired a Shot to bring too a Sloop on the N^o. Shore and gave Chace. Punished How^d. Baldwin (a Mrine) at the Ganway for Disobedience to the Corporal.

Cape Anne ENE 6 or 7 Leagues

Fresh Gales and Cloudy Latter part more Mod^t at 1 PM brought too and spoke the *Mary* armed Sloop, dispatched from Cap^t. Pearson ¹ of the *Garland* at Quebec, with a Letter dated the 23^d Sept^r requiring me to repair thither with the *Triton*. at 2 made sail at 4 set steering Sails. ½ past 7 in Steering Sails. at 8 Bonaventure Island NWBN 5 or 6 Miles

D, UkLPR, Adm. 51/1013.

1. Capt. Richard Pearson.

GOVERNOR GEORGE CLINTON TO THE PRESIDENT OF THE SENATE
AND THE SPEAKER OF THE ASSEMBLY OF NEW YORK

Sir.

Fort Montgomerie 3 OClock P:M: Oct^r 5th: 1777—

I wrote you this Morning from my own House inclosing Copies of Letters which I had received from General Putnam and James Clinton containing the only Accounts I had then received of the Enemy's Movements in this Quarter—Their Fleet consists of 56 Sail great & Small—They have a Number of Flat Bottomed Boats with them and now lay under Sail off Kings Ferry, where, or rather between that and Peeks Kill, they have landed a Body of Troops how many I can't learn—There was a considerable Cannonade from their Shipping while landing. I have ordered the Militia of the two Regiments of Ulster and those of Orange on the North Side of the Mountains to strengthen this Post and the Passes on this side of the River.

Yesterday a Body of the Enemy who either landed at Tarry Town or marched up from Kings Bridge, approached Col^o Luddington¹ near White Plains where he lay with about 500 Men and sent a Flagg demanding him to surrender with his Party in very menacing Terms & in the mean time were endeavouring to surround him. The Col^o observing this ordered his Men to retreat and received the Flagg himself and so disappointed them. I have not been able to collect any further Particulars but have Reason to believe the Enemy pretty formidable. I am [&c.]

Geo. Clinton

Cap^t Piercy this Moment arrived, he says the Enemy Landed a party of light Horse at Kings Ferry on the West side of the River and obliged him to quit his Post with the Loss of one Man—The Enemy have 12 Ships 2 Briggs a number of smaller Vessels & 44 flat Bottom Boats loaded with Men—he says the Enemy landed on the East Side 18 Boats full of Troops & a number more were coming up. The first Ship just now comes in Sight at Point of Donderbergh firing away at a row Boat I sent to Peeks Kill; they cant catch her. Cap^t Pierce had but 12 Men with him—excuse haste

Copy, NHi, Horatio Gates Papers. Addressed: "To the Presid^t of the Senate/& Speaker of the Assembly/for the State of New York." Docketed: "Copy of a Letter from/Gov^r Clinton to The/President of The Council/of N. York—dated Fort/Montgomery 3 oClock P./M.—Oct^r 5th: 1777."

1. Col. Henry Ludinton (Luddington), New York Militia.

MAJOR THOMAS MOFFAT TO BRIGADIER GENERAL JAMES CLINTON

[Extract]

S'r,

Ramapough Clove¹ 5th Oct'r 1777.

As the Enemy are in Motion & their destination as yet unknown to me, I thout prudent having an Opportunity P^r Col. Livingston² to advise you of my Strength at this post which with the reinforcement I have received from Col. Hathorn's³ Regiment amounts to scarce Two Hundred Men Officers included. Major Wisner⁴ who is with the last detachment says they are not all in that he Expects but if they were I am affraid they would be insufficient in case of an Attack as many of their Arms are poor and We are scarce of flints having none but what are in Use and many of them bad; should have sent to you for some to day but was disappointed in geting a Horse timeously if you have any Horse men to Spare should be glad you would send me some by one of them.

The last Account I had of the Enemy was that they were in Haverstraw Bay Standing up the River, their Van near Stony Point and that their fleet consisted of 9 Topsail Vessels a Number of Sloops, Gallies &c.⁵ with about 50 flat Bottomed Boats and appeared to have a considerable Number of Troops on Board. . . .

Thomas Moffat Major.

Public Papers of George Clinton 2: 365–67, no. 811. Addressed in the original: “On Publick Service/To/Brig^t Gen^l James Clinton/Fort Montgomery/⌘ Coll/Livingston.” N-Ar, George Clinton Papers, box 8, no. 811.

1. Near Sydman’s Bridge which connected Forts Clinton and Montgomery.
2. Lt. Col. Richard Livingston.
3. Col. John Hathorn, New York Militia.
4. Maj. Henry Wisner, New York Militia.
5. H.M.S. *Preston*, frigates *Tartar* and *Mercury*, brig *Diligent*, sloop tender *Hotham* and galleys *Crane*, *Dependence*, and *Spitfire* with a number of transports.

JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777

Sunday 5

At an Anchor off Tarry Town up Hudson River
at 7 AM Weigh’d and Came to Sail up the River at 10 Anchor’d
again at 11 the *Preston* and Transports Anchor’d near us, at
Noon the Flat Boats landed some of the Troops on Plank Point¹

At an Anchor off Plank Point
d^o. W^c [Moderate and Cloudy] at 2 P.M Anchor’d nearer Plank
Point with the Fleet at 5 the Flat Boats landed the remainder
of the Troops on Stoney Point at 8 Weigh’d & Came to Sail up
the River at 9 Anchor’d off Dunderberrick Hill,² the Galley’s³
about 2 Miles a head of us

D, UKLPR, Adm. 51/600.

1. Verplanck Point.
2. Dunderberg Mountain.
3. H.M. galleys *Crane*, *Dependence* and *Spitfire*.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777

Sunday 5

Tarry Town East $\frac{1}{4}$ of a Mile the Upper Mills NNE 3 Cables
Lengths

at 11 A.M. Anch^d with the best Bower in 10 F^m. Water Planks Point
EbS off shore 2 Cables Lengths in Comp^y the *Diligent* Brig *Spit-*
fire and *Crane* Gallies at Noon the Troops Landed on Verplanks
Point without any Opposition

Planks Point EbS 2 Cables Lengths
Mod^t and fair Weath^r these 24 Hours at 1 P.M. Weigh’d ⌘ Sign^l
in Comp^y His Majesties Brigg *Diligent* *Spitfire* and *Crane* Gallies
and *Hotham* Sloop at 2 P.M. Anch^d ⌘ signal with the best Bower
in 8 F^m. Water in Comp^y as before Lents Cove south 3 Cables
Lengths Peeks Kill NE $1\frac{1}{2}$ Miles at 3 Discover’d a Party of Re-
bles Brak^s down the Brigg on Lents Creek fired 4 twenty four
Pd^{rs}. round shot. at $\frac{1}{2}$ past 3 PM Weigh’d ⌘ Signal and gave Chase

to 5 Whale Boats at 4 they perceiv'd us to Come up with them they run on shore stood Close in After them D^o sent our Boats Man'd and Arm'd to bring them Off fired 14 twenty four Pound^s with round and Canister to Cover the Boats at ½ past 4 P.M. the Boats ret^d hav^g brote off 3 of the Reble Boats and Destroyd 3 More at 6 PM Anch^d with the best Bower in 7 F^m. Water Verplanks Point East 1 Cables Length

D, UKLPR, Adm. 51/4159.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r 1777

Saturday 4

[Sunday 5]¹

Tarry Town EbS 1½ Mile Dist

at 6 AM weighd and ran up to haverstraw Bay in C^o the Gallys² and Armed Sloop *Hotham*. at 10 D^o H M Ships *Tartar* & *Mercury* with the transports, Flatt Boats &c Joind Us. at Noon Weighd and Made Sail in C^o as Above

Plancks point³ NE 2 Miles Dist

Ditto Weather [Mod^t and fair W^r]

Kings Ferry West ½ Mile Dist

at ½ past 1 [PM] Came too off Kings Ferry as did the Gallys to Cover the Landing of the troops from the Flatt Boats at 1 P.M weighd and made sail the sloop & Gallys in C^o. & stood Up the River at 3 D^o Came too Small Bower off Peeks Kill. fired 14 three pounders Shotted at some Armed Rebels at 5 PM weighd and Made sail in C^o as above at 8 D^o Came too off[f] Kings ferry with small Bower in 8 f^m. in C^o as before.

D, UKLPR, Adm. 51/4163.

1. *Diligent's* Journal, which was one day behind, was corrected on this day at 1 P.M.

2. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

3. Verplanck Point.

COLONEL A. HAWKES HAY TO GEORGE WASHINGTON

Sunday 4 O'Clock P.M. Haverstraw October 5th. 1777—

Sir.

I think it my Duty to inform you, that Yesterday the Enemy's Fleet consisting of four large Ships of War¹ a Considerable Number of Armed Vessels² and Eight Transports with forty flatt Bottom Boats came up as far as Tarry Town, this Morning they came up into the Bay opposite this Place and are now landing their Troops at Verplank's Point, no Opposition has yet been made on our Part, the Shipping are at Anchor below the Point.—

I have called out the Militia but as we are but a handfull of Men, I thought proper to imploy them in driving off the Stock & watching the Motions of the Enemy which is all I can do till Supports arrive but I know not to what Quarter to send for Assistance unless the Jersey Militia could be sent forward from the Eastern part of that State.—I am [&c.]

A Hawkes Hay³

L, DLC, George Washington Papers, Series 4. Addressed: "On Public Service./To/His Excellency/George Washington Esq/Commander in Chief of the American Army/Head Quarters/Ⓟ Express." Docketed: "Col^o Hawks Hay/5 Oct^r 1777."

1. H.M.S. *Preston*, frigates *Tartar* and *Mercury* and brig *Diligent*.
2. H.M. sloop tender *Hotham* and galleys *Crane*, *Dependence* and *Spitfire*.
3. Colonel, New York Militia.

MASTER'S JOURNAL OF H.M. BRIG *HALIFAX*, LIEUTENANT WILLIAM QUARME

Oct^r 1777

Oyster Bay [*Long Island*]

Sunday 5

AM at 6 Saw the Tender¹ to the NW in Chace of 4 Rebel wale boats Weighd and Came to Sail the Rebel wale boats got in to Horseneck Harb^r the Tender stood to the Westw^d. after a Sloop Weighd and Came to Sail at Noon Anchor'd w' the Sm^l Br off Hog Island The Bluff SSW 3 Miles

D^o. [*at anchor*] off Hog Island The Bluff SSW 3 Miles

In 1^s and Middle parts Light Airs Inclinable to Calm Latter Little Wind & fair PM at 4 a boat came off from Long Island w' Charles Stand Seaman belonging to the Tender who had his face much burnt w' powder by one of the Guns onb^d the Tender. found the Tender had Run in Chace and Firing at some Rebel wale boats² at 8 Weighd and stood to the Westw^d. at 9 Anchord off Hampsted bay in 7 f^m.

D, UklPR, Adm. 52/1775.

1. *Clinton*.

2. The next morning the *Clinton* tender rejoined *Halifax* with a sloop she had retaken from the four whaleboats after running her on shore. Master's Journal of H.M. brig *Halifax*, UklPR, Adm. 52/1775.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

October

d^o. [Billingsfort. East 3 or 4 Miles.]

Sunday 5

At 5 AM Weigh'd Ⓟ Sig^l. the *Roebuck* in company, the boats ahead towing us down the River. At 7 the *Roebuck* got aground, we at the same time Anch^d. with the S: Bower in 3½ f^m. Carried the Kedge Anchor out & hove the Ship into deeper water. Chester WbS dis^t 3 Miles At 9 the Sig^l. was made to Land the Troops. At 10 the *Roebuck* got off & made the Sig^l to Weigh which we did & found the Anchor Stock broke.

Chester WbS 3 Miles

D^o. Weather. [Modt^e: & fine] At 1 PM Anch^d: Ⓟ Sig^l. with the Sheet Anchor in 5 f^m. & veer'd to ⅓ a Cable Billingsfort E1/2S dis^t 3 or 4 Miles. The *Roebuck*, *Liverpool*, *Camilla* & two Victuallers in company. At 4 the Sig^l was made on board the *Roebuck* for all Lieutenants. Sent 17 Marines on shore to reinforce Billingsfort At 5 Weigh'd, dropt in our Station the Fort bearing East 4 Miles. Row'd Guard.

D, UklPR, Adm. 52/1775.

WILLIAM PEERY TO MAJOR GENERAL CAESAR RODNEY

Sir

Lewes Oct^r 5th 1777

This morning 36 Sail of the Enemies Ships went past this Town up the Bay,¹ and this Evening 41 more were seen from the light House Standing in for the Cape,² and while Writing being Nine oClock, find by the lights in the Bay and firing Signal Guns, they have Anchor'd in our Road, I hope they also will pass by without Visiting us

On the appearance of the Fleet last evening all the Boats along Lewes Creek were brought up to the Fort and a Centinel placed over them to prevent any person going off to the Ships, but notwithstanding this precaution, Abraham Wiltbank, his Son Jacob, and Luke Shields Jun^r, went on Board the Fleet, they had taken a small Boat a Cross the Creek some time Yesterday and left her where she Could not be discover'd, and in the Evening went over in a Cannoe, and then haul'd their Boat a Cross the Cape to the Surf, and we suppose went to Ships who were then Anchor'd in the Road

I have been advis'd to place Guards at their Houses and have their Goods Inventory'd, but have declin'd the measure untill I shall receive orders from you respecting the matter, should therefore take it as a favour if you would be so kind as to send me your opinion on this Head—I am [&c.]

William Peery

L, NN, Emmet Autograph Collection. Addressed: "To/Major Gen^l Caesar Rodney Esq^r/at/Dover/for favour of/M^r Woolf." Docketed: "Letter from/W^m Peery/Oct^r 5 1777."

1. Delaware Bay.
2. Cape Henlopen, Del.

JOURNAL OF H.M. SLOOP *SENEGAL*, COMMANDER ANTHONY J.P. MOLLOY

October 1777

Ditto [Point Comfort NEbe 2 or 3 Leagues.]

Sunday 5

At 4 AM. the *Phoenix's* boats chased a Schooner in shore & took her.

Ditto

Light Airs & clear Wea^r At 2 P.M. sent the Pinnace manned & armed in chace of a Rebell boat on shore. At 3 the Pinnace returned with the boat, but the people got on shore.

D, UKLPR, Adm. 51/885.

October 6

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. In Behalf of Seth Harding, Commander of the Ship of War, called the *Oliver Cromwell*, in the Service of the State of Connecticut, and all concerned therein against the Ship *Weymouth*, of about 200 Tons burthen, Charles Flynn late Master; and also in Behalf of said Harding, his Officers, Marines and Mariners, against the said Ship *Weymouth*, her Cargo, Guns and Appurtenances, said

to be a Ship of War, in the Service of the King of Great-Britain:—In Behalf of John Lee, Commander of the Brigantine *Fancy*, and all concerned therein, against the Brigantine *Cleveland*, of about 130 Tons burthen, John Norman late Master, her Cargo and Appurtenances:—In Behalf of Edward Fitzplace, jun.¹ Commander of the Schooner *Dolphin*, and all concerned therein, John Colston, Commander of the Brigantine *Gloucester*, and all concerned therein, Benjamin Warren, Commander of the Brigantine *Hampden*, & all concerned therein, John Fisk, Commander of the Brigantine *Massachusetts*, and all concerned therein, against the *Snow Fanny*, of about 90 Tons burthen, Charles Poaug late Master:—In Behalf of Elias Smith, Groves,² Beverly³ and Ferry,⁴ Commanders of the private armed Vessels the *Spy*, *Blackbird*, *Friends Adventure*, & *Fanny*, & all concerned therein, against the Schooner *Lively*, &c., of about 60 Tons burthen, David Fletcher late Master—In Behalf of Thomas Stephens, Commander of the private armed Brigantine *Bellona*, and all concerned therein, against the Brigantine *Nancy*, of about 120 Tons burthen, Isaac Burton late Master.—In Behalf Of the Owners, Commander, Marines and Mariners of the Privateer Schooner *Eagle*, against the Brigantine *Polly*, her Cargo and Appurtenances. All which Vessels and their Cargoes so libelled, are said to have been taken and brought in the Middle District aforesaid. And for the Trial of the Justice of said Captures, a Maritime Court will be held at Salem, on Friday the 10th Day of October 1777, at Ten of o'Clock in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them should not be condemned.

N. Cushing, Judge of said Court.

Boston-Gazette, 6 Oct. 1777.

1. Edward Féttyplace, Jr.
2. William Groves commanded the Massachusetts privateer schooner *Blackbird*, mounting 8 guns with a crew of 20 seamen, which was commissioned on 6 Aug. 1777. DNA, PCC, item 196, vol. 2, 29.
3. Kinsman Peverly commanded the New Hampshire privateer schooner *Friends Adventure*, mounting 6 guns with a crew of 20 seamen, which was commissioned on 6 Aug. 1777. DNA, PCC, item 196, vol. 5, p. 105.
4. John Farrey (Ferry) commanded the Massachusetts privateer schooner *Fancy*, mounting 6 guns with a crew of 30 seamen, which was commissioned on 26 May 1777. M-Ar, Revolutionary Rolls, vol. 5, p. 283.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, in Behalf of Captain Nathan Brown, and his company, of the armed Brig *Pluto*,¹ and all concerned, against the Brig *Terra Nova*, &c. of about 100 Tons burthen, John Tanner, late Master; and against the Brig *Arthur Betty*, &c. of about 100 Tons burthen, Granville Pettyjohn, late Master: In Behalf of Joseph Vincent and Ebenezer Pierce, against a certain Shallop, called the *Relief*, of about 10 Tons burthen, Samuel Norwood, late Master. All which Vessels and their Cargoes, so libelled, are said to have been taken and brought into the Middle District aforesaid; and for the Trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Salem, on Thursday the 9th Day of October, 1777, at the Hour of Ten in the Forenoon, when and where, the Owners of said Captures, and any Persons concerned, may appear and shew Cause, (if any they have) why the same, or either of them, should not be condemned.

N. Cushing, Judge of said Court.

Boston-Gazette, 6 Oct. 1777. These libels were first advertised on 15 Sept.

1. Massachusetts privateer brigantine *Phuto*, Nathan Brown, commander, mounting 10 guns with a crew of 60 seamen, was commissioned on 13 May 1777 and was owned by Josiah Orne & Co., of Salem. M-Ar, Revolutionary Rolls, vol. 6, 232.

MAJOR GENERAL ISRAEL PUTNAM TO BRIGADIER GENERAL JAMES CLINTON

D'r General,

I am this moment returnd from Fort Independance, and find that the Party of the Enemy which were said to have landed last night at that Fort is without foundation, by the Inhabitants who lives just by Fort Independance, I am informd that the Enemy have Landed betwixt Kings Ferry and Dunderbarrack,¹ if thats the case, they mean to attack Fort Montgomery by land, (which when I am sure off), shall Immediately Reinforce you. I am [&c.]

Israel Putnam²

Paper Mills 6th Oct'r 1777.

Public Papers of George Clinton 2: 375, no. 815. Addressed in the original manuscript: "General James Clinton/Fort Montgomery/Israel Putnam." N-Ar, George Clinton Papers, box 8, doc. 815.

1. Dunderberg Mountain.
2. Putnam's signature has been cut out of the manuscript.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777

Monday 6

Planks Point¹ EbS 2 Cables Lengths

at 9 A.M. Weigh'd in Comp^y the *Diligent* Brig *Spitfire* and *Crane* Gallies at 11 AM Anch^d with the small Bower ☸ signal in 8 F^m. Water Donder Burick² East North Peaks Kill EbS off Shore 1 Mile
Donderburick East North Peekskill EbS 1 Mile
Fresh Breezes and Clear Weath^r these 24 Hours at 1 P.M. Anch^d here H. Majesties ship *Preston* Commodore Hotham with the *Mercury*, *Tartar*, and a Number of Transports at 3 PM. Weighd ☸ signal in Comp^y with the *Diligent* Brig *Spitfire* *Hotham* Tender and *Crane* Galeys kept stand^g off and On Until 4 P.M. D^o. made sail at ½ past the Forts Montgomery & Clinton begun a Cannonading on us at 5 begun the Action ☸ signal at ¾ past 5 the Cannonading ceased the Forts being both Stormed by our Troops we fired During the Action 95 twenty four Pound shot and 6 four Pd^{ts}. round shot at the Forts and Reble Frigates³ at 6 PM the Reble Frigates seeing our Troops in Possession of their Forts they Cut their Cables and run on shore and set fire to them at 7 P.M. Anch^d ☸ Signal in Comp^y as before Fort Montgomery NbE Fort Clinton NbW off shore ½ a Cables Lengths in Comp^y as before

D, UKLPR, Adm. 51/4159.

1. Verplanck Point.
2. Dunderberg Mountain.
3. Continental Navy frigates *Montgomery*, Capt. John Hodge, and *Congress*, Capt. Thomas Grennell.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAMOct^r 1777Kings Ferry West $\frac{1}{2}$ Mile Dist

Monday 6

5 AM weighd in C^o as before and Stood Up the River at 8 fort Montgomery in Sight $\frac{1}{2}$ past 8 fort independence NNE 1 Mile found that the fort was Evacuated from 9 to Noon Plying off and on in Sight of fort independence at Noon Came too S^l B^r in 13 f^m. Gallys in C^o.¹

Fort Independence NNE 2 Miles Dist

At $\frac{1}{2}$ Past 12. weighd. Sloop² and Gallys in C^o. & stood Up for Fort Montgomery Found as we Aproachd A heavy Cannonade from the fort as also from A Rebell Frigate³ fired 18 3 pound^{rs} at the Frigate at 8 PM Came too Small B^r in 20 f^m. about 1 $\frac{1}{2}$ Miles Distant from the fort at 10 D^o the Cable parted in heaving up Lost 20 f^m. and the Anchor. workd up to the Fort.

D, UKLPR, Adm. 51/4163.

1. H.M. galleys *Crane*, *Dependence* and *Spitfire*.
2. H.M. sloop tender *Hotham*.
3. Continental Navy frigate *Montgomery*, Capt. John Hodge.

GENERAL ORDERS OF GOVERNOR GEORGE CLINTON

Fort Montgomery, 6th October 1779 [1777]

Genl. Orders.

The Privateer¹ and Gallies² are to take their Orders from Capt. Hodge³ of the Ship *Montgomery*, who is to make such Disposition of them and of the Officers and men on board as will in his Opinion be most conducive to the public Service: they are to be considered as Tenders to his Ship, and he will be responsible for their Conduct which the Genl. doubts not will do them Honor. The Ship *Congress* is immediately to proceed up to Fort Constitution, and come too there, in the Station safest for the Ship and most proper to annoy the Enemy. The Officer commanding the Ship *Congress* on his arrival at Fort Constitution is to consult with the commanding Officer there and with the Officer commanding the Artillery, as to the best measure to oppose the Enemy, if that Post should be attacked, so as that the Garrison and Ship may be able to act in concert; and if any Artillerymen or other Hands can be spared from the Garrison for the Ship they are to be sent on board. In this the Officers will be governed by the utility of putting men where they can be of most advantage in opposing the Enemy.

Copy of Genl. Orders. P, Daniel Hammill, Maj.

Copy exam'd. by Robt. Benson.

Public Papers of George Clinton 5: 310–11, no. 2548. Docketed: "Oct^r 1777—/Copy of Gen^l Orders respecting the Disposition of the/Ships *Congress* & *Montgomery*." The docketing and underlining are from the charred original, N-Ar, George Clinton Papers, doc. 2548.

1. New York privateer sloop *Camden* (10 guns).
2. Continental Army galleys *Lady Washington* and *Shark*.
3. Capt. John Hodge, Continental Navy.

GOVERNOR GEORGE CLINTON'S INSTRUCTIONS TO CAPTAIN DIRCK JANSEN

[Fort Montgomery, 4–6 Oct. 1777]¹

Capt Jansen² of Colo. Woodhull's Regim't is immediatly to draw Provisions for his Company till Sunday inclusive and forthwith repair with them in the Sloop³ they are now on Board to the safest Harbour on the North Side of & near to Canten's Hook⁴ where the Sloop can be best defended against the Enemy's Shipping should they Attempt to go up the River. He is to view out the Most convenient Spots between the Hook & opposite Fort Constitution for annoying the Enemy's Shipping should they pass this Fort and On the Firing of the first Cannon in this Garrison they are immediatly to occupy them & annoy the Enemy on passing & he is to give the Commanding Officer of Fort Constitution Notice of his Station & Orders.

Public Papers of George Clinton 2: 374–75, no. 814. Docketed in the original: "Fort Montgomery/Orders for Cap^t Jansen." N-Ar, George Clinton Papers, box 8, doc. 814.

1. Date is conjectured, based upon the capture of Fort Montgomery on 6 Oct.
2. Captain, New York Militia.
3. New York privateer sloop *Camden* (10 guns).
4. Con (Conn's) Hook.

LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

Sir

Fort Mifflin October 6. 1777.

From the best Intelligence the Enemy have withdrawn all their men from Billingsport (the night of the fourth Instant) except two hundred who seem much discourag'd, Your Excellencys Success¹ (on which I sincerely congratulate you) has been of the utmost service, we have now no more Desertions, on the contrary some who went from the fleet have returnd. Had we a few men to sport on we might with ease cut of those few that are left at Billingsport. One of their Ships has just now come in close to the Chevaux de frize with intent I suppose to weigh it, the Gundolas are down to Annoy her. Our men are very sickly.

The Commodore² and other Officers of the Navy think Red Bank of the utmost Consequence I think from the Situation 400 Men might defend it with the Assistance which might be given from the fleet. without the Enemy possess it, they never can get the River. I have the Honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Docketed: "Fort Mifflin 6th Octo^{br}/1777/from/Col^o. Smith."

1. Smith is referring here to the Battle of Germantown, fought on 4 Oct.
2. John Hazelwood.

MASTER'S LOG OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Remarks &c. [Billingsport East ½ Mile, the upper end of great Tinnicum
Monday Oct^r 6th. 1777 Island NW ¼ Mile—]

[At] 4 [AM] light winds & fair [At] 6 receiv'd []¹ lbs. fresh Beef [At] 7 made the Signal for a Petty Officer from each Ship [At] 9 Sent the Carpenter & his Crew to Billingsp^t [At] 11 four Galleys came down the Creek² within Hog Island, & exchanged some Shott with the fort [At] 12 [Noon] the *Pearl* ran up to the Cheveaux de freess & Anchord [At] 1 [PM] moderate & fair, Carpenters &c, employ'd in destroying the

Works at Billings Port [At] 2 the Galleys returned into the Creek [At] 4 The *Eagles* tender³ arrived here [At] 5 Saw the Admiral⁴ come to an Anchor off Chester [At] 6 the Troops evacuated the Fort. the Boats employ'd embarking them [At] 7 the Galleys came out of the Creek & began to fire on the Ships, made the Signal & weigh'd & turned down the River [At] 8 Anchored in 4½ fa[*thoms*], & made Sig^l to Anchor

D, UKLPR, Adm. 52/1964.

1. There is a space in the text here.
2. That is, the Tinicum or western channel of the Delaware River.
3. H.M. sloop tender *Elk*.
4. H.M.S. *Eagle*, Vice Adm. Viscount Howe's flagship.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York*] Monday, October 6, 1777

Resolved, That so much of the resolution of the 23d day of March, 1776,¹ as directs that the wages of seamen and mariners taken on board British merchant vessels, be paid and deducted out of the prize money, be repealed and made null and void.

Resolved, That all masters, officers and mariners, and all subjects of the king of Great Britain, taken on board any prize made by any continental vessel of war, be hereafter considered as prisoners of war, and treated as such; and that the seamen and mariners of such prize be confined in the gaols or some other secure place in the State to which the prize shall be carried; and it is recommended to the several states to consider and treat all captains, officers and mariners, and all subjects of the king of Great Britain, taken on board any prize made by any vessel fitted out by, or carried into, any State by any privateer or letter of marque, as prisoners of war.

Ordered, That the commissary general of prisoners be informed of this resolve; and that he be directed to appoint a deputy in each State.

Resolved, That it be recommended to the legislatures of the several states to pass laws, declaring, that any person, his aider or abettor, who shall wilfully and maliciously burn or destroy, or attempt or conspire to burn or destroy, any magazine of provisions, or of military or naval stores, belonging to the United States; or if any master, officer, seaman, mariner or other person entrusted with the navigation or care of any continental vessel, shall wilfully and maliciously burn or destroy, or attempt or conspire to burn or destroy, any such vessel, or shall wilfully betray or voluntarily yield or deliver, or attempt or conspire to betray, yield or deliver, any such vessel to the enemies of the United States, such person, his aider or abettor, on legal conviction thereof, shall suffer death without benefit of clergy.

JCC 9: 776–77.

1. See NDAR 4: 477–80.

THE COMMITTEE FOR FOREIGN AFFAIRS TO THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

To the honble B. Franklin S. Deane & A Lee Esq^{res}

N^o 9

Honble Gentlemen

York Town in Pensyl^a. 6 Oct 1777

... The marine force of the enemy is so considerable in these seas, and so overproportionate to our infant navy, that it seems quite necessary and wise to send our Ships to

distress the Commerce of our enemies in other parts of the world. For this purpose, the marine Committee have already ordered some vessels to France under your direction as to their future operations; and more we expect will be sent. But our frigates are not capable of carrying much bulky commodity for commercial purposes without unfitting them for war, besides there is the consideration of our being obliged to get them away how and when we can, or endanger their being taken, which prevents our sending them to those staple Colonies where the Commodities wanted are to be obtained. The reciprocal benefits of commerce cannot flow from or to N. America until some maritime power of Europe will aid our cause with marine strength. And this circumstance gives us pain least it should be construed as unwillingness on our part to pay our debts when the truth is that we have the greatest desire of doing so, have materials in abundance, but not the means of conveying them. This leads us to reflect on the great advantages which must unavoidably accrue to all parties if France and Spain was to afford effectual aid on the sea by the loan or sale of ships of war according to the former propositions of Congress; or if the Farmers General could be prevailed upon to receive in America, the Tobacco or other products of this Northern Continent which France may want. We are &c

Signed. B. Harrison
R. H. Lee
R. Morris
J. Lovell.

Oct^r 9.

LB, DNA, PCC, item 79, vol. 1, pp. 107-16 (M247, roll 105).

ELBRIDGE GERRY TO JAMES WARREN

[Extract]

My dear sir

York Town in Pennsylv^a. 6th Octr 1777

I am favoured with yours of Sept. 15th. & suppose that eer this will reach You y^e Orders of y^e Commercial Committee, for y^e Disposal of y^e several Cargoes consigned to You by Mess^{rs}. Gardoquis, will be received. Y^e Anchors & Cordage will of Course be delivered to your navy Board; & with respect to y^e Duck, Medicines, & Salt, I think it will be y^e surest Way, to deliver to y^e Board what is immediately wanted of each, & inform Congress thereof, together with y^e Necessity that led to this Measure. My Reason for this proposal, is that y^e Disposition already made of these Cargoes, that will require a Reconsideration, w^{ch}. Committees as well as Congress are generally averse to: whereas, there will be no Difficulty in approving your Conduct, when evidently founded on y^e Necessity of y^e Case. Y^e Blankets, I fear, cannot be spared from y^e Army. A timely application to y^e marine Board for such other Articles as may be wanted, which should be particularly enumerated, will produce y^e Order which You desire. . . .

E Gerry

L, MHi, Gerry-Knight Papers.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

October

Chester WbS 3 Miles

Monday 6

At 7 AM The Sig^l was made for all Petty Officers, At ½ past 9 Weigh'd & run up the River. At 10. Anch^d about ¼ of Mile below the Chiveaux de frize in 6½ f^m: & veer'd to ⅓ a Cable. The Fort E½N. Off shore a Cable's length

Billingsfort E½N off shore a Cable's length.

Modt^e: & fair W^r: PM Sent a Number of Seamen & Carpenters (as did the Squadron) who set fire to the Barracks & wood work of Billingsfort At ½ past 7 the Enemies Galleys came down and fir'd a Number of Shot at us which we return'd, they cut our bob-stay's & some of the running Rigging At 9 Weigh'd @ Sig^l & dropt down till ten then Anch^d: with the S: B^r: in 5 f^m. muddy bottom.

D, UKLPR, Adm. 51/675.

JOURNAL OF H.M.S. CAMILLA, CAPTAIN CHARLES PHIPPS

Octob^r 1777Monday 6th

Chester Town West 1 Mile

at 11 AM 6 Rebel Gallies Came down the River and Anch^d, under Hog Island they fired several Shots at Billings Port fort, the Port fired several Shots at the Gallies and drove them all up the River at 3 PM Sent a Marine Officer and 10 men to Billings Port fort Morning and Evening Gun fired &c^a

Billings Port Fort E^t 2 miles

Fresh Breezes and Hazy Weather, at 2 PM Anchord Here the *Eagles* Tender,¹ at 4 d^o saw Billings Port fort all in flames, Same time a Signal on Board the *Solebay* for Seeing 5 Sail in the SE Q^r, at 5 Came on Board the Marine Officer & 10 men Embarked all the Troops from Billings Port fort, Saw His Majestys Ship the *Egle* anchor off Chester with Lord Howe's flag on Board in Comp^y: the *Vigilant*, and 3 Transports, at 7 PM the Rebel Gallies Came down the River and fired at the Ships, the Ships fired Several Guns at the Gallies, a Signal on Board the *Roebuck* to weigh, weighed and Came to Sail down the River Employed Turning to wind^d, at 12 Came too with the B^t B^r in 3½ fathom Water, Morning and Evening Gun fired &c^a,—

D, UKLPR, Adm. 51/157. A portion of this log entry was recorded out of chronological order.

1. H.M. sloop tender *Elk*.

HENRY HOLLYDAY TO JAMES HOLLYDAY

[Extract]

My dear Brother,

Talbot 6th of Oct^r. 1777.

... While the Fleet lay off the mouth of the Eastern Bay on Thursday evening was a fortnight, there went off seven negroe slaves belonging to Leeds, Daffin, Wrigtham, the Kersey & 3 of the Kemps. Leeds next morning went on board the admiral, with whose treatment of him 'tis said he is extremely disgusted. Daffin went afterward on

board the same Ship, and we are told was treated very politely by the Capt of her whose name is said to be Duncan.¹ He told Daffin the Fleet could not possibly be delayed to make the necessary search, but that they are going round to Delaware, and if he would come on board them there, they should have his use to make the necessary Enquiry. and if his Negroe would be found he should be restored to him. What I believe may be relied on as fact, is that Daffin is gone across to Delaware on this Errand; and Leeds and Davy Kerr (as the latter informed Jimmy on Saturday) were to set out from Will Thomas's yesterday, for the Fleet, in quest of Leed's fellow.

We are all tolerably well & join in love and duty to you. Y^r [&c.]

Henry Hollyday

L, MdHi, Hollyday Papers. Addressed: "For/James Hollyday Esq:/Queen Ann's/County/By Negroe Dorsey." Docketed: "H. Hollyday/6 Oct^o 1777."

1. Capt. Henry Duncan, R.N. He was First Captain of the Fleet, not the commanding officer of the flagship, H.M.S. *Eagle*.

October 7

MASSACHUSETTS COUNCIL TO CAPTAIN JOSIAH GODFREY

Cap^t Josiah Godfrey—

Boston Oct^r 7th 1777

The Cartel Brigg^t under your Command being ready to Sail¹ you are to apply to Rob^t Pierpont Esq^r Commissary of Prisoners & receive from him on board your Vesell such Prisoners of Warr as he has Collected with a List of their Names & quality with whom you are to proceed the first fair Wind for Hallifax where upon your Arrival you will deliver M^r Commissary Pierponts Letter² with the Prisoners to the Govern^r or such officer as may be appointed at Hallifax to Negotiate the Exchange of Prisoners, observing to use your best Endeav^{rs} for obtaining an Equal Number of the same rank & quality giving the preference to those belonging to this State & have been longest in Captivity³—You are always to avoid making the present unhappy dispute the subject of your Conversation, and upon your Arrival at Hallifax you are not to transact any business saving the Negotiating the Exchange of Prisoners and not to suffer any person belonging to the Cartel to carry on any business there but what relates to the Exchange aforesaid—

Df, M-Ar, Revolutionary Rolls, vol. 8 (Various-Charter Parties-Prisoners), 169. On 14 Oct. Godfrey was dismissed from command of the *Swift* by the Massachusetts Council because of his exorbitant request for pay. M-Ar, Mass. Archives Collection, vol. 173 (Council Papers), 495.

1. *Swift*.

2. Pierpont's letter to Capt. Sir George Collier introduced Godfrey and explained his visit. It concluded: "The several Officers & Seamen of the *Fox* Man of Warr, who are now Prisoners in this State, will be Exchanged, whenever you will give assurance that an equal Number of the Same Rank belonging to the Ship *Hancock* or *Fox* shall be return'd in their Stead." M-Ar, Revolutionary Rolls, vol. 8 (Various-Charter Parties-Prisoners), 155, 171. The second draft is endorsed "October 9. 1777."

3. List of prisoners not found.

CAPTAIN HECTOR MCNEILL TO SAILING MASTER LAWRENCE FURLONG

M^r Furlong

Your Letter of yesterday was handed me by M^r Gregg¹—In answer to which I tell you that (my orders of the 17th Sep^r last which are placarded on the bulk head in com-

mon view) those orders have met with the approbation of the Navy Board, and I expect that you and every other Officer whose duty it is to keep Journals will comply with them.—

The misfortune has been that yourself, and many others of the late Officers of the *Boston* fancied yourselves totally independent of me.—consequently not accountable—The course of your whole conduct the last Cruise and since our arrival, proves this, but I am not that block head of yesterday you vainly imagine,—I will have you and all Men know that as Officers under my Command you are accountable to me for your Conduct and without my approbation no Man has a right to Wages or Prize Money—as to paying the Wages to Officers and Men—I have done it too Long for mine own advantage—Whenever The Hon^{ble} Congress appoints a pay Office it will take a great deal of trouble off my hands—

As to your reference to the 9th Article of the Masters Instructions, it touches me not, the order I gave the 17th. I had a right to give, and none but fools would have refused to comply with them—Yours

Hector McNeill

Boston 7th Octo^r 1777—

LB, MHi, Hector McNeill Letter Book.

1. Samuel Gragg, pilot of the *Boston*.

JOURNAL OF H.M.S. *JUNO*, CAPTAIN HUGH DALRYMPLE

October 77

Tuesd^y 7

at Single Anchor of [f] Prudence Isl^d.

AM sent the Longboat for a turn of water and haul other Flatt-boat on shore and scrubd her bottom at 11 the Rebel Ships movd from Providence¹ and Anchord of [f] Putoxet,² Rowd Guard and workd the Vent^r

at Single Anchor of [f] Prudence Isl^d.

Moderate Breezes & fair w^t P.M. got the Studding Sails and booms and Tacks on the Yards and bent the Studding Sails; at 2 Veer^d. to a New Cable

D, UKLPR, Adm. 51/4229.

1. Continental Navy frigate *Providence*, Captain Abraham Whipple, which had been ordered on 3 Oct. by the Continental Navy Board of the Eastern Department to escort two fireships down Narragansett Bay to cover the landing of militia on the island of Rhode Island. See Votes and Resolutions of the Navy Board of the Eastern Department, 3 Oct., above.

2. Pawtuxet.

“VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD
OF THE EASTERN DEPARTMENT”

[*Providence*] Oct^r 7. 1777

Voted That a letter be wrote to Maj^r Huntington Acknowledging the receipt of his of yesterday relating to the Carpenters, and to Acquaint him that this board are willing that he should allow the Carpenters after the rate of 10^s/a day. . &c¹

D, DLC, Navy Board, Eastern Department.

1. See Continental Navy Board of the Eastern Department to Joshua Huntington, 7 Oct., below.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOSHUA HUNTINGTON

Sir

Marine Board Providence 7th Oct'r 1777

Yours of Yesterday we received by Mr. Bill, respecting the Carpenters leaving the Yard on Acc't of the excessive high Price of the necessaries of Life, and the lowness of their Wages viz 7/6 per day.

We have no authority by our instructions from the H'ble Congress to raise the Price of Carpenters Wages, yet we may venture (upon the present necessary occasion) to permit you to advance their Wages, not to exceed 10/ per day, trusting to your prudence in getting them to Work as much under that as possible, until we shall Write to the H'ble Marine board at Congress upon the subject; when we shall have their answer you shall be made acquainted with their determination.

When you was in Boston, and made application for Money, we informed you, soon as we had Orders for Cash, you shou'd be supplied, its not yet reached. we are [&c.]

Wm. Vernon

John Deshon.

Connecticut Historical Society *Collections* 20: 71–72.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 7th [October]—A fine day. Wind N.W.

A large Rebel Frigate came down from Providence this morning,¹ and anchored at the Narrows, 5 or 6 miles below that town.²

Mackenzie, *Diary* I: 189.

1. Continental Navy frigate *Providence*. See Votes and Resolutions of the Navy Board of the Eastern Department, 3 Oct., above.

2. The Narrows between Conimicut Point and Nayatt Point.

LIBELS FILED IN CONNECTICUT MARITIME COURT FOR NEW LONDON COUNTY

State of Connecticut,

New London County, Oct 7, 1777

Libels are filed before the Hon Samuel Coit, Esq; in favour of Nath. Shaw, jun, Esq; & Co. against the Ship *Amherst*, Jacob Loran, Master, taken by the armed Sloop *Revenge*, Joseph Conkling, Master, and his Associates . . . Also against the Brigantine *William*, Henry Davis, Master, in favour of said Shaw, & Co. taken by said armed Sloop *Revenge*, Joseph Conkling, Master . . . Also against the armed Schooner *Halifax*, her Apparel, Furniture, &c in favour of said Shaw, & Co, taken by said armed Sloop, Capt Conkling. The maritime Court for New-London County, will be held at the Court-House in Norwich, in said County, on Tuesday the 4th Day of November next, at 2 o'Clock Afternoon, to try the Justice of said Captures, of which all Persons concerned are to take Notice thereof, and shew Cause, if any they have, why the said Vessels, Cargoes and appurtenances or any Part thereof should not be condemned.

Per Order of the Judge,

Winthrop Saltonstall, Register.

Connecticut Gazette, October 10, 1777. Suspension points are in the original.

GOVERNOR GEORGE CLINTON TO THE NEW YORK COUNCIL OF SAFETY

New Windsor, 7th October, 1777.

Gentlemen—The extreme fatigue I have undergone the three days past, and the want of rest for an equal number of nights, renders me unfit to write you on matters of so serious consequences to this State, as I have to communicate.

I am able only briefly to inform you, that yesterday about 10 o'clock A.M. our advanced party was attacked by the enemy at Doodle Town, about 2½ miles from Fort Montgomery; they consisted of but 30 men; the enemy by appearance and accounts, so far received, of 5,000.

They received the enemy's fire and returned it, and retreated to Fort Clinton; soon after, we received intelligence that the enemy were advancing on the west side of the mountain, with design to attack us in rear.

Upon this I ordered out Lieut. Colos. Bruyn¹ and McClaghry,² with upwards of 100 men, towards Doodle Town, and a brass field piece, with a detachment of 60 men, on every advantageous post on the road to the furnace.

They were not long out, before they were both attacked by the enemy with their whole force; our people behaved with spirit, and must have made great slaughter of the enemy.

I strengthened the party on the furnace road to upwards of 100, but they were obliged to give way to so superior a force as the enemy brought against them.

They kept their field piece in full play at them, till the men who worked it were drove off with fixed bayonets, then spiked it, and retreated with great good order to a 12 pounder, which I had ordered to cover them, and from thence in the fort.

I immediately posted my men in the most advantageous manner for the defence of the post, and it was not many minutes before, as well our post as Fort Clinton was invested on all sides, and a most incessant fire kept up till night; and soon after dusk, when the enemy forced our lines and redoubts at both posts, and the garrisons were obliged to fight their way out, as many as could, as we were determined not to surrender, and many have escaped.

I was summoned, sun an hour high, to surrender in five minutes, and thereby prevent the effusion of blood.

I sent Lieut. Colo. Livingston³ to receive the flag, who informed them that he had no orders to treat with them, except to receive their proposals, if they meant to surrender themselves prisoners of war, in which case he was empowered to assure them good usage.

About 10 minutes after, they made a general and desperate attack on both posts, which was resisted with great spirit, but we were at length overpowered by numbers, and they gained the possession of both posts.

Officers and men behaved with great spirit, as well Continental troops as militia.

Our loss in slain can not be great, considering the length of the action.

My brother, Genl. Clinton,⁴ is wounded, and I believe made prisoner.

This is the case with Major Logan.⁵

The number of missing I can not ascertain.

The ships⁶ are both burnt and Fort Constitution demolished, by our people, without my orders; but I can not, as yet, condemn the measure.

The officers all say it was right.

I am clear it was as to the fort, after removing artillery and stores, which has not been done.

The ships I hoped might have been saved.

Genl. Putnam will retreat to near Capt. Haight's,⁷ about three miles from Mrs. Van Wyck's, and I mean to rally my broken but brave forces, and advance to-morrow on Butter hill.

Genl. Putnam is to send Colo. Webb's⁸ regiment to join me.

I beg you will give the substance of this account to Genl. Gates, in answer to his letter to me.

I have only to add that I greatly regret the loss of those posts; but I am consoled with the full persuasion that they have bought them dear, and that I have done the most in my power to save them.

I beg you to excuse incorrectness, And am [&c.]

Geo: Clinton.

P.S. Major Lush⁹ is, I believe, their prisoner.

Public Papers of George Clinton 2: 380–83, no. 818. This letter is taken from the Journal of the Council of Safety for 8 Oct. It is printed in *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York, 1775–1776–1777* (Albany, 1842) vol. 1, 1063–64.

1. Lt. Col. Jacobus S. Bruyn, 5th New York Regiment.
2. Lt. Col. James McClaghry, New York Militia.
3. Lt. Col. Richard Livingston, Continental Army.
4. Brig. Gen. James Clinton, Continental Army.
5. Maj. Samuel Logan, 5th New York Regiment.
6. Continental Navy frigate *Congress*, Capt. Thomas Grennell, and frigate *Montgomery*, Capt. John Hodge.
7. Capt. Benjamin Haight, New York Militia.
8. Col. Samuel B. Webb, Continental Army.
9. Maj. Stephen Lush, New York Militia, and aide-de-camp to Governor Clinton.

JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777

Tuesday 7

At an Anchor off Dunderberrick Point¹

at 2 AM received the agreeable news of the Forts Montgomery and Clinton being Stormed and taken by our Troops and that the Rebels had set Fire to their two Frigates and Galley's² at 6 Wounded pass'd by us in their way to the Hospital Ship

At an Anchor off Fort Montgomery up Hudson's River Moderate and Cloudy P.M got under Weigh and employed turning up to Fort Montgomery at 4 Anchor'd off d^o. in 17 f^m. Water

D, UKLPR, Adm. 51/600.

1. Dunderberg Point.
2. Continental Navy frigates *Montgomery*, Capt. John Hodge, and *Congress*, Capt. Thomas Grennell, with Continental Army galleys *Lady Washington*, Abraham Lewis, master of *Montgomery*, and *Shark*, Lt. Daniel Shaw, of *Congress*.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777

Fort Montgomery NbE Fort Clinton NbW
½ a Cables Length

Tuesday 7

Mod^t and fair Weath^r PM Receiv'd from His Majesties Ship *Preston* 2 Barrels of Powder & 2 half Barrels of D^o. & 100 twenty four lb Round shot & 100. 24 lb Cartridges at 3 PM sent the Master to try for a Passage Over the Chain at 5 ret^d. not find^g Water Enough Over for the Galley

D, UKLPR, Adm. 51/4159.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO
THE CONTINENTAL MARINE COMMITTEE

Continental Navy Board

Borden Town 7th Oct^r 1777

Gentlemen

On the near Approach of the Enemy to our Capital, we ordered all our naval Stores Slops &c together with the Books & Papers of the Navy Board, Pay office & Comm^{rs} of Naval Stores to be embarked in the Frigates & the Packet *Mercury*. After much Toil & no small Expence our Ships arrived safe at this Place. Our next Care was to send off the Books & Papers of the several Offices to Easton & to dispose of the Stores, Provisions &c in Places of Secrecy at some Distance from the water. Some we have dispersed in Farm Houses a few Miles back; others we have put into Shallops to run up Cross-wick's Creek out of the Reach of present Danger. We have likewise taken Charge of the Ship *Lion* Capt: Wilson, of whose valuable Cargoe a great part is Continental:

We sincerely congratulate the Marine Committee on the late glorious Success of the American Arms in the Battle of Saturday last; ¹ attended with such little Loss on our Parts, & such fatal Effects to the Enemy We also rejoice with you on the very promising aspect of affairs in the Northern Department. We flatter ourselves that our tempestuous Voyage is almost over—that we are already in Soundings, and one favourable Blast more will waft us to the Shores of Peace & Security. We have the Honour to be [&c.]

Fra^s. Hopkinson

John Wharton

Honble Marine Committee

P.S. The enclosed Letters to M^r Morris and M^r Braxton were delivered to us by M^r Wilson formerly Lieut^t of the Sloop *Independence*,² & was taken in the Sloop *Morris*³ & carried in to Hallifax from whence he made his Escape.—

Copy, NN, Emmet Autograph Collection, pp. 31–32.

1. The Battle of Germantown, fought on 4 Oct. 1777.

2. Possibly Lt. James Wilson and the Continental Navy sloop, *Independence*.3. Possibly the ship *Morris*, run aground and blown up on 11 Apr. 1777 while being pursued by H.M.S. *Roebuck* and *Camilla*.

GEORGE WASHINGTON TO PRESIDENT OF CONGRESS

[Extract]

Sir

Camp ¹ near Pennibackers Mill Octo^r 7th: 1777.

... The state of our Water defence on the Delaware is far from being as flattering, as could be wished.—After some slight opposition from the Jersey Militia under

Gen^l Newcomb, a detachment of the Enemy took possession of Billingsport. This perhaps is an event of no material consequence. But it is to be lamented, that many of the Officers and Seamen on board the Gallies have manifested a disposition that does them little honor.—Looking upon their situation as desperate, or probably from worse motives, they have been guilty of the most alarming desertions. Two whole crews, including the Officers, have deserted to the Enemy. I learn however by Captⁿ Bruer [*Blewer*], who is this moment arrived here from the Fleet, that the Accounts they have received from the City² of our late Attack were such as to have produced a favourable change and to have inspired them with more confidence. I would here observe, that the charge of bad conduct was by no means applicable to the whole—far from it. He further adds, that four of the Enemy's Ships made an Attempt Yesterday morning to weigh the Chevaux de frizes opposite Billingsport; but were repulsed by our Gallies, which has also contributed to raise the spirits of the seamen. Our Garrison on Fort Island, consisting of little more than Two hundred Continental Troops under L^t Col^o Smith appear determined to maintain their post to the last extremity. . . . I have the Honor to be [&c.]

G^o: Washington

L, DNA, PCC, item 152, vol. 5, 89–92, (M247, roll 168). Six paragraphs of this letter are not printed here. In the main they discuss casualties from the Battle of Germantown, the disposition of Washington's forces, the shortage of general officers in the Continental Army, and intelligence of enemy movements at Haverstraw, N.Y. Docketed: "(Entered)/General Washington/Dated Octo^r 7th. 1777/Rec'd Octo^r 12th. 1777—." Endorsed: "referred to the board of war/(Entered)."

1. Washington's army was encamped at Pawling's Mill, Pa., on the west bank of Perkiomen Creek opposite Pennypacker's Mills, Pa.

2. Philadelphia.

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Camp Pawlins Mill 7th: October 1777

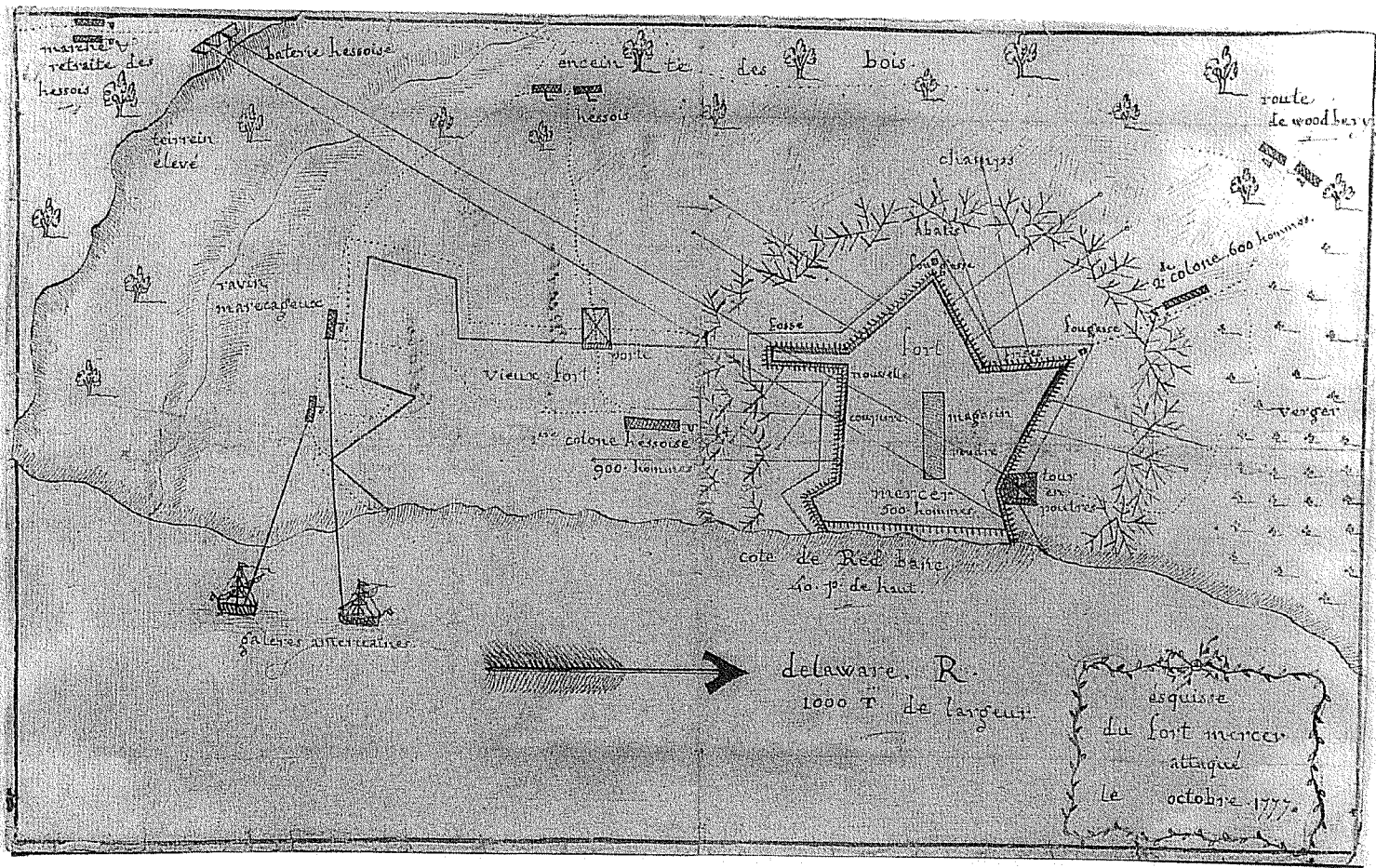
Upon Cap^t Blewers representation of the importance of Red Bank¹ I have determined to garrison it immediately strongly with continental troops, who are now upon their march. Till they arrive I beg you will do all in your power to keep possession of the Ground, should the Enemy attempt to take it. With the Assistance of this force upon the land I hope you will be enabled to keep your Station with your fleet, and if you can do that, I have not the least doubt but we shall by our operations by land and Water oblige the Enemy to abandon Philad^a. I have wrote to Gen^l Newcomb to assist the Garrison with as many Militia as he can spare—I am &c

P.S. I intend to send down Cap^t Mauduit² to command the Artillery. I beg you will afford him every Assistance of Cannon and Stores, and if he should want a few Men to work the Guns, I beg he may have such as have been used to it. I think you should not lose one Moment in possessing the Ground at Red Bank—

Df, DLC, George Washington Papers, Series 4. Addressed at foot of page: "Commodore Hazelwood." Docketed: "7th: Octob^r 1777/to/Commodore Hazelwood."

1. The site of Fort Mercer.

2. Thomas-Antoine Chevalier de Mauduit Du Plessis, Captain, Continental Artillery. Du Plessis commanded the artillery at Fort Mercer. In January of 1778 Congress granted Du Plessis a brevet promotion to the rank of lieutenant colonel in recognition of his gallant service at Mercer in October and November of 1777.



DIARY OF ROBERT MORTON

[Philadelphia, Pa.]

Oct. 7th.—A certainty of the Fleets being below, 14 men have deserted from the Row Gallies, who give an acco. of their disabling a British Brig¹ last ev'g and that the men belonging to the American Fleet would desert were it in their power. News arrived this morning of 3000 men being arrived at New York, and 5000 at Quebec. No further intelligence of Burgoyne's movements. No certain acco. of the Chevaux de Frise being as yet raised. The wounded Americans in this city are removed to the State House.

Robert Morton, "The Diary of Robert Morton." *Pennsylvania Magazine of History and Biography* 1 (1877): 16.

1. There was no warship of this class in the British fleet in the Delaware River. It may be a reference to H.M.S. *Pearl*, who had her rigging damaged in an exchange of cannon fire with the Pennsylvania Navy galleys on 6 Oct. See the Journal of H.M.S. *Pearl*, 6 Oct., above.

JOURNAL OF CAPTAIN JOHN MONTRESOR

[Webb's Ferry, Pa.]

[October] 7th. Wind W.S.W. The weather extremely hot for the season. Early this morning an account of Lord Howe, and the fleet being certainly in the Delaware. The 23d Regt. marched from Philadelphia to Germantown. An Engineer and 100 Grenadiers proceeded this morning to reconnoitre Province Island for fixing of Mortars and 8 inch Howitzers. Some deserters from the Enemy. In the evening the rebels pushed 2 Galleys in the mouth of the Schuylkill which obliged the detachment with the Engineers to return to Philadelphia by Gray's Ferry. Gallies fired and the Fort¹ together one hundred shot at us. Dispatches arrived at Head Quarters from New York by Chester.

Montresor, *Journals*, 463.

1. Fort Mifflin.

WILLIAM BRADFORD TO THOMAS WHARTON, JR.

Fort Mifflin October 7 1777.

I wrote you a few Days ago informing of the Loss of Billingsport.¹ The Troops that took Possession of that Place consisted of Highlanders, and Marines from the Men of War, about Thirteen or Fourteen Hundred in Number, by the most Intelligent People that I have spoke with. The 4th. October they embarked all their Men but 300, after making some Efforts to remove or weigh the Chevaux de Frize, which I believe they could not Effect. Yesterday Afternoon the Enemy set Fire to all the Works & Houses that were left at Blingsport and embarked the Men. In the Evening Commodore Hazelwood went down and attacked the Ships very smartly; they got under way and fell down to Chester, were nine of them now lays. I was in Billingsport this Morning, and every Thing that would take Fire is burnt, and most of the Ambrusers [*Embrasures*] destroyed. The Commodore is now sending down a Scow to bring off the Iron Work that is there. M^r Sam^l. Massey having a sum of Money by him near this Place we have browed [*borrowed*] it, and have ordered the Fleet to be paid their Months Wages—Our Fire Ships

are very badly off for Men, the *Vesuvius* Brig & *Strumblo* Ship have not one Hand;² they are now stripped of their Rigging &c. and ready for sinking in such Places as may be thought necessary if the Enemy's Ships should attempt to come up; tho' I am of Opinion they think they cannot possibly get thro' the Chevaux de Frizes at Billingsport—A prodigious Desertion has prevailed among the Galleys. A few Nights ago Cap^t Montgomery³ lost Eleven Men, last Night, after the Action, Cap^t Mitchel⁴ lost Twelves; Three other Galleys are so reduced that all their Men will not Man One Galley—We are pretty well off for Cattle and shall get some more on the Island this Day, and the Boats are just now going of to fetch Six Waggon loads of Flour that is at Timber Creek Bridge.—Cap^t Blewer is gone up to General Washington for a few Days. I shall do all I can for the good of the Cause, and am [&c.]

W^m: Bradford

P.S. I am confident the Fleet cannot get up this River as we are now [situated—Tho' should] they get Red Bank [were we have not] one Man, I do not know the Consequence Three Days ago the Men of War sent up a Flag to the Commodore, desiring him to give up the Fleet and he should with his Men have his Majestys Pardon and be treated kindly—The Commodore sent him Word he should defend the Fleet to the last and not give them up, and was not afraid of all the ships they could bring, and desired they would send no more such Flags.

L, PHArH, RG 27, Executive Correspondence of the Supreme Executive Council. A portion of the text in the postscript has been torn off. Missing words are supplied in brackets from a printed version of this document published in *Pennsylvania Archives*, 1st ser., 5: 648–49. Addressed: "On Public Service/To/His Excellency Tho^s Wharton Esq^r/President of the State/of Pennsylvania/at/Lancaster." Docketed: "From Coll^o. Bradford/recd 14 October 1777," and, "Rec^d Oct. 14th." Notation at head of letter: "Col: Bradford to Pres Wharton 1777."

1. 3 Oct. 1777, above.

2. Muster Rolls for these two vessels confirm Bradford's statement. The *Vesuvius's* muster for 1 Sept. 1777 shows that only her captain, John Christie, was present for duty, while *Strumbello's* muster for 1 Sept.–1 Oct. 1777 lists her captain, James McKnight, and just one other crewman on board. *Pennsylvania Archives*, 5th ser., 1: 458–59, 491–92.

3. Hugh Montgomery, commander of the Pennsylvania Navy galley *Effingham*.

4. John Mitchell, commander of the Pennsylvania Navy galley *Ranger*.

LIEUTENANT'S JOURNAL OF H.M.S. *ISIS*, CAPTAIN WILLIAM CORNWALLIS

Octo^r

Cape Henlopen SW 3 Miles.

Tuesd^y 7

at 9 AM weighd with the Convoy¹ and made Sail up the Delaware
Bombay Hook Island W ½ S 7 or 8 Leagues
Mod^t and fair Weather at 3 PM made the Sig^l and Anchor

D, UKLNM, Adm./L/J/116.

1. Cornwallis had been charged with escorting a division of transports bound for the Delaware River. See Vice Admiral Viscount Howe to Captain William Cornwallis, R.N., 1 Oct., above. Six days after arriving in the Delaware, Cornwallis joined Howe at the fleet's anchorage off Chester, Pa.

CAPTAIN THOMAS COURSEY TO GOVERNOR THOMAS JOHNSON

His Excellency Thomas Johnson Esq^r/Sir

I have got the galley to Baltimore where she's to fitt out & have applied to Messrs. Lux & Bowley for rigging who informs me that he has none for us, I have also ap-

plied to M^r Hollingsworth for sail cloath who has recommend the barer M^r Jacobs.¹ as sailmaker & says the sail Cloath is in the store at Annapolis M^r Jacobs is Comming to Annapolis and will Chuse the Duck for the sails if you please to let him have it. I am informed by Captⁿ. Davey's² Leiutennant³ that M^r Lux has your orders not to Let any of the galleys have any rigging. if it is so please to inform me what is to be Done with the *Chester* she is foul & wants heaving Down. it Cannot be Done without rigging, I am [&c.]

Baltimore 7th. Oct^r 1777—

Tho^s Coursey

L, MdAA, Maryland State Papers (Red Books), 4580A-52. Addressed: "His Excellency Thomas Johnson Esqr/Annapolis." Docketed: "Tho^s Coursey/7 Oct^r 1777."

1. William Jacob.

2. John David.

3. Probably Abraham Gormon, commissioned 30 Apr. 1777 as first lieutenant of *Conqueror*.

JESSE HOLLINGSWORTH TO GOVERNOR THOMAS JOHNSON

Baltimore Octo[ber 7]—1777

Sir

the Barer M^r Jacobs¹ Calls on you a Bout Canvis for a Galley² from the Eastren Shore, Capt Cosey.³ Shee Wants Every thing that is Riging, the Carpenters Work is Nearly Done, But Must Bee hove Down Emedetly, for fear of the Worm, as the[y] have Been Bad With us this Sumer, But Smith Work a Bundance, and Every Other Nesery at this time Will amount to a Very Large Sum—

the Other three galleys Capt Mathews Davy⁴ and Walker⁵ are all Going Down this Day I Beleave, Mathews & Walker Saild yesterday after Noon, in as Good Order as the Times Will admit, for Sum Neseryes are Not to Bee had—

Capt Cosey Seems a industorous Man and I beleve Will Doe his Best But Every thing is Scarce and Many things Not to Bee had at Any Prise. I Must furnish the Blacksmiths With Iron at £100 Pr ton I have Advanst for the State Since I setteld Large Ods of a thousand Pounds to the Differant galleys for Smiths Bills Buchers Bills Block-makers. Advance for Mens Wages Rum Whiskey Painter Neseryes for Ships use and &c So that I Must Beg you to Send Mee up a Order On the Tresury for 15 hundred or 2 thousand as I am Allways in a Large advance from My first Doing the Publick Busines but Once and then it Was But 300 Pounds from your Humble Servant

Jesse Hollingsworth

Please to Inclos a Order by M^r Jacobs as I Sopose the Tresury is Still at Elk Ridg Which Will Save Expenche and Trouble from yours

Jesse Hollingsworth

L, MdAA, Maryland State Papers (Red Books), 4583-31. Addressed: "To/His Excellency Tho^s. Johnston Esqr/Annapolis." Docketed: "Jesse Hollingsworth—/7 Oct^r 1777."

1. William Jacob.

2. Maryland Navy galley *Chester*.

3. Thomas Coursey.

4. John David.

5. Commanders respectively of the galleys *Independence*, *Conqueror*, and *Baltimore*.

LORD MACARTNEY TO COMMANDER WILLIAM TRUSCOTT, R.N.

(Copy)

Grenada

Sir

St Georges October 7th 1777.

A Pirate named Paschal Bonavitta a Corsican by Nation, having a few days since carried off 37 Negro's from the Island of Tobago under my Government, and landed them at Trinidad where he has a Settlement. I am under a necessity of making a complaint on this Subject to the Governor of Trinidad requiring that he will not only order the Negro's to be restored, but also either deliver up the Pirate or have him Punished in a manner Adequate to his Crime—I am so well acquainted with the Conduct of the Spanish Governors in General, that I have little expectation, of much regard being paid to an application of this kind, unless it be accompanied by a Ship of War; As the *Grasshopper*, & *Favourite* are now both here, I should hope that One of them might be spared for this Service, and Proceed immediately for Trinidad with my dispatches.

As you are the Commanding Officer I address this Letter to you and request the favour of your answer upon this Subject, as soon as possible.¹ I have the honor [&c.]

(Signed) Macartney.

Copy, UKLPR, Adm. 1/310. Addressed at the foot: "Captain Truscott/Commanding His Majestys/Sloop of War the *Grasshopper*." Docketed: "(N^o: 3:)/Copy of Lord Macartneys/Letter Captⁿ. Truscott of/the *Grasshopper* Sloop/of War./Grenada Oct^r 7. 1777." Docketed in another hand: "In V. Adm^l. Young's letter/27. Octo^r 1777." See Vice Admiral James Young to Philip Stephens, 27 Oct. 1777, below.

1. That same day Comdr. Truscott informed Lord Macartney that H.M. sloop *Favourite*, Comdr. William Fooks, would convey the dispatches to Trinidad. Truscott to Lord Macartney, 7 Oct. 1777, *ibid*.

October 8

CAPTAIN JOHN FISK TO THE MASSACHUSETTS BOARD OF WAR

Sir

This day I fell in with the Brig *King George* John Watmough Master from Belfast for New York six weeks out¹ I have sent you all her Invoices & Papers. (I took a Brig yesterday from New York for Newfoundland)² I took this Brig about half past Eleven O clock this Morning when we saw two sail as far to the westward as we could see from Masthead. I have spoke with one of them a Schooner from Newbury Daniel Parsons Commander³ & he pretends to claim part of the prize but we mannd the prize and sent her away and then tackd for said Sails & stood for them two hours before we spoke the Schooner. the Cap^t of the prize says he never saw them untill after he struck to me. however I suppose your Honor will see Justice done & that is all I want—I am making the best of my way home. Best with Respect Sir [&c.]

Jn^o. Fisk⁴At Sea Octo^r 8. 1777Latt^d 40.00 N Long^d 63.00 W

L, M-Ar, Mass. Archives Collection, vol. 152 (Massachusetts Board of War Letters), 391. Addressed: "To/The Hon^{ble}. Sam^l. Phips Savage Esq^r/President of the Hon^{bl}. Board of/War in/Boston." Docketed: "Cap^t Fisk^t Lett^r/Oct^r 8th. 1777."

1. Brigantine *King George*, 160 tons burthen, was libelled by Fisk on 30 Oct. in the Maritime Court of the Middle District for trial on 25 Nov. at Boston. *Independent Chronicle* (Boston), 30 Oct. 1777.

2. Brigantine *Catharine*, John Gardner, master, 200 tons burthen, was libelled by Fisk on 30 Oct. in the Maritime Court of the Middle District for trial on 25 Nov. at Boston. Ibid.

3. Massachusetts privateer schooner *Gloriosa*, Daniel Parsons, commander, mounting 8 guns with a crew of 45 seamen, was commissioned on 17 Sept. 1777 and was owned by Joseph Laughton of Boston and John Tracy of Newburyport. M-Ar, Revolutionary Rolls, vol. 5, 357, 358.

4. Fisk commanded the Massachusetts Navy brigantine *Massachusetts*.

DAVID REED TO CUSHING & WHITE

Gentlemen

Yours of 18th. Ult. came duly to hand, & in compliance therewith I send the Schooner *Betsey* by Cap^t. Mayhew—at present I take opportunity to transmit you inclosed the papers that were committed to me, that concern the said Schooner; there yet remains in the hands of Cap^t. Paul Reeds family a memorandum book found on board, the property of Philip Goldthwait a prisoner taken in her, in which there is an account of transactions from the time said Goldthwait was put on board her by the *Rainbow* to the time she fell into Cap^t. Reeds hands—but it is not in my possession—& chiefly concerns said Goldthwait only:

By the best information I can obtain she was taken by the *Reprisal* about three weeks after she was in the service of his Brittanick Majesty¹—she was on a cruize as a Spy to enquire after your Brig^t.—& a mast ship then at Wiscasset²—& the situation of Townsend harbour &c, Cap^t. Reed fell in with her & took her near St^t. Georges³ on Saturday the 22^d. of Aug^t.—the men soon owned their characters & business—& were sent hither by a certain Capt. Bradford in their way to the board of war to which I was about forwarding them when unluckily they fell again into the hands of the *Rainbow* that just at that time came into this harbour; however in lieu of the eight prisoners taken in her, we received others in exchange—

I believe she was not into any British port whilst in the enemy's hands; of the circumstances of her being taken by the enemy I cannot inform you—but after Cap^t. Reed took her she was carried into St^t. Georges, Medumcook,⁴ Broadbay, & Townsend where she now lies,

Inclosed youll find an inventory of the articles found on board, distinguishing such as the *Reprisal* has on board, from the remainder which I send you in the Schooner.

Also an account of my cost & trouble with the vessel—I have put some cord wood on board, for which I have taken Cap^t. Mayhew's order on you,

I have no doubts but you will transact with regard to the prosecution in the maritime court so as shall leave Cap^t. Reed & his men (for whom I am attorney) no reason to complain; I am [&c.]

Boothbay

Oct^r. 8th. 1777

David Reed

L, MSAp, Cushing and White Papers. Addressed: "To/Mess^{rs}. Cushing & White/Merch^{rs}/Boston." Docketed: "David Reed's Letter/fm Booth Bay 8 Octo. 1777."

1. Massachusetts privateer brigantine *Reprisal*, Paul Reed, commander, mounting 10 guns with a crew of 55 seamen, was commissioned on 17 July 1777. She was owned in part by John Cushing and Samuel White of Boston and Paul Reed of Townsend, Maine. DNA, PCC, item 196, vol. 12, p. 110.

2. Massachusetts state ship *Gruel*. See NDAR 9: 910–11, 911n, 949.

3. St. George River, Maine.

4. Meduncook River, Maine.

JOURNAL OF H.M.S. *FLORA*, CAPTAIN JOHN BRISBANE

October 1777
Wednesday 8th

Cape Ann N^o: 73 W^t: Distance 53 Leagues

AM at 6 saw a sail to the E^t:w^d: out Reefs and sett Small Sails, at 10 made the Signal for Seeing another Sail, in the SE^t: the *Lark* bore up and gave Chace $\frac{1}{2}$ p^t: the *Diamond* bore up and Chaced with the *Lark* at Noon Fir'd 4 Six Pounders at our Chace, and bro^t: her too, Shorten'd Sail; *Lark* and *Diamond* in Chace to the SE^t:—

Cape Ann NBW Distance 66 Leagues

First part fresh winds and fair, Middle and latter light winds, PM came up with our Chace, proved to have come from Newbury bound to Hispaniola,¹ sent a Petty Officer and 6 Men to take Charge of her, at 1 made Sail for the *Diamond*, and *Lark*, at 5 lost sight of the Prize;

D, UklPR, Adm. 51/360.

1. Schooner *Lovely Lass*, Abraham Topper, master, owned by Nathaniel Tracy of Newburyport, from Newbury to Hispaniola, with fish and lumber, taken off Martha's Vineyard, sent to Rhode Island. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, 489.

MASSACHUSETTS COMMISSARY OF PRISONERS TO THE MASSACHUSETTS COUNCIL

State of Massachusetts Bay

To the Hon^{ble}. Council

Boston Oct^r 8th 1777

The memorial of Rob^t Pierpont Commissary of Prisoners humbly sheweth that your Petitioner is greatly fearfull that if their is not A large number of Men to guard the Prison Ships in this Harbour that some Mischief may soon Arise As we had much Trouble the last Night with those on board the *Favourite*¹—Your Petitioner Humbly Prays that your Honors would Direct him what method he shall take to procure A Sufficient Guard for this Purpose for the Nights & as in Duty bound shall ever Pray

Rob^t Pierpont

PS I beg leave to propose—

ten Men & a Sergeant for the *Kingston*

ten D^o. & a Sergeant for the *Favouite*

six D^o. & a Corporal for the *Rising Empire*.

L, M-Ar, Mass. Archives Collection, vol. 173 (Council Papers), 457, 457a. Endorsed: "State of Massachusetts-Bay Council Chamber Oct^r 8th 1777. Ordered that Robert Pierpont Esq^r Commissary of Prisoners be and hereby is directed immediately to procure on the best terms he can a Sergeant & ten men as a guard to serve on board the guard Ship called the *Kingston* now lying in Boston Harbour.—and also a Sergeant & ten men as a guard to serve on board the Guard Ship called the *Favourite*.—and likewise a Corporal & Six men to serve as a guard on board the Guard Ship called the *Rising Empire*.—taking Special care to engage such persons as are firmly attached to the American cause." On the same day the Council requested Maj. Gen. William Heath to supply the necessary guards to Capt. John Ayres for that night. *Ibid.*, vol. 173, 459.

1. On the night of 6–7 Oct. a Canadian prisoner escaped from the *Favourite* and later brought a long-boat alongside to carry off more prisoners. He was apprehended by Capt. John Ayres who reported the incident to Robert Pierpont and the Massachusetts Council. Capt. John Ayres to Robert Pierpont, 7 Oct. 1777, *ibid.*, vol. 173, 452a.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 8th Oct^r Fine weather. Wind N.... The Rebel Galley is now at Howland's ferry.¹

Several Small Craft and boats have been plying about Mount hope bay, Taunton River, and Howland's ferry all day.

Mackenzie, *Diary*, 1: 189.

1. Rhode Island Navy galley *Spitfire*, Capt. Joseph Crandall.

LEONARD JARVIS TO THE MASSACHUSETTS BOARD OF WAR

The Hon^l the Board of War
Gentlemen

Dartm^o. Octo 8. 1777

The Bearer Abner Wood is going to Boston with a Team, by whom I should be glad to receive the Sail Cloth & Cordage wanted for the Spy Sloop—She is about forty tons—the Cable I will endeavour to get here to be replac'd in Boston if I cannot purchase it for Cash—the Shrouding & other Cordage should have sent the Sizes of, but I have not time now to go over the River where the Sloop lays—I shall get the Sloop finish'd as cheap & as expeditiously as possible & as soon as done shall do myself the pleasure of forwarding her Accounts—in the meantime I subscribe myself most Respectfully [&c.]

Leo Jarvis ¹

13 Bolts Russia Duck

4½ Bolts Ravens d^o.

3 .. 0 .. 0 Shrouding

3 .. 0 .. 0 Cordage

2 .. 2 .. 0 Boltrope

2 .. 0 .. 0 Spunyarn

.. 2 .. 0 Worming

} for a Sloop of 45 Tons—

L, M-Ar, Mass. Archives Collection, vol. 152 (Board of War Letters), 393. Docketed: "Leon^d Jarvis/Octo^r 8th 1777."

1. Jarvis was Deputy Continental Agent for Massachusetts.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPLEBY

October 1777
Wednesday 8

Peeks Kiln ENE Fort Independance NBE ½ E & Butter
Hill NW—

At 6 AM sent the Master Carpenter and Armourer to destroy the Chain which lay across the River¹ Flat Boats Employ'd Carry-
ing Prisoners on board the Transports

Peeks Kiln ENE Fort Independance NBE ½ E & Butter
Hill NW—

D, UKLPR, Adm. 51/720.

1. The chain was stretched across the Hudson from Fort Montgomery to Anthony's Nose on the eastern bank.

JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777 d^o [At an Anchor off Dunderberrick Point]
 Wednesday 8 at 8 AM sent the Longboat & c^a to assist in cutting the Chain across the River

At an Anchor off Fort Montgomery up Hudson's River
 Fresh breezes and Hazey P.M. part of the Troops embarked
 and went up the River with the *Deligence*¹ Brig and Galley's at 5
 Came on board the News of the Rebels having destroyed Fort
 Constitution

D, UklPR, Adm. 51/600.

1. H.M. brig *Diligent*.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777 Fort Montgomery NbE Fort Clinton NbW ½ a Cables
 Wednesday 8 Length
 at 9 AM. Anch^d here His Majesties Ship *Mercury* at 11 A.M. the
 Artificers cut the Chain
 D^o.

Light Airs Inclinable to Calm for the first part middle & latter
 Mod^e. Breezes at 1 PM Weigh'd and Row'd up the River in
 Comp^y H. Majest^s Galleys *Spitfire* and *Crane* & 22 Flat Boats with
 Troops on Board at 5 PM. the Troops Landed at Fort Consti-
 tution with^t any Oposition the Rebles hav^g Evacuated it at 8
 PM Anch^d with the best Bower in 9 f^m. Water Butter Hill N. 1
 Mile Martears Rock¹ s.b E. ½ a Mile in Comp^y as before

D, UklPR, Adm. 51/4159.

1. Martlaer's Rock.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r 1777 Fort Independence NNE 2 Miles Dist:
 Tuesday 7¹ at 4 AM Came too in 19 f^m. the Fort NW dist^t two Cables Lenght
 [Wednesday 8] at 6² weighd the Gallys³ and Flatt Boats in C^o the troops Landed,
 the Rebels having Evacuated Fort Constitution Stood Up the
 River in Sight of New Windsor as far as the Chevaux de Frize
 wore Ship and Came too Small Bower in 15 f^m. off Butter Hill
 Clove the Gallys in C^o—

Butter Hill Point West ½ Mile Dist:

D, UklPR, Adm. 51/4163.

1. The Journal is one day behind.

2. At 1 P.M. the galleys weighed anchor and at 5 P.M. the troops landed at Fort Constitution. Compare with Captain's Journals of H.M.S. *Mercury* and H.M. galley *Dependence* for 8 Oct., above.

3. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

GOVERNOR GEORGE CLINTON TO THE NEW YORK COUNCIL OF SAFETY

[*New Windsor Oct. 8, 1777.*]

Gentlemen,

I wrote to the Legislature yesterday giving them as particular an Account of the loss of Forts Montgomery & Clinton as I was then Able Since which I have the Pleasure to inform you that Genl. Clinton¹ is got in & his Wound does not appear to be any ways Dangerous many other of our Officers have also arived who we had Reason to believe were made Prisoners, not more that 11 Officers of Colo. Du Bois's Regim't² are Missing two hundred of his Men including Non Commissioned have already Joined me at this Place & many more of them may be expected as we have heard of their Escape, many also of the two Companies of Artillery who were at those Posts have escaped & joined us & more of them Hourly expected.

The Night I left Fort Montgomery as my Escape was effected by crossing the River I waited upon Genl. Putnam at Continental Village in Order to concert the proper Measures to be pursued after this unfortunate Event. The Genl. Officers there agreed in Opinion with me that the Intention of the Enemy under Sir Henry Clinton was to Relief Burgoine's Army by effecting a Junction with him; That as they had carried the Forts his next Business was to pass the Cheveaux Defrize & so proceed by Water up the River.

Our Posts at Peek's Kill & Sydnam's by the Loss of those which commanded the Navigation have losst their Importance. It was therefore agreed that Genl. Putnam should Retreat with his Army to very defensible pass in the Mountains about 3 Miles from Fishkill where he is in the most Speedy Manner to get in the Eastern Militia—I, to rally my Forces near this Place, to call on all Militia of Orange & this end of Ulster, to be furnished with a Continental Regt. from Genl. Putnam's Army to defend the Cheveaux Defrize in the best Manner I can & as long. That as soon as we find the Enemy can raise or pass it both Armies to move Northward so to keep pace with them covering the Posts of the Country which woud be the greatest Object till they shall think proper to Land. As soon as ever I find the Shipping likely to pass the Cheveaux Defrize I will by forced March endeavour to gain Kingston & cover that Town. I shall have 1 Brass twenty four Pounder & Six Smaller Brass Pieces which will make a formidable Train. I am perswaded if the Militia will join me which I have Reason to hope I can save the Country a few Scattering Houses excepted along the River from Destruction & defeat the Enemy's Design in assisting their Northern Army.

A Deserter who had been taken & forced to enlist in Fanning's Regt. came into us yesterday from the Enemy at Fort Montgomery immediatly after it was taken, informs me that the Enemy's Loss was very great, That Genl. Sir Henry Clinton commanded in Person had three other Genl. Officers with him their Force was 5000 three thousand British Troops & Hessian Yaagers the Remainder New Levies, Commanded by Brig'r Genl. Beverly Robinson & Colo. Fanning.³ he says their Loss was great. I have only to add that tho the Country Esteem the Posts Lost of the greatest moment yet the manner in which they were defended has given such Gen. Sattisfaction as to elate & not depress their Spirits.

[G. C.]

[To Council of Safety.]

N.B. I am this moment informed by Genl. Putnam, that the eastern militia come in very fast; that he is confident that he will soon have ten thousand men with him; in

which case he will keep posts up as far as Poughkeepsie and Rynbeck to head the enemy, should they push up the river. We shall save considerable of the stores at Fort Constitution, and perhaps some of the artillery, as the enemy had not got up that high yesterday.

Public Papers of George Clinton 2: 387–89, no. 822. The N.B. section is from the Journal of the Council of Safety. The letter is printed in *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York 1775–1776–1777* (Albany, 1842), vol. 1, 1065–66.

1. Brig. Gen. James Clinton.
2. The 5th New York Regiment commanded by Col. Lewis Du Bois.
3. Col. Edmund Fanning, commanding the King's American Regiment.

MAJOR GENERAL ISRAEL PUTNAM TO GOVERNOR GEORGE CLINTON

Dear Sir,

Yours with a Copy of General Gates's I have Rec'd and agreeable to your request have Orderd Colonel S. B. Webb's Regiment to march & Immediately join you; ¹ I will Immediately make inquiry about the Arms you mentioned & if Possible they shall be Conveyd over to you with the Utmost Dispatch; Last night I arrived here, the Baggage Ordinance Stores &c. are moving up with all Possible expedition;

Since I had the pleasure of seing you, many Circumstances of Importance strikes my attention which I now shall with pleasure Communicate to you, In the first, Its my Opinion that the Enemy's Vessel of Four ² which are now Down the River, are only kept there with a view of Drawing Our Attention towards them & prevent us from making that Preparation (which in my Opinion we aught by every Possible means to do) to Oppose there Progress to Albany, they may Probably bring up there Shipping near the Cheveaux De Frize, but its my real and Sincere Opinion that Destroying the Chain &c. are by no means (at this juncture) there Chieff Object, Its my firm Opinion that they will by every Possible Means Indeavour to Make Forced Marches towards Albany, & Convey up the Baggage Stores &c. in the small Crafts;— I shall use my Utmost Efforts & Collect the Militia with all Possible Speed, the same Steps I make no Doubt will be forwarded by you.

Joining Burgoyne is Certainly there first & Chieff Object. I would therefore Mention that the Moment our Baggage Stores &c. are mov'd into some secure Place, we aught to Proceed towards Albany & act in Conjunction with Gen^l Gates. I have wrote Him & shall hope to have his Opinion very soon, yours upon the Subject I hope to be favourd with Immediately which will greatly Oblige, Sir Your verry Hble. Serv't

Israel Putnam M. [G.]

Fish Kill 8th Oct. 1777.

P.S. General Putnam begs the favor you'l meet him this Morning on this [side] the Ferry at 11 O'Clock, if any thing should prevent you from Crossing the River, he begs you'l let him know. I am [&c.]

T. Yates A. D. C.

[To G. C.]

Public Papers of George Clinton 2: 384–86, no. 819. Docketed: "Gen^l. Putnam/Fish-kill 8th Oct'." The sections in brackets were supplied by Hugh Hastings, editor, in *Public Papers of George Clinton*. The docket is from the charred original, N-Ar, George Clinton Papers, box 8, doc. 819.

1. The original manuscript reads: "to march Immediately & join you."
2. The advanced squadron, H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence* and *Spitfire*.

MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON

[Extract]

Fish Kill 6 OClock Wednesday Mon^g
8th October 1777—

Dear General

Its with the Utmost Reluctance I now sit Down to inform you that the Enemy after Making a Variety of Movements up & down North river, landed on the Morning of the 4th. Ins^t about 3000 Men at Tarry Town, & after Making an excursion about five Miles up the Country, they returnd & embarked, the Morning following, the advanced up near Kings Ferry & landed on the East side of the river, but in the Evening part of em reem-barked, & the Morning after Landed a Little above Kings Ferry on the West side, but the Morning being so exceeding foggy, concealed their Scheam & Prevented us from giving any Idea what Number of Troops they Landed, in about Three Hours we discoverd a large Fire at the Ferry, which we Immagined to be the Store Houses, upon which it was Thought they only Landed with a View of Destroying the said Houses, The Picquet & scouts which we had out, could not learn the Exact Number of the Enemy which were Remaining on the East side the River, but from the Best Accounts they were about 1500, At this same time a Number of Ships, Galleys &c with about 40 Flat Bottomed Boats made every appearance of their Intentions to land Troops, both at Fort Independance, & Pecks Kill Landing, Under all these Circumstances & my strength being not more than 1200 Continental Troops & three Hundred Militia, Prevented me from Detaching off a Party to Attack the Enemy that Lay On the East side the River, After we had thought it Impracticable to quit the Hightes (which we had then Possession off) & attack the Enemy, Brigadier General Parsons & myself went to Reconnoitre the ground near to the Enemy, and on our return from thence we was alarmed with a very heavy & hot firing, both of small Arms & Cannon at Fort Montgomery which Immediately Convinced me that they Enemy had landed a large Body of Men in the Morning at the Time and Place before Mentioned, upon which I immediately Detached of 500 Men to Reinforce the Garrison, but before they could Possible cross the River to their Assistance, they Enemy (which was far Superior in Numbers) had possesed themselves of the Fort; Never did Men behave with more Spirit & Activity, than Our Troops upon this Occasion, They Repulsed the Enemy three times, which were in Number (at Least) five to One, Governor George & General James Clintons were both Present, but the Engagment Continuing untill Dusk of the Evening, gave them both an Opportunity together with Several Officers & a Number of Privates to Make their Escape. . . . I am [&c.]

Israel Putnam,

L, DLC, George Washington Papers, Series 4. Docketed: "From/ Gen^l Putnam. 8th Octob^r/1777.—Answered."

MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON

[Extract]

Dear General,

Fish Kill Octo^r: 8th. 1777—

Sinse I wrote you this morning, I have waited on Governor Clinton to Consult about our present Circumstances and fix upon the most effectual measure that could be pursued against the enemy, which is now Landing a Considerable number of Troops,

at Fort Constitution, and proceeding up the River, with their ships Gally's Flatt Bottom'd Boats &c: they will from all appearance be at the Chevaux, De Frieze in the space of an hour—They will know the situation of our Troops and I sincerely believe that their Intentions are to make all possible Expedition to get above us,—I don't think Weighing the Chevaux, De Frieze is a matter of great moment to them. . . . I am [&c.]

Israel Putnam MG

L, DLC, George Washington Papers, Series 4. Addressed: "(On Public Service)/His Excellency/General Washington/Head Quarters/Israel Putnam." Docketed: "Gen^l. Putnam/Octob^r 8th. 1777/Answ^d." Printed in *Correspondence and Journals of Samuel Blachley Webb*, Worthington C. Ford, ed., 3 vols. (New York, 1893), 1: 331–33.

MAJOR GENERAL JAMES WADSWORTH TO GOVERNOR JONATHAN TRUMBULL

[Extract]

Sir,

Fishkill Oct^r 8th. 1777

. . . Some of the Enemy's Ships have moved up with some of the flat bottomed boats from Fort Montgomery and last night two Galleys & one or two small Vessels¹ came up near the Cheviaux du frize about 7 Miles below here, and passed the same, but being fired upon fell down the river again.—The Enemy now have it in their power to pass up the river in spite of every Effort we have in our Power to make, and the whole of our Force if collected on one side would little if any exceed theirs so that We can do no more than defend one side of the River; if their design be to relieve M^r Burgoyne's Army, most probably they will proceed the first fair wind up the river; with their ships as far as the water will permit their ships to pass; which may be faster than the troops can march; and then with their flat bottomed boats and row Galleys to Albany before we can arrive there. . . . I am [&c.]

James Wadsworth

L, Ct, Jonathan Trumbull Papers, vol. 7, 96a–b.

1. The advanced squadron, H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

COLONEL HUGH HUGHES TO MAJOR GENERAL HORATIO GATES

[Extract]

The [*Continental*] Village, 8th Octbr 1777

My dear General,

. . . Last Evening I sent two of our Department to Anthony's Nose. The Enemy had not then meddled with the Chain &c. but had taken possession of one of our Privateers that lay aground above the Chain.¹ Our Frigates & Row galleys are burnt by our own People,² in a Panic, I imagine It is a dangerous Disorder, where it rages Sir. . . . God preserve you my D^r General—

H Hughes³

L, NHi, Horatio Gates Papers. Addressed: "The Honble Major General Gates." Docketed: "Letter from Col^o Hughes/dated The Village, Oct^o/8th. 1777."

1. New York privateer sloop *Camden*, 10 guns.
2. Continental Navy frigates *Congress* and *Montgomery* and Continental Army galleys *Lady Washington* and *Shark*.
3. Hughes was assistant to the Quartermaster General, Northern Department.

NOTICE TO ROYAL NAVY SEAMEN

Philadelphia, October 8, 1777.

Notice is hereby Given,
To all SEAMEN and OTHERS,

BELONGING to any of His Majesty's Ships or Vessels of War, now in or about this Town, to give themselves up to the Commanding Officer of the *DELAWARE* FRIGATE; there to serve until an Opportunity offers of sending them to their respective Ships: Otherwise they will be apprehended as Deserters.

J. WATT.

By order of Lieut. General,

EARL CORNWALLIS.

PHILADELPHIA, PRINTED BY JAMES HUMPHREYS, JUNR.

Broadside.

JOURNAL OF CAPTAIN JOHN MONTRESOR

[Extract]

[Webb's Ferry, Pa.]

[October] 8th. . . . This night at Sundown we made a Battery of No. 2 Medium 12s at the N. side of the mouth of the Schuylkill; ¹ before it was finished 3 rebel Galleys came to their usual station at the mouth and hearing our workmen fired grape 3 inch shot, which we did not return, until our Battery was completed. The 10th Regiment marched from Camp to assist as a working party, this night but the boats in the morning from Gray's Ferry coming to Province Island Ferry ² were taken by the rebels and the people wounded and another attempt in the Evening failed owing to the lateness of the tide. . . .

Montresor, *Journals*, 463. Five sentences of this entry are not printed here. They relate to American and British deserters, the weather, and artillery for the batteries on Carpenters Island.

1. This battery was erected at Webb's Ferry to protect the river passage to Province Island.
2. That is, Webb's Ferry.

WILLIAM BRADFORD TO THOMAS WHARTON, JR.

Sr,

I wrote you two Days ago.¹ Yesterday we sent down to examine the Chevaux de Frize at Billingsport, and find that the two last that were sunk to stop up the Gap are remove higher up and put on one side, so that a Ship may warp thro'. A Ship & Brig are now preparing to be sunk in the Gap, which, if we can Effect, will stop the Channel.² A large Fleet of Vessels are now as high as New Castle. Last Night a large Body of the Enemy came from Philad^a, and have erected a Battery near the mouth of Schuylkill. Our Galleys fired at them in the Night and this Morning, but I believe with very little damage. Your most H^{ble} Serv^t,
Fort Mifflin, Oct^r 8th, 1777.

Wm. Bradford

The Commodore³ is not under the least doubt of stoping the Channel, and if they should warp thro' he can destroy them.

Pennsylvania Archives, 1st ser., vol. 5: 649–50. Addressed below postscript: "On public Service. To His Excellency Tho^s Wharton, Esq^r, President of the State of Pennsylvania, at Lancaster."

1. Not found.
2. Pennsylvania Navy fire brig *Vesuvius* and Pennsylvania Navy fire ship *Strumbello*. See William Bradford to Thomas Wharton, Jr., 7 Oct. 1777, above.
3. John Hazelwood.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.

[*Billingsport, N.J.*]

[*October*] 8th.—This day went with the admiral up to Billings Port reconnoitring the shipping, &c., and Mud, or Fort Island. This evening a smart cannonade from the galleys, and, as we supposed, a battery of ours newly erected at the hospital opposite to Mud Island on the Pennsylvania Shore.¹

Henry Duncan, "Journals of Henry Duncan, Captain, Royal Navy, 1776–1782," edited by John K. Laughton, in *The Naval Miscellany* (n.p.: Naval Records Society, 1902), 1: 151.

1. This hospital, also known as the Pest House, was located on Province Island. Until the British occupation of Philadelphia the Pest House had been a place of reception for the sick and wounded of the Pennsylvania Navy. A battery composed of two iron 18-pounders was erected there but was not completed until 14 Oct. Duncan must be referring here to the two-gun battery at Webb's Ferry which was the only operational British artillery emplacement on 8 Oct.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York*] Wednesday, October 8, 1777

Resolved, That there be advanced to the Marine Committee eight hundred Dollars, for which they are to be accountable.

JCC9: 786.

VICE ADMIRAL VISCOUNT HOWE TO PHILIP STEPHENS

Number 38.

Eagle In the Delaware

Sir,

October the 8th: 1777.

On my Entrance into this River the 4th. Instant, I received your several Letters with the Orders from the Lords Commissioners of the Admiralty sent in the *Bristol* and *Experiment* which arrived at New York with the *Zebra*, *Buffalo* and the Ships under their Convoy the 25th: of last Month: The Dates and purport of them being as noted in the Schedule annexed.

The Warrants to the Vice Admiralty Court in Nova Scotia, New York, Bermuda and East Florida, will be forwarded according to their Lordship's Intentions by the earliest Opportunit[ies.]

The Purchase professed to have been made by Noel Virant de Castelane, appearing to have been transacted with Persons then resident, and in actual Rebellion, in the Province of New York, the whole of the proceeding was held to be fraudulent and illegal. The Petitioner was not kept in Suspense for a longer Time than he required to collect the Proofs in Support of his Claim; being immediately informed of the Exceptions to the pretended Validity thereof; And the Vessel was stopped in consequence, and employed as a Seizure for the King's Service. It is true that he frequently renewed his Application for the Vessel to be restored; But no just Cause having appeared for making any Change in the former Decision, the Vessel was not surrendered to him.

The original Commission appointing the Rear Admiral Sir Peter Parker to that Rank, having been transmitted to him and received; I have herewith returned the Duplicate which arrived in the *Bristol*.¹ The special Commission for taking the Command of His Majesty's Fleet stationed at Jamaica, and Instructions with the other Documents enclosed therewith, will be forwarded to him, And he will immediately proceed for that Island, as soon as he can be consistently relieved from the Charge of the Detachment under his Orders, employed at and adjacent to Rhode Island.

The *Viper* not being yet returned from the S^t Laurence, and Lieutenant John Graves² (appointed to succeed the present Commander in that Sloop³) having had Leave to return to England, upon his Application to that Effect, (of which he was directed to acquaint their Lordships upon his Arrival) I am unable to obey their Lordships Commands in those respects. I nevertheless retain the Commission until their Lordships are pleased to signify their further Intentions therein; Or that I hear of the Return of the *Viper* to Europe, if the Captain should be so directed.

Their Lordships having in their Approval of the Appointments made by Vice Admiral Young in the Ships of the American Squadron signified their Sense, of their Customary and special Assignment of the particular Ships which are to constitute the Squadrons destined to be employed under the Direction of the respective Commanding Officers on the different Stations abroad; And, in the same manner, their Sense of their Instructions [to] those several Commanders for nominating to the Vacancies, limited, as I always conceived to the Ships of their respective Squadrons so defined: I have only to report on the Matter of your Letter of the 25th of June; that I shall communicate to the Officers present, their Lordships pleasure to confirm them in the Employments to which I had appointed them that they may not suffer any Disappointment on that Occasion.

The Captain of the *Zebra*⁴ dying the Night of his Arrival at New York, Lieutenant Orde⁵ of the *Eagle* has been nominated to that Vacancy. I am [&c.]

Howe

L, UKLPR, Adm. 1/488, 2-3. Addressed at foot of first page: "Philip Stephens Esq^r/Secretary of the Admiralty." Docketed: "8 Oct^r 1777/*Eagle*—Delaware/L^d Howe/ans^d. 7 Jan^y 1778." Notation: "R. By Maj^r Cuyler/Ans^d. 7. Jan^y 1778."

1. A mark here refers to marginal notation: "cancell'd."
2. Lt. John Graves [2].
3. Comdr. Samuel Graves [2].
4. Comdr. John Tollemache who was killed in a duel. See *NDAR* 9: 980.
5. Lt. John Orde.

VICE ADMIRAL VISCOUNT HOWE TO THE MARQUIS DE BOUILLÉ

Copy.

In the River Delaware October the 8th. 1777.

Sir

Being at that Time absent from New York, I did not receive the Honor of your Excellency's Letter dated the 12th. of August¹ and brought by the Chevalier de Fagan,² until several Days after he left the King's American Dominions.

As I should be happy in having an Opportunity to assure your Excellency of my Respect, I cannot but approve of the early Attention the Commodore Hotham testified to your Wishes,³ by the immediate Dismission of the French Seamen navigating the Vessels engaged in an illicit Commerce with the King's rebellious Subjects in these Provinces.

It is with Concern I collect from the Tenor of your Excellency's Letter, that some of them have been endeavouring to impose upon your Humanity by Falsehoods or studied misrepresentations such as they had before not scrupled to allege for colouring their purpose of assisting a people in Arms against their Prince: In a manner that must be deemed highly criminal by a Nation attached to it's Sovereigns, and therefore leaves no Doubt of the Sense that will be entertained of their Conduct at the Court of France. I have the Honor to be [&c.]

Howe.

Copy, UkLPR, Adm. 1/488, 50–51. Addressed at foot of first page: "His Excellency/Monsieur Le Marquis de Bouillé/&c^a. &c^a. &c^a." Docketed: "Copy./Letter from the Viscount Howe/to the Marquis de Bouillé/Governor of Martinico./Dated 8th. October 1777./In Lord Howe's Letter/of the 24: Oct^r 1777./N^o. 5."

1. UkLPR, Adm. 1/488, 42–43. De Bouillé complained that he had learned from the masters of several captured French vessels that French seamen imprisoned at New York were being harshly treated. He requested that they be allowed to return to France or the French islands under his government, and that their exact number be ascertained.

2. Chevalier de Fagan de Beaulieu, major of infantry and aide de camp to the Marquis de Bouillé.

3. See *NDAR* 9: 901–902.

THOMAS MCKEAN TO GEORGE WASHINGTON

[Extract]

Sir,

... John Pierpoint (who seemed willing enough to tell all he knew) informed me, that the *Delaware* frigate was given up by the pressed men on board, that there were but two brass cannon, 12 pounders, fired from the fort upon the frigate, and but one man killed in the fort, and one in the frigate; that she was manned with English & lay above the Town on Sunday morning when he came away. ... A Mr. Husbands told me, he saw upwards of two thousand troops at Chester on Monday last escorting waggons, that were loaded from 13 ships, which lay there—that 4 men of war were then at the Chevaux de frize, and that 250 Hessians, who had crossed Schuylkill on the same day, proceeding down the neck towards Delaware, it was supposed to forage & plunder &c. ... with the utmost regard [&c.]

Newark.—

Tho M'kean^l

October 8th: 1777.—

L, DLC, George Washington Papers, Series 4. Seven paragraphs of this letter are not printed here. They discuss the British occupation of Wilmington, Del., the political climate in Delaware, and the Battle of Germantown. Addressed at foot of last page: "To/His Excellency Gen^l Washington.—" Docketed: "Newark 8th: October/1777/from/Tho^s. M^cKean Esq^r:/Ans^d. 10th."

1. Thomas McKean, Chief Justice of Pennsylvania and Speaker of the House in the Delaware General Assembly. He served as acting president of Delaware from late Sept. to mid-Nov. 1777 following the capture of President John McKinly. On McKinly's capture, see *NDAR* 9: 946.

JOURNAL OF THE MARYLAND COUNCIL

[Annapolis] Wednesday 8th. October 1777.

Ordered That the Commissary of Stores deliver to William Jacob Canvas to make into Sails for the *Chester Galley*.¹

That Mess^{rs}. Lux and Bowley furnish Cordage and Rigging for the *Chester Galley*—²

Ordered That the western shore Treasurer pay to Jesse Hollingsworth one thousand pounds on Account.

That the said Treasurer pay to William Jacob sixty two pounds eight shillings and six pence per Account passed—

D, MdAA, Governor and Council (Proceedings), 1777–79, 3842, p. 117.

1. See Jesse Hollingsworth to Governor Thomas Johnson, 7 Oct. 1777, above.

2. See Captain Thomas Coursey to Governor Thomas Johnson, 7 Oct. 1777, above.

MARYLAND COUNCIL TO JESSE HOLLINGSWORTH

Sir.

In Council Annapolis 8th. Oct^r. 1777.

We expected the Carpenters Work & Iron Work were done to Cap^t Coursey's Galley¹ and thought that something was done towards the Rigging as M^r Smith furnished the Sails of a Brigg which, we understood were to be applied that Way, but we would have her thrown down & cleaned immediately and fitted with such Things as are absolutely necessary, the Times will not allow any Thing that can be done without. We have drawn an Order in your Favour for one Thousand Pounds. As to Advances for Rum, we have several Times spoke on that Article, and, if any has been supplied, since the last Account, we request you'll settle it with the Officers who had it, for we shall not consent to charge the Public with it. We are desirous of paying the Officers & Men monthly, or, as often as is convenient but when Money is drawn for Pay, our Method is to do it on a proved Pay Roll; nor will we agree to do it in any other Manner. We are willing to leave a reasonable Sum of Money in advance, in the Officers Hands & have drawn & will draw Orders at any Time, on Application & approving the Use it is to be put to, and, by this Method, we can have the Accounts settled from Time to Time, but we repeat our former Request that you will not advance large Sums to any of our Officers and hope you will attend to it. We are &^{ca}.

LB, MdAA, State Council Letter Book 1777–1779, 4007, p. 67. Addressed at foot of letter: "M^r Jesse Hollingsworth." This letter was in response to Jesse Hollingsworth to Governor Thomas Johnson, 7 Oct. 1777, above.

1. Maryland Navy galley *Chester*.

JOURNAL OF H.M.S. *EMERALD*, CAPTAIN BENJAMIN CALDWELL

October 77

Wednesday 8th

Cape Henry SEBS Willoby's Point WSW.

at 9 AM weigh'd and came to Sail, the *Perseus* and *Otter* in Company, at 10 AM cut 8 fathoms of the small Bower Cable, it being so much rubbed & cut in several places, delivered it to the Boatsⁿ. for Junk.

Cape Henry SE ½ E, Willoby's Point SW.

Ditto Wea^r [Fresh gales] Anchored in Mocksack [*Mobjack*] Bay, in 5f^m. Water, found here several Galleys,¹ who fired at us, we fired at them 24 twelve pounders all shotted 7 of which, with round and Grape.

D, UklPR, Adm. 51/311.

1. Most likely Virginia Navy galleys. See note to Journal of H.M.S. *Emerald*, Captain Benjamin Caldwell, 4 Oct. 1777, above.

JOURNAL OF H.M.S. *PERSEUS*, CAPTAIN GEORGE KEITH ELPHINSTONEOct^r 1777Wednesd^y 8thCape Henry W^t 6 or 7 Leagues

at 8 AM weighed by Signal and made Sail with the *Emerald* and *Otter* in company, at 9 Running up the Bay, the *Otter* parted company; Carpenters repairing the Capstand: at Noon Saw 2 Galleys and Several Small Vessels in Mobjack-Bay: Anch^d with the *Emerald* in Ditto Bay, in 5^{fms}:

Cape Henry W^t 6 or 7 Leagues

Ditto weather [fresh gales and clear], at 1 PM the small vessels run up the River, and the Galleys stood towards us firing from time to time; ¹ got Springs on the Cables; at 2 the *Emerald* began to fire on the Galleys, fired three nine Pounders shoted at them also, who plying round us until dark

D, UklPR, Adm. 51/688.

1. Most likely Virginia Navy galleys. See note to Journal of H.M.S. *Emerald*, Captain Benjamin Caldwell, 4 Oct. 1777, above.

RICHARD HOARE AND OTHER INHABITANTS OF ST. GEORGE'S CAY, BAY OF HONDURAS, TO
VICE ADMIRAL CLARK GAYTON

Sir,

We have often heretofore addressed the Commanders in chief on the Jamaica Station respecting our complaints against our Neighbours the Spaniards, in particular we crave your reference to ours of 16th: Aug^t: 1777 by the *diligence* Captⁿ. Cotes—We are now to lay before You a circumstance which threatens no less than the entire ruin and distruction of this settlement as a trading Community, and we hope that what we are at present will from its great importance merit your attention and claim your earliest assistance, the particulars are as follows

On the 12th: day of last Month an American privateer Sloop called the *General Washington* mounting Eight Carriage Guns and twelve Swivels¹ came to an Anchor towards evening in the Harbor of St Georges Kay disguised under the appearance of a Merchant Vessel—Some of the Principal Inhabitants of this Kay considering her in that light went on board and were immediately made prisoners, but soon after were permitted to go on Shore except one of the Number who was retained as an hostage for the safe return of the Commander Hezekiah Anthony, who also came on shore. Soon after his landing being met by a Number of the Inhabitants he was questioned respecting his intentions here; and made answer that he had no hostile Intentions against the Settlers whom he wou^d not Molest in their persons or properties provided he was furnished with such supplies as he wanted, and they to remain quiet and pacific; but, that in case of refusal or opposition he would consider them as open Enemies and lay their Habitation in ashes. Circumstanced as we then were, we had no other alternative than compliance with his demands which being limited chiefly to some Rum he was that evening Supplied and then went on

board and returned the Hostage to this Kay—Early on the next morning (having the night before carried off a pilot) he got under way and proceeded for the River Sherboon² and that afternoon made prizes of three British Vessels the Ship *Spiers* of Glasgow, John Lawmont Master, a loaded Vessel which he took not far from Sherboon under way on the Voyage homeward, The Brig *Ann Isaac* Lawes Master, and the Brig *Nancy* Edward Dawson Master both of London and then laying moored off the Mouth of said River³—Next morning he got under way carrying the three Vessels with him and proceeded to Sea by the Main through the southern Channel—We have further to observe that said Hezekiah Anthony informed us he meant to make our harbor a place of Rendezvouze hereafter, that we might expect to be visited by other American privateers but for whose conduct to the inhabitants he could not be answerable—This Sir is what we have to lay before You, and we trust when our critical situation is duly considered, open as we are to the depredations of every Rover prohibited by treaty from erecting Fortifications for our defence, and destitute of all other resources but such as we may derive from the Commanders of His Majesty's Squadron at Jamaica, that You will clearly perceive the absolute Necessity of ordering down a Ship of War for the protection of our Trade, and safety of this Settlement, which otherwise must inevitably fall a prey to any Armed Force that may think proper to come against us In short Sir, we are now in the most distressful situation imaginable; by this Capture made in our very harbors we foresee our trade entirely ruined, our properties daily exposed to the most imminent risque & ourselves unprovided with the means of self defence from almost a Total want of Arms and Ammunition, under such melancholy circumstances where can we apply for relief and protection but to You—We would humbly observe that shou'd it prove incompatible with such part of His Majesty's Service as You have now more immediately in charge to order a Man of War for our Relief, an Armed Vessel of twelve Guns well supplied with a sufficient Quantity of Arms and ammunition to put into the hands of the Inhabitants in case of an attack, would with their assistance be sufficient to repel any force we are at present apprehensive of and should such an armed Vessel remain here until relieved by another, it wou'd give stability to our Trade, and such security to the settlers, as would induce them to pursue their business with Vigour and Industry. We hope there need be no occasion to enlarge further on the fatal consequences to be apprehended from this Settlement's remaining any longer in it's present defenceless State. If speedy protection is not afforded for the support of trade and safety of the Properties of His Majesty's Subjects settled here what else can they think, but that being Neglected they are deemed unworthy of protection and devoted to Ruin—But we firmly trust when the importance of the Trade of this Settlement is attentively considered and the Number and properties of His Majesty's Subjects here attached to and connected only with the Mother Country, it will plead in their favor and merit the protection required, shou'd it prove otherwise, then there is an end to this settlement—We have thus far, Sir, done our duty by hiring a Vessel at a very considerable expence to give You the earliest intelligence possible of this affair and sincerely hope You will comply with the petition of the Inhabitants by sending such immediate aid as they stand in need of—We request Your Answer as soon as possible—The Master of this Vessel has our Instructions to remain at Jamaica 10 days or longer if You require it, and immediately on receipt of your dispatches to make the best of his way for Hon-

duras that the inhabitants may be timely certified how far they may trust to protection from You. We have the honor to be [&c.]

Rich^d. Hoare
James Ferrall
Walter Davidson
James Valentine
James Sullivan
James M^cAuley

S^t Georges Kay Bay Honduras
8th: October 1777—
a True Copy
Clark Gayton

Copy, UKLPR, Adm. 1/240, 467–70. Addressed at foot of first page: “Clark Gayton Esq^r Vice Adm^l of the White.” Docketed: “8th: Oct^r: 1777—/Copy of a Letter from/the Inhabitants of/S^t Georges Kay Bay/Honduras concerning/the Capture of 3 British/Vessels by the *Washington*/American privateer.” Docketed in another hand: “In V. A. Gayton’s/L^r of the 17 Nov^r/1777.” See below, Gayton to Philip Stephens.

1. One observer estimated that the South Carolina privateer *General Washington* carried a crew of forty men. See “*Extract of a Letter from the Bay of Honduras, Oct. 2,*” in *Daily Advertiser* (London), 26 Dec. 1777.

2. Probably the present Belize River.

3. A newspaper account identified Lewis Laws as master of the brig *Ann*, and a Capt. Ferguson as master of the brig *Nancy*. See below, *Gazette of the State of South Carolina*, 4 Nov. 1777.

LORD MACARTNEY TO DON MANUEL FALQUEZ

(Copy)

Grenada S^t Georges
Sir

October 8th 1777

I have the honor of addressing myself to your Excellence on occasion of an affair which has lately happen’d at Tobago one of the Islands under my Government; A pirate named Paschal Bonavitta, by birth a Corsican, a few days since carried off by force of Arms, thirty seven Negros and two Caribs belonging to M^r Meyers and M^r Kelly, of the said Island and landed them in Trinidad.

It is unnecessary for me to mention to your Excellence that the affording an Asylum or protection in your Government to such a Villain, after a Crime of this nature, would be equally contrary to the law of Nations and to the peace and good understanding which now Subsist between our Respective Sovereigns.

Being persuaded that this affair cant as yet have come to your Excellence’s knowledge, I have the honor to Communicate it to you, not in the least doubting that your Excellency will order the thirty seven Negros and two Caribs, to be immediately restored. I am besides to expect from the Justice of your Excellence, that you will order the abovementioned pirate Paschall Bonavitta to be delivered up to me to answer for his Crimes, or at least that you will have him punished in a manner adequate to his deserts. I must acquaint your Excellency that this Villain has committed so many Robberies in these Seas, that there is not one of the West India Islands, whether English or French, in which he would not immediately be hanged if he were caught.

In order to Claim and demand the Restoration of these 37 Negros and two Caribs, and the Delivery up to me, or at least the Exemplary punishment of the said pirate Paschal Bonavitta, I have the honor to dispatch this Letter by Don Gulielmo Fooks, Captain Commanding a Ship of War, belonging to the King my Master. I at the same time send M^r Meyers, one of the proprietors of the Slaves which were carried off, to wait upon your Excellency and to explain the affair in the fullest manner

As a Robbery and Piracy of this kind might be attended with the most serious consequences, if not immediately put a Stop to, I submit to your Excellency's Consideration, how much all Nations are interested in uniting against every attempt of this nature In addressing myself to your Excellence I flatter myself I shall meet with every facility and assistance on your part and you may be assured of an Equal return on mine in every similar occasion.

I take the Liberty of Recommending Captain Fooks to your Excellency's particular attention & Civilities and have the honor to be [&c.]

(Sign'd) Macartney

(Copy)

Copy, UKLPR, C.O. 101/21, 70–71. Addressed at foot of first page: "Don Manuel Falquez Governor of Trinidad." Docketed: "Copy of Lord Macartney's/Letter to the Governor of/Trinidad/Grenada 8 October 1777." Docketed in another hand: "In Lord Macartney's (n^o. 40)/of 24th Oct^r 1777./(1)." See below, Macartney to Lord George Germain.

October 9

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS

Rainbow in Halifax Harbor 9th. October 1777.

Sir

In my Letter to You of the 16th. August¹ from Machias in New England, I gave their Lordships an Account of my having destroyed three Magazines & a great quantity of warlike Stores at that Place, which the Rebels had collected for the purpose of supplying the Army intended to invade Nova Scotia, which by this Stroke I hope is now effectually secured for the Winter.

I sail'd from thence the Day following with the *Hope*, leaving His Majesty's Ship *Blonde* at Machias to intercept some Vessels with Stores & Provisions that were expected there from Boston; I cruized along the Coasts of New England & New Hampshire, going sometimes into the Enemys Harbors, & keeping the Militia & Troops in continual Alarm; which I hope had the good Effect of preventing many of them from joining the Rebel Army collecting against Gen^l Burgoyne,—at Townsend,² & near it I took & destroyed at different Times three Brigs, eleven Sloops & Fifteen Schooners;—two of the Brigs & three of the small Vessels were Captures the Rebels had made, the rest were principally loaden with Wood &c for their Western Ports, which will distress them very much & the more as they always return back with Flour & Provisions for the Eastern Settlements.

Having authentic Intelligence that a Ship loaden with large Masts for France³ was ready to Sail from Sheepsct River, I thought it highly necessary to attempt at any Hazard to take or destroy her; unluckily the *Hope* had seperated from me in Chace, & not appearing in three Days at the Rendezvous I had given Cap^t Dawson,⁴ I took the Resolution (as our Sick who amounted to 72 were every Day encreasing,) to go up the River with the *Rainbow* alone: the Pilot consenting to carry the Ship in, in the Night, I entered the Mouth of it about Eleven o'Clock of the 9th. of Septem^r, but a heavy Gale of Wind coming on about Midnight at SE with Rain, occasioned the Pilot from the thickness of the Weather to mistake the Channel, & run us into another

Branch call'd the Oven's Mouth, where however we anchor'd about two in the Morning, without any ill consequence, tho' there was hardly room for the Ship to swing.

The Ovens Mouth is about Ten Miles from the entrance of the River, & the Mast Ship was 18 or 20 Miles higher than where we lay: the Success of the Enterprize depended upon boarding Her before she knew of our being in the River, I therefore instantly sent away a Flat bottom Boat which I had previously barricaded, & the Cutter both mann'd & arm'd, under the Command of Lieu^t. Haynes,⁵ assisted by Lieu^t. Dalton,⁶ & the Marines commanded by Lieu^t. Welsh:⁷—having three Hours Flood still, & a very fresh Wind up the River, I had no doubt of their getting Possession of the Ship before Daylight.

So soon as the Tide slackened we warp'd the Ship out of her dangerous Birth, & then proceeded up the River to a Town called Witchcastle [*Wiscasset*] about 24 Miles from the entrance, & as high as the *Rainbow* could safely be carried.

I sent a Flag of Truce ashore to demand the Delivery of two Pieces of Cannon which I understood were in the Town, together with the Rigging & Sails of the Mast Ship, signifying to the Inhabitants that upon their ready Compliance, & their not committing any Act of Hostility, I would spare the Town & their private Property.

I receiv'd a Letter from a Judge of one of their Courts in Answer acquainting me, that the Mast Ship was near four Miles higher up the River, & in possession of my Men, together with one of the Pieces of Cannon I required, that the other was carried off, where, He could not learn; that the Rigging & Sails were not in the Town, being taken away some Time before.

As soon as 'twas Dark I sent another Boat with an Anchor & Hawser to assist in bringing the Ship down, but She return'd some Time after not being able to get higher than the Narrows (two Miles) without Danger of losing many of the Boats Crew by the Musketry of the Rebels, who had taken Post there: about 11 PM we heard a brisk Firing which continued half an Hour & then ceased, & about Midnight the Flat Boat & Cutter return'd on board.—Lieu^t. Haynes gave me an Account that He had proceeded up the River & got Possession of the Ship without the least Opposition soon after Day light in the midst of a heavy Rain, that observing a Cannon mounted on the Shore near Her, He had landed & brought it off; that He found the Ship in a very intricate Channel, & so near the Shore that She had two fasts to it;—the Rebels assembled & gall'd our People considerably from the adjacent Heights, they built up a Barricado Ten Feet high in the Ship, which sheltered them 'till about Noon, when the Rebels brought down a Piece of Cannon, which obliged 'em to retire into the Hold; that finding from the amazing intricacy of the Channel there was not any likelihood of getting the Ship down, He had in pursuance of my Orders destroy'd Her about Ten at Night, & came away with the Boats as soon as 'twas Dark amidst a brisk Firing of Musketry on both sides the River & the Piece of Cannon;—that when they came to the Narrows the Cutter (who was ahead of the Flat Boat) found herself stopp'd by a Rope (which they directly cut) with which the Rebels were then hawling a Boom across;—That the Boats soon after got aground on a Shoal where they were for some Minutes expos'd to a heavy Fire of Musketry, but the Flat Boat was so well barricaded all round with Hammocks that the Shot had no Effect, & they had the good Fortune to return without the Loss of a Man, & only one wounded: the Lieutenant brought down the Master of the Mast Ship & his Crew Prisoners.

In the Morning we observed the Rebels appeared on the surrounding Shores in pretty large Numbers;—seeing a Raft of Masts floating down I sent a Boat to tow them on board, they consisted of three large Masts & a Mizen Mast for the Mast Ship, which we took in between Decks & brought to Halifax, knowing the great want of them in the Dock Yard there.

All this Day the Weather would not allow of our moving down, as the Channel is extremely narrow & requires a leading Wind;—I was the more concern'd at the Delay from the encreasing Number of the arm'd Rebels, who might be very troublesome in our Passage down, particularly in the Narrows where the Channel is close to the Shore, & the Heights [&] Woods considerably above the Mast heads.

M^r. Rice⁸ coming off with a Flag of Truce, I mentioned to Him my Inclination to spare the Town, provided no Interruption was given us in going down the River;—in Consequence of this one of their Colonels sent off a Message to me by a Lieutenant, that if I would give up the Masts I had taken, release the Prisoners, & restore a small Schooner made a Prize there, He would order in, all his out Partys, & promise no Hostility should be committed against the Ship;—I sent his Messenger ashore with a peremptory Refusal, acquainting Him that I should proceed to Cannonade & destroy the Town in an Hour if they did not agree to the Terms I offered, & advising an immediate Removal of the Women & Children.

A little before the Time expired, I sent Lieu^t. Haynes ashore with a Flag of Truce offering them once more a Neutrality; & a Colonel M^cCobb⁹ with whom I had before treated at Townsend being arrived, & becoming commanding Officer, I found Him more reasonable, & on my consenting to spare the Town He promis'd that no Interruption whatever should be given to us.

The next Morning (12th. September) we weigh'd at Daylight, & proceeded down the River without the least Molestation, making the best of our Way to Halifax where we arriv'd on the 2^d. of October with 116 Sick Men on board.

I sent the enclosed Declaration to the Inhabitants of Machias, & the Neighboring Towns,¹⁰ & I have just now had the Satisfaction to be inform'd [in] a Letter from Cap^t. Milligen of the *Blonde*, that the arm'd Rebels who were at & near Machias are withdrawn, & that they have entirely laid aside the intended Invasion of the Province of Nova Scotia.

The Letter N^o. 2 I had the Honor to receive on my Arrival here a Week ago; I take the Liberty to send [it] for their Lordships Perusal; which with the Resolution of the House of Assembly, signifyed to me by a Committee on the 18th. of June last, (which I likewise enclos'd to You)¹¹ may enable their Lordships to form some Judgment of the Opinion the People of the Province have of my Conduct, since I have had the Honor to direct the Operations of the Kings Ships on this Station. I am [&c.]

Geo Collier

The *Bienfaisant* arrivd here on the 2^d. Instant; She bro^t me a Letter from Vice Admiral Montagu desiring I woud let the *Fox* (lately retaken) proceed to Newfoundland under the care of Cap^t. Macbride;¹² I have acquainted the Admiral, (Sir,) that I woud comply immediately with his Request, had it been possible; but Commiss^r. Arbuthnot informd me (by Letter) there was no Rope in Store, to fit her out; & her former Rigging is entirely unserviceable.

G. C.

L, UKLPR, Adm. 1/1611, 76–79. Notation: “R. 14 Nov.”

1. NDAR 9: 749–53.
2. NDAR 9: 845, 860, 941.
3. Massachusetts State trading ship *Gruel*. NDAR 9: 910–11.
4. Comdr. George Dawson.
5. Lt. Joseph Haynes.
6. Acting Lt. Edward Dalton.
7. 2d Lt. William Walsh.
8. Thomas Rice.
9. Col. Samuel McCobb, Massachusetts Militia.
10. Enclosure printed in NDAR 9: 859–60.
11. Enclosures printed in NDAR 9: 128, 789.
12. Capt. John Macbride of H.M.S. *Bienfaisant*.

CAPTAIN HECTOR MCNEILL TO THE CONTINENTAL MARINE COMMITTEE

To the Hon^{bl}. The Marine Committee }
of the Continental Congress }
Gentlemen

Ship *Boston* at Boston 9th Oct^r 1777

your Orders of the Sixth ultimo I have rec^d and Shall do my outmost to Execute them with all possible dispatch,¹ we have Shifted our Standing rigging on the Main & Fore Masts Since our arrival and are well on with every other kind of repair of which the Ship Stood in Need, and I propose cleaning her Bottom the Next full Moon as the tides will then fully answer to Lay the Ship ashore, Our main dificalty will be to procure hands—as we are daily robb’d of our, men by both privatiers, & merchant men & the Extravagant wages given by the Latter, & the great Encouragements given by the former—together with Some mismanagement amongst our Selves has left us a thin Ship—Nevertheless I hope to get to Sea before the cold weather Sets in

in my letter of the 25th of August² I did inform you that Capt Palmes of our Marines was under Arrest, and that I could not See how he could be brought to a Court martial as we were only a Single Ship in this port

Soon as the Navy Board mett here I did apply to them by Letter of the 9th of Sept^r last³ requesting that they would call a Sufficient Number of Officers from providence to Sit on that court martial—also to hold a Court of Enquirey in our proceedings the Last cruize, that all possible Evidence might be collected from our Ships company (before they Scattered.) concerning the Loss of The *Hancock* and The *Fox*.

I am now told that the Expedition in Contemplation Against Rhode Island, is the Cause why those officers have not been Ordered here as I requested.

This happens a Little unluckey at present inasmuch as an Example of justice is wanting at this time on persons who Committ such crimes as Capt. Palmes Stands charged with—That other men may See and refraine in time from Such Misdeeds. his crime is—Neglect of duty,—Misapplication of the Ships Stores—disobedience of Orders, and frequent attempts to raise discontent & Mutiny Among the Ships Company.—if either of these crimes be proved against him—I flatter my Self That the Hon^{ble} Congress will never give him another Commission to Cast into the fire as he did That with which they Once honoured him.

in Consequence of Some altercation between m^r Browne the first L^t and Some of the people on board I have been led to Examine narrowly into his Conduct—which I find So reprehensible That I have this day Suspended him untill the pleasure of Congress be known

I have charged him with Neglect of duty and a Designe of detaining the Ship in port all winter by persuading Some & threatning Others to quit the Ship, So that he may Goe ashore here in ease & idleness some of his predominate vices

Our 2^d L^t. M^r Simon Gross is now a prisoner at Halifax—our third L^t. M^r Hazekiah Welch [is] here, & is determined to abide by the Ship—M^r. William Faris a young man who has Serve'd as a Mate and Midshipman on board is both a Seaman & a Gentleman—him I have appointed to act as a Lieutenant untill it Shall Please the Honb^l Congress to Confirm, or Disapprove, of my choice—The former I Shall look on as a favour; the Latter will not make me uneasey.

a Very Singular instance has turn'd up here which I cannot forbear takeing notice of—when the Agents advertized in the publick prints that the *Bostons* Prize Money was to be paid I published the following order on board the Ship which I cause'd to be placarded in the most publick place of the Ship—

viz

The Officers, Mates, & Midshipmen of the Ship *Boston*, are to produce fair Copys of their Journals Signed by their own hand, in order to entitle them to their wages and prize money for the Said Ship

Ship *Boston* 17th Sep^r. 1777

H. M^cN

The above order gave offence to Severall of our officers, and they refuse'd to give in their Jounals—on which I Stop'd the payment of their prize Money. as for m^r Palmes 'tho I Expected no Journal of him, yet as he was under Arrest I thought proper to detain his untill his fate was decided by Court martial

In this case those Gentlemen found themselves a Little Embarras'd and tho they would not acknowledge my authority over them So much as to render Copys of their Journals, yet they found that I had Stop'd payment of their prize money untill they Should Comply with that Order—

Mess^{rs} Vernon & Deshon of the Navy Board being at this time up at Providence M^r. Palmes went thither and Sollicited an order to Obtain the prize money for himself, M^r Browne & M^r Furlong, the Master—by his false representations of Facts he amuse'd Those Gentlemen So much That they wrote to the Honb^l Gen^l. Warren requesting that he would take Some Steps with the Agents to Oblige them to pay those men their Shares whither I would or not—This was not all but the most Extrordinary Step was that They also preposed to appoint M^r Palmes to go on board the *Warren* at Providence as Capt. of Marines,⁴ & to Shift the Capt. of Marines of that Ship into the *Boston*—and all this to be done without takeing Notice of the Arrest under which Capt. Palmes had been ever Since the 10th of Aug^t last.

This I must Complain of as a most unprecedented Step—never was a man taken from under Arrest & proffer'd to any other Employment without first undergoing a Court Martial. Nor is it possible that ever good order Should Exist in armies, or fleets, without takeing care to punish, cashier, or reprimand; Such as Shall on due trial be found guilty of Such offences—if precedents of this kind be permitted once to [take] place—farewell Discipline & good Order, farewell Honour & honesty, The Service will then become a recepticall for unclean kinds who will hereby be Encouraged to take Shelter there—and all men of good principals will totally forsake—

Who the man is whom these Gentlemen propose to put on board the *Boston* in Palmes his room, coming from the *Warren*—I cannot tell, but I hear he cannot Live

on board the *Warren*—'tis an Old Proverb, that two cheats make the bargain even—but my determination is, never to receive a turn'd over Officer from another Ship without he having an ample certificate in his hand from his former Commander—This I know to be consistant with good dicipline & common honesty & nothing but a resolve of Congress to the contrary will prevail with me to alter my opinion,

God, & nature has Said—That one head is indispesibley Necessary on board of a Ship—on that head or principal person, every other, must have Such a Measure of dependance as will urge them to Obey his commands with chearfullness—his Authourity over his officers & men Should be Such as to render all his Lawfull commands not only their duty but their Entrest to Obey them without hesitation,—in this channell a Ship full of men may be Governed by a prudent man with ease & certainty—but if ever his authourity be disputed by a Second person—a third and a fourth will arise—Consequently the whole will run into Anarchy & Confusion

to return to the duty of officers with respect to producing Journals—I must Say that I know of no Sea Service in the world where officers are Exempted from this so interesting a piece of duty

Copys of their Journals must be produced at the pay office, with their Captains certificates of their Services Otherwise they can Expect neither pay nor prize money—but as we in our Service are frequently in advance for our officers over and above their wages—their prize money is the only cheque we have upon them—This I think will Justify my proceedings in Stopping their Shares, ~~until the~~ for the reasons already given—not only this but I will aver that there Never was a Ship on the Continent Either publick or private, whose prize money was paid so soon, & so faithfully as ours has been

I must now beg leave to give my Opinion respecting marine officers for Such Ships as ours So much hamperd for want of room—I think in concience a Subeltern is Enough, three Marine officers, takes up so much room to accomodate them that we are pinch'd beyound [Reason] to afford it—then they have Little or no duty to do—are always in the way & apt to disagree with the Sea officers So that it takes much trouble to mannage them—then they run away with So much of the prize money from Officers who are really usefull—That 'tis painfull to hear the murmerings it Occasions might it not be proper to Lessen their number down to one on board the frigates and give what the other two did Enjoy between the Chaplin & Surgⁿ.

Sure I am that you must alter the System for the Surgeons in the fleet—otherwise you will not have one man of abillity, in the Service.

I have a young man with me whose Name is William Lamb—in case you think proper to appoint only one Marine officer for our Ship he well deserves the preference and I should take it as a favour—

A young French Gentleman (his Name is Peter Cavey) who was with us as a Vol-untier last cruize Appears fond of a Brevet for a Leiutenancy of Marines—if it be Consistant to let him to let him have what he desires, 'twill make him Very happy—I mention this at his request & partly as a recompence for his warm wishes for the wellfare of this country—

This will be handed you by Doctor Linn the Surgeon of our Ship whom I must beg leave to recommend to your particular Notice I am Gentlemen &c

I cannot Close this Letter without acquainting you That I am Now upwards of three thousand dollars in advance for the Ship, not haveing rec^d one farthing Since my arival either to pay off the Old hands or Engage new ones—this has everlastingly

been my case Since I have been with the Ship—the Service I have Ever been Obligated to cary on unsuported—so that I am weary of Such work; as both the publick credit, and mine owne have Suffered for want of due Supplys—

LB, MHi, Hector McNeill Letter Book.

1. McNeill is probably referring to instructions in a letter from the Continental Navy Board of the Eastern Department dated 5 Sept. 1777. See *NDAR* 9: 879–80.

2. See *NDAR* 9: 802–5.

3. See *NDAR* 9: 900–901.

4. See “Votes and Resolutions of the [*Continental*] Navy Board of the Eastern Department,” 3 Oct., above.

CAPTAIN HECTOR MCNEILL TO JOHN ADAMS

Sir

This will be handed you by Doctor John L Linn the Surgeon of our Ship,¹ he goes to Congress with design to represent the hardships himself and others in that Capacity suffer at present from the inadequate appointments of Surgeons on board the Navy.

I think that instead of crouding our Ships with Marine Officers,² who are only a burthen, and of no Service in life on board a Ship—’twoud be well to give the Surgeons more encouragement, and reduce their number to one Subaltern on board the frigates; then let the Surgeon Share with the Lieutenants & Master, in place of the Capt: of Marines who is as useless a peice of furniture on board a Ship as a broken pair of Bellows at a Fire Side.

How long shall we Languish here for want of Support—Here am Struggling with difficultys innumerable, and want of Cash has ever been our Lot since I have been in the Service.

I was at one time last Spring four thousand pounds in advance for the Ship—I am now more than three thousand Dollars in advance and all this without fee or reward.

I must confess that I am weary of such work—May I ask the favour of you—to think of me a Little now and then, if matters of greater importance will permit your thoughts to range so far from your daily Toils.—

May God Strengthen your hearts in this day of Trial, and save our Country by his almighty power.—Your most Obedient Servant,

Boston 9th: Octo^r: 1777—

Hector McNeill

L, MHi, Adams Papers, Letters Received and other Loose Papers, Oct. 1777–Mar. 1778, vol. IV, 122. Addressed at foot of page: “To The Hon^{ble}: John Adams Esq^r:—.”

1. Continental Navy frigate *Boston*.

2. McNeill had numerous problems with *Boston*’s Captain of Marines, Richard Palmes. *NDAR* 9: 729, 732–33.

CAPTAIN HECTOR MCNEILL TO LIEUTENANT JOHN BROWNE

M^r: John Browne

Sir

On the 3^d instant I put the above Letter into your hand, to which I desire’d you would give a possitive answer immediatly

This you have Neglected to do,—in any Other way then by Absenting yourself from the ship, and Neglecting your duty,

From this circumstance and many others, together with the totall Neglect & Contempt with which you have treated my Orders of evry kind for some time past,— I do conclude, That you Neither intend going in the Ship yourself nor wish that Others Should go

I Shall therefore write the to The Hon^{ble} Congress to Supply your place with Some person who may be better disposed to cary on the Ships duty then you have been

In the mean time I think it my duty to Suspend you untill the pleasure of Congress be known You are Therefore hereby Suspended from the Office of Lieutenant of the Ship *Boston* in the Service of the united States of America, and are hereby also Strictly forbidden Any farther Exercise of Authourity as an Officer on board the Said Ship or any thing belonging to the Same from the day of the date hereof.

Given on Board the *Boston* Ship of War in the Harbour of Boston this 9th day of October 1777.

LB, MHi, Hector McNeill Letter Book. Addressed at foot: "To M^r John Browne."

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz.—In Behalf of John Skimmer, Commander of the armed Schooner *Lee*, in the Service of the United States, and all concerned therein, against the Brig *Industrious Bee*, of about 150 Tons burthen, John Biddlecombe late Master: In Behalf of William Rogers, Commander of the armed Brigantine *Washington*, and all concerned therein, against the Ship *Jameson and Peggy*, of about 250 Tons burthen, James Patterson, late Master; and against the Brig *Proudfoot*, of about 200 Tons burthen, Richard Tren, late Master; and also against the Schooner *Yarminaren*, of about 60 Tons burthen, James M^cCauley, late Master: In Behalf of Isaac Sobrias,¹ Commander of the armed Brigantine *Fair Play*, and all concerned therein, against the Brigantine *Jamaica Packet*, of about 200 Tons burthen, John Blair, late Master; and against the Schooner *Bermuda*, of about 40 Tons burthen, John Carrol, late Master: In Behalf of Benjamin Warren and Edward Fettyplace, jun. Commanders of the armed Brig *Hambden* and the armed Schooner *Dolphin*, and all concerned in said Brig and Schooner, against the Ship *Wilson*, of about 200 Tons burthen, John Johnson, late Master: In Behalf of William Groves and Jeremiah Obrian, Commanders of the armed Schooners *Blackbird* and *Resolution*, and all concerned therein, against the Sloop *Annabella*, of about 100 Tons burthen, — Potts, late Master: In Behalf of Philemon Haskel, Commander of the armed Schooner *Speedwell*,² and all concerned therein, against the Brig *George*, of about 55 Tons burthen, Nicholas Baker, late Master: In Behalf of Capt. Lewis,³ Commander of the armed Schooner *Bunker-Hill*, and all concerned therein, against the Sloop *Polly*, of about 40 Tons burthen, George Lane, late Master: In Behalf of Nathan Brown, Commander of the armed Brig *Pluto*, and all concerned therein, against the Brig *Lively*, of about 90 Tons burthen, Richard Stamberg, late Master: In Behalf of Samuel Avery, Commander of the armed Schooner *Eagle*, and all concerned therein, against the Brig *Friendship*, of about 180 Tons burthen, James Morris, late Master: and against the Snow *Biddeford*, of about 140 Tons burthen, John De Goris, late Master. In Behalf of John

Wheelwright, Commander of the armed Sloop *Satisfaction*, and all concerned therein, against the Ship *Hero*, of about 130 Tons burthen, James Tate, late Master. All which Vessels and their Cargoes so libelled, are said to be taken and brought into the Middle District aforesaid: And for the Trial of the Justice of these Captures, the Maritime Court for the said District will be held at Boston, on Tuesday, the 28th Day of October, 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause, (if any they have) why the same, or any of them should not be condemned.

N. Cushing, Judge of said Court.

Independent Chronicle (Boston), 9 Oct. 1777.

1. Isaac Somes commanded the Massachusetts privateer brigantine *Fair Play*, mounting 12 guns with a crew of 60 seamen, which was commissioned on 17 July 1777. DNA, PCC, item 196, vol. 4, p. 113.

2. Massachusetts privateer schooner *Speedwell*, Philemon Haskell, commander, mounting 3 guns with a crew of 12 seamen, was commissioned on 14 Nov. 1776 and was owned by David Pearce, of Gloucester. M-Ar, Revolutionary Rolls, vol. 7, 161.

3. Moses Lewis commanded the Massachusetts privateer schooner *Bunker Hill*, mounting 6 guns with a crew of 35 seamen, which was commissioned on 12 Aug. 1777. M-Ar, Revolutionary Rolls, Vol. 5, p. 91.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE MIDDLE DISTRICT

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

Notice is hereby given, That Libels are filed against the following Vessels, their Cargoes and Appurtenances, viz.—In Behalf of John Kendrick, Commander of the armed Brigantine *Fanny*, and all concerned therein, and James Babson, Commander of the armed Brigantine *General Mercer*, and all concerned therein, against the Sloop *Wolfe*,¹ of about 90 Tons burthen, William Marshall, late Master: In Behalf of William Coly,² Commander of the Brigantine *Oliver Cromwell*, and all concerned therein, against the Brigantine *Rhoda*, William Butcher, late Master, of about 120 Tons burthen; and against the Brigantine *Queen of Portugal*,³ of about 120 Tons burthen, Richard Tibbey, late Master; and against the Brigantine *Ville de Bayonne*,⁴ of about 120 Tons burthen, Pierre Reguier, late Master: In Behalf of Nicholas Ogilvy,⁵ Commander of the armed Brigantine *Warren*, and all concerned therein, against the Brigantine *Principe de Masserand*,⁶ Thomas Wharton, late Master, of 220 Tons burthen. All which Vessels, and their Cargoes, so libelled, are said to be taken and brought into the Middle-District aforesaid: And for the Trial of the Justice of these Captures, a Maritime Court, for said District, will be held at Boston, on Thursday, the 30th Day of October, A. D. 1777, at the Hour of Nine in the Forenoon; when and where the Owners of said Captures, and any Persons concerned, may appear, and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

Independent Chronicle (Boston), 9 Oct. 1777.

1. See NDAR 9: 575, 576n, 644.

2. William Coles.

3. See NDAR 9: 552, 553n, 592, 593n.

4. See NDAR 9: 574, 647.

5. Nicholas Ogelbe.

6. *Principe de Masserano*. See NDAR 9: 483, 494–95, 548–49, 615.

MASTER'S JOURNAL OF H.M.S. *CHATHAM*, CAPTAIN TOBY CAULFIELD

October 1777 at Single Anchor in Rhode Island Harbour
 Thursday 9th. AM came in & Anchord Here the *Pigot* Tender
 at Single Anchor in Rhode Island Harbour
 First & Middle parts fresh gales and Squally with rain. the Latter
 Moderate Breezes and Clear. PM at ½ past 1 came in Here a
 Sloop prize to the *Lady Parkerschooner* the *Chatham* Tender¹ at
 5 PM got down top gallant yards

D, UklPR, Adm. 52/1656.

1. Sloop *Adventure*, S. Merchant, master, owned by Butler & Atkinson of Dartmouth, Mass., from Dartmouth to Charleston, in ballast, taken off Nantucket on 9 Oct., sent to Newport as a prize of *Chatham*. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, 489.

MAJOR GENERAL ISRAEL PUTNAM TO MAJOR GENERAL HORATIO GATES

[Extract]

Dear Gen^l:

Fish Kill Oct^r 9th. 1777

In my letter of yesterday I acquainted you of the Enemy's having possession of Fort Montgomery—yesterday they proceeded up the River with their Ships Gally's¹ Flatt Bottom^d. Boats &^c and landed a Body at Fort Constitution, took possession of that Post—and play'd round the Chevaux, De Frieze a Little, I expect any moment to have Information that they are advancing up—

Govenor Clinton is on the West side the River with about 400 Continntental Troops which I sent him Yesterday, and is exerting himself in Collecting the Malitia—If they attempt by land on that side, he will oppose and annoy them as much as possible—If this side should be their object, I shall with the remainder of the Continental Troops, and the Connecticut Malitia (which I am happy to Inform you came in yesterday and the day before in great Numbers but sorry to say they already begin to Run away) oppose them every way in my power—Certain it is that they mean at all events to Join Gen^l Burgoyne, without Delay, they are on a Desperate point, and I dare say their orders are positive to Join the Northern Army at all Risques—General Clinton Commands them in person, he has two General Officers with him, and I believe between five and Six thousand men; if they should proceed by Water I shall do every thing in my power to arrive at Albany before them—Weighing the Chevaux, De Frieze, I dont think is a matter of any moment to them, they can take a fair Wind and with their Flatt Bottomd Boats (which have all Saild) go to Albany on half Moon with great expedition, and I believe without any opposition—

Would it not be a matter of great Importance, to send, (if you can possibly spare them) a Detachment from your Army towards Albany, on some advantageous Ground to prevent them getting between you and me—for if they should come on your Rear, the situation of your Army would be Disagreeable—. . . . I am [&c.]

Israel Putnam

L, NHi, Horatio Gates Papers. Addressed below close: "The Hon^{ble}. Major Gen^l. Gates." Docketed: "Letter from Gen^l. Putnam/Fishkill Octb^r 9: 1777."

1. The advanced squadron, H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

GOVERNOR GEORGE CLINTON TO GEORGE WASHINGTON

New Windsor 3 Miles from the River

9th. Octo^r. 1777—

Dear General

I have to inform you that in Consequence of Intelligence received by General Putnam from Gen^l. Parsons (who lay with his Brigade at the White Plains) of the Enemy's having received a Reinforcement from Europe, at New York, and that by their Movements there was Reason to believe they intended an Attack on Peekskill, and possess themselves of the Passes in the Highlands.—The General immediately wrote me these Circumstances: and to prevent, if possible, the disagreeable Consequences that might arise if the Army at the different Posts, was not timely reinforced, I ordered that Part of the Militia of this State that had not already marched to the Northward, to move, and Part of them to join General Putnam, and the Remainder to reinforce the Posts of Fort Montgomery and Fort Clinton; but it being a critical Time with the Yeomanry, as they have not yet sown their Grain and there being at that Time no Appearance of the Enemy, they were extremely restless and uneasy, solicited General Putnam for Leave to return, and many of them went home without his Permission; urged by these Considerations he thought proper to dismiss a Part of them.—As I thought it essentially necessary that they should remain in the Field for some Time in Order to check the Progress of the Enemy should they attempt to put their Designs in Execution, I issued another Order, for one half of them immediately to march, Part of them to join General Putnam and a sufficient Number to reinforce the Forts and the Pass at Sydman's Bridge at the Mouth of the Clove; and in Order to induce them to turn out with the greater Alacrity, I thought it necessary to fix their Time of Service to one Month, at the Expiration of which Time they were to be relieved by the other half—While this was in agitation, and before a proper Arrangement could possibly be made by the respective Officers, what Part of them could serve for the first Month, in which they were not so expeditious as was absolutely necessary, as the Event has fully evinced. For a Number of the Enemy's Ships having made their Appearance on the 3^d. Inst^t in Tarry Town Bay from whence they weighed Anchor the next Day, being joined by several Ships of War and Transports from New York. They proceeded up the River as high as King's Ferry, and at Day-break on Sunday the 5th. landed a considerable Body of Men on Verplank's Point. As I was apprehensive from many Circumstances that an Attack on the Forts was intended, I dispatched Major Logan,¹ an alert Officer, who was well acquainted with the Ground on Sunday Evening thro' the Mountain to reconnoitre and if possible gain Intelligence of the Enemy's Motions—The Major returned about nine O'Clock on Monday, informing me that from the best Intelligence he could procure, and the rowing of the Boats, he had Reason to believe they had landed a considerable Force on the West Side of the River at King's Ferry, and between that and Dunderbergh: But as the Morning was foggy it was impossible to discern them so as to form any Judgement of their Numbers.—As soon as I had obtained this Intelligence I immediately dispatched Lieu^t. Jackson² with a small Party to discover the Enemy's Movements; But they had not proceeded more than two Miles on the Haverstraw Road when they were attacked by a Party of the Enemy who had formed an Ambuscade at a Place called Doodle Town—they immediately retreated after returning the Fire—

as soon as the firing was heard I detached Lieu^t. Colo. Bruyn³ with 50 Continental Troops and as many of the Militia under Lieu^t. Colonel M^cLaughry⁴ to sustain Lieu^t. Jackson, the Garrison being at that Time so weak we could not afford them greater Aid on that Road, and I imagined it would be necessary to send out a Party likewise on the Road which leads to the Forest of Dean. The Detachments under Colonels Bruyn and M^cLaughry were soon engaged, but being too weak to withstand the Enemy's great Force retreated to Fort Clinton, disputing the Ground Inch by Inch. Their gallant Opposition and the Roughness of the Ground checked the Progress of the Enemy for some Time. While Matters were in this Situation in the Neighbourhood of Fort Clinton, a large Body of the Enemy were advancing on the Road which leads from the Forest of Dean to Fort Montgomery—As I had only one Field Piece at the above Fort, I ordered Col^o. Lamb⁵ of the Artillery to send it off to an advantageous Post on that Road, with a Covering Party of 60 Men, and another of the same Number to sustain them in Order to give the Enemy a check and retard their Movements 'till I could receive a Reinforcement from Gen^l. Putnam to whom I had sent an Express for that Purpose. This Order being immediately complied with the Piece had hardly reached the Place of it's Destination and the Covering Party posted on strong Ground, when the Enemy were seen advancing with hasty Strides, but being unexpectedly annoyed by Discharges of Grape Shot from the Field Piece, and a well-directed Fire from the Musquetry, which made great Havock among them, (as we have since been informed) they were repeatedly driven back 'till filing off thro' the Woods upon the right and left with a View of surrounding our Men, and the Handful of brave Fellows being alarmed at their critical Situation were constrained to abandon the Field Piece after rendering it useless to the Enemy by spiking it. In Order to cover the Men who were retreating and to check the farther Progress of the Enemy I ordered out a twelve Pounder, which being well served with Grape Shot annoyed them greatly and gave the Men an Opportunity of retreating into the Garrison with very little Loss on our Side; except that of Capt: Lieu^t. Fenno,⁶ who commanded the Field Piece, and was made a Prisoner. This was about two O'Clock P:M. and the Enemy approached the Works and began the Attack, which continued with few Intervals till about five OClock when an Officer appeared with a Flag. I ordered L^t. Colo. Livingston⁷ to meet him without the Works and know his Business. Colo^l. Livingston, having demanded his Rank and Business, he was told by the Bearer of the Flag that he was a Lieu^t. Colo^l. Campble,⁸ and that he came to demand a surrender of the Fort to prevent the Effusion of Blood. Colo^l. Livingston replied he had no authority to treat with him, but if they would surrender themselves Prisoners of War, they might depend on being well treated, and if they did not chuse to accept of those Terms they might renew the Attack as soon as he should return within the Fort, we being determined to defend it to the last Extremity. As soon as L^t. Co^l. Livingston returned the Attack was renewed with great Violence, and after as obstinate a Resistance as our Situation, and the Weakness of the Garrison would admit of, having defended the Works from two OClock 'till the Dusk of the Evening, when the Enemy, by the Superiority of Numbers, forced the Works on all Sides—The Want of Men prevented us from sustaining and supporting every Part, having received no Reinforcement from General Putnam. Our Loss killed, wounded and Prisoners is not so great as might have been expected, when the Strength of the Enemy and our Weakness is properly considered. My Brother Wounded with a Bayonet many Officers and Men,

and myself, having the Advantage of the Enemy, by being well acquainted with the Ground, were so fortunate as to effect an Escape under cover of the Night, after the Enemy were possessed of all the Works. I was so happy as to get into a Boat, crossed the River, and immediately waited on General Putnam, with a View of concerting measures for our future Operations, to prevent the Designs of Gen^l. Clinton and impede his Progress in facilitating the Movements of Burgoyne from the Northward. I can assure your Excellency that I am well convinced if Night had not approached rather too fast to correspond with our Wishes the Enemy would have been disappointed in their Expectations, as a Reinforcement of 500 Men from General Putnam's Army were at the East Side of the River ready to pass for our Relief when the Works were forced, and many of the Militia in the Mountains on their March to join us, had not the Communication between us and them been cut off.—

I have to add that by some Fatality the two Continental Frigates were lost, they having been ordered down by Gen^l. Putnam for the Defence of the Chain; but being badly manned they could not be got off in Time, though I ordered the Ship *Congress* to proceed to Fort Constitution the Day before the Attack, lest she should meet with a Disaster; and the Ship *Montgomery*, which lay near the Chain, having neither Anchors nor Cables to secure her, it being the Tide of ebb, and the Wind failing, she fell down so near the Chain, that Captⁿ. Hodge⁹ was constrained to set her on Fire to prevent her falling into the Hands of the Enemy, and the *Congress* unfortunately getting aground on a Flat near Fort Constitution shared the same Fate,¹⁰ And Fort Constitution being destitute of Troops to defend it was evacuated, after bringing off Part of the Stores—I am now about 3 miles from New Windsor, with Col^o. Samuel B. Webb's Regt. of Continental Troops, the Remains of Co^l. DuBois's,¹¹ and about 100 of Col^l. Lamb's Regiment which escaped from the Fort (with some Militia) and intend to collect what Force I possibly can to oppose the Enemy should they land on this Side the River.—

General S^r. Henry Clinton commanded in Person. Governor Tryon,¹² Gen^l. Vaughan¹³ and two other General Officers were with him. The Army who attacked us by the lowest Accounts consisted of 4000, chiefly British and Hessian troops. The Garrison of both our Posts did not exceed 600 Men, and many of these unarmed Militia. The ordinary Garrison was thus reduced by detaching Major Moffat with 200 Men to the Post at Sidman's Bridge an[d] Col^o. Malcom's Regim^l being ordered from thence, and 60 Men on Anthony's Nose by Gen^l. Putnam's Orders received the Day before the Action. I have only to add that where great Losses are sustained, howev unavoidable, public Censure is generally the Consequence to those who are immediately concerned. If in the present Instance this should be the Case I wish so far as relates to the Loss of Fort Montgomery and it's Dependencies it may fall on me alone; for I would be guilty of the greatest Injustice were I not to declare that the Officers and Men under me of the different Corps behaved with the greatest Spirit and Bravery.—I am [&c.]

Geo Clinton

I have not yet been able to ascertain the Number of Missing on our side—Part of the Garrison were Militia from whom it is difficult to get Returns—Lieut Col^{os} Livingston [and] Bruyn, Majors Logan & Hammill are Prisoners, Col^o. Allison¹⁴ Lieut Col^l McClaghry of the Militia & my Brigade Major Lush¹⁵ are missing—I hope my peculiar Situation will be a sufficient Appology for not writing your Excellency sooner especially as I had Gen^l Putnam's Promise to give you an early Acc^t of this Important Event—I inclose your Excellency a Letter from Gen^l Sir Henry Clinton to Gen^l Bur-

gonie which I found on one Dan^l Taylor—It was inclosed in a small Silver Ball which when taken he swallowed; but a strong Dose of Tarteremettic brought it forth—I have good Authority to assure your Excellency that the Enemy suffered great Loss at Fort Montgomery they had 4 Field Officers & a Young Noble Man a Vollarunteer killed & by their own Account about 300 Rank & File

L, DLC, George Washington Papers, Series 4. Docketed: "Gov Clinton/Octo. 9th: 1777/ans^d: 15th—." Noted in Washington's handwriting: "Important." Clinton was also a brigadier general in the Continental Army.

1. Maj. Samuel Logan, 5th New York Regiment.
2. 1st Lt. Patten Jackson, 5th New York Regiment.
3. Lt. Col. Jacobus S. Bruyn, 5th New York Regiment.
4. Lt. Col. James McClaghry [McLarey], New York Militia, taken prisoner at Fort Montgomery.
5. Col. John Lamb, 2d Continental Artillery Regiment.
6. Capt. Lt. Ephraim Fenno, 2d Continental Artillery Regiment.
7. Lt. Col. Richard Livingston, 1st Canadian Regiment.
8. Lt. Col. Mungo Campbell, killed at Fort Montgomery.
9. Capt. John Hodge, Continental Navy.
10. Washington commented in his letter of 15 Oct. to Clinton that he regretted the necessity of destroying the frigates but, if they had not been burned, the British would have captured them and taken them to New York. DLC, George Washington Papers, Series 4.
11. Col. Lewis Du Bois, 5th New York Regiment.
12. William Tryon, royal governor of New York and major general of the provincial troops.
13. Maj. Gen. John Vaughan.
14. Col. William Allison, New York Militia, taken prisoner at Fort Montgomery.
15. Maj. Stephen Lush, Continental Army, aide-de-camp to Gov. Clinton, taken prisoner at Fort Montgomery.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r: 1777 D^o [Butter Hill N. 1 Mile Martears Rock ¹ s.b E. $\frac{1}{2}$ a Mile]
 Thursday 9 at 9 A.M. Weigh'd and Came to sail wth. D^o. Comp^y.² at 10 AM
 Anch^d with the best Bower in 9 F^m. Water Robertsons Land^s ³
 South Sugar Loaf Hill SSW Dist. off shore 1 Cables Length in
 Comp^y the *Vidgelant* Brig⁴ *Spitfire* and *Crane* Gallies.

D, UKLPR, Adm. 51/4159.

1. Martlaer's Rock.
2. H.M. galleys *Crane* and *Spitfire*.
3. Col. Beverly Robinson's Landing.
4. H.M. brig *Diligent*.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r: 1777 Butter Hill Point West $\frac{1}{2}$ Mile Dist:
 Wednesday 8¹ Light Airs and fair at 8 AM weighd & made sail the Gallies in C^o ²
 [Thursday 9] & stood Down the River as far as fort Constitution Tk^d: and
 Stood to the norward at noon Came too Small Bower in 15 f^m.
 off Butter Hill Clove
 Anthonys Nose NNW $1\frac{1}{2}$ Miles Distant

D, UKLPR, Adm. 51/4163.

1. The journal is one day behind.
2. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

COMMODORE WILLIAM HOTHAM TO VICE ADMIRAL VISCOUNT HOWE

(Copy.)

Preston off Peek's Kill Creek
9th: October 1777.

My Lord

Sir Henry Clinton having thought it advisable to make a Diversion at this Junction up the North River, and the necessary Arrangements being made in consequence; The Flat Boats and Batteaux on the 3^d: Instant proceeded to Spikendevil Creek in three Divisions under the Captains Pownoll,¹ Jordan² and Stanhope;³ Captain Pownoll having the Direction of the whole.

A Body of about 1100 Troops were embarked in them that Evening, and the same Night proceeded to Tarry Town, where they landed at Day-Break, and occupied the Heights adjoining; a second Division, nearly of that Number, marched out at the same Time from King's Bridge, and formed a Junction by Land, with those who passed by Water.

The Squadron under Captain Ommanney had moved up the day before to receive them: The smaller part of it, namely the Gallies and Armed Vessels⁴ (as they might be to act separately) I thought it advisable upon this Occasion to make a distinct Command; and could not place them better than under the Direction of Sir James Wallace, whose Knowledge of the River, as well as Captain Ommanney's we fully experienced the Advantage of.

The third Division of Troops were embarked in Transports, and on the 4th: in the Morning left New York under Convoy of the *Preston*, and in the course of the same Tide arrived off Tarry Town.

The General Embarkation was that Night made and the Wind being still favorable, the whole, preceded by the Squadron under Sir James Wallace as an advanced Guard, reached Verplanks Point at Noon the Day following, and those in the Flat Boats landed, with the Appearance only of an Opposition; Sir James Wallace was immediately dispatched higher up the River to cut off the Enemy's Communication by Peek's Kill Ferry.

The 6th: at Day-Break the general Debarkation took place, and all the Troops except about 400, who were left to secure Verplank's Neck, were soon landed at Stoney Point upon the opposite Shore from whence they had about twelve Miles to march through a mountainous and rugged Road, to Fort Clinton and Montgomery.

The Ships and Transports then moved higher up, and anchored opposite Peek's Kill Landing.

In the Afternoon the advanced Squadron and the two Frigates⁵ got under Sail and opened Fort Montgomery, with a View only to make an Appearance and thereby to cause a Diversion in favour of the Attack which we observed had now begun. Sir James [by] the help of his Oars got near enough in with the Gallies to throw some Shot into the Fort. The Cannonading and Fire of Musketry continued until Night, when by a most spirited Exertion, a general and vigorous Assault was made, and the two important Forts of Clinton and Montgomery fell by Storm to His Majesty's Arms: on which I have the Honor to congratulate your Lordship most sincerely. The Rebel Frigates are both burnt,⁶ with a Galley;⁷ and a Sloop of Ten Guns⁸ is taken.

The Loss on the Enemy's Side is not yet exactly known, but they are supposed to have had about one hundred killed, and two hundred and fifty taken Prisoners.

The greatest Loss on the Side of the King's Troops, are about forty killed, among whom are some valuable Officers, namely Lieutenant Colonel Campbell,⁹ Major Sill, Major Grant and Captain Stewart, and about one hundred and fifty wounded.

A Summons signed by Sir Henry Clinton and myself, was the next day sent up to Fort Constitution by a Flag of Truce; which, being fired at, returned, and determined the General immediately to correct the Insult by an Attack. An Embarkation was accordingly made on the Morning of the 8th, and proceeded up the River for that purpose, under Cover of the Gallies.

We found upon our Arrival, the Fort had been abandoned in great Confusion; their Barracks burnt, but all their Artillery left. The whole number of Cannon taken in the three Forts amount to Sixty seven, with a large Quantity of Provisions, Ammunition and Stores of all kinds to a very considerable Amount. I have directed such part of the Chain and Boom as cannot be saved, to be destroyed. The Construction of both give strong proofs of Labour, Industry and Skill.

Sir James Wallace with his flying Squadron is gone still higher up the River, and if he passes the Chevaux de Frize at Pollipous Island,¹⁰ he may do essential Service, as there can be nothing to give him any Interruption.

When it is considered that this Attack was made after a most fatiguing March over Precipices, and through Roads almost impenetrable, which made it impossible for the Troops to avail themselves of the Use of Cannon, so necessary for such a purpose And the little Assistance they could therein promise themselves from the Ships, the Access through the Highlands to the Forts rendering the Approach to them so precarious; it redounds the more to the Credit of an Enterprize, which was formed and executed with equal Judgment, Valour and Success.

The Captains, Officers and Men under my Command, have been so strenuously zealous in their Exertions upon this Occasion, that every Testimony is due from me in Approbation of their Conduct during this Service of Fatigue, of which Captain Pownoll has had his Share, and is well able to inform your Lordship of every particular.

Since I had the Honour of writing to your Lordship by the *Zebra*, the *Unicorn*, *Galatea*, *Brune* and *Cerberus* arrived, but are all of them in great want of Repairs and Stores. The fifty-gun Ship's people having been employed in the Flat-Boats, will account to your Lordship for their not joining you so soon as you might have expected; but if the General remains any Time here, I shall relieve the *Bristol's* Flat-Boat men by some of the Frigates, that she may be at Liberty to proceed with the next Express.

I have directed Captain Onslow¹¹ to carry on the current Duty at York until my Return, and am to acquaint You that I have appointed M^r George Stewart, Surgeon's second Mate of the *Preston*, to act as Surgeon of the *Eephant* [*Elephant*], 'till your Lordship's pleasure be known. I have the Honor to be [&c.]

W: Hotham.

P.S. I have the farther pleasure to acquaint your Lordship, that General Tryon is just returned from Continental Village,¹² where he has destroyed Barracks for 1500 Men, with Stores to a considerable Amount.

Copy, UKLPR, Adm. 1/488, 52-54. Addressed at foot of first page: "The Viscount Howe." Docketed: "Copy./Letter from the Commodore/Hotham to the Viscount Howe./Dated 9th. October 1777." Docketed in another hand: "In Lord Howe's Letter of the 24: October 1777./N^o. 6." Enclosure No. 6 in Vice Adm. Viscount Howe to Philip Stephens, 24 Oct.

1. Capt. Philemon Pownoll, R.N.

2. Capt. Thomas Jordan, R.N.
3. Comdr. John Stanhope, R.N.
4. H.M. brig *Diligent* and galleys *Dependence* and *Spilfire*. H.M. galley *Crane* and H.M. sloop tender *Hotham* were added to the advanced squadron on 4 Oct.
5. H.M. frigates *Tartar* and *Mercury*.
6. Continental Navy frigates *Montgomery* and *Congress*.
7. Continental Army galley *Shark*.
8. New York privateer sloop *Camden*.
9. Lt. Col. Mungo Campbell.
10. Pollepel Island.
11. Capt. Richard Onslow, R.N.
12. Continental Village on Canopus Creek above Peekskill.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPLEBY

October 1777
Thursday 9

Peeks Kiln ENE Fort Independance NBE $\frac{1}{2}$ E & Butter Hill NW

AM sent the people as before to take up the Chain At 9 sent a Box of Money No 42¹ on board the *Hotham* Tender At Noon the *Mercury* Anch^d here sent a party of Marines on Shore—

Peeks Kiln ENE Fort Independance NBE $\frac{1}{2}$ E

First part Light Airs with hard rain latter fresh gales At 4 PM the Marines returned on board. 4 Transp^{ts}. Anchord here sent the Master wth. his Party as before² the *Mercury* and a Transport Sailed hence—

D, UKLPR, Adm. 51/720.

1. Numbered boxes of money were used to pay local pilots.
2. They were removing the chain across the Hudson River.

LIEUTENANT GENERAL SIR HENRY CLINTON TO GENERAL SIR WILLIAM HOWE

Fort Montgomery October 9th. 1777.

Sir,

In the last Letter which I had the Honor to write to your Excellency, I mentioned my Intention with the small Force that could be spared from the important Post you had left under my Command, to make an Attack upon Forts Clinton, Montgomery &c. Your Excellency recollects the Situation of these Forts, that they are seperated by a Creek which comes from the Mountains, and communicate with each other by a Bridge.¹

In my Opinion the only Way of effecting it was by a Coup de Main in the unguarded State they then were. The Commodore and I having made our Arrangements, and every proper Jealousy having been given for every Object but the real one, the little Army, consisting of about 3,000 Men, arrived off Verplancks Point, preceded by the Gallies under the Command of Sir James Wallace.² On our Appearance the Enemy retired without firing a Shot, leaving a Twelve Pounder behind them, and Sir James moved up to Peaks Kill Neck to mask the only Communication they had across the River on this Side of the Highlands.

At Daybreak on the 6th. the Troops disembarked at Stoney Point.³ The Avant Garde of 500 Regulars & 400 Provincials commanded by Lieu^t. Colonel Campbell,⁴ with Colonel Robinson⁵ of the Provincials under him, began its March to occupy the

Pass of Thunder Hill;⁶ this Avant Garde after it had passed that Mountain, was to proceed by a detour of seven Miles round the Hill, and Debouchée in the Rear of Fort Montgomery, while General Vaughan, with 1200 Men,⁷ was to continue his March towards Fort Clinton, covering the Corps under Lieut^t Colonel Campbell, and apportioned to cooperate by attacking Fort Clinton, or in case of Misfortune to favor the Retreat. Major General Tryon with the Remainder, being the Rear Guard,⁸ to leave a Battalion at the Pass of Thunder Hill to open our Communication with the Fleet.

Your Excellency recollecting the many, and I may say extraordinary Difficulties of this March over the Mountains, every natural Obstruction, and all that Art could invent to add to them, will not be surprized that the Corps intended to attack Fort Montgomery in the Rear, could not get to its Ground before five oClock, about which Time I ordered General Vaughans Corps, (apportee to begin the Attack on Fort Clinton) to push if possible and dislodge the Enemy from their advanced Station behind a Stone Breast Work, having in Front for half a Mile a most impenetrable Abbatis, this the General by his good Disposition obliged the Enemy to quit, though supported by Cannon, got Possession of the Wall, and there waited the Motion of the cooperating Troops, when I joined him, and soon afterwards heard Lieut^t Colonel Campbell begin his Attack. I chose to wait a favorable Moment before I ordered the Attack on the Side of Fort Clinton; which was a circular Height, defended by a Line for Musquetry with a Barbet Battery in the Centre of three Guns, and flanked by two Redoubts: The Approaches to it, through a continued Abbatis of 400 Yards, defensive every Inch, and exposed to the Fire of Ten Pieces of Cannon. As the Night was approaching, I determined to seize the first favorable Instant. A brisk Attack on the Montgomery Side; the Gallies with their Oars approaching, firing, and even striking the Fort; the Men of War that Moment appearing,⁹ crowding all Sail to support us; the extreme Ardor of the Troops; in short all determined me to order the Attack; General Vaughans spirited Behaviour and good Conduct did the rest. Having no Time to lose, I particularly ordered that not a Shot should be fired, in this I was strictly obeyed, and both Redoubts &c were Stormed. General Tryon advanced with one Battalion to support General Vaughan in case it might be necessary and he arrived in Time to join in the Cry of Victory

Trumbach's Regiment was posted at the Stone Wall to cover our Retreat in case of Misfortune. The Night being dark it was near eight o'Clock before we could be certain of the Success of the Attack against Fort Montgomery, which we found afterwards had succeeded at the same Instant that of Fort Clinton did, and that by the excellent Disposition of Lieut^t Colo^l Campbell, who was unfortunately killed on the first Attack, but seconded by Colonel Robinson of the Loyal American Regiment, by whose Knowledge of the Country I was much aided in forming my Plan, and to whose spirited Conduct in the Execution of it I impute in a great Measure the Success of the Enterprize.

Our Loss was not very considerable excepting in some respectable Officers who were killed in the Attack.

About 10 oClock at Night the Rebels set fire to their two Ships, *Montgomery* and *Congress*, some Gallies and other armed Vessels with their Cannon Stores &c in them.¹⁰

I have the Honor to send to your Excellency a Return of the Cannon, Stores &c taken. That of Stores is very considerable, this being I believe their principal Magazine.

The Commodore has assisted me with his Advice, and every Effort. We sent a joint Summons to Fort Constitution, but our Flag meeting with an insolent Reception unknown in any War, we determined to chastize, & therefore an Embarkation under Major General Tryon, and Sir James Wallace with the Gallies was ordered. They found the Fort evacuated in the greatest Confusion, the Store Houses burnt, but their Cannon were left unspiked. The Commodore immediately ordered Sir James Wallace up the River, and if it should be possible to find a Passage through the Chevaux de Frize, between Polypus Island ¹¹ and the Main, he may probably do most essential Service

In Justice to Captain Pownal, ¹² who commanded the Flat Boats, and the Officers under him, I must mention to your Excellency that that Service could not have been more zealously or punctually attended to. I have the Honor to be [&c.]

(Signed) H. Clinton Lt. Gen^l.

P.S. October 9th. Ten o'Clock at Night

Major General Tryon whom I detached this Morning with Emericks Chasseurs, 50 Yagers, the Royal Fuzileers & Regiment of Trumbach, with two three Pounders, to destroy the Rebel Settlement called the Continental Village, has just returned and reported to me that he has burned Barracks for 1500 Men, several Storehouses, and loaded Waggons. The extreme Badness of the Weather making it necessary to be as expeditious as possible no Account could be taken of the Stores, but I believe them to have been considerable. I need not point out to your Excellency the Consequence of destroying this Post, as it was the only Establishment of the Rebels in that Part of the Highlands and the Place from whence any neighbouring Body of Troops drew their Supplies. Fannings and Byards Corps marched from Verplancks Point to co-operate with General Tryon, but finding he met with no Opposition, they were ordered back to their Post.¹³

(Signed) H. C

Copy, UKLPR, C.O. 5/94, 345-47. Docketed: "Copy of a Letter/From Lieut^t General Sir Henry Clinton/To General Sir William Howe./dated 9th. October 1777./N^o. 3." Docketed in a different hand: "In Sir W^m. Howe's (N^o. 69) of 21st. Oct^r. 1777./(4)." Enclosure No. 4 in Gen. Sir William Howe's Letter No. 69, 21 Oct., to Lord George Germain.

1. Sydman's Bridge.
2. The advanced squadron, H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.
3. Marginal note: "52^d & 57th Reg^t. Loyal Americans, New York Volunteers & Emericks Provincial Chasseurs."
4. Lt. Col. Mungo Campbell.
5. Col. Beverly Robinson.
6. Dunderberg Mountain.
7. Marginal note: "Grenad^s & Light Infan^y 26th. & 63^d Reg^{ts}. 1 Com^{py} 71st. 1 Troop dismounted Dragons, Hessian Chasseurs."
8. Marginal note: "Royal Fuzileers and Hess^a. Reg^t of Trumbach."
9. H.M.S. *Preston* and H.M. frigates *Tartar* and *Mercury*.
10. Continental Navy frigates *Montgomery* and *Congress*, Continental Army galleys *Lady Washington* and *Shark* and New York privateer sloop *Camden*.
11. Pollepel Island.
12. Capt. Philemon Pownoll, R.N.
13. Fannings Corps was the King's American Regiment, commanded by Col. Edmund Fanning, and Byards Corps was the King's Orange Rangers, commanded by Lt. Col. John Bayard, both being Provincial regiments.

“RETURN OF CANNON, STORES, AMMUNITION &CA TAKEN & DESTROYED UPON THE
EXPEDITION UP THE NORTH RIVER OCTOBER 6TH 1777”

[Fort Montgomery, 9 October 1777]

<u>Cannon</u>	
32 Pounders	6
18 Ditt°	3
12 Ditt°	7
9 Ditt°	3
6 Ditt°	41
4 Ditt°	3
3 Ditt°	2
2 Ditt°	2
Total, 67 Peices of Cannon.	

Two Frigates, built for 30 & 36 Guns, were burnt by the Rebels on the Forts being taken.¹ The Guns aboard them & two Gallies which were likewise burnt amounted to above 30.² One Sloop with 10 Guns, fell into our Hands.³ The whole loss therefore is above 100 Peices.

Powder

54 Casks
11 & ½ Barrels
12,236 W^t Exclusive of what was aboard the Vessels.

Cartridges filled

1,852 Cannon
57,396 Musket

Cannon Shot

9530 Round
886 Double-Headed
2483 Grape & Case
C^t. Q^r. 1^b.
36, 1, 15 Landgridge.

For Muskets

1379 W^t of Ball
116 D^o. of Buck Shot
5,400 Flints

Every Article belonging to the Laboratory in the greatest Perfection. Other Stores, such as Portfires Match, Harness, Spare Gun Carriages, Tools, Instruments &ca, &ca in great Plenty. A large quantity of Provisions. The Boom & Chain which ran across the River from Fort Montgomery to Anthony's Nose is supposed to have cost the Rebels 70,000£. Another Boom which we destroyed near Fort Constitution must likewise have cost the Rebels much Money & Labour. Barracks for 1500 Men were destroyed by Major General Tryon at Continental Village, besides several Store Houses & loaded Waggons, of the Articles contained in which, no Account could be taken.

Copy, UkLPR, C.O. 5/94, 350. Docketed: "Return of Cannon, Stores/Ammunition &ca taken &/destroyed upon the Expedition/up the North River. October/6th. 1777." Docketed in a different hand: "In Sir W^m Howe's (N^o. 69)/of 21st. Oct^r 1777./ (6)." Enclosure No. 6 in Gen. Sir William Howe's letter No. 69, 21 Oct., to Lord George Germain.

1. Continental Navy frigates *Congress* and *Montgomery*.
2. Continental Army galleys *Lady Washington* and *Shark*.
3. New York privateer sloop *Camden*.

JOURNAL OF CAPTAIN JOHN MONTRESOR

[Extract]

[Webb's Ferry, Pa.]

[October] 9th. . . . Nine Rebel Galleys attacked our Battery of 2 medium 12 pounders but were beaten back. We lost one Grenadier killed, three wounded and a waggoner and two Horses killed. This evening on the turning of the tide two Brigs and a floating Battery moved up between Little Mud Island and Fort Island. . . .

Montresor, *Journals*, 463–64. Five sentences of this entry are not printed here. They relate to the weather, the activity of the American garrison at Fort Mifflin, and intelligence of Sir Henry Clinton's expedition up the Hudson River.

JOURNAL OF CAPTAIN JAMES PARKER

[Webb's Ferry, Pa.]

[October] 9th. I went to the mouth of Schuylkill N^o. side where we have 2. 12pd^{rs}. Some guns were fired from the rebel Galleys, by which we lost one man & had three wounded. a quantity of provision arrived from Chester in Waggons.

D, City of Liverpool Library, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Steuart.

LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

[Extract]

Sir:

Fort Mifflin 9th. October 1777—

I Receiv'd your Excellencys Letter of the 7th. and have read it to the Officers of the Navy which assists not a little to keep up their Spirits.¹ Yesterday a large Scow was brought down the Schuylkil which we secur'd, after wounding One of their Men. Our Intelligence informs that Six Boats were ready to come down from the lower ferry² and in the evening we heard that a large Body with 20 p^s. of Artillery and Boats on Carriages from the City³ were marching down to Webbs ferry, in consequence of these Accounts the Commodore⁴ sent some arm'd Boats & Gundolas in the mouth of the Schuylkil, who discovered the enemy at work along the bank. The Boats kept up a fire on them all night, in the morning they opened a small Battery and fir'd briskly for Some time. The Commodore intends attacking them at high Water and try if possible to silence them. They will answer two purposes by erecting Batteries so as to keep the Gallies out of Schuylkil, One, that in case your Excellency defeats them they may have a safer retreat by Webbs ferry on a bridge of boats than any other, or they may bring over their Artillery and annoy us much in the fort, indeed it will

be impossible for us to live in it, I shall in that case be oblig'd to cover my men, & shou'd they keep up their fire at night it will oblige us to sleep in the open Air, which will soon destroy my small party. . . . I have the honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Eleven lines of this letter are not printed here. They discuss the sickly state of Fort Mifflin's garrison and casualties at the Battle of Germantown. Addressed: "His Excellency/Gen^l Washington." Endorsed below signature line: "Write to Newcomb to take Boats out of the Creeks—Advise Col^o Smith to build Cover for the Men under the East Face of the Fort—." Docketed: "Fort Mifflin 9th: Octob^r/1777/from/Col^o Smith/Ans^d. 11th."

1. See Washington to Smith, Washington, *Writings* 9: 327–28. In this letter Washington informed Smith of the heavy blow delivered against the British at Germantown and of the impending arrival of additional American troops. He hoped this news would encourage "the Officers of the Army and Navy" to continue "their brave opposition" to the enemy until he could go on the offensive again.

2. Also known as Gray's Ferry.

3. Philadelphia.

4. John Hazelwood.

VIRGINIA NAVY BOARD TO CAPTAIN ELEAZER CALLENDER

To Captain Eliezer Callender.—

[Williamsburg]

We have furnished D^c Brown with an Order for medicines, and delivered him your Commission, and that of your first Lieutenants¹ dated and certified agreeable to former appointments by the Committe of Safety. A second Lieutenant and master will be appointed and sent to your ship² as soon as proper persons can be procured.— When your ship is completely fitted you are to repair with her to york Town. We have no Blankets at present but hope to have them by the time the ship comes round.—

Navy Board }
Oct^r 9. 1777 }

Signed

Thom: Whiting first Com^r

LB, Vi, Navy Board Letter Book.

1. John Lurty.

2. Virginia Navy ship *Dragon*.

"AT A COURT OF ADMIRALTY HELD IN THE CITY OF WILLIAMSBURG,
THE 9TH DAY OF OCTOBER 1777."

JACOB, ROBERT, and NED negro men slaves who were taken on board the armed boat *Dreadnought*, being, together with the said boat,¹ libelled in this court at the suit of the said James and Richard Barron, and no person appearing to claim either of the said slaves, it is ordered that publick notice be thrice given in the *Virginia Gazette*, that unless any person claiming a property in either of them shall appear and prosecute the same on or before the twenty eighth day of this instant, the court will proceed according to law.

WILLIAM RUSSELL, Cl. Cur. [Clerk of the Court]

Jacob says he belongs to Hancock Jacob, Robert to Arthur Upshaw, and Ned to Douglass Willett, all of Northampton county.

Purdie's *Virginia Gazette*, 10 Oct. 1777.

1. For an account of the action in which they were taken, see Purdie's *Virginia Gazette*, 3 Oct. 1777, above.

October 10

NARRATIVE OF CAPTAIN JOHN LONG

[Extract]

Mechias 10th October 1777

He was taken at Quoddy [*Passamaquoddy*] Sep^r 10th 1777, By the *Vulture* (Man of War) Boat & Carried at S^t Johns. he was Examined by the Enemy's officer on Being Asked how Many Men was then at Mechias. he told them about 500. that they had aplenty of Provision sent them from the westward that they Cou'd in a short time Call in their Millitia which might Consist of 700 men on being asked where he was dureing Dawsons Attack¹ he told them that he was in the Wood. & that he was not of the parties that attacked—

they proferd him his Vessell if he woud Undertake to procure them certain Intilgence, which he did. M^r Hazen becoming Surity for his Fedelity,² he Returnd to them with Speed. before he went Capⁿ Fettus Dam'd him for a Rebelle never Expecting to see him again,³ but seeing he was true to his Promis, they promisd him all his Money they had taken from him if he would Conveying the Incerted Information to Annapolis by Express, going There he was taken by a Little privateer⁴— . . .

the Prize Master Account of there takeing Capⁿ Long at Annapolis Gut Capⁿ Lawrence of a Privateer bound up Annapolis River beyond the town,⁵ Got within ½ Mile of the Same the fogg being very Thick. which Suddenly Clearing up he found himself pretty Close to a Tender mounting Eight Gun. they put about Instantly and out Bars [*oars*]. where fired upon boath from the Schooner & the Shoar by Small Arms they soon Got out of Reach & Continuing down the River met Long going in they fired a Swevel to bring him too. they sent three men Aboard of him. one told to Go down below directly. When Long Answered Who are you Sir I have Got the King Pacquet on board Soon after he went on board the privateer he presentd the Letters of Intilgence to the Master supposing he was Commander of the Tender, which he thought he was on board of not think^g it a privateer from the States

A true Copy

Attest J Avery

Documentary History of the State of Maine (Collections of the Maine Historical Society, 2d Series), edited by James P. Baxter et. al, 24 vols. (Portland: The Society, 1869–1916), 15: 236–38.

1. Comdr. George Dawson of H.M. brig *Hope*. See *NDAR* 9: 750–51, 760.

2. William Hazen of Halifax.

3. Comdr. James Feattus of H.M. sloop *Vulture*.

4. Long was taken in the sloop *Hope* going to Annapolis, Nova Scotia, by the Massachusetts privateer schooner *Harlequin*, Agreen Crabtree, commander. Col. John Allan to the President of the Massachusetts Council, 12 Oct. 1777. *Documentary History of the State of Maine*, op. cit., 15: 241–44.

5. Massachusetts privateer schooner *Friend*, William Lawrence, commander, mounting 10 swivel guns with a crew of 30 seamen, was commissioned on 11 Sept. 1777 and was owned by Henry Newhall and Jonathan Nutting, of Boston. *M-Ar, Revolutionary Rolls*, vol. 5, 275, 277.

WILLIAM GARDNER TO CAPTAIN JOHN PAUL JONES

Sir

Portsm^o. Oct^o. 10th. 1777

Colonel Langdon having previously deny'd paying M^r Marshall for the Yawl you order'd Built for the *Ranger*, puts it out of my power to Accept your Order¹ on

that head; Yet if you please, I will pay it & Debit your (private) Acco^t for the same—I am [&c.]

W^m. Gardner.²

L, DLC, Peter Force Collection, Papers of John Paul Jones, vol. 1, no. 6649. Addressed: "Jn^o. Paul Jones Esq^r/Com^t of the/*Ranger*." Docketed by Jones: "Will^m. Gardner Esq^r/letter dated Octo/10th 1777."

1. Jones's order has not been found.
2. Deputy Continental Agent for New Hampshire.

DEPOSITION OF DANIEL CHRISTIAN

I Daniel Christian of Lawful age testify & say that I was first mate, on board the ship *Johnston*; & on y^e. 18 July, 1777—about 6, o'clock in y^e. morning we discov^d. two privateer schooners—to the windward of us. but seeing another sail, to the north w^d. upon our bow, we did not alter our Course, supposing we sh^d. come up with this sail, first. w^{ch}. we stood after—we found the sail to be a frenchman; & we then hauled up as close to the wind as we could.—about Noon the two Schooners came up & engaged us (w^{ch}. continued for about three quarters of an hour) at long shot we determined to defend the Ship;—some of their shot w^d. come over us but very seldom. the schooners then sheared off to the south ward & Eastward—out of Gun shot—& stood a considerable way to the Southw^d. & then to the northw^d.—they then hung out their pots upon their Jibb boom end, and we supposed they were preparing to board us, but did not come near enough to do it; in about two hours & an half after they first left us, they came up again one upon one Quarter & y^e o^r. on y^e other Quarter, & engaged us about half an hour, & then left us; before they left us we discov^d. another sail. to the windward of us coming down before the wind—we discov^d. her to be a square rigged Vessell but what we c^d. not tell. we determined not to strike till we knew what the sail was—& if she was a privateer we intended to strike when she came up; but we did not intend to strike to the schooners till our ammunition was spent. as soon as the schooners sheared off, we made all the sail we could & stood for the sail, w^{ch}. proved to be the *Massachusetts*, Capt. Fiske.—the schooners then made sail after us firing their bow Chaser at us as we passed y^m. we were not damaged by the schooners, only one of their shot cut one of the Lanyard's of one of the Gun ports & one man slightly wounded. which was all the damage we sustained. the Brigg *Massachusetts*, run along side of us & fired a broad side, at us w^{ch}. did us no Damage & we struck immediately to y^e. Brigg. the schooners being about a Gun shot astern of us. & came up ab^t. 10. or 12 minutes after we struck. I do not recollect that the schooners fired at us ab^t. the time we struck. they did not come nearer than long shot, from first to last; It was determined on board, if the Brigg had not come up to fight the Schooners, & if they boarded us to retreat to close quarters, for which we were very well provided, & to fight them till our ammunition was expended & then to strike to them but we were under no fear of their being able to board us; we had when we were first attacked about seven Barrels of powder, & an half, in y^e whole, with a sufficient quantity of shot; when we struck we had something more than a Barrel & a half of powder, & shot in proportion; besides near a barrel of small Cartridges; when we struck, it was about two hours before Sunset; Our force, was 6 double fortified 6. pounders: 4 double fortified four pounders. 4 Cohorns. and 2 swivels. a chest of small arms containing ab^t. 12 Muskets. 6 blunderbusses. 12 pistols & a num-

ber of Cutlasses. & had 35 men & boys & about 330 tons salt & other goods During the whole Engagement from the first to the last, the Schooners kept at a distance & fought us only at long shot. & we were obliged for that reason to keep up our Cartridges to the full size & we never lessened any of them.

Daniel Christian

Salem. 10 Oct^r 1777

I David Angus, late Gunner of the Ship *Johnston*, taken & br'ot into Salem, as a prize; being on board when she was taken, & acting as Gunner; & knowing the truth of the facts, contained in the forgoing Deposition of Daniel Christian do confirm the same.

David Angus

Essex Ss. Salem. 10 Octo. 1777. Daniel Christian and David Angus before named, appeared before me a Justice of the peace for s^d. County, & after due examination & caution to testify the whole truth, relating to a maritime Cause to be tried in the Superior Court &c. to be held at Cambridge in & for the County of Middlesex on the last tuesday of October inst^a, wherein George Williams is libellant of the Ship *Johnson* & Gustavus Fellows & Nehemiah Somes are Claimants therof (as 'tis said)—made oath to the before written declarations—in behalf of the s^d. Libellant, the adverse parties, were notified & present at the taking these depositions—and the ocason of taking them is that the deponents are going to sea.— before

W. Wetmore. J. Peace

DS, M-Ar, vol. 292 (Petitions to the Massachusetts General Court), 826–28. Docketed: “ship *Johnston* (prize)/1777.”

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Friday Oct^r 10th. 1777.

In the House of Representatives. Whereas four Six Pounders are necessary to equip the Brig *Hazard* belonging to this State for the Sea. And whereas it is represented to this Court, that they may be got from the Prize Ship *Johnson* taken by the State Brig *Massachusetts*, and by the Captains Greely & Gardiner in private Armed Vessels.¹ Resolved, That Caleb Davis Esq^r, be, and he hereby is impowered to take from the said Prize Ship *Johnson*, four Six pound Iron Cannon for the use of the Brig *Hazard*, and this State will be accountable to the Captors for the same—at such price as shall be set on them by three Persons to be appointed for that purpose by the Captors and the said Davis.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 101–2.

1. Massachusetts privateer brigantine *Speedwell*, Jonathan Greely, commander, and Massachusetts privateer schooner *Active*, Andrew Gardner, commander. See *NDAR* 9: 862.

MATHEW SLEIGHT TO THE MASSACHUSETTS GENERAL COURT

To the honorable the Council & the honorable the House of Representatives of the State of Massachusetts Bay in General Court assembled at Boston Sep^r 1777—
Mathew Sleight most humbly sheweth

That he sailed from New York the latter End of August last Commander of the Sloop *Union* as a flag of Truce having on board a Number of Prisoners belonging to

this State & here to be exchange^d. by Permission from & by Order of Commodore Hotham & General Jones ¹ Officers in the Service of the King of Great Britain: That said Sloop was strictly search'd before she sail'd, whether she had any Goods on board, but had none, & arriv'd at the Port of Nantucket with nothing more than necessary Stores, & the Baggage of the Prisoners sent in her: That the day after his Arrival at Nantucket (the 3^d. of Sep^r. Instant) one Captain Estick Commander of a private armed Vessel called the *Ranger*,² came on board, seized all the Papers belonging to said Vessel, carried the said Vessel into Bedford, stript the Vessel of her Sails, took out all the Stores & other Things belonging to the s^d Sloop, & has since libelled the said Sloop in a Maritime Court for the Southern District of this State: all which Facts your Petitioner stands ready to verefy; He therefore prays this honorable Court to take the Premises into their Consideration, to order all Process in said Maritime Court to surcease & to restore him the said Vessel with her Appurtenances & Stores, as she came into this State under every Circumstance of a Flag of Truce, depending on the Honour of the Government to secure to the Master & Vessel that Protection which the Laws of Nations give to Flaggs in like Cases, & which this Government have hitherto ratify'd & considered sacred. And your Petitioner shall pray.—

Mathew Sleight—

In the House of Representatives Oct 10. 1777

Read & thereupon Ordered That M^r Wendell & Capt Batcheldor with such as the Hon Board shall join, be a Committee to consider y^e same & report
Sent up for Concurrence

J Warren Spk^{er}

In Council Oct^r. 10th. 1777

Read & Concurred and Moses Gill Eq^r is joined

Jn^o. Avery D^r Sec^y—

L., M-Ar, Mass. Archives Collection, vol. 183 (Petitions to the Massachusetts General Court), 121–22a. On 20 Oct. the Massachusetts General Court permitted the sloop *Union* to return to New York after posting a bond of £500. Ibid., vol. 38 (Massachusetts General Court Records), 134.

1. Maj. Gen. Daniel Jones.

2. Rhode Island privateer sloop *Ranger*, Isaac Eslick, commander.

THOMAS SHAW TO GOVERNOR JONATHAN TRUMBULL

Honored Sir,

New London Octo 10th 1777.

I Rec^d. yours of y^e 1st. Ins.¹ wherein you are pleased to say that you hourly expected a number of Cap^t Hardings² prisoners into Lebanon on there way to N Haven & would have me provide a Vessell there for the purpose of carrying them to N York, & that the prisoners at N London might be sent in the Same Vessell to N Haven & so on to N York, after hearing from your Excellency, which you thought would be by the time Col Ely³ would have marching Orders; And as it is now five Days Since Col Ely has marched⁴ & have not the pleasure of hearing from your Excellency, conclude there must be some difficulty in the way that those prisoners have not arrived, or that the great attention you give to the affairs of Government has occasioned the delay. Therefore have taken the liberty, as I had taken up the Sloop *Delight*, to send her on to New Haven with those prisoners that was here; perswading myself that you would be there to day, and that if it was not likely that all Cap^t Hardings prisoners would be there

soon, that Cap^t Stillman⁵ might wait at N Haven for them, or go on to New York with these he has already, as you'll please to order. And happy should I be, should it meet your approbation, which I am in hopes of, considering that the Sloop is under pay & the prisoners maintained as cheap on board as on Shore. Have ordered Cap^t Stillman to shew you his orders from me and the Letter to Joshua Loring Com^s at N Y &^c. And if agreeable may go on I suppose, notwithstanding Cap^t Stillman may take in these other prisoners, (which your Excellency will give directions for their Exchange) or take up those directions of mine to Loring & put these prisoners into the List of Cap^t Hardings Prisoners. Should have gone myself to N Haven but M^r Shaw⁶ being Sick with the Longfeaver at Bedford. I ask pardon, but would only beg leave to hint, perhaps you may not think of it, as there may possible arise some doubt in N York about y^e Cap^t of y^e 50 Gun Ship⁷ (being only a Gentleman passenger) in exchange for Manly a Commodore, would it not do to take his parol to go down to N York in this Flag for the purpose of being exchanged for Cap^t Manly & that in case such an exchange cannot be effected that he pledge his Faith & word of honor to your Excellency that he will emmedately return into this State & Submit himself prisoner of warr

Below is a List of Cap^t Palmers men taken in a private Sloop of Warr⁸ & carried into Newport, which I wish might be exchanged for some of Hardings Prisoners who are prisoners taken in Arms, & will not be admitted to an exchange by any other & have been there a long time, it is by the Solicitation of there friends that I take the liberty to trouble you with their names. I am [&c.]

Tho^s Shaw

Rob^t Palmer Cap^t
Jon^a Salsbury Master
John Palmer Boatswain
Elisha Swan Carpenter
Nathan Robinson Mate
Josiah Hewet 2^d Mate

L, Ct, Jonathan Trumbull Papers, vol. 7, 105a-d. Addressed: "To Sloop *Delight* Cap^t Stillman a Flag of Truce/Tho^s Shaw/To His Excellency Jonathan Trumbull Esq^t/Governor of the State of Connecticut./at/ New Haven." Docketed: "M^r Tho^s Shaws Letter of y^e 10th/of octob^r 1777 De Flag."

1. Above.
2. Capt. Seth Harding, Connecticut Navy.
3. Col. John Ely, Connecticut Militia.
4. Ely had marched to Rhode Island as part of the secret expedition to retake Newport.
5. Probably Capt. Allen Stillman.
6. His brother, Nathaniel Shaw, Jr.
7. Capt. William Judd, formerly commanding H.M.S. *Antelope*.
8. Connecticut privateer sloop *Nancy*. See *NDAR* 9: 196.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777
Friday 10th

Robertsons Land^s¹ South Sugar Loaf hill SSW off Shore
1 Cables Length.

at 11 A.M. came on Board a Comp^y of Coll^l Robertsons Battalion² at 11 A.M. Weigh'd in Comp^y as before³ at Noon Anthonys Nose S.S.W. Fort Vaughan West,⁴ Off Shore 1½ Miles
Anthonys Nose S.S.W. Fort Vaughan West Off Shore
1½ Miles

Mod^l. Breezes and hazy Weath^r these 24 Hours at 3 P.M. Anchor'd
 P^r Signal in Comp^s as before in 13 F^m. Water Veer'd to $\frac{1}{2}$ of a
 Cable Fort Montgomery NNW Anthonys Nose SSE off
 Shore 1 Cables Length Empl^d. putt^s the Troops on shore

D, UKLPR, Adm. 51/4159.

1. Robinson's Landing.
2. The Loyal American Regiment commanded by Col. Beverly Robinson.
3. H.M. brig *Diligent* and H.M. galleys *Crane* and *Spitfire*.
4. Fort Vaughan, formerly Fort Clinton.

JOURNAL OF H.M.S. TARTAR, CAPTAIN CORNTHWAITE OMMANNEY

October 1777
 Fryday 10

At a Single Anchor of[f] Fort Montgommery and Clinton in Hudsons River

at 7 AM sent on Shore with the Commodores Master, our Carpenter, Mids and 20. Men to help get up the Chain and Boom, which the Rebels had Run across the River, the Master went up the River to see if the Guns could be savd of the Rebel Frigates,¹ which they Burnt

[PM] Mod^l and Cloudy W^e came down all the small Craft and Anch^d here

D, UKLPR, Adm. 51/972.

1. Continental Navy frigates *Congress* and *Montgomery*. On 13 Oct. the master returned in the sloop, having raised the guns from the wrecks. Ibid.

NOTICE TO SEAMEN AND LANDSMEN

Philadelphia, October 10, 1777.

Notice is hereby Given,

To all SEAMEN and ABLE-BODIED
 LANDSMEN.

DESIROUS to serve the KING in the Royal Navy, to repair to the Commanding Officer of the *Delaware* Frigate, who will receive them into present Pay; and give them every Indulgence and Encouragement their Merits may deserve.

J. WATT, Commanding Officer.

N.B. Any Seaman that wishes to serve in any particular Ship in the Navy, will be entered for the Ship he prefers, and entertained on board the Frigate (at full Pay) until he joins his respective Ship.

PHILADELPHIA, PRINTED BY JAMES HUMPHREYS, JUNR.

Broadside.

DIARY OF CAPTAIN FRANCIS DOWNMAN

[Webb's Ferry, Pa.]

October 10th.—I continued in the battery at the entrance of the Schuylkill, the galleys now and then giving us a shot without effect. We are situated in full view of

their whole fleet of 30 differently armed vessels at the distance of about a mile. A party of our men with engineers passed the ferry this afternoon, and during the night threw up a battery.

Downman, "Services of Lieut.-Colonel Francis Downman," p. 164.

COMMODORE JOHN HAZELWOOD TO GEORGE WASHINGTON

May it please Your Excellency

Fort Island October 10th. 1777

I Received Your Excellencys Letter of the 7th of October¹ & note the Contents, & shall give Your Officer² every assistance in my power & furnish him with every kind of Ammunition & other Stores he may want—We are now carrying over the Cannon & Stores for him, & you may depend nothing shall be wanting that's in my power to do for him, & I make no doubt but we shall be able to hold this pass against any force they can bring against it—We have been deserted by two Captains, their Officers & whole Crews & number of Privates in many of the Vessels in the Fleet yet with what we have got I hope to support the Pass notwithstanding—

After the loss of Billinsport, the Commander in Chief of the Fleet³ sent me a Flag to surrender up the Fleet & not to destroy any part of it, & that it was in vain to pretend to hold out against such a force as was against us & that we soon should have no retreat & now we should have the Kings pardon & not only that but our liberty also—I sent him for answer, That I well knew the valour & bravery of their Navy & Army, & that I should endeavour to gain their esteem by a glorious defence tho' we had their enmity & desired them to desist in sending any more on any such errands, for that I would defend this River & Pass to the last extremity & that I expected a much larger force to encounter with than he has brought—They have moved one of the Chevaux de Frieze a little out of its place, but not so as to make a pass, & I have an old Ship⁴ Ballasted to sink this day near it that will stop that little vacancy again. We annoy'd them so much with the Galleys, that they could do but little with them without too much risk. I have drove five of their Ships from Chester, with four Galleys & one fire Raft, & had they not run off would destroy'd them all, & since that have drove four of them, with the Galleys from their Stations off Billinsport, but they have since return'd with four more, & as we are not well stocked with Ammunition, we suffer them to lay within sight of us for the present, as they can do us no harm where they now lay, & we fear nothing here but want of Ammunition, Provisions & desertion of our Men, otherwise should be quite easy—Having not to add, am [&c.]

John Hazelwood

PS Inclos'd is a Copy of Orders given to Cha^s. Alexander Esq^r of the *Delaware* Frigate, which I am sorry was not complied with.⁵

L, PHI, Simon Gratz Autograph Collection. Docketed: "10th: October, 1777./from/Comodore Hazelwood."

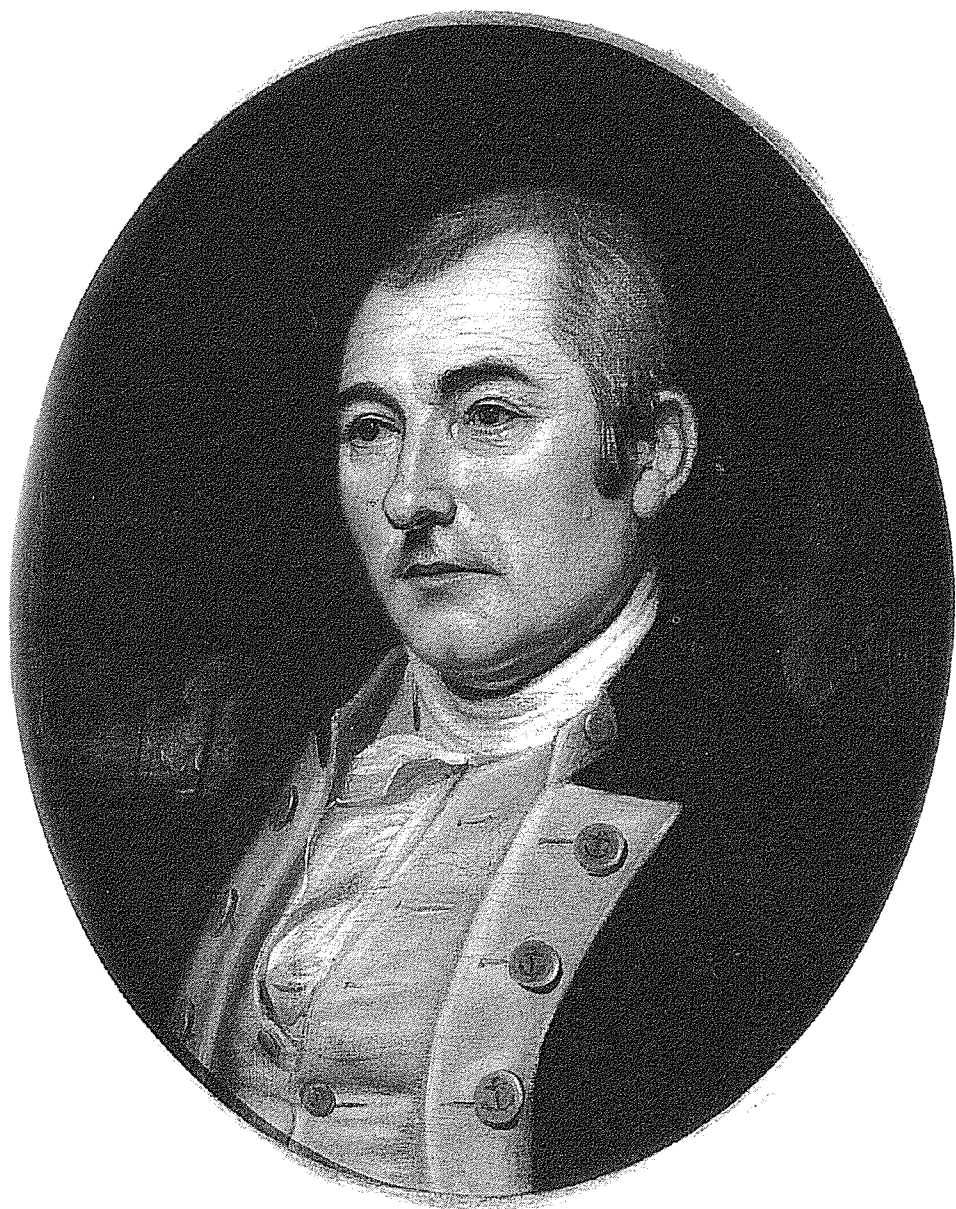
1. See above.

2. Chevalier de Mauduit Du Plessis.

3. Vice Adm. Viscount Howe.

4. Probably a reference to the Pennsylvania Navy fire ship *Strumbello*. See William Bradford to Thomas Wharton, Jr., 7 Oct. 1777, above.

5. NDAR 9: 970.



Commodore John Hazelwood

JOURNAL OF THE CONTINENTAL CONGRESS

[York] Friday, October 10, 1777

Ordered, That 12,000 dollars be advanced to the Marine Committee, for the public service in Baltimore, in the State of Maryland, the said committee to be accountable.

Ordered, That 2,000 dollars be paid to the said Marine Committee, for the purpose of paying bills drawn upon them, the said committee to be accountable. . . . On motion, *Resolved*, That one hundred blank commissions for privateers, be signed and delivered by the president to the Committee of Commerce, to be by them transmitted to such of their agents and correspondents abroad as they may think proper to entrust therewith. . . .

The Board of War brought in a report, which was taken into consideration; Whereupon,

Resolved, That Captain Silas Talbot, of the State of Rhode Island, be promoted to the rank, and have the pay of major in the army of the United States, in consideration of his merit and services in a spirited attempt to set fire to one of the enemy's ships of war in the North River last year;¹ and that he be recommended to General Washington for employment, agreeable to his rank.

Resolved, That Captain Silas Talbot make an estimate of the expence and loss incurred by him in the attempt to destroy the said ship of war, to be laid before the Treasury Board for their consideration.

JCC 9: 789, 792, 793.

1. See Captain Silas Talbot to the Continental Congress, 11 Oct., below.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October

Frid^y 10D^o [At Anchor off Chester in the river Delaware.—]

at 9 AM weighed & Sailed up the river to join the *Roebuck* & her Squad at Billingsport near the lower Cheveaux de frize, the Adm^l.¹ sent on board in Flat Boats 30 Men to Assist fighting the Guns, at 11 Anch^d. at Billingsport in 6 fms.—

At Anchor Off Billingsport

Mod^t & fair, rec^d. fresh Beef from the *Roebuck*, employed Warping higher up. The Rebel fleet lying at Anchor near Mud Island, consisting of 12 Galleys, One Frigate,² 2 Zebecks and Several Armed Brigs, Sloops & Schooners, with many half Galleys protected by their Two Forts of Red Bank and Mud Island, and also by the Cheveaux de frize which it was not yet possible to pass.—

D, UKLPR, Adm. 51/1037.

1. H.M.S. *Eagle*, Vice Adm. Viscount Howe's flagship.

2. Pennsylvania Navy ship *Montgomery*, William Allen commanding.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 10, 1777

The *General Mercer* privateer,¹ belonging to Baltimore, has taken, and brought safe into port, a fine new brig² bound to Lisbon with 150,000 wt. of codfish; the vessel and cargo valued at upwards of 10,000l.

1. Alexander Murray, captain.
2. The brig *George*, advertised in Dixon and Hunter's *Virginia Gazette*, 12 Dec. 1777, to be sold at public auction on 26 Dec. 1777.

ADVERTISEMENT FOR SALE OF PRIZE

To be SOLD for ready money, at Hampton, on Monday the 20th of this instant (October) by decree of the Hon. Court of Admiralty,

The armed boat *Dreadnought*, together with her guns, rigging, tackle, apparel, and furniture, lately taken by Captains *James* and *Richard Barron*.¹ Also, on Monday the 27th instant will be sold, in the city of *Williamsburg*, four very likely NEGRO MEN, taken in the said boat, and sold by decree of the said court. An inventory of the guns, rigging, &c. may be seen by applying to either of the Captains *Barrons*, or the subscriber in this city.

BEN: POWELL, Marshal.

Purdie's *Virginia Gazette*, 10 Oct. 1777.

1. For an account of the action see Purdie's *Virginia Gazette*, 3 Oct. 1777, above.

VICE ADMIRAL CLARK GAYTON TO COMTE D'ARGOUT

Antelope Port Royal Harbor Jam^a: 10th: Oct^r: 1777.

Sir,

Since I had the honor of writing to your Excellency by M^r Pascaud The 26th: Ultimo,¹ an other complaint has been made to me by M^r John Tyrie Master of the Sloop *Amelia* (belonging to London but last from Senegal with a Cargo of Slaves bound to this place) of his having been boarded and taken off the Island of Alto Velo, by the *Tyger* privateer, commanded by Captⁿ Davie a Frenchman mounting twelve Carriage & Swivel Guns and carrying Ninety Men, most of whom were Subjects to His Most Christian Majesty, I therefore beg leave to inclose for your Excellency's information the Master and Mariners belonging to said Sloop, their deposition² & I hope your Excellency will consider that so long as the present Harmony continues to subsist between the Two Courts, depredations of this Kind shou'd not be sufferd to be committed; and I dare believe your Excellency will cause every Necessary enquiry to be made and oblige the aforesaid Captⁿ Davie to make proper Restitution to His Britannick Majesty's Subjects.

I beg leave to inclose a duplicate of my last Letter by M^r Pascaud and I have the honor to be [&c.]

Clark Gayton

Copy, UKLPR, Adm. 1/240, 446–47. Addressed at foot of first page: "His Excellency Le Comte Dargout." Docketed: "10th: Oct^r: 1777/Copy of Vice Admiral/Gayton's Letter to His/Excellency Le Comte/Dargout relative to/the Capture of an/English Sloop from/Africa." Docketed in another hand: "N^o 8/V.A. Gayton Lr/25 Oct^r 1777." See below, Vice Admiral Clark Gayton to Philip Stephens, 25 Oct.

1. NDAR 9: 971–72.

2. NDAR 9: 986.

October 11

CAPTAIN JOHN PAUL JONES TO JOHN LANGDON

Sir

Ranger 11th. Sept^r [October] 1777.

Congress have been pleased to authorize me to "Equip Officer, and Man, the *Ranger* as well and as soon as possible"—of course no person hath a right to contradict any necessary Order which I have given or may give for that salutary purpose.—My Orders will always speak for themselves and I am Accountable to Congress alone for their propriety.—As I have previous to my Concern with the *Ranger* paid off two Continental Ships without having any Settlement I should have no Objection to carrying any Public charge to the debit of my private acco^s. did not the proposition look contracted and ill Natured. In short, I expect my Order to be duely Honored meantime I am [&c.]

Df, DLC, Peter Force Collection, Papers of John Paul Jones, vol. 1, no. 6650. Addressed at foot: "To John Langdon Esq^r/Continental Agent/in his Absence to W^m. Gardner Esq^r/Deputy Agent." Docketed: "To Jn^o Langdon Esq^r/Continental Agent/in his Absence to/W^m Gardner Esq^r/deputy Agent,/Octo 11th 1777." To substantiate the 11 Oct. date, see William Gardner to Jones, 10 Oct., above.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL

Hon^d Sir

Salem 11 Octr 1777—

I take the liberty of informing you of the proceedings relative to the *Weymouth* Packet, the Tryall came on about 10 °Clk this Morning, as soon as my Libell was read Captain Hardings¹ Councill demanded my Power, and upon my saying it was not with me, said he would willingly take my word for the contents; I then inform'd the Court I was willing to mention anything which would not be detrimental to my cause, intending to inform the Court my instructions from your Excellency from time to time were to conform to the Resolves of the Continental Congress, but was overrul'd as unprecedented, the door when open'd would be enlarg'd &c^e Captain Perkins² then produc'd several depositions to prove the State of Connecticut had adopted the Continental resolves, but the contents of one was so uncertain and the Captions of the whole so improperly taken, the Court were of the mind they could not be admitted, Captain Hardings Councill mov'd for an adjournment of the Cause, which was done accordingly to the 28th Inst.—It was necessary to determine (the court adjudg'd) wether the State of Connecticut had made Laws of their own, or had adopted the mode the Congress had laid down, or were willing to have her divided agreeable to the Laws of this State—I must request your Excellency would be as particular as you should think necessary.—With respect to my Power of acting it is not so full as I could wish—Your Excellency I hope will pardon me, in recommending that a proper Warrant under the State Seal, seperate from any letter, enjoining and requiring me to conduct agreeable to the instructions I may from time to time receive, be sign'd by your Excellency and handed to me by the first good opportunity, M^r Dana³ thinks it will be absolutely necessary.—I forgot to mention in its place, that not a word has been said in Court respecting her being Kings property, that comes after the previous Question, upon what Law she must be try'd.—I have now in my hands the Commander in chiefs division of Prize money arising from Smedleys Captures,⁴ I shall wait your Excellency's order about it and should be glad to know

wether the Commander in Chief is entituled to one twentieth of the whole sum, or only of the Captors half—there was a small error in the Tea I sent to Lebanon, it should have been only $33\frac{3}{4}$ ^{lb} instead of $34\frac{1}{2}$ ^{lb}. I remain [&c.]

Gov^r Trumbull

Sam Eliot J

L, Ct, Connecticut Archives, 1st Series, vol. 9, 204. Addressed: "On publick Service/His Excellency Jonathan Trumbull Esq^r in Lebanon/or New Haven/⌘ Post." Docketed: "del The Weymouth Pacquet/Letter of Procuracion or Agency/Comand^r in Chiefs, division/rec^d. 19th. Per Post."

1. Capt. Seth Harding commanded the Connecticut Navy ship *Oliver Cromwell*, which captured the *Weymouth*.

2. Jabez Perkins.

3. Francis Dana.

4. See NDAR 8 for the prizes taken by the Connecticut Navy brig *Defence*, Capt. Samuel Smedley.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Saturday. Oct^r 11th. 1777.

In the House of Representatives. On the Petition of Simeon Samson, Commander of the Brigantine *Hazard*, in the service of this State, Praying that Officers of Marines may be appointed and provision made for them on board said Vessel.¹

Resolved, That the Council, be, and hereby are Desired to appoint the following Marine Officers to serve on board the Brigantine *Hazard*, an Armed Vessel fitted out by this State, whose Pay and shares of Prizes shall be as follows, viz^t:

Lieutenant of Marines Five Pounds and three Shares.

Serjeant of D^o. Three Pounds & One Share & an half.

Corporal of D^o. Two Pounds, ten Shillings & One Share and a Quarter.

In Council Read and Concurred.

Consented to by Fifteen of the Council.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 107.

1. Samson petitioned the House of Representatives on 9 Oct., requesting the appointment of Marine officers for the brigantine *Hazard*. *A Journal of the Honorable House of Representatives* [10 Sept.–25 Oct. 1777], [*Boston*, 1777], 103.

SIMON WOLCOTT TO THOMAS SHAW

[Extract]

Bedford [*in Dartmouth*] Sunday Noon Oct^r 11th. 1777

Dear Thomas

... There is a Paper left here, contents as follows—This is to give notice to the Cap^t or some one of the owners of the Privateer *American Revenue*¹ y^t the Appeal entered by us the Subscribers hath ben Lodg'd in Congress, & refferd to y^c. standing Committee of Appeals before whome the Same will be Argued with all imaginable dispatch Jo^s. Stanton J^c Jo^s. Noys

Oct^r 1st. 1777—Aduē

Simon Wolcott—

L, CtNLHi, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 18.

1. Connecticut privateers sloop *American Revenue*, Samuel Champlin, Jr., commander. See NDAR 8: 251–54.

“VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD
OF THE EASTERN DEPARTMENT”

[Providence] Oct^r 11. 1777

Voted That an order be drawn on Cap^t Hacker to deliver to Col^o Daniel Tillinghast 30 Small arms and accoutrements taking his receipt for the same to return them again—

Voted That a Letter be write to M^r Jarvis¹ in answer to his of the 7th instant and to Inform him that a Court Martial for the Examination & Tryal of the Pilot of the *Hampden* will be appointed &c &c—

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. Leonard Jarvis, Deputy Continental Agent, Dartmouth, Mass.

PROVIDENCE GAZETTE, SATURDAY, OCTOBER 11, 1777

Providence, October 11.

Monday last a Flag of Truce came up the River from Newport, and brought TWO Prisoners for Exchange. An Officer¹ that came in the Flag (who is a Lieutenant of one of the Enemy's Ships) was next Day detected in making Drafts of the River, Shipping &c. his Performances were secured, and a Guard immediately sent on board, to prevent any further Specimens of Ingenuity in this Way. . . .

We hear that the *Langdon*² Privateer, of 8 Carriage Guns, belonging to Cape Ann, has been taken and carried into New-York. . . .

The *Alfred* Frigate, in Company, with the *Raleigh*, has taken a Snow,³ laden with Sugar, Cotton, Coffee, and sent her into a safe Port. . . .

On Friday Evening the 26th ult. the Brig *Hampden*, Capt. Burroughs,⁴ in the Service of the United States, and bound on a Cruise, ran ashore on Cape-Pogue (Martha's Vineyard) where she soon bilged; the Hands we all saved, likewise her Guns, Stores, and most of the Provisions.

1. Lt. Charles E. Nugent, of H.M.S. *Chatham*.

2. Massachusetts privateer schooner *Langdon*, Samuel Robinson, commander, armed with 6 carriage guns and manned by 50 seamen, was commissioned on 22 Oct. 1776. She was owned by David Pearce, John Smith and others of Cape Ann.

3. Snow *Nanny*, Anthony Hooper, master.

4. Continental Navy brig *Hampden*, 14 guns, Capt. Ezekiel Burroughs.

ACT OF THE CONNECTICUT GENERAL ASSEMBLY

An act for punishing persons Guilty of Wilfully and Maliciously destroying, Magazines of Stores or Vessels belonging to this State or the united States

Be it Enacted by the Governor, Council and representatives in General Court Assembled and by the authority of the Same, That if any person or persons Shall wilfully and maliciously burn or destroy or attempt or conspire to burn or destroy any Magazine of provisions or of Military or Naval Stores belonging to the united States of America or to this State; or if any Master, Officer Sea Man, Mariner or other person intrusted with the Navigation or care of any continental Vessel or vessel belong-

ing to this State Shall wilfully and maliciously burn or, or attempt or conspire to burn or destroy Such Vessel or Shall wilfully betray or voluntarily Yield or deliver any Such Vessel to the Enemies of the united States of America, every Such person & their Aiders or Abettors on legal conviction of either of the offences aforesaid Shall Suffer Death.

/Oct 1777/
[11 October 1777]¹

pass^d in the upper House
Test George Wyllys Secret^y
Concurred in the Lower House
Test Benj^a: Payne Clerk

D, Ct, Connecticut Archives, vol. 8, 28.

1. The date is approximate, based upon its placement in the journal. The General Assembly was in session from 11 Oct. to the end of the month, with no specific dates entered in the journal.

JOURNAL OF THE CONNECTICUT GENERAL ASSEMBLY

Hartford, on the Eleventh Day of October Anno Domino 1777¹

Resolved by this Assembly, That a Prison Ship be provided for the reception of the prisoners of war in this State, if a convenient one can be hired or impressed for a convenient time at a reasonable price. And his Excellency the Governor is authorized and desired, by and with the advice of the Council of Safety, to give such orders therein as he shall judge most expedient.

Hoadly, ed., *Public Records of the State of Connecticut* 1: 418.

1. The General Assembly was in session from 11 Oct. to the end of the month, with no specific dates entered in the journal. The date of this Resolve is approximated by its early appearance in the journal.

MAJOR GENERAL JAMES WADSWORTH TO GOVERNOR JONATHAN TRUMBULL

Sir

Fishkills Oct^r 11th. 1777

Col^o. Worthington¹ has proposed to me sending for M^r Bushnells² Machines to destroy the Enemy's Shipping in the River—have mentioned the same to Gen^{ls}. Parsons, Silliman & Ward³—we think an Experiment of that kind as likely to succeed up this River as in any Place—whether it is best to send on the Machines and make the Attempt must Submit to your Direction I am [&c.]

James Wadsworth

L, Ct, Jonathan Trumbull Papers, vol. 7, 110. Addressed: "His Excellency Gov^r Trumbull."

1. Col. William Worthington, Connecticut Militia.

2. David Bushnell.

3. Brig. Gen. Samuel Holden Parsons, Continental Army; Brig. Gen. Gold Selleck Silliman, Connecticut Militia; and Brig. Gen. Andrew Ward, Connecticut Militia.

JOURNAL OF H.M.S. PRESTON, CAPTAIN SAMUEL UPPLEBY

October 1777
Saturday 11

Peeks Kiln ENE Fort Independance NBE ½ E & Butter
Hill NW
AM Wash'd between decks all our Boats variously Employed

Peeks Kiln ENE Fort Independance NBE ½ E & Butter Hill NW

Light Airs and fair Wea^r PM several Vessels from New York Anch^d here rec^d on b^d. Three Six pounders and some Iron from the *Montgomery* Frigate Burnt¹

D, UKLPR, Adm. 51/720.

1. Continental Navy frigate *Montgomery*. On 12 Oct. *Preston* received on board one 6 pounder and some iron work from the frigate *Montgomery*. Ibid.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r 1777

[*Anchored off Fort Montgomery*]

Saturday 11

at 8 AM weighd in C^o as before¹ Stand^s Up the River

Working through the Highlands

Light Airs and fair at 5 P:M: Pass'd through the Chevaux de Frize Steering Up the River at 6 D^o Saw a Rebell Gally² Gave Chace at 11 D^o Came too small Bower in 15 f^m off Pekepsie

D, UKLPR, Adm. 51/4163.

1. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

2. Continental Army galley *Lady Washington*, which had escaped up the river from Fort Montgomery. See Gov. George Clinton to the New York Council of Safety, 12 Oct., and to Maj. Gen. Israel Putnam, 20 Oct., below.

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Skippack Camp Octo 11th. 1777

Col^o Smith informs me that the Enemy have been raising Batteries near the Landing place at Webbs Ferry with an intent to cover their passage over to Provinc Island. If the Battery is erected upon the Meadow or upon the Wharf it may be much injur'd or the approach to it from the City¹ renderd very difficult by cutting the Meadow Banks in five or six places from the mouth of Schuylkill up to the Mouth of Hollanders Creek and laying the whole Country under Water. If the Dyke that dams out Hollanders Creek was likewise cut it wou'd contribute much to raise the water. this should be done in the night, and when it is once effected the Gallies might keep any persons from repairing the breeches. I beg this may be done as speedily as possible and with secrecy. As the security of the Fleet and the obstructions depends upon keeping possession of Fort Mifflin & Red Bank, I hope you will cooperate with the Gentlemen in the Land service & endeavour to make use of evr'y mean to effect so salutary a measure I am [&c.]

G W—

p^s was any thing ever done towards destroying the Hay upon the Meadows below Philadelphia I think I recommended it to you by Col^o Smith when he went down Copy.

Copy, DLC, George Washington Papers, Series 4. Docketed: "Oct^r 11th 1777./to/Commodore Hazelwood."

1. Philadelphia.

DIARY OF CAPTAIN FRANCIS DOWNMAN

[Extract]

[*Carpenters Island, Pa.*]

October 11th.—About 1 o'clock this morning Captain Montresor informed me that the battery on Province Island¹ was ready to receive the howitzers and mortars, and desired me to march and cross the ferry directly. I got there about half past 2, and had got an 8 inch howitzer in the flat, but for want of some care the flat went to the bottom in an instant, with several men and horses, and one of each was drowned. This accident prevented our doing anything further for the night. In the fore part of the evening two 12 pounders had been taken over, and one of them dragged up to the battery through a mile of mud and water, for the whole island is a flat, and from rain, and the rebels cutting the embankment, the whole was nearly under the water. The battery is raised within 400 or 500 yards of the fort on Mud Island² and open to all the rebel shipping, and their galleys can go within 150 yards of it. About 6 o'clock this morning the rebels discovered our work, and began and continued a constant fire from all their vessels and batteries upon it till about 4 in the afternoon. About 10 in the morning they landed some troops who marched up to the battery, attacked our people and for a little time were in possession of it. Our force on the island at this time was very small, not above 200 men; they were in great danger of being cut off and losing the two 12 pounders. A Major V. . . .³ commanded; he was hurrying off the island in boats as fast as he could, and had he not been prevented, the island would undoubtedly have been in the possession of the enemy. He was ordered back to support those that remained, and by the activity of Captain Moncrieffe the battery was re-taken, and some soldiers. As it was, the rebels carried off 50 prisoners of the grenadiers and 10th regiment, who, I am sorry to say did not behave as they ought to have done. Four artillerymen were taken, and an ammunition waggon was blown up by a shot. . . .

Downman, "Services of Lieut.-Colonel Francis Downman," p. 164. Three sentences of this entry are not printed here. They relate to the artillery's being ferried across the Schuylkill River for emplacement on Carpenters Island.

1. Downman means Carpenters Island. This artillery emplacement would later be designated as the middle battery.

2. Fort Mifflin.

3. Maj. Vatas.

LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

[Extract]

Sir

Fort Mifflin 11th Oct^r 1777

Last Night the Enemy threw up a Battery in the Rear of the fort Close to the Banks of the Meadow within Musket Shot of us & had already got One p^c of artillery in it,¹ we attack'd it with the floating Batteries, Block Houses, Gallies & our 32 pounder from the Battery & in Short time oblig'd them to hoist the white flag, as we were bringing off the prisoners another party ran down which the Officers on Shore expected were also going to Surrender, I Saw their Officer encouraging the Men to Come on & their did not Seem to me to be any Appearance of that Intent, I fir'd two Shot on them, & Ceas'd on being told they would Surrender. however they took possession of their Bat-

tery & refus'd to deliver up the p^c of artillery & Cap^t. Blackmoor² with 12 Men who we had not got off, notwithstanding they had Surrender'd themselves prisoners, & the party who rescued them came down under the Sanction of the flag then flying. I conceive your Excellency has a Right to demand them, or to Charge them to Gen. Howe,

We open'd a heavy fire from all Quarters on them they have yet obstinately refus'd to Surrender. we Shall give them anothe Attack & try if possible to drive them out. . . . I have the Honour to be [&c.]

LB, MdHi, Samuel Smith Letter Book, 7–8. Six sentences of this letter are not printed here. They discuss the prisoners taken in the above attack, the construction of a battery at Fort Mifflin, and the enemy's construction of bridges over the Schuylkill River.

1. The middle battery, Carpenters Island. It mounted one medium 12-pounder.

2. Capt. Blackmore, Royal Artillery. Blackmore was later court-martialled for attempting to surrender his battery to the American forces. Downman, "Services of Lieut.-Colonel Francis Downman," p. 169.

WILLIAM BRADFORD AND COMMODORE JOHN HAZELWOOD TO THOMAS WHARTON, JR.

Sir,

Fort Mifflin October 11th. 1777

My last¹ inform'd you that the enmy had erected a battery at the mouth of Schuylkill—²

Last night a party of above One hundred Men got over at Webbs ferry and threw up a redoubt³ within two muskets shot of us, opposite the block house—as soon as discovered the Commodore order'd three Gallies to attack the redoubt, also one of the floating batteries to play on it, which they did so warmly that the Enimy dar'd not to fire one shot.

After about two hours the Enimy held out a flag and the Soldiers appear'd on the bank with their muskets clubed—The Commodore and myself with several boats went of to take the prisoners on board when we had got about fifty of them in the boat

Colonel Smith who was in the block house seeing some others coming from the house of Adam Guyer, imprudently fird two Shot at them which caus'd the rest of those who had surrender'd to run off, and took possession of their battery again and fir'd on us, so that by one imprudent step we lost one half of our prisoners and the Cannon which they had in the redoubt, and must now fight for it again⁴—The Enimy lays so near the Chevaux de frize at Billingsport that we have not been able to sink the Ship⁵ I mentiond in my last, and indeed we have hardly had time, for the whole defence of this Fort against the Enimy who are landed depends on the Fleet and not much on the troops in it. The Prisoners taken are one Lieutenant One Ensign & 56 Privates, which were immediately sent over to Red Bank and are forwarded to Haddenfield⁶—Those that remain on board the Fleet seem now to be staunch and no Desertions since my last—These different attacks reduce our Ammunition very much, I have sent up to Trenton for some which I hope will soon arrive—The Commodore & Cap^t Robeson of the Continental Fleet join most heartily in all their Measures. I am [&c.]

W^m Bradford

John Hazelwood

L, PHarH, RG27, Executive Correspondence of the Supreme Executive Council. Addressed: "On Public Service/To/His Excellency Tho^s Wharton Esq^r/President of the State of/Pennsylvania/at/Lancaster." Endorsed: "R^d. Oct^r 15. 1777/after my Letter to Col Bradford & Express went off—." Docketed: "Letter from/Com^r Hazelwood &/Coll Bradford/Fort Island/Oct 11. 1777/Oct 15—Rec^d," and, "1777 Octo^b 15/From John/Hazelwood." Notation at head of letter: "Col. Bradford & Comm^c Hazelwood to Pres Wharton 1777."

1. 8 Oct. 1777, above.
2. Webb's Ferry.
3. The middle battery, Carpenters Island.
4. A nearly identical letter of the same date from Bradford and Hazelwood to Gen. George Washington uses less critical language in describing Smith's actions: "... while the Commodore and myself were taking off the prisoners, Colonel Smith from the Blockhouse saw a party coming down from the House of Adam Guyer, which he imagin'd were design'd to reinforce the party that had surrender'd (but the Prisoners said they were coming to submit) Colonel Smith from the Block house fired on them, which so alarm'd those that had surrender'd that many ran off and by that means we lost one half of those that had submitted, and we are now oblig'd to continue the attack on the Redoubt." See Bradford and Hazelwood to Washington, 11 Oct. 1777, DLC, George Washington Papers, Series 4.
5. The ship referred to is probably the Pennsylvania Navy fire ship *Strumbello*.
6. In their letter to Washington of 11 Oct., Bradford and Hazelwood state: "The Prisoners sent off are Lieut: Finch of 27th Regiment Ensign Hankey of 10 Regiment [and] 54 Rank & File." Ibid.

MASTER'S LOG OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Remarks &c, Saturday Saturday Oct^r 11th. 1777 [Billings Port East ½ Mile, the end of great Tinnicum N]

[At] 12 [Midnight] thick fogg [At] 4 [AM] moderate & hazy [At] 6 made the general Signal for a Boat [At] 7 made the *Liverpools* Sign^l to look out a Stern [At] 8 moderate & fair [At] 9 Boats employ'd Sounding &c, about the Cheveaux de freeze at Billings Port [At] 12 [Noon] D^o. Weather, the Enemy kept a continual fire of Cannon, from Fort Island, floating Batterys & Galleys—[At] 1 [PM] moderate & fair [At] 4 the Enemy continues the cannonade from fort Is^d. &c, [At] 5 the *Vigilant* dropt up & anchor'd alittle below the Cheveaux de freeze [At] 6 the *Camilla* weigh'd & saild to the lower end of great Tinnicum Island [At] 8 D^o. Weather

D, UKLPR, Adm. 52/1964.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct^r [Billingsfort East 4 Miles]
 Saturday 11 AM Rec^d: on board fresh Beef. at 7 the Rebels fired from Mud fort at our Batteries.¹ At [11] the Enemies Galleys fired a number of Shot at the *Liverpool*, the advanced Ship.
 Billingsfort EbS 4 Miles
 Mod^{te}: & fine W^r: PM Sent our Boats to assist the *Vigilant* by towing her [at] [7] Sighted the Anchor & veer'd to ⅓ a Cable. At 8 Sail'd hence His Majesty's ship *Camilla*.

D, UKLPR, Adm. 51/675.

1. There were two British batteries operational by this date. The Webb's Ferry battery at the mouth of the north side of the Schuylkill River mounting two 12-pounder cannons, and the battery on Carpenters Island which initially mounted two 12-pounder cannon. This battery would later be known as the middle battery.

CAPTAIN SILAS TALBOT TO THE CONTINENTAL CONGRESS

To the Hon^{ble}. the Delegates of the United States of America, convened in general Congress in York, in the State of Pennsylvania

Silas Talbut,¹ a Captain in the first Battalion raised by the State of Rhode Island & Providence Plantations, humbly sheweth, That on the first Day of August One Thou-

sand seven Hundred & seventy six, by the Requisition of his Excellency General Washington, he entered on Board, & took Command of a Fire Ship in the Harbour of New York: That on the Night of the seventeenth of September following, being in Hudson's River, he embraced a favourable Opportunity, & bore down for the *Asia* Man of War, then at Anchor in said River: That he laid her on Board upon the Bow, carried away his Bowsprit, grappled her, with his main Boom in the fore Shrouds, fired his Ship fore & baft, & then, with difficulty, escaped to the Shore: ² That for fifteen Days following he was deprived of his Sight, and otherwise much enfeebled, The Flames reaching him before he could quit the Vessell: That his Surgeons Bill and other Expences which he was necessarily obliged to pay, & hath not been refunded, amounted, besides other Losses, to upwards of one Hundred Dollars: That there were eight Men on Board Who behaved well, & were considerable Sufferers in the Enterprise. Your Petitioner is therefore Emboldened to make this Approach to your Honors, not doubting but you will order him such Relief as to Right and Justice shall appertain, And he, as in Duty bound, will ever serve you in the Cause of his Country.

Silas Talbut

~~Peeks Kill Sept 26th 1777.~~

DS, DNA, PCC, item 42, vol. 7, 334-37 (M247, roll 56). Docketed: "N. 3./Oct: 9.th 1777/Petition of capt S. Talbut/read 9 Oct^r 1777./referred to the board of war."

1. Promoted to Major, 1st Rhode Island Continental Regiment on 1 Sept. 1777.
2. See *NDAR* 6: 859-62.

[Enclosure]

Expences & Losses in Consequence of my taking the Command of a Fire Ship in the North River & attempting to Burn one of the British Ships in s^d. River—

Paid at sundry Times for Provisions & Liquor for the Crew on Board by Orders of Co ^l . Anderson	LM. £45.11.0
Lent Ensign Thomas ¹ to support himself & Crew on Board a Schooner which he commanded & with which he Burnt a Tender of one of the British Ships but lost his Life	37.15.0
N.B. I had his Receipt, but it was burnt up with every Paper I had in my Pockets, my Cloaths being entirely burnt off my Back.	
Paid my Doctor, there being no Doctor of the Army where I was carried	12.10.0
Paid my Board for seven Weeks	7. 0.0
To boarding two men to take care of me 7 Weeks	14. 0.0
To One Suit of Cloaths, my Hat, one Shirt, pair Stockings burnt off my Back, my Shoes being the only Things I had on, which were not entirely burnt My Cloaths were a good Suit of Uniform	13.16.0
	£130.12.0
	433% Dollars
	Silas Talbut

I solemnly depose & sware in the presence of almighty God, that the within Account of Monies charged as advanced paid and expended by me in manner as set forth is just and true, and that the Value (at the Time of my Misfortune) of my cloathing

burnt and as charged is as near the Sum of thirteen pounds sixteen shillings as I am able to judge

Sworn and Subscribed before me at
York Town 11th. Day of October 1777.

Silas Talbut

W^m Leas One of the Justices
of the Peace for the County
of York in the state of Pennsylvania

DS, DNA, PCC, item 42, vol. 7, 338–39 (M247, roll 56). Docketed: “referred to the/board of treasury.”

1. Ensign John Thomas, 11th Continental Infantry Regiment.

[Enclosure]

Camp at Peekskill Sept^r: 26. 1777

This may certify that, as I passed from Hoebuck Ferry to Fort Lee, on the Seventeenth of September 1776 (the day after the retreat from New York,) I saw Captain Talbut, who had burnt a Fireship the Evening before, lying in a House, burnt in a most shocking manner: That Captain Talbut was then blind, and in very disagreeable circumstances, as to attendance &^c:

William Eustis Sen^r: Surgeon
Military Hospital East: Dep^t:

DS, DNA, PCC, item 42, vol. 7, 342 (M247, roll 56). Addressed: “To whom it may concern—.”

October 12 (Sunday)

JOURNAL OF H.M.S. SCARBOROUGH, CAPTAIN ANDREW BARKLEY

Oct^r: 1777

Sunday 12th.

Cape Sable N 8 E^c: Distant 21 Leagues

at 6 AM saw a Sail in the SE Q^r: Tk^d: & gave Chace.—at 7 saw 2 sail in the NW Q^r: bro^t: to the Chace a Schooner from Charlestown bound to Boston.¹—made the Cruizing Signal to two Ships in Chace of us, which they answered.—at 9 spoke the *Flora* & *Lark*.—hoisted the Cutter out, sent an Officer & 4 men to take possession of the Prize. at Eleven hoisted the boat in & made sail after a Vessel in the SE Q^r: the *Flora* and *Lark* parted C^o:

Cape Sable N 38 E^c: Dis^t: 38 Leagues

First part fresh Breezes & Cloudy. Middle & Latter Mod^t: & Hazy with Rain—at [1] PM lost sight of the Chace. saw 2 sail to the E^t:ward. the Prize in C^o:

D, UKLPR, Adm. 51/867.

1. Schooner *Lucey*, N. Rose, master from South Carolina to Boston, with rice, taken on St. George's Bank, sent to Halifax. Howe's Prize List, 30 Oct. 1778, Adm. 1/488, 489. However, Vice Admiralty Court records indicate she was the *Lucy*, Nathaniel Thare, master, owned by Job Prince of Boston. She was brought into Halifax by Charles Mist, master's mate of *Scarborough*, and was condemned by the Vice Admiralty Court of Nova Scotia on 6 Nov. as a lawful prize. CaNSHP, vol. 496, Vice Admiralty Court Register, vol. 6 (1777–82), 81.

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS

Sir

Rainbow at Halifax 12th Oct^r 1777

I have the Honor in the Name of myself & the other Captors, to offer to their Lordships for the Service of Government the Ship I took from the Rebels, calld the *Hancock*; She has 32 Guns on board, & Ports for 34; is quite new off the Stocks, & is so fast a sailer, that Cap^t Fotheringham of the *Fox* informd me she went Thirteen Knots (whilst he was Prisoner on board Her) & had only Top Mast steering Sails set: if their Lordships are pleasd to order Her to be taken into the Service, the Captors will be satisfyd with whatever Value the Officers of the Kings Dock Yard here, may put upon Her. I am [&c.]

Geo Collier

L, UKLPR, Adm. 1/1611, 80. Addressed at foot: "Philip Stephens Esq^r." Endorsed by Stephens: "12 Nov/let him know what/is done."

JOURNAL OF H.M.S. *FLORA*, CAPTAIN JOHN BRISBANE

October 1777

Cape Ann West Distance 52 Leagues

Sunday 12th.

at 1. AM in Boat's, at 6 saw a Ship & Schooner to the S^ow^d: gave Chace, made the Private Signal to which the Ship answered, at 8 Bro^t too and sent a Boat onb^d: the Schooner, in Topg^t Sails & 1st: Reefs, Tack'd and Stood for them, at 9 came up with them, proved His Majestys Ship *Scarborough* & Prize taken this Morning;¹ at 11 made Sail, *Scarborough* in Chace of a Sail to the E^tw^d: Bore down to the *Diamond*

Cape Ann N^o: 69 W^t: Distance 44 Leagues

First and latter parts fresh Breezes and Cloudy W^t: Middle Mod^t: with Small Rain, PM at 1 Join'd the *Diamond* Bro^t too & sent a Boat onb^d: ½ p^t the Boat Ret^d: at 3 saw a Sail to the W^tw^d: out Reefs and gave Chace, at 5 Fired a Six pounder at the Chace and Bro^t her too, Shorten'd Sail & Sent a Boat onb^d: she proved a Sloop from Machius bound to Nantuckett,² Sent a Petty Officer & 5 Men to take Charge of her, at 10 lost sight of the Sloop.

D, UKLPR, Adm. 51/360.

1. Schooner *Lucy*, Nathaniel Thare, master.

2. Sloop *London*, Barzillai Swain, master, owned by Snow & Co., from Machias to Nantucket, with lumber, taken off Martha's Vineyard, sent to Rhode Island. Howe's Prize List, 30 Oct. 1778, Adm. 1/488, 489.

JAMES WARREN TO JOHN ADAMS

[Extract]

My dear Sir

Boston Oct^r 12. 1777—

... Our Troops have not yet Landed on Rhode Island. there Appears in that quarter A want of vigour. & I think of Judgment. Things were not provided for the descent as soon as the Militia arrived & their spirit & Genius you know does not Admit of delays. when the Expedition was formed General Spencer¹ Informed us every thing was prepared. he had Occasion for Nothing but two Howit^s which he desired us to supply.² A very moderate demand. you cant suppose we did not Comply. from

the very Circumstance of this delay my sanguine Expectations are much Abated. my next will tell you more of this matter which is Important to us. & I dare say Occasions Anxiety to you. we have men enough there I beleive not less than 10,000.

we have no News This will be handed you by Cap^t Palmes³ who Was Cap^t of Marines on Board the *Boston*. I am not Acquainted with his perticular Business. I suppose he Intends some Application to Congress relative to that Ship. her Affairs are indeed in A curious situation. The quarrels between the Captain & his Officers have Already occasioned great delays. & when we shall get her to sea or if ever under her present Circumstances I am Unable to say. you will be Able to learn something of the matter from him.⁴ I dont wish to be vested with more powers. if the good of the service dont require it. but I plainly foresee that we never can Answer your Expectations unless we have at least A power of suspending. if we are not to be Intrusted with a power of Appointing—As the matter now stands we are little more than A Board of Agency or factorage and tho' we are Ordered to do many Expensive things are not supplied with A Shilling to do it with. this is as bad as makeing Bricks without straw. we have wrote repeatedly to the marine Committee, I have tryed to borrow of the Loan office.⁵ he dont like to supply. Without Orders. We lose many Advantages & Indeed the Business in all its parts Lags in such A manner as mortifies me, & will Affect Our Reputation—The Marine Committee have given Cap^t McNeill their own Orders for his next Cruise.⁶ Dont you Intend there shall be An Enquiry into the Conduct of the last. there is indeed A Contrast between bringing in the *Fox & Flora* if not the *Rainbow*. and the looseing the *Hancock* & the *Fox*.⁷ I don't pretend to say who was to Blame but I think Congress should know, if they intend Officers should do their Duty in future—I Love to see officers regard discipline & keep a proper Command but Overbearing haughtiness & unlimited Conceit. especially if Joined with Unbounded Expence. will never promote the Good of your service at Sea or Ashore. It is our Business to Correct the last in the Navy of this department as much as possible. & I think we should be Impowered to Controul the first. I wish You every happiness & Am Yours &c. . . .

L, MHi, Adams Papers, IV, 125. Addressed at foot of last page: "Honb^l John Adams Esq^r." Docketed: "Warren/Oct. 12 1777."

1. Maj. Gen. Joseph Spencer, commanding the Continental Army forces in Rhode Island.
2. Continental Navy Board of the Eastern Department.
3. Richard Palmes. For his difficulties with McNeill, see *NDAR* 9: 723, 729, 732–33.
4. See McNeill to Sailing Master Lawrence Furlong, 7 Oct., and to Lt. John Browne, 9 Oct., above.
5. On 23 Oct. Congress granted the Navy Board the suspending power and issued warrants amounting to 100,000 dollars at the Continental Loan Offices in Boston and Providence. See below.
6. McNeill had been ordered to cruise to France.
7. See *NDAR* 9: 891–92.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 12th [October]—Thick, cloudy weather, and some rain. Wind E.S.E.

About 3 o'Clock this morning the guard in the battery at Fogland ferry heard some boats rowing down the Seconnet, and altho they could hear the men in them speak, they could not discover them. A Shot was fired towards the place where they were heard, in order to give notice to the *Kingsfisher* to look out.

There was no appearance of them this morning.

JOURNAL OF H.M. SLOOP SWAN, COMMANDER JAMES AYSCOUGH

Oct^r 1777

Lying in Huntington Bay

Sund^y 12

[AM] Mod^t Breezes & Clear handed Sails hove short on the Sm^l B^r at 7 Weighd & Came to Sail in Comp^y with 2 Sloops & His Majes^{ty}s. Brig^{'g} *Halifax* and Tender ¹ Running across the Sound at 12 Came too of[f] Norwark [*Norwalk*] Islands in 10 f^m water Sm^l B^r the Body Ditto Islands N^o of[f] Shore 2 Miles

Single anchor of[f] Norwark Islands

[PM] sent the Sloop & Boats within Ditto Islands Gave chase to a Privateer fird 7 Guns Shotted at the Privateer at 8 the Boats & Sloops Return'd Weighd & Came to sail Running across the Sound at 11 Came too in Huntington Harb^r Sm^l B^r in 7 f^m water Hubbards Neck NEbN Lloyds Neck NBW of[f] Shore 1 Mile—

D, UKLPR, Adm. 51/960. For another account of this action, see *Inhabitants of Norwalk to the Connecticut General Assembly*, 14 Oct., below.

1. *Clinton*.

GOVERNOR GEORGE CLINTON TO THE NEW YORK COUNCIL OF SAFETY

Little Britain 3 Miles from N. Windsor 12th Octo^r 1777.

Gentlemen,

An armed Schooner, two Row Gallies & a small Brigg¹ passed the Cheveaux Defrize & are ought of Sight up the River this Morning. They can have very few if any Men on Board; but they may be able notwithstanding to distroy Effects which may be found in Stores on the Banks of the River. I therefore give you this early Notice of this Movement that you may Order out small Parties to such Places on the River at which there are any Public Stores or other valuable Effects—this I am sure will secure them. I woud advise that proper Care be taken to defend Kingston Landing. The few Pieces of Artillery you have ought to be taken to the most suitable Place for that Purpose. Our Galley² moved up the River some Miles before the Enemy.

If we had Round Shott for our 24 lb^r we might make this small Fleet very uneasy in the River but this we have not, nor do I know any nearer than Albany to which Place I begg you woud send for 100 of that Size & 200 for 4 lb^rs. Three Waggons will bring the whole. I wish [to know]³ how soon I may have them; they are essentially necessary; indeed I believe I may venture [to] say

Sir James Wallace who commands this Musquito Fleet woud not have ventured to pass the Cheveaux Defrize had we been able to use our 24 lbr. whose Axle Tree was [broke] at the Time but is now repaired.

I have no late Accounts from the Enemy below. Genl. Putnam just now writes me that he hears they have Landed & are about moving up, but dont mention on which Side the River; his Letter implies on this. I sent a Party out yesterday to look in Forts Montgomery & Constitution; they are not yet Returned. Capt. Wooster⁴ who went in with a Flag returned yesterday Evening; he was received on Board a Ship about a Mile this Side Fort Montgomery; he thinks they were destroying the Works there & at Fort Clinton as from the Smoak he judged them to be on Fire. Genl. Vaughan⁵ Commands there; Genl. Clinton was Absent. Vaughan's Aid De Camp an-

swered my Letter by informing the Prisoners were sent to N. York, that any Thing I wanted to send them might be sent on Board the Advanced Ship & from thence would be forwarded to them Directed to Mr. Geo. Clinton Fishkill. No List sent me but all Colo. Du Bois's Officers missing are Prisoners with Major Lush, Colo. Allison & McClaghry.⁶ The later has seven wounds but none dangerous.

I am distressed for want of Horse Men. The Duty is too hard for Capt. Woodhull's small Company. Capt. Salisbury's Company of Light Horse (a few to attend you as Expresses) must immediatly Join me for which please to given him an order as I have not at present Time to do it. The Communication being now cut off between Genl. Putnam & me & before I had a proper Supply of Ammunition, I must beggy you will forward me to the Artillery Park Shawangonk 10,000 Catridges for Small arms of different Sizes.

I am this Moment favoured with your Letter of Yesterday. The Militia of Shawangonk are now with me. I have sent a proper Guard there from another Quarter for the Artillery, which in my Opinion is much better than to leave Men of the Neighbourhood for that Purpose.

Colo. Snyder's Regiment⁷ may continue at Kingston to throw up the necessary Works to defend the Landing & Town. The rest of the Reinforcement from the Northward must immediatly join me. Were the whole to continue with you they woud not be able to meet the Enemy shoud they pass by and land near Kingston; & shoud they take their Route by Land which is most likely with my Present Force which consists only of the Militia of this Quarter of the Country: two small Continental Regim'ts & Colo. Southerland's Regt.⁸ consisting of 130 Men—Out of these I have strong Guards along the River Shore who have Orders to keep Pace with the Vessels now in the River & throw themselves between them & Kingston Landing shoud they go that high up. I am perswaded it is not only for the Safety of Kingston, which I have much at Heart but for that of the Country in Genl. that I shoud have my whole Force collected to one Point, as in that Case I shall be able to meet & oppose the Progress of the Enemy or at least throw myself in between the Enemy & such Places as may be an Object with them to gain which shall be my constant Care to do. I am [&c.]

G. C.

From many Circumstances I am perswaded the Enemy are about moving. Genl. Clinton's being out when my Flagg was down yesterday—This small Fleet coming up the River confirms me in this Oppinion And I believe it will be by Land agt some of our Stores & ravage the Country.

Public Papers of George Clinton 2: 423–26, no. 845. Docketed in the original: "Draft Letter to Council/City Little Britain 12th Octo./1777—," N-Ar, George Clinton Papers, box 8, doc. 845. The word "broke" in brackets is from the charred original, N-Ar, George Clinton Papers, box 8, doc. 845.

1. The advanced squadron commanded by Capt. Sir James Wallace, including H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

2. Continental Army galley *Lady Washington*.

3. "To know" was supplied by Hugh Hastings, editor of the *Public Papers of George Clinton*, for clarification of original wording.

4. Capt. Thomas Wooster, Continental Army.

5. Maj. Gen. John Vaughan.

6. Col. Lewis Du Bois, 5th New York Continental Regiment; Maj. Stephen Lush, Continental Army; Col. William Allison, New York Militia; and Lt. Col. James McClaghry (McClarey), New York Militia.

7. Col. Johannes Snyder, New York Militia.

8. Col. David Sutherland, New York Militia.

PIERRE VAN CORTLANDT TO COMMODORE JACOBUS WYNKOOP

Sr.

Kingstown October 12th 1777

I am Directed to Require the Immediate Attendance of You Self, and the Officers Under Your Command, It being Determined to Give You the Direction of the Cannon at this place¹ a Number of us will wait till you Come I am [&c.]

Pierre Van Cortland Prs^d.
of the Council of Safety

Copy, DNA, PCC, item 41, vol. 10, p. 427 (M247, roll 52). Addressed: "To Commodore Wynkoop."

1. Kingston Landing at the mouth of Rondout Creek.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARKOct^r 1777

[Poughkeepsie NbE 2 Miles]

Sunday 12

at 6 A.M. Weigh'd and Came to sail at 8 A.M. Sent the Boats on shore Man'd and Arm'd to burn 2 Reble Vessels and some Store Houses¹ fired 2 twenty four lb Shot and 1 four lb D^o to Cover the Boats at 10 they ret^d. hav^g. Completed what they were Sent for at Noon Donscomer Point² WbS 5 or 6 Miles.

Donsomer Pt. WbS 5 or 6 Miles

Fresh breezes with showrs of Rain at times Empl^d. turn^g. to Wind^d. at 2 P.M. sent our Boats Man'd & Arm'd to Destroy the Reble Vessels that Lay haul'd up in a Creek³ fired 10 four lb^{ts}. with Round Shot and 2 with Round and Grape to Cover the Boats [*they*] Ret^d. hav^g. Completed what they were Sent for at 4 PM Anch^d. in 9 F^m. Water with the best Bower Donscomer point N.E. 3 Miles.

D, UKLPR, Adm. 51/4159.

1. On 12 Oct. Capt. Zephaniah Platt informed the New York Council of Safety that the advanced squadron had come within three miles of Poughkeepsie, burning Van Burrens Mills, several buildings and several old vessels along the eastern bank of the Hudson, but had later fallen down below Wappingers Kill (Wappingers Creek). DLC, Peter Force Collection, Horatio Gates Papers, vol. 2, 213–10–101.

2. Danskammer Point.

3. Probably Wappingers Creek.

COMMODORE JOHN HAZELWOOD TO GEORGE WASHINGTON

Ship *Montgomery* [Delaware River] October 12th. 1777

I received your Excellencys¹ just now, but to comply with your desire at present is impossible, as the Enemy have one Battery at the Mouth of Schuylkill² and another at or near Hollenders Creek, and large parties of Men station'd in different parts above and below Webbs Ferry. 'tho one redoubt³ opposite to Fort Mifflin, which was attack'd this Morning by landing a number of Men, and the Galleys covering them and firing on the redoubt, but the Enemy appear'd so much superior in number to us that our people were oblig'd to return after having two Men killed and five Wounded. Our Fleet is so reduc'd by desertion that four of the Galleys have not Men enough to Man One, and if I should land a number of those on board the other Galleys I can have no de-

pendence on their return. Your Excellency may depend I will do every thing in my power to distress and annoy the Enemy, and join most heartily in any measures with the Gentlemen of the Land Army and give them every assistance in my power and am [&c.]

John Hazelwood

P.S. If your Excellency could furnish me with One hundred and fifty Men acquainted with the water, it would enable me to support the pass effectifely.—

L, DLC, George Washington Papers, Series 4. Addressed at foot of page: "To/His Excellency George Washington Esq"—." Docketed: "12th October 1777/from/Comodore Hazelwood."

1. 11 Oct. 1777, above.
2. Webb's Ferry.
3. The middle battery, Carpenters Island.

JOURNAL OF CAPTAIN JOHN MONTRESOR

[*Carpenters Island, Pa.*]

[*October*] 12th. Sunday. Weather delightful. At 11 o'clock this morning about 500 Rebels landed in the front and 2 flanks of the Battery with Bayonets fixed (previous to which they shelled it with a very heavy cannonade, from the Fort,¹ Floating Batteries and Gallies) our detachment of 50 men $\frac{1}{2}$ Hessians $\frac{1}{2}$ British under a Hessian Captain; received them with a well directed fire of musketry, the attack for $\frac{3}{4}$ of an hour, the rebels concealing themselves under the Dyke and behind trees and bushes, in the mean time Major Gardiner with 50 Grenadiers moved from his post to out-flank the rebels and the battery, which he succeeded in by the rebels taking to their boats, during which the detachment of the battery kept up a smart fire. We lost 2 British and 2 Hessian Grenadiers and 3 British wounded. The rebels took their killed and wounded off in their boats under their own fire.

Montresor, *Journals*, 465.

1. Fort Mifflin.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct^r Billingsfort EbS 4 Miles
 Sunday 12 At 8 AM Weigh'd, dropt into our station & Anch^d: wth. the S: Br[:] in 5 $\frac{1}{2}$ f^m: muddy bottom. Billingsfort E $\frac{1}{2}$ S 4 Miles. Sent the *Camilla* two 12 Pounders with Ammunition
 D^o E $\frac{1}{2}$ S
 D^o: Wea^r: [Mod^{te}: & fine] at 6 PM His Maj^{ty}: Ship's, *Camilla*, *Zebra*, & *Cornwallis* Galley. & Anch^d: with [in] the Islands towards the Pennsylvania shore.

D, UKLPR, Adm. 51/675.

MASTER'S LOG OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Remarks &c, Sunday Oct^r 12th. 1777 [Billings Port East $\frac{1}{2}$ Mile, the end of great Tinicum N]

[At] 12 [Midnight] moderate & Cloudy [At] 6 [AM] the *Camilla* weigh'd & dropt with the flood, between the Western shore & tinicum [At] 8 the *Camilla* an-

chor'd about half way up the Western Side of great Tinnicum [At] 10 The Enemy continues & cannonade, from fort Island, floating Batterys & Galleys [At] 12 [Noon] light Airs & fair [At] 1 [PM] fine Weather [At] 5 the *Liverpool* & *Vigilant* dropt up to the Cheveaux de freeze in Order to move them [At] 6 Weigh'd & dropt within 2 Cables length of the above Ship

D, UklPR, Adm. 52/1964.

JOURNAL OF H.M.S. *EAGLE*, CAPTAIN ROGER CURTIS

October, 1777

Sunday 12th

At Single Anchor off D^o: [Chester]

At 1 AM heard the report of Guns to the NE, At 5 AM Saw the *Camilla* at Anchor off Derby Creek, Sent 2, 9 Pounders & 30 round of Ammunition, on board the *Zebra*, the *Camilla* Weighed, & dropped near to the Mouth of the Creek, At 7 Anchored, here the *Cornwallis* Galley, heard the Report of several Guns, made the *Camilla*'s Signal to Anchor.—

Moored off D^o.

The first & Middle parts light airs & Clear, the latter, Mod^t & Cloudy, At 6 PM, Sent 2 Nine Pounders, with 30 Rounds of Ammunition, on board the *Merlin*. ½ past 8 Anchored here the *York* Armed Sloop, At 10 the *Somerset* Anchored here.

D, UklPR, Adm. 51/293.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Secret

Sir

Eagle. Sunday. Morning [12 October 1777, Chester, Pa.]

Having Occasion to make all the Appearance possible of a real Operation intend'd on the Eastern shore, whilst an Important Service is in Execution on the Pennsylvania side this Night, I am to desire you will have your Ship¹ in readiness to move up the Next tide off of Billingsport with the *Somerset*

I shall have the Pleasure of seeing you on this subject as soon as Captain Hammond has been with me to explain some particulars regarding it—I am [&c.]

Howe

LB, NH*i*, William Cornwallis Papers, Letter Book, 57. Addressed at foot of page: "The Honble Captⁿ Cornwallis."

1. H.M.S. *Isis*.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

List of Paroles correspondent to the different Signal-Pendants placed on the same Line, for the Times undermentioned.

	Parole.				
From the 12 th to the 18 of Octo: inclusive.	From the 19 th to the 25 Octo: inclusive.	From the 26 th of Octo: to the 1 st Nov: inclus:	From the 2 ^d to the 8 Nov: inclus:	Pendant	Flag-Staff.
Edinburgh Dublin Greenwich Kingston Gloicester	Grantham Aylesford Romney Hardwicke Sandwich	Nottingham Essex Pembroke Bath Rochester	Plymouth Hastings Brentford Carlisle Chatham	Red White Blue Yellow { Striped Red } { and White. } { Striped Blue } { and White } Dutch English	Main-topmast head.
Berwick	York	Newcastle	Norfolk		
Monmouth Rutland	Manchester Oxford	Chesterfield Halifax	Radnor Warwick		

Given onboard His Majesty's Ship the *Eagle*,
Delaware River, the 12th day of Octo: 1777—
Howe

By Command of the Vice Admiral.

Jos^h: Davies.

NB. Whilst the Fleet continues separated, the Paroles will be taken in Sucession, as they stand in the Column allotted to each Week; so that the last parole in the several Columns will be omitted.

DS, UklNMM, Cornwallis West Collection, Cornwallis Papers, vol. II. Addressed flush left below the signature line: "To/The Honble: W^m. Cornwallis/Commander of His Majesty's/Ship the/*Isis*." Docketed: "*Isis*./paroles 12 Oc^r: 77/E^d."

12 OCTOBER 1777

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

Oct^r: 1777
 Sunday 12th

At a Single Anchor in Mockjack Bay, Virginia
 at 9 AM came down York River and Anchored off the Spit,¹ an
 Armed Brig and Galley, and a Schooner Boat: at Noon a Topsail
 Galley coming down the East River.

At a Single Anchor in Mockjack Bay, Virginia
 First part ditto weather [Fresh gales and cloudy], middle and lat-
 ter moderate inclinable to calm; at 3 PM weighed as did the *Emer-*
ald and made Sail down out of the Bay; at 6 the Privateer Brig and
 Galleys got under Sail;² at 8 Anchored in 5½ fms^s, as did the *Emer-*
ald, and veered to 1½ Cable

D, UKLPR, Adm. 51/688.

1. Probably Willoughby Spit, Va.

2. Most likely Virginia Navy brig and galleys. See note to Journal of H.M.S. *Emerald*, Captain Benjamin Caldwell, 4 Oct. 1777, above.

DECLARATION OF JUAN ANTONIO DE LA BODEGA

[Extract]

So^r Adm^{tor} pral. del Correo.

D. Juan Antonio de la Bodega, Capitan interino del Paquebot Correo de S. M. nombrado el *Pizarro*, que acava de llegar a este Puerto con los Pliegos del Real Servicio, digo: Que el dia 2 de Septiembre pro^m. pasado, sali del Puerto de la Coruña, siguiendo mi destino, en los terminos que explica el Libro tabla diaria de navegacion que exhivo, del qual consta, como uno de los acaecimientos fue: Que el 9. del corriente mes de octubre, à hora del medio dia, llegando a las inmediaciones de la Ysla de la Tortola, descubrí una embarcacion que acercandose mas, reconocí ser una Balandra, con vanderá Ynglesa al tope, y otra en el Asta, manifestandose como Guardá-Costas; y pasada hora y media a corta diferencia, nos disparò un Cañon con bala, a que le correspondí con la Vandera de S.M; y llegando al habla me preguntò, de donde venia, y à donde iba; pero no satisfecho de mi respuesta, ni del caracter de Correo de S.M. que le di à entender, mandò, que inmediatamente echase la Lancha al Agua, ò delo contrario, nos pondria à pique, siendo tan egecutiva la orden, que sin hacerse cargo del tiempo que pedia tan embarazosa maniobra, no cesò de amenazarnos con el fuego, hasta que, a costa de una violenta faena, se echò dha Lancha; a cuyo bordo, embiè a D. Juan Antonio de Fuso, Piloto interino, con nueve Marineros, a los quales pusieron presos bajo escotilla, luego que llegaron a la citada Valandra; y en nuestra Lancha volvieron quatro, al parecer, oficiales, acompañados de Ocho hombres de su tripulacion, que haviendo saltado a nuestro bordo con Sable, y Pistola en mano, ocupando la boca de escotilla de Camara, me pidieron los Papeles que Justificasen la identidad de mis palabras, y las con que el Piloto les havia ya informado de nuestra salida, rumbo y carga; y estandolos reconociendo, y haciendo al mismo tiempo el mas riguroso examen de nuestra carga, Libros de Sobordo, y Diario, se llegó al habla el oficial comandante de dha Balandra (que manifestaron ser Capitan de Fragata del Rey Britanico) y explicandose con los suyos que estavan a

nuestro bordo, entendimos por un Ynterprete, que dho Capitan ordenava, siguiese nuestra embarcacion (que estava a la capa) para no perder camino; y en efecto, siendo ellos mismos quien mandaron la maniobra, apenas se puso en movimiento, q^{ca} fue inmediatamente a la Orden, disparò un Cañon con metralla, que entrando por nuestra Proa, dieron testimonio de ello los pedazos de hierro que cayeron entre nuestros Marineros, aunque la Providencia los preserbo del daño: y al mismo tiempo pusieron una Pistola a los pechos del Piloto amenazando su vida, llegando a tanto la osadia, que no satisfechos con esta violencia, mandaron arriar la vandera de Nuestro Soberano, a que haviendome resistido con moderacion, haciendo las protextas mas saludables, y oportunas a la plena indemnizacion de semejantes ultrages, sin embargo me fue preciso ceder a la fuerza, y entregarme en sus manos para que me pasasen abordo de su Balandra, como lo hicieron quedando parte de la tripulacion Ynglesa en el Paquebot, apoderados del Timon, y siguiendo el rumbo de su Puerto al arvitrio de ellos, qual si fuese presa ganada en buena guerra con legitimo titulo. Pero aunq^{ca} su intencion bien declarada fue conducirnos a su mismo Puerto, mudaron de idea, efecto sin duda de nuestras protextas, que explicadas a dho Capitan por los que me llebaron a su bordo, segun lo indicavan las demostraciones, soltò a los presos de mi Tripulacion, y nos hizo volver a todos con el mismo desprecio, y descortesia, pues ni aun quiso decirme su nombre el Capitan; por mas que selo preguntè: en cuya demora, nos hizo perder toda la tarde, y aun la noche. El dia siguiente, llegando a la caveza de San Juan cerca de la Culebra, como a las Once de la mañana, descubrimos otra Balandra de Yngleses, que hicieron las mismas diligencias, si bien, mas conmedido el Capitan, y subalternos; pero haciendonos sufrir algunas horas de detencion, bastantes a completar un dia de Nuestro viage; y estos ultimos nos manifestaron, que tenian acordonadas aquellas Costas con distintas embarcaciones para reconocer quantas sigan su rumbo, y quitarles los generos que encuentren de la nueva Ynglaterra. . . . Puerto-rico y octubre 12. de 1777—

Juⁿ. Antonio de la Bodega

[Translation]

Dear Postmaster:

Don Juan Antonio de la Bodega, temporary captain of His Majesty's postal packet boat the *Pizarro*, having just arrived in this port with sealed government documents, would like to inform you that: this last September 2, I left the port of Corunna en route to my destination, as per the navigational logbook I present as evidence, which shows how one of the occurrences took place: on the 9th of this month of October, at noon, near the island of Tortola, I saw a ship that upon closer examination looked to be a sloop flying an English flag at its masthead and another on its staff, revealing that it was a coast guard ship; after about another hour and a half, it fired at us a cannon charged with ball, which I answered with His Majesty's flag. We began to converse, and they asked me where I was coming from and where I was going, but—not satisfied with my reply, and not believing that we were a royal postal packet boat as I had told them—asked us to throw the ship's boat in the water, or else they would sink us. They were so impatient that they did not even consider the time it takes to carry out such a bothersome exercise, and kept threatening us with fire, until finally—after a huge effort—we managed to throw the ship's boat in. On board the ship's boat I sent Don Juan Antonio de Fuso, temporary first mate, with 9 sailors, all of whom were imprisoned below the hatchway as soon as they reached the sloop. The ship's boat came back, and in it

were four men who seemed to be officers, accompanied by eight crew members. They were brought on board carrying swords and pistols in their hands, and standing in the mouth of the cabin hatch, asked me for papers which proved the ship's claimed identity, as well as its departure, course and cargo as explained by the first mate. After closely questioning us and thoroughly examining our cargo, manifest books and logbook, the commanding officer of this sloop (who turned out to be a commander in the service of the British King) began to speak, explaining to his crewmen on board our ship. We understood through an interpreter requested by this commander that they would follow our ship (which was lying to) to make sure it stayed its course. Then, even though it was they themselves who ordered the maneuver, when we began to move as the order dictated, a cannon fired grapeshot into our prow, as you can see by the pieces of iron which fell among our sailors, though Providence kept them from harm. At the same time, they stuck a pistol into the chest of the first mate, threatening his life. They were not satisfied with this offense, and were so bold as to demand that we lower our royal flag. I intervened at that point with a well-timed, reasonable and polite protest, to prevent any further outrages, but I was taken into custody and forced to board their sloop, leaving part of the English crew on our packet boat, at the helm, heading to their port at their discretion, as if they had captured it as a legitimate prize of war. But although their clearly stated intention was to take us to their port, they changed their minds, undoubtedly because of our protests, explained to this commander by those who took me on board, as their gestures indicated, and released my crew members and myself, expelling us from the ship with the same abusive and rude manner they had been showing all along, without even telling me the name of the captain, for all that I requested it. By this time they had made us lose the entire afternoon and evening. The following day, at the head of San Juan, near Culebra, at eleven in the morning, we came upon another English sloop which took the same kind of action, although their captain and subordinates were more polite. These people detained us a number of hours, enough to have completed another day of our voyage. These latter told us that certain ships were posted to watch those coastal areas, to see how many were heading that way and to eliminate any from New England. . . . Puerto Rico, October 12, 1777—

Juⁿ. Antonio de la Bodega

DS, SpVAS, Estado, legajo 7000. Enclosure to Joseph de Fresne to Joseph de Galvez, 15 Oct. In the portion not printed here, Bodega defends his actions, indicating that postal regulations do not cover the contingency of hostile action by a friendly power.

October 13

TRISTRAM DALTON TO JOHN CUSHING AND SAMUEL WHITE

Mess^{rs} Cushing & White

Sirs

Newburyport Octo. 13th. 1777

Please to dispose in the following Manner, of my Quarter Part of the Sloops *Satisfaction's* Interest in the Cargoe of the Ship *Hero*, sent by her into Bedford—Deliver to William Erskine or Order, from the Ship—the Sugars as they rise in Lotts—the Rum—and the Cotton excepting ten Bales which your SW^l took a Memorandum to send to Boston for me—

The Fustick—Cam Wood—Elephants Teeth & Turtle Shell—sell for the most you can obtain—

The Madeira Wine & Turtle please to send me here by first careful Coaster with particular Directions to him—

As to my Interest in the Ship and her Equipments I am not ready to give any Directions, untill ascertained whither or no She will answer for a Privateer—as in that Case it must make an essential Difference to all concerned, not to have her stripped of any warlike Store—or indeed of any Thing. Intending to be at Boston this Day or tomorrow fortnight, hope then to to be determined in this Point—till when I remain—[&c.]

Tristram Dalton

L, NjP, André de Coppet Autograph Collection, box 9, folder 11. Published with permission of the Manuscripts Division, Department of Rare Books and Special Collections, Princeton University Libraries. Docketed: "Octo: 13: 1777./M^r Daltons/Letter Relating/to the *Hero*."

1. Samuel White.

CAPTAIN JOSEPH CUNNINGHAM TO THOMAS WILLING AND ROBERT MORRIS

Gentⁿ.

Boston 13th. Octo^r 1777.—

I would acquaint You that I arriv'd safe in this Port the 9th. Inst^c from my late Cruize, which was much shorter than I intended, by Reason of being obliged to go out half mann'd—I have sent in nothing but a Portugueze Snow,¹ bound from Brazil to Fayal, which you are doubtless Inform'd of before this. This Capture has caused some Altercation being the first Vessell of the kind ever sent into this Port by an American Cruizer;—a Doubt therefore seems to arise in y^e Breasts of our Courts with respect to the Justice of Condemning her—Perhaps Your Informant, not being acquainted with the Reasons of my Conduct in this Particular case, may have given you an Erroneous Idea of the matter—Permit me therefore to relate several Circumstances, which will at least Exculpate me from Blame, be the ultimate Consequences what they may—

When I was last in Virginia, M^r Braxton² gave me written Orders, in which was this Clause, viz^t "Should you hear that the Portugueze are actually taking our Vessells, in that Case, you may sieze any of thiers".—When we first took the Commander of this Snow on Board,³ he acknowledged to us that the King of Portugal had siezed Four American Vessells in the Port whh he said he belonged, whh was Fayal.—Previous to this, we had been frequently inform'd that they had siezed all American Property, throughout their Dominions.—and also that American Cruizers had taken several of thier Vessells, and disposed of them in France, and Elsewhere.—Since our arrival we are inform'd that they have actually sent out arm'd Vessells from Brazil to Cruize against the Americans—a Kinsman of mine, a Person of undoubted Veracity, who lately arriv'd from London, affirms that the Portugueze had declared Warr against America in Form, before he left that Place. But let the Case turn as it Will, I shall be ready to sail again in a Fortnight from this Date, Provided M^r Rowe⁴ Exerts himself to Assist me as he ought:—but I am sorry to say he is rather dilatory, and appears to me to be as much, if not more, "A Friend to Government", than to the Freedom and Welfare of the Americans—

I beg you would write me as soon as possible to direct my fa[r]ther Proceedings—I am [&c.]

Joseph Cunningham

L, NHpR, Naval History Collection, no. 55. Addressed at foot of letter: "Mess^{rs} Willing & Morris."

1. *Nostra Senhora de Carmo e Santo Antonio.*
2. Carter Braxton.
3. João Garcia Duarte.
4. John Rowe.

"VOTES AND RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD
OF THE EASTERN DEPARTMENT"

[Providence] Oct^r 13: 1777

Voted That Application be made to the Hon^{ble}. the Council of the State of Rhode Island¹ that they would Supply this board with the sum of three thousand pounds on loan to Enable them to dispatch the business assigned by Congress
Voted That a Letter be wrote to Maj^r Huntington² in answer to his of the 10th. of Octo^r instant and to let him know that this board can't agree to allow more than 10^s/a day to the Carpenters.—

Voted That Instructions be sent to Cap^t Whipple³ Commander of the Ship *Providence* to proceed with his Ship and assist General Spencer & his Army in their landing on Rhode Island and to prevent the Enemy from molesting them

D, DLC, Papers of the Continental Navy Board of the Eastern Department.

1. Continental Navy Board of the Eastern Department to the Rhode Island Council of War, 13 Oct., below.
2. Continental Navy Board of the Eastern Department to Joshua Huntington, 13 Oct., below.
3. Continental Navy Board of the Eastern Department to Captain Abraham Whipple, 13 Oct., below.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO
THE RHODE ISLAND COUNCIL OF WAR

Marine board Eastern department

Gentleⁿ.

Providence 13th. Oct^r 1777

We find the Marine service suffers greatly, for the want of Money, more especially that part of it, lying in the State of Rh^d. Island

We are therefore under the necessity of making application to the Hon^{ble}. Council for the Loan of Three Thousand pounds £ Money, for Use and on Account of the United States of America, which Sum shall oblige our selves to replace in a short space of Time. We are [&c.]

W^m Vernon

John Deshon

L, R-Ar, Letters to the Governor, 1777–78, vol. 2. Addressed: "The Honob^l./The Council of the State/of Rhode Island." Docketed: "Marine Committee to Council of War/Providence Oct^r 13th. 1777."

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO JOSHUA HUNTINGTON

Navy Board Eastern Department
Providence Oct'r 13th 1777.

Sir

yours by Colo. Talman we Rec'd this morning in answer to which, we think it not Prudent to Give higher Wages to the Carpenters than 10/ per Day, and in Case they will not labour for Such Wages with there usual Allowance, Discharge them and look out for Others. we are [&c.]

Wm. Vernon
John Deshon.

Connecticut Historical Society *Collections* 20: 72.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO
CAPTAIN ABRAHAM WHIPPLE

Navy-Board Eastⁿ. Department }
Providence Oct^r [13]th. 1777— }

Sir

General Spencer having made requisition to us for one or more of the Continental Ships, now in this River, in order to secure & cover the Landing of his Men on Rhode-Island in the Expedition now carr[ying] on against the Enemies of the United States of America. The Ship *Providence* under your Command being the only one that is Ready for Service, and we judging it Absolutely Necessary for the good of the Service that some arm'd Vessells should be employed, to Prevent as much as Possible any of the Enemies Arm'd Vessells from obstructing & anoying our Troops in Landing. Therefore you are to Re[n]der all the Assistance in your power to Gen^l Spencer & the Army under his command. We are sensible that Several of the Enemies Ships of War are now in the River; one Frigate Lays off Hogg-Island directly in your way,¹ therefore we judge it necessary and expedient that one of the Fire Ships under your direction may be sent without delay to grapple with & set her on Fire;² It's expected that tryal be made for that purpose, and doubt not of Success if properly conducted by resolute & intrepid Men: This we think will make way for your safe Passage to the North-End of Rhode-Island.—You will therefore take such prudent Measures for the good of the Service & preservation of your Ship as shall be consistent with Honor Bravery & Reputation to your Self and Country.—

You will be careful to procure such Pilots as may be necessary, either to carry your Ship up Taunton River, into Bedford, to Boston, or New-London; if you should have Opp^s to Run out on either Side Rhode-Island, you must be sensible if by any Accident or misconduct you Should get your Ship Aground, it will be fatal, as the Enemy will Collect their whole force to act upon a Ship in that Situation: And must repeat the injunction once more of getting the most expert Pilots for every part of Ground you may be Obligated to Sail Over.—

You will be careful to keep up strict Discipline on board your Ship, and at the same time preserve Harmony & good agreement among your Officers and Men.—

We wish you Success [&c.]

W^m Vernon
John Deshon

Copy

Copy, MiU-C, Abraham Whipple Papers. Another copy is in RHi, Abraham Whipple Papers. Addressed at foot of letter: "To Abraham Whipple Esq^r/Commander of the/Continental Ship/*Providence*."

1. H.M. frigate *Junio*.

2. See *NDAR*9: 776–77 and the Votes and Resolutions of the Navy Board of the Eastern Department, 3 Oct., above.

REAR ADMIRAL SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE

Sir

Chatham Rhode Island the 13^h Oct^{or} 1777

The Flag of Truce which was sent to Providence the beginning of last Week,¹ being not yet returned, we apprehend that some accident has happened to the Vessel;² therefore, I am to request if she cannot be put into a condition to enable her to proceed to Newport, you will please to permit Lieutenant Nugent³ and the People of the Sloop to return in any Vessel you may think proper to appoint for that purpose. I am [&c.]

P: Parker

L, R-Ar, Letters to the Governor (1777–1778), vol. 11, 46. Addressed at foot: "Nich^s Cooke Esq^r &c &c &c."

1. Sloop *Friendship* with several women and children who wanted to leave Newport, Rhode Island.

2. The flag of truce was detained at Providence because the Americans were in the midst of preparations for the expedition to retake Newport and Lt. Nugent had been caught making sketches and taking some soundings in Providence River.

3. Lt. Charles E. Nugent of H.M.S. *Chatham*.

GOVERNOR JONATHAN TRUMBULL TO THOMAS SHAW

Sir

Hartford Octo^r 13th. 1777

I have your favour of the 10th. Instant¹ and Approve of your proceedings, Cap^t Hardens² prisoners are at Norwich, Cap^t Stilman³ is here and unable to proceed to New York, I Return you your Papers and desire you to Send the Sloop⁴ forward with the prisoners named in your List, and a number of Hardens Prisoners equal to Such as we have at New York, Cap^t Judd⁵ & Cap^t Flynn⁶ will be detained in this State at present, in the mean time wou'd have you write Commissary Loring⁷ and propose to exchange Cap^t Judd for Cap^t Manly;⁸ it is Requested by the State of New Hampshire that Cap^t Flynn may be exchanged for Cap^t Tho^s. Pickering of that State, now a prisoner in new York, Late Commander of a privateer of 16 Guns belonging to the State of South Carolina⁹—in Case you Can Effect the Exchange of Cap^t Palmer¹⁰ without giving Cap^t Flynn for him, you will propose to exchange him for Cap^t Pickering, but wou'd attend in the first place to the Redemption of Subjects of this State & Cap^t Palmer & his Officers, in particular you will provide some Suitable person to proceed to New York in the Room of Cap^t Stilman, & furnish him with proper Credentials I am [&c.]

Jonth: Trumbull

P S the prisoners from Lebanon are ordered down the number unknown to me—you'll take their names & arrange them for exchange—from Norwich will Come to you Andrew Hunter Surgeon, John Jenkins Master W^m. Phillips & Paul Glen Masters mates

L, Ct, Jonathan Trumbull Papers, vol. 7, 116a–b. Addressed at foot: "M^c Tho^s Shaw—." Docketed: "Letter to M^c Tho: Shaw Concerning/the Prisoners octobr 13th 1777."

1. Above.
2. Capt. Seth Harding, Connecticut Navy.
3. Probably Capt. Allen Stillman.
4. Sloop *Delight*.
5. Capt. William Judd, R.N.
6. Capt. Paul Flyn.
7. Joshua Loring, British Commissary of Prisoners at New York.
8. Capt. John Manley, Continental Navy.
9. South Carolina Navy brigantine *Defence*. See *NDAR* 8: 256, 257, 330–31.
10. Capt. Robert Palmer of the Connecticut privateer sloop *Nancy*.

STATE AND CONDITION OF ARMED VESSELS ON LAKE CHAMPLAIN AND RETURN OF MEN ON
LAKES CHAMPLAIN AND GEORGE AND HUDSON RIVER

Copy State and Condition of His Majesty's Armed Vessels and Victu[allers] employed upon the Lake Service under the Direction of His Excellency General Sir Guy Carleton Governor and Commander in Chief October 1777.

Vessel's Names	Commanders Names	Complem ^t established by Gen ^l Phillips	Mustered		Sick on board and at pres ^t unfit for Service	State of the Vessels	Where Stationed, Remarks &c.
			Officers	Men			
<i>Royal George</i>	Capt ^t Frost	.....	1	2	.....	Armed	At S ^t [Johns] as a Guard Ship
<i>Maria</i>	Capt. Starke	40	3	22	10	d ^o . d ^o . }	On the [north] Side of Mount Independence as a Guard to the Mount till the two Block Houses now building are Completed.
<i>Carleton</i>	Capt ^t Longcroft	35	2	19	9		
4 Tenders	.....	7 Men each	..	12	..	.....	Two are with the <i>Maria</i> and <i>Carleton</i> , One at Crown Point and the other laid up at S ^t Johns
2 Gun Boats	Lieu ^t Wickham	D ^o .	1	5	..	Armed	In the [creek] on the East Side of Mount Independence
2 Express Boats	.....	D ^o .	..	14	..	..	Between S ^t Johns and Ticonderoga
<i>Inflexible</i>	M ^r Mouat	16	..	25	10	}	Trans[porti]ng Provisions from S ^t Johns to Ticonderoga.
<i>Washington</i>	L ^t & Com ^r P. Harison	10	1	7	1		
<i>Thunderer</i>	L ^t & Comm ^r Falconer	16	1	14	5		
<i>Trumble</i>	.....	8	..	6	2		
<i>Jersey</i> & 4 Victuallers	.....	5 Men each	..	18	4	}	
<i>Liberty</i>	.....	3	..	3	.....	

<i>Loyal Convert</i>	L ^t & Comm ^r Cox	.....	1	17	4	Armed	Laying [moored] at Crown Point
<i>Lee</i> (Cutter)	L ^t & Comm ^r Stove	.....	1	13	3	D ^o .	Cruising the Lake
<i>Camel</i>	.....	4	.....	4	1	Unrigged	At Ticonderoga as a Magazine and Store Vessel
2 Gun Boats	L ^t Russell	.....	1	12	.....	Armed	Laying [moored] at Diamond Island on Lake George
	Employed in S ^t John's Yard &c			11			
	Sent from the <i>Garland</i> ,			15			
	not yet arranged						
	Ten Long Boats laid up at						
	S ^t Johns	no men		12	219	49	
		Officers		<u>12</u>			
				231			
	Sick at Ticonderoga Hospital			24			
	D ^o . at S ^t John's	D ^o .		11			
	Detached to Hudson's River &c ^a .			191			
	Sick at Montreal Hospital			<u>51</u>			
				508			

A Return of Men serving in the Naval Department on Lakes Champlagne and George and Hudson's River October 1777

From His Majesty's Ships	{ <i>Garland</i>	37	
	{ <i>Viper</i>	50	
	{ <i>Canceaux</i>	<u>42</u>	129
Supernumeraries from the	{ <i>Garland</i> , 3 <i>Blonde</i> , <i>Apollo</i> & <i>Proteus</i>	171	
	{ <i>Viper</i> , 3 <i>Porpoise</i>	48	
	{ <i>Canceaux</i> , 3 <i>Isis</i>	<u>41</u>	260

Treasury Brigs	69	
Volunteers	36	
<i>Fell</i>	18	
<i>Charlotte</i>	<u>12</u>	<u>135</u>
		524.
[One] Man Killed & 15 taken Prisoners whose Names are not yet all known		<u>16</u>
		508
Sent up from the <i>Garland & Triton</i> since this Report was made		<u>110</u>
		618
[In]clusive of the Eight Commissioned and petty officers		<u>8</u>
Total Number on Lake Service		<u>626.</u>

Ticonderoga, Oct^r 13th. 1777.

(Signed)

Sam^l Graves

(a Copy)

R^d. Pearson

The Detachment of Seamen for Lake George and Hudsons River has never been ascertained but was fixed at 220

Copy, UklPR, Adm. 1/488, 149. Endorsed: "Copy/State and Condition of His/Majesty's Armed Ships & Vessels/upon the Lakes./Dated the 13th Oct^r 1777./In Lord Howe's Letter/N^o 51."

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777
Monday 13

Dounscomer point¹ N.E. 3 Miles

Fresh Breezes and fair Weath^r these 24 Hours at 1 PM. Weigh'd in Comp^y His Majest^y Brig² *Spitfire* and *Crane* Gallies at ½ past 2 P.M. the Rebels open'd a Battery on the Heights of New Windsor fired 3 twenty four lb^{rs}. and 18 four D^o. with round shot which pass'd the Battery in pass^g the Above Battery they Wounded our Main Yard and Cut away the Main TS^t Halliards and Larboard F^e.³ sheet and several of the running Rigging and the after Leach of the Main sail at 5 P.M. Anch^d. with the best Bower in 26 F^m. Water Anthony's [Nose] SSE ¼ of a Mile Fort Montgomery W.N.W 1 Cables Length

D, UKLPR, Adm. 51/4159.

1. Danskammer Point.
2. H.M. brig *Diligent*.
3. Fore.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r 1777
Monday 13

off Dons Common¹

6 AM weighd in C^o as Above² at 8 Came too Small Bower off Fish Kill Flatts, Fired at by several Companys of Armed Rebels had 2 Men Slightly wounded. Fired Several three pounders Shotted at them as we passd

At Single Anchor off Fish Kill Flatts

Moderate & Fair at 1 PM Weighd in C^o as before Stood Down the River Rec^d several Cannon Shott from a 18 pounder which the Rebels had got on a height at Newburg, Fired several three P^{rs}. Shotted at D^o. at 2 Passd thro' the Chevaux de Freize at 4 Came too Small Bower in 16 F^m. off Fort Montgomery Gallys in C^o

D, UKLPR, Adm. 51/4163.

1. Danskammer Point.
2. H.M. galleys *Crane*, *Dependence* and *Spitfire*.

JOURNAL OF H.M.S. *PRESTON*, CAPTAIN SAMUEL UPPLEBY

October 1777
Monday 13

Peeks Kiln ENE Fort Independance NBE ½ E & Butter Hill NW

AM rec^d Bread sent a party of Marines to Fort Independance and one Box of Money on board the *Gimcrack* Tender N^o 38¹ Boats emp^d as before

Peeks Kiln ENE Fort Independance NBE ½ E & Butter Hill NW

Mod^t and fair Wea^r PM several Transports saild up the River with the Galleys²

D, UKLPR, Adm. 51/720.

1. Numbered boxes of money were used to pay local pilots.
2. H.M. galleys *Crane*, *Dependence* and *Spitfire*.

COLONEL TIMOTHY PICKERING, JR. TO REBECCA PICKERING

[Extract]

Camp at Towamensing 26 miles above Philadelphia
Oct^r 13. 1777. Monday Evening 10 o'clock.

My dear Becky,

... And with regard to Howe, I am under no concern, provided we can keep the pass of the river, and prevent the ships coming up to the city,¹ of doing which I think we have a reasonable prospect. As my friends may have but a faint idea of the pass & the obstructions of the river, I will give a rude sketch of them.²

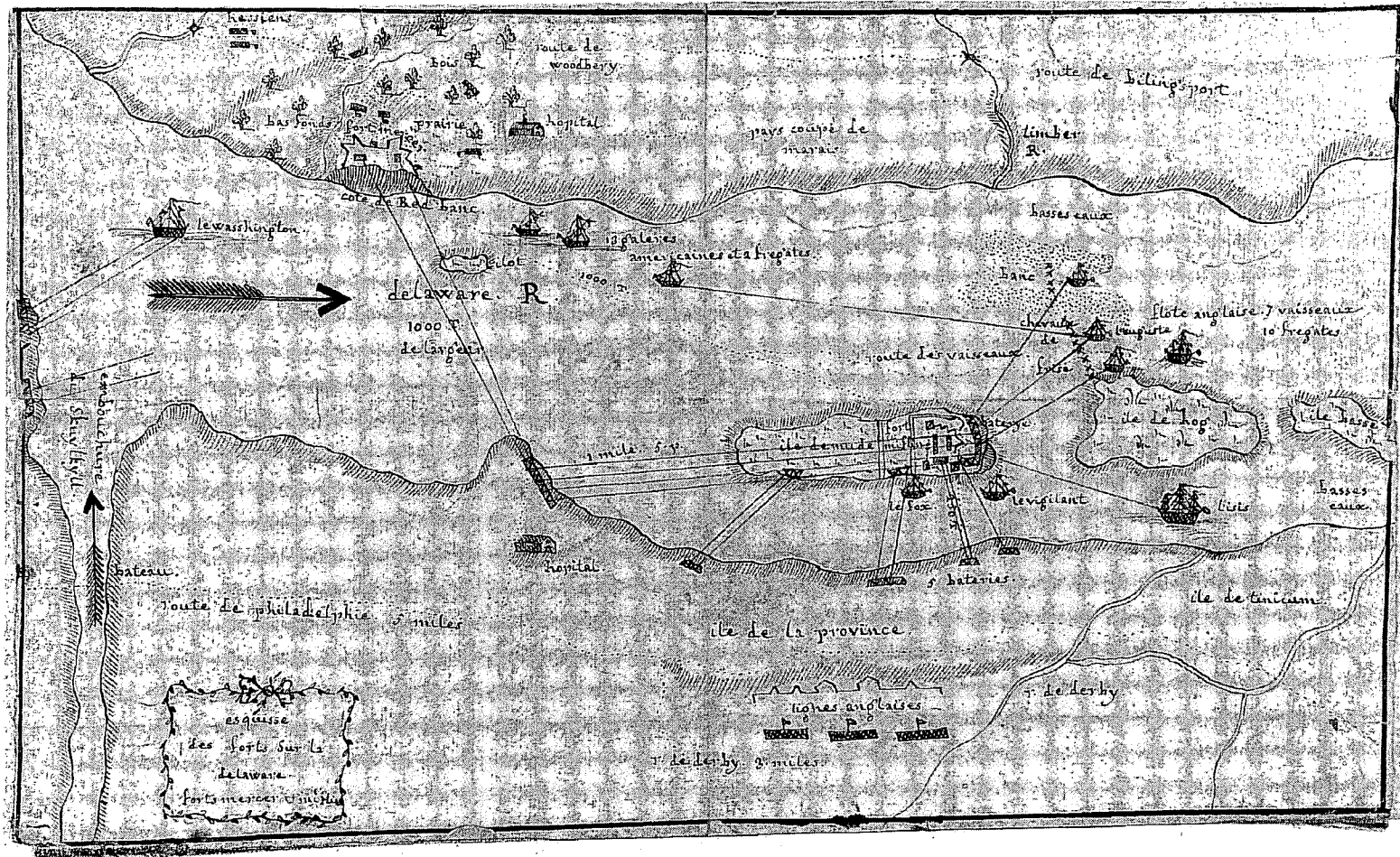
There are five ranges of Chevaux de Frizes, which the enemy must pass to get with their ships to the city. They have moved one single chevaux de frize a little way, (but not sufficiently to let them thro') at Billingsport; and Commodore Hazelwood has an old ship³ ballasted ready to sink in its place if they quite remove that Chevaux de frize. This commodore commands our armed vessels in the river, & I fancy is a capable brave man.—Fort Mifflin is on a low island (called mud-island) where we have a garrison of 200 men Continental troops. The enemy a few days since threw up in the night the redoubt N^o. 2.⁴ within a small distance of the fort; but next morning the commodore sent in some of his galleys to the shallow water, which silenced the battery & made 56 of the enemy who were at it prisoners, one of them a lieut. & one an Ensign; and would have taken twice the number, but a party of the enemy advancing from the house⁵ (N^o. 3) back of them, & the fort beginning a fire at the enemy, half of the battery men ran off to their Friends who were advancing. Province Island is diked all round, and by cutting the dike I am informed it may be overflowed at every tide. Why the dike had not been cut I can't devise. I presume it is done now.—Red bank is a good eminence on the Jersey Shore, at which we have about 400 men lately sent down. A good piece of work had (Gen^l. Knox tells me) been raised there before to defend it against any attack by land; and the garrison are going on to complete the fortification⁶ While we possess Red Bank & Fort Mifflin, our gondolas, galleys & other armed vessels can lay between them, & effectually prevent (I am assured by judicious men, & well acquainted with their situation) the enemy's getting up a single chevaux de frize there, and without getting them up they cannot pass. And the Commodore says (in his letter rec^d. yesterday)⁷ that only keep him supplied with amunition, provisions & men, & he fears not what the enemy can do in the river. And these supplies I trust it will not be impracticable to furnish him with. He speaks of men because many have deserted him. Two captains & their whole crews left him, & I suppose have joined the enemy. But out of the Rhode Island regiments which are now arrived (two of them I think are gone to red bank for garrisoning the fort there)⁸ I should suppose a supply of Sea men might be given him. & in case of absolute need the General would surely give orders for it. . . . y^{rs}. most affectionately

Tim Pickering jun^r

L, MHi, Timothy Pickering Papers, Vol. 1, 66–67A. Two and a half paragraphs of this letter are not printed here. They describe conditions in Washington's army, the maneuver's of Howe's and Clinton's forces, and the response of Pennsylvanians to the presence of the Continental Army. Addressed flush left below the signature line: "M^{rs}. Rebecca Pickering."

1. Philadelphia.

2. A sketch of the Delaware River defenses between Billingsport and the mouth of the Schuylkill River appears in the text here. "N^o. 2" and "N^o. 3" later in the letter refer to that sketch.



3. Probably the Pennsylvania Navy fire ship *Strumbello*. See William Bradford to Thomas Wharton, Jr., 7 Oct. 1777, above.
4. The middle battery, Carpenters Island.
5. Adam Guyer's house. This building was used as a barracks for the workers who were building the artillery batteries on Carpenters and Province Islands.
6. Fort Mercer.
7. See close of final paragraph of Commodore John Hazelwood to George Washington, 10 Oct. 1777, above.
8. The 1st and 2d Rhode Island Regiments.

WILLIAM BRADFORD TO THOMAS WHARTON, JR.

Sr,

Fort Mifflin October 13th 1777

My last¹ informed you of our Success in taking 56 of of the Enemy Prisoners, and that by Col. Smiths Firing on a Body which we apprehended were coming down to surrender we lost many Prisoners, but we are since informed it was a large Party coming down to rescue those that had surrendered, who were just arrived—That Afternoon the Gallys and Floating Battery kept up a considerable Fire on the Redoubt² but to little Effect—Yesterday Morning a Party of about 150 Men were landed from this Fort on Province Island³ with an Intent to take the Redoubt under the Fire of three Gallies and the Floating Battery; but the Number of the Enemy were much more than was expected all under Cover, and a Party full as many as we had on Shore coming down from Adam Guyers, we were obliged to retire with the Loss of two Men killed and five wounded—

The Enemy's Ships having taken up one of the Chevaux de Frize, the Commodore⁴ went down last Night with two Chain of Fire Rafts to drive them from that Place, and a very heavy Cannonade ensued with the *Roebuck*, the Ship⁵ that was cut down and carries 24 Pounders and two other Ships,⁶ but the Commodore obliged them to quit their Station and fall down the River, and our Gally's being afraid to pass the Chevaux de Frize in the Night were obliged to return—This Morning with the Tide of Flood the Enemy's Ships returned to their Station, and we are informed they have taken up another Chevaux de Frize, tho' I can give but little Credit to it—These different Attacks has reduced our Ammunition very much, and unless we soon get some I fear the Consequences—M^r. Manuel Eyres went off some time ago for some, have not yet heard of him—Yesterday M^r. James Wharton & Jonathan Penrose was hear, they went off and have promised they will go to where the Ammunition is and send it down—If your Excellency will send off an Express and know if it is forwarded it will be of real Service—The Enemy are throwing up Works in many Places in the Meadows—I am &c.

W^m. Bradford

L, PHI, William Bradford Papers. Addressed: "To/His Excellency Tho^s Wharton Esq^r/President of the State of/Pensylvania/Lancaster." Docketed: "From Col^l William Bradford/October 13. 1777/Rece^d [blank] Octob^r." Notation at top of letter: "Col. Bradford to Pres Wharten 1777."

1. 11 Oct. 1777, above.
2. The middle battery, Carpenters Island.
3. Bradford means Carpenters Island.
4. John Hazelwood.
5. H.M. armed ship *Vigilant*.
6. H.M.S. *Liverpool* and H.M.S. *Pearl*.

JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEW

October 1777

Mond^y 13th

In the River Delaware

at 7 AM Dropt up the River, at 8 D^o Sent our boats with 2 Hawsers & Swept the Cheveaux de frize d^o veer'd to 2 Cables on the B^t B^r Dropt the Small B^r & veer'd to ½ a Cable at 9 D^o 2 Boats with 20 Men came from every Ship to assist in weighing them at 11 D^o bro^t the Hawser to the Capston ½ past carr^d: 1 of y^e hawsers away, unbent the Stream Cable & Swept the Cheveaux, de frize with it lost our Stream Anchor amongst the Cheveaux De frize.

In the River Delaware

Mod^t w^r at 1 PM got the Stream Cable fast to the Chevaux de frize bent the Messenger to it, & hove on all, but did not move them, at 5 Slipt the Stream Cable & hove Short on y^e Bower,

D, UKLPR, Adm. 51/548.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

October

Monday 13

D^o. [at Anchor Billingsp^t E ½ a Mile]

AM ½ p^t the Guard Boats Burnt a false fire, and soon after a fire raft appeard—which was attended by Galleys Gun Boats &c^a—Weigh'd and dropt down ½ a mile and anch^d. again, the Enemy having got Guns in Billingsp^t which with the Galleys &c^a kept firing on us, about 3 another fire Raft appear'd sent the Guard boats to tow it on shore, and weighd and dropt down at ½ p^t 2 Anchor'd again ½ p^t 6 made the Sig^l & weigh'd & saild up to Billingsport and Anchord Moderate and Cloudy—

D^o.

Moderate & Rain Sent PM People to Assist the *Liverpool* in Shifting the Cheveaux du Freezes, sent a Boat and Anchor to assist the *Vigilant* which had got on the Cheveaux du Freese

D, UKLPR, Adm. 52/1964.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October

Mond^y 13D^o [At Anchor Off Billingsport]

at ½ past 1 AM guard Boats gave the Alarm that the enemys fire rafts were coming down, and in 5 minutes after we saw them all in ablaze dropping down with the Tyde, directly athwart the Ships, and covered by their Galleys & Gun Boats, who kept a constant fire of Grape Shott on the Rafts to prevent our boats Towing them clear of the Ships, Our Ships also kept a fire on their Galleys, and Gun Boats, which prevented their advancing nearer, and then our Boats Towed the fire Rafts clear of the Ships, and grounded them on little Tinicum Island, weighed and dropped down with

the Tyde, at 5 the Galleys ceased fireing, at 6 AM dropped up again to our former Station with the flood and Anch^d. again in 5 fms.—

D^o

Mod^t and cloudy with some rain, [PM] Sent 20 Men to Assist the *Liverpool* to weigh the Cheveaux de frize, to gain a passage for the Ships of War, at 6 PM weighed to drop Lower down, but the flood making Anch^d. again, a fresh Breeze Springing up that Instant and not having room to veer [our] Anchor came home and we drove over the Cheveaux de frize, carried out a Small Anchor and Hawser and another Hawser to the *Liverpool* and hove on both, the Hawser on the Small Anchor broke at 7 carried out another Anchor, that Hawser broke also, but could not heave her [off], at 10 the flood being done carried out our Stream Anchor and Cable, and hove her clear of the Cheveaux de frize, weighed the Bower and dropped lower down,

D, UklPR, Adm. 51/1037.

JOURNAL OF THE CONTINENTAL CONGRESS

[York] Monday, October 13, 1777

Whereas, a number of the members appointed to hear and determine appeals are absent;

Resolved, That a new committee, to consist of five members, be appointed, and that they or any three of them be empowered to hear and finally determine upon appeals brought to Congress:

The members chosen, Mr. J Adams, Mr. Jones, Mr. Law, Mr. Marchant and Mr. Laurens,

JCC 9: 800.

JOURNAL OF H.M.S. CAMILLA, CAPTAIN CHARLES PHIPPS

Octo^r 1777
Monday 13

Chester Town WBS 2 Miles

at 2 AM the Rebel Gallies Came Down the River, with 2 Fire Rafts. the Gallies fired Several Shots at our Ships. but they was Oblidged soon to Run up the River, at 1 PM Received on Board from the *Pearl* 2 Twelve Pounders and Put them on the Forecastle. at 9 AM Anchord off Chester His Majestys Ships *Summerset Reasonable & Icis*. Chester W $\frac{1}{2}$ S 3 or 4 Miles. Row^d. Guard.

Chester W $\frac{1}{2}$ S 3 or 4 Miles—

The first Part Fresh Breezes & Squally with Rain. Middle & Latter Part Light Breezes & Calm Weather.

D, UklPR, Adm. 51/157. A portion of this log entry was recorded out of chronological order.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN ROBERT FANSHAWE, R.N.

By the Viscount Howe, Vice Admiral of the White
and Commander in chief of His Majesty's Ships
and Vessels employed and to be employed &c. in
North America.

Whereas it is intended that His Majesty's ship under your command with those named in the margin ¹ should be employed under your orders on the coasts of the Carolinas, southward to the port of Augustine; more especially to intercept all supplies of military stores attempted to be conveyed into the harbour of Charlestown, the channel of Ocracoke or any of the creeks and inlets adjacent thereto; and otherwise to prevent all trade and communication with the rebellious inhabitants of those Colonies, as well as to take or destroy any armed vessels they have provided, by every means in your power. You are therefore in the ship you command, together with such of those before named as are ready to proceed with you, to repair to the coast of the southern provinces as soon as the weather will permit, for the several purposes aforesaid. Being further to regulate your disposition of them to cruise jointly or separately on such parts of the said coasts, and to range the same eventually, as from circumstances or the intelligence you are able to procure, you have reason to think most advisable for the general object of your present appointment.

By Captain Ferguson, who preceded you in the command on the same station, I am advised that the south west and southerly winds are said to prevail from the northward of Cape Hatteras, along the coast of the Carolinas, to Cape Florida, more than eight months in the year; also, that off Capes Hatteras and Lookout, and the shoals of Cape Fear, the Gulf Stream borders so close as to render the navigation confined and difficult, whereby it has not unfrequently happened that the passage from Cape Hatteras to Charlestown could not be made under many weeks. You will therefore direct the conduct of the ships proceeding for, or stationed on such parts of the coast, as to be guided against those reputed inconveniences.

It will be expedient by one or other of the Frigates under your orders to communicate at seasonable times with the port of Augustine—that by personal intercourse, or other signification of Governor Tonym's sentiments you may be prepared to render such assistance as will be in your opinion most proper to defeat any attempts by the Rebels for invading the province of East Florida. The *Hinchinbrooke* armed brig being stationed, and more particularly intended to protect the coasting trade of that Province, you will give the conditional instructions to Lieutenant Ellis that you see requisite with the same intent. A copy of his Instructions is added herewith for your further information therein.

And whereas it is intended that an assortment of victualling stores of each species should be deposited at the port of Augustine for the ships on the southern stations, and a victualling transport is ordered for that purpose, you will be [careful] to provide in the arrangement of the services incident to your present appointment, for the timely supply of the stationed ships therein accordingly. And when the quantity of the said victualling stores shall be so much reduced, or it otherwise happens that the same can be conveniently lodged on shore under due inspection, with any saving to the Crown upon the hire of the transport (chartered at the rate of nine shillings the month per ton until her arrival at Deptford) you are at liberty to land the provisions and dis-

charge the transport for her immediate return to Europe. Receipts are to be given to the Master of the transport for the provisions issued to the different ships; and equally to the person charged with the care of the remains that may be landed.

In case, by the capture of any trading ships or ships armed for war, you should be incumbered with a number of prisoners not inclined to enter for the King's Service, you are permitted to exchange the same against any British prisoners, officer for officer claiming equal rank in the said armed vessels, and sailor for sailor, as on a proffered communication for that purpose with the inhabitants of the Provinces having British captives in possession you find them disposed on those conditions to release. But if being unable to make such advantageous exchange, you are likely to be compelled to quit your station, or to detach any of the ships under your orders on the same account, you are then equally permitted to land such prisoners, not being His Majesty's European subjects or taken in arms, in the Provinces most convenient with reference to the general purpose of these Instructions. But British prisoners taken whilst in the employment of the Rebels may be retained involuntarily to serve in the ships of the fleet, if you think fit.

You are to continue upon this service with the several ships before-mentioned, and such others as you may find, or which shall be hereafter sent to be employed under your direction, upon the coasts aforesaid, whilst their condition and the state of their men and stores will admit; or until further order—and when their return into port for either of those exigencies is likely to become necessary, it is to take effect in such succession, that two ships may remain at the same time at sea, if practicable, consistent with the nature of the relief they respectively require. But if the cause for leaving their stations shall in such time happen, that the particular ships cannot arrive in the port of New York, before the end of the first week in December (and afterwards until the beginning of the month of March, the further attempt is to be postponed) the Captain is to repair for the purpose to Rhode Island; where suitable provision will have been made for affording the necessary assistance in the meantime, whilst the access to the port of New York is likely to be obstructed by the ice which usually forms there at that season of the year.

You are to transmit to me by every suitable conveyance a particular account of your proceedings in compliance with these Instructions; the incidents that occur, the stations on which the ships have been placed from time to time, in the form annexed, and the condition of them as any change of circumstances therein may require, and further to communicate by such opportunities all advices you obtain of the practices and designs of the Rebels for strengthening themselves in their illegal resistance, with the measures deemed most effectual for preventing the success of their hostile intentions; or which in other respects appear to be for the benefit of His Majesty's Service.

Given on board His Majesty's Ship the *Eagle* off
Chester the 13th day of October 1777.

Howe.

By command of the Vice Admiral.

Josh. Davies.

To Captain Robt. Fanshawe, Commander
of His Majesty's Ship the *Carysfort*.

The Keith Papers: Selected from the Letters and Papers of Admiral Viscount Keith, edited by W. G. Perrin and Christopher Lloyd, 3 vols. (London: Navy Records Society, 1927–55), 1: 68–72. This letter was enclosed in Capt. Fanshawe to Capt. George Keith Elphinstone, 24 Oct. 1777, below.

1. *Perseus* and *Lizard*.

COMTE D'ARBAUD TO THE COMMANDANTS IN GUADELOUPE

Sir,

[13 October 1777]¹

I Repeat to you the orders which I gave you in my letter of the 6th of June last, relative to the American privateers, and must strongly recommend to you their exact execution:

If any American privateer comes into any Port, Road, or Bay in your district, with one or more prizes taken from their enemies, you are not to suffer them to stay longer than will be necessary to supply their wants, and you are not to suffer any goods whatsoever to be taken out of them. This Sir, is the order of the King, which I transmit to you, that you may conform thereto.

Signed

Le Comte d'Arbaud.

New-York Gazette, 29 Dec. 1777. The newspaper printed a translation of this letter under the following date-line: "St. George's, November 8."

1. For a reference to the date of this letter, see Gilbert du Lion to Comte d'Arbaud, 26 Oct. 1777, below.

WILLIAM BINGHAM TO CONTINENTAL FOREIGN AFFAIRS COMMITTEE

[Extract]

Gentⁿ

S^t Pierre M/que October 13 1777

I sincerely congratulate you as well as the hon^{ble} Congress on the favorable & important News which the General¹ received a few Days ago, by a Packet Boat which sailed from Rochelle the 4th Sept^r;—The Substance of which is—that a Courier had been dispatched from Versailles with Instructions for the Ambassador at the Court of London, to claim all French Vessels that have been captured (without the Limits) by the English & which have been regularly cleared out for any French Port—which Regulation, if not complied with, is to be the Signal for retiring from the Coast.—The General has received orders to put every thing in Readiness for War, & to lay an Embargo on all the Ships destined for Europe, to prevent their falling into the Hands of the Enemy;

The Minister announces 5000 additional Troops for this Island & Guadeloupe—The Transports are already engaged for them, at Havre, Nantz, & Bourdeaux,—At Brest, Rocheford, & Toulon, they work Night & Day, & the greatest Preparations are making for the immediate Commencement of Hostilities;—The French Seem wisely intent upon putting their Navy on a respectable Footing, having learnt from the disastrous Events of last War, how much depends upon a proper Arrangement in that Department—

Altho the General hourly expects the Declaration of War, I cannot imagine the Minister will think it prudent to declare it, untill he has dispatched the Troops destined for this Place—The West Indies will be a busy Scene of Action—The General's Plan is immediately to attack the English Islands, & as his Success depends on con-

ducting his Operations with Such Rapidity, as to hinder any Relief from being thrown in, I am almost confident that nothing will be done before the Arrival of the expected Reinforcement of Troops—

The Restitution of the Ship *Seine*² & her Cargo, is loudly demanded by the Court of Versailles;—The Circumstances that attend the Capture of this Vessel, are happily disposed to occasion a Subject of reciprocal Complaint & Altercation;—England cannot restore her without Showing in an excessive Degree her Weakness; & France cannot relinquish her Claim, & preserve her Dignity;—as, whatever might have been the real Destination of this Vessel, the General of this Island dispatched her, as by order & on Acc^t of his Majesty, as a Store Ship to Serve the Garrisons at Miquelon & St Domingo—The Difficulties that will present, in reconciling their various & contending Claims on each Side, & the vague & wild Pretensions formed on the Part of France, to Serve as Pretexts for a War, will render the Negotiation of this Dispute very unsatisfactory, & will force them to refer it to the last appeal the ultima Ratio Requreum—. . .

I herewith have the honor of inclosing you Copy of a Letter which M^r Carmichael intimates a Desire of having communicated to you;—I have by no means neglected what he so strongly recommends, in regard to the Advantages which my Situation affords me of precipitating a War betwixt France & England;—I have always been fully convinced of the Policy of irritating the two Nations, of affording them Matter for present Resentments, & of renewing in their Minds the Objects of their antient Animosity;—The Attempt has not been altogether unavailing;—for the General informs me, that in a Memorial which was lately presented to the Court of Versailles by Lord Stormont, the Scenes that have been transacted in these Seas, form the most lively Subjects of Complaint—

Should France declare War against G Britain We shall have a free & full Indulgence in her Ports; A Number of new Arrangements will be necessary, in order that our Affairs may be conducted with some Degree of Propriety & Regularity—As many Prizes will naturally be brought in here, I wish to be acquainted with the Manner by which they are to be adjudged the lawfull Property of the Captors, & what Formalities are to be observed, & what Process carried on, in their Condemnation;

By referring to a Letter which I had the honor of writing to you under Date of Sept^r 24 1776 you will please to observe, that I had given Encouragement to an established House here to make an Importation of Muskets;—It was accordingly affected, & the Muskets have been laying here for a considerable time past—The Want of Sufficient Funds prevented me from treating for them;—At present, I would wish to decline the Purchase; but I am afraid, I Shall be under the Necessity of taking them—they are offered at a moderate Advance on the first Cost—I should be happy to have your opinion upon the Subject—& I have the honor to be [&c.]

W^m Bingham

L, DNA, RG 59, Records of the Department of State, Territorial Papers, vol. 1, 13 Oct. 1777–Dec. 1811. Docketed: "Letter from M^r Bingham/Martinique Oct^r 13th. 1777./see the Files." Because each page was torn slightly, this document was collated with a copy marked "Triplicate" in DNA, PCC, item 90, pp. 5–12 (M247, roll 118). Three paragraphs of this letter are not printed. In that section Bingham wrote that English public opinion supported war with France, while other European countries welcomed American independence as a means of weakening Great Britain.

1. Marquis de Bouillé.

2. For the capture of the ship *La Seine*, which was condemned at Dominica and taken into the Royal Navy as H.M. sloop *Snake*, see NDAR 8 and 9.

October 14

CAPTAIN HECTOR MCNEILL TO MARINE LIEUTENANT ROBERT MCNEILL

Dear Robert

Boston 14th Oct^r 1777

This brings you a bill of twenty pounds Sterling on M^r Brook Watson of London
I have wrote to the Honb^{le} John Butler of Halifax, to take up this Bill & pray him
to give you the Cash on your endorseing it.

I send this to help you and your fellow prisoners (your Ship mates in the *Boston*)
and I hope if any of them Stand in Need you will not See them Suffer, John Garrat,
Tho^s Lovering, among the common men and Gideon Woodwell ¹ if he behaves well—
you may Acquaint M^r Grooss ² and M^r Harris ³ That I have remitted Cash to both
their familys

I would have sent you more credit but that I have hopes of you being soon
releived Farewell

LB, MHi, Hector McNeill Letter Book. Addressed: "To Robert McNeill/prisoner at Halifax." The addressee was a first lieutenant, Continental Marines.

1. The three men were seamen on *Boston*.
2. Lt. Simon Gross, Continental Navy.
3. 2d Lt. John Harris, Continental Marines.

CAPTAIN RICHARD DESHON TO NATHANIEL SHAW, JR.

Sir

Stonington October 14 1777

this to Acquaint You that after a Tedious Cruse of 7 Days through Weat and Dry
have Consarted with Cap^t Stanton ¹ Comes a from bedford of Equal force have
Spied a Sail of[f] Montaque [*Montauk Point*] About the Distance of one League and
finding her to be a Rack [*wreck*] of About Forty Tons burthen ² and have brought her
In With Great Dificulty Into Safe Port and have Left her With the Care of our Good
frind Col^o Oliver Smith as Dont Doubt he Will Take the Greatest Care and would have
you Do What You Think Proper About Libiling of her ³ from Yours

Richard Deshon ⁴

We Shall Proceed on a Cruse Tomorow Morning wishing May have Sucksess Re-
member the Crew to Wifes and Sweethart

L, CtY, Nathaniel and Thomas Shaw Letters and Papers, No. 291. Docketed: "Richard Deshons/Letter/Octo 14 1777."

1. Capt. Thomas Scranton, commanding the armed boat *Retaliation*. *Connecticut Gazette*, 14 Nov. 1777.
2. Unnamed dismasted sloop.
3. The sloop was libelled on 11 Nov. in New London County Maritime Court. *Connecticut Gazette*, 14 Nov. 1777.
4. Deshon commanded the Connecticut privateer armed boat *General Mifflin*, from Stonington. *Ibid*.

PAY ROLL OF CONNECTICUT NAVY SHIP *OLIVER CROMWELL*Pay Roll of Officers & Men belonging to the Ship *Oliver Cromwell*

N ^o :	Names	Qualities	Time of		Wages P ^r Month	Whole Wages
			Entry	Discharge		
1	Timothy Parker	Lieutenant	April 14	October 14	£9: 0: 0	£54: 0: 0
2	John Chapman	D ^o :	D ^o :	D ^o :	9: 0: 0	54: 0: 0
3	John Smith	D ^o :	D ^o :	D ^o :	9: 0: 0	54: 0: 0
4	Caleb Frisbie	Master	April 24	D ^o :	9: 0: 0	51: 6: 0
5	Thomas Rice	Mate	May 3	D ^o :	4:10: 0	24: 3: 0
6	Stephen Lee	D ^o :	May 31	D ^o :	4:10: 0	20: 5: 0
7	Thomas Whelden	D ^o :	June 1	Sept: 22	4:10: 0	16:16: 0
8	David Pool	Boatswain	May 8	Oct ^r : 14	4:10: 0	23: 8: 0
9	David Mackentosh	Gunner	April 14	D ^o :	4:10: 0	27: 0: 0
10	William Marbell	Carpenter	D ^o :	D ^o :	4:10: 0	27: 0: 0
11	Jonathan Woodworth	Midshipman	D ^o :	D ^o :	3:12: 0	21:12: 0
12	Shirman Lewis	D ^o :	D ^o :	D ^o :	3:12: 0	21:12: 0
13	Curtis Reed	D ^o :	D ^o :	D ^o :	3:12: 0	21:12: 0
14	Ralph Hoadley	D ^o :	April 27	D ^o :	3:12: 0	20: 3: 2½
15	Andrew Morris	D ^o :	May 28	D ^o :	3:12: 0	16: 6: 5
16	Robert Alsop James	D ^o :	June 9	D ^o :	3:12: 0	15: 0: 0
17	Judah P. Spooner	Clerk	April 14	D ^o :	4:10: 0	27: 0: 0
18	Benjamin Ellis	Surgeon	D ^o :	D ^o :	7:10: 0	45: 0: 0
19	Timothy Rogers	Surgeon's Mate	April 28	D ^o :	4:10: 0	25: 0: 0
20	John Craige	Boatswain's Mate	May 8	D ^o :	2:17: 0	14:16: 4½
21	William Higgins	D ^o :	May 3	D ^o :	2:17: 0	15: 6:10½
22	James Elderkin	Gunner's Mate	April 14	D ^o :	2:17: 0	17: 2: 0
23	Phinehas Chapman	Carpenter's D ^o :	May 17	Oct ^r : 8	2:17: 0	13: 6: 3¾
24	Jonathan Setchell	Quartermaster	April 14	Oct ^r : 14	2:14: 0	16: 4: 0
25	Prosper Brown	D ^o :	May 16	Sep ^t : 22	2:14: 0	11: 6: 9

26	Samuel Adams	D ^o :	May 26	Oct ^r : 14	2:14: 0	12: 8: 3
27	Benjamin Smith	D ^o :	D ^o :	Sep ^t : 22	2:14: 0	10:10: 5
28	John Boyle	D ^o :	May 27	Oct ^r : 14	2:14: 0	12: 6: 5½
29	William Baldwin	D ^o :	D ^o :	D ^o :	2:14: 0	12: 6: 5½
30	Peleg Hillman	D ^o :	June 1	D ^o :	2:14: 0	12: 3: 0
31	David Norton	D ^o :	D ^o :	Sep ^t : 22	2:14: 0	19:19: 6
32	Henry Parry	Cooper	May 26	Oct ^r : 14	2:14: 0	12: 8: 3
33	Epaphras Smith	Steward	April 14	Sep ^t : 22	3: 0: 0	15:15: 0
34	Henry Taylor	Cook	May 10	Oct ^r : 14	2:14: 0	13:17: 7
35	Henry Kennedy	Coxswain	April 14	D ^o :	2:14: 0	16: 4: 0
36	Frederick Curtis	Master at Arms	D ^o :	Sep ^t : 22	3: 0: 0	15:15: 0
37	Barzaleel Beebe	Armourer	D ^o :	Oct ^r : 14	2:14: 0	16: 4: 0
38	William Kimbalin	Sailmaker	June 1	D ^o :	3: 0: 0	13:10: 0
39	John Negus	Armo ^{rs} : Mate	May 2	Sep ^t : 22	2: 8: 0	11: 4: 0
40	Ephraim Herrick	Steward's Mate	April 14	Oct ^r : 14	2: 0: 0	12: 0: 0
41	Joab Alden	Gunner's Yeoman	April 24	Sep ^t : 22	2:17: 0	14: 1: 5
42	Henry Hunt	Yeoman	May 27	Sep ^t : 22	2: 8: 0	9: 4: 1¼
43	Josiah Walker	D ^o :	April 18	D ^o :	2: 8: 0	12: 6: 5
44	Nathan Daggett	Pilot	May 19	Oct ^r : 14	6: 0: 0	29: 0: 0
45	John Chatfield	D ^o :	April 14	Sep ^t : 26	6: 0: 0	32: 9: 0
46	George Hillman	D ^o :	June 1	Sep ^t : 22	6: 0: 0	22: 8: 0
						969: 5: 9½
47	John Rees	Seaman	April 14	Died Sep ^t : 1	2: 8: 0	£10:16: 0
48	Edward Culver	D ^o :	D ^o :	Oct ^r : 14	2: 8: 0	14: 8: 0
49	Benjamin Hussey	D ^o :	D ^o :	D ^o :	2: 8: 0	14: 8: 0
50	George Worthylake	D ^o :	D ^o :	D ^o :	2: 8: 0	14: 8: 0
51	James N. Griffin	D ^o :	D ^o :	D ^o :	2: 8: 0	14: 8: 0
52	Samuel Silliman	D ^o :	D ^o :	D ^o :	2: 8: 0	14: 8: 0
53	Abel Woodworth	D ^o :	D ^o :	D ^o :	2: 8: 0	14: 8: 0
54	Timothy Teal	D ^o :	D ^o :	Sep ^t : 22	2: 8: 0	12:12:10
55	Zephaniah Hatch	D ^o :	D ^o :	D ^o :	2: 8: 0	12:12:10

PAY ROLL OF CONNECTICUT NAVY SHIP *OLIVER CROMWELL*—Continued

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AMERICAN THEATER

N ^o :	Names	Qualities	Time of		Wages P ^r Month	Whole Wages
			Entry	Discharge		
56	Abel Lewis	D ^o :	D ^o :	D ^o :	2: 8: 0	12:12:10
57	Samuel Curtis	D ^o :	D ^o :	D ^o :	2: 8: 0	12:12:10
58	Arnold Kenyon	D ^o :	D ^o :	D ^o :	2: 8: 0	12:12:10
59	Philip Driscoll	D ^o :	D ^o :	D ^o :	2: 8: 0	12:12:10
60	James Hilliard	D ^o :	D ^o :	D ^o :	2: 8: 0	12:12:10
61	William Holmes	D ^o :	April 20	D ^o :	2: 8: 0	12: 3: 2½
62	Archelaus Barker	D ^o :	April 28	Oct ^r : 14	2: 8: 0	13: 5: 7¼
63	Stephen Smith	D ^o :	D ^o :	D ^o :	2: 8: 0	13: 5: 7¼
64	Isaac Sharpe	D ^o :	May 2	D ^o :	2: 8: 0	12:19: 3
65	Theophilus Whaley	D ^o :	May 3	D ^o :	2: 8: 0	12:17: 8
66	Azariah Hilliard	D ^o :	D ^o :	D ^o :	2: 8: 0	12:17: 8
67	Isaac Frisbie	D ^o :	May 5	Sep ^t : 22	2: 8: 0	10:19: 3¼
68	Teleman Cuyler	D ^o :	May 7	Oct ^r : 14	2: 8: 0	12:12: 0
69	Turtle Hunter	D ^o :	May 8	D ^o :	2: 8: 0	12: 9: 7½
70	Justus Harrison	D ^o :	D ^o :	Sep ^t : 22	2: 8: 0	10:13: 3½
71	Butler Harrison	D ^o :	D ^o :	D ^o :	2: 8: 0	10:13: 3½
72	John Jacobs	D ^o :	May 10	Oct ^r : 14	2: 8: 0	12: 6: 5
73	Henry Bowman	D ^o :	May 18	Sep ^t : 22	2: 8: 0	10: 6: 5
74	James Brown	D ^o :	May 26	Oct ^r : 14	2: 8: 0	11: 0:10½
75	John Manuel	D ^o :	D ^o :	D ^o :	2: 8: 0	11: 0:10½
76	Charles Kenney	D ^o :	D ^o :	D ^o :	2: 8: 0	11: 0:10½
77	Felix Quin	D ^o :	D ^o :	D ^o :	2: 8: 0	11: 0:10½
78	Peter Grant	D ^o :	D ^o :	D ^o :	2: 8: 0	11: 0:10½
79	James Everett	D ^o :	D ^o :	D ^o :	2: 8: 0	11: 0:10½
80	William Odell	D ^o :	D ^o :	D ^o :	2: 8: 0	11: 0:10½
81	William Ingraham	D ^o :	D ^o :	D ^o :	2: 8: 0	11: 0:10½

82	William Hall	D ^o :	D ^o :	Sep ^r : 22	2: 8: 0	9: 7: 2½
83	James Morris	D ^o :	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
84	Timothy Murphy	D ^o :	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
85	Robert Gordon	D ^o :	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
86	James McVey	D ^o :	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
87	James Ford	D ^o :	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
88	James Anderson	D ^o :	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
89	James Wall	D ^o :	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
90	William Harris	D ^o :	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
91	Joab Scranton	D ^o :	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
92	John Willard	D ^o :	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
						934:10: 1¼
93	Thomas Groundwater	Seaman	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
94	Benjamin Rockwell	D ^o :	D ^o :	D ^o :	2: 8: 0	9: 7: 2½
95	Rosamus Laurence Extra	D ^o :	May 31	Oct ^r : 14	2: 8: 0	9: 7: 2½
96	Anthony Swasey	D ^o :	June 6	Sep ^r : 22	2: 8: 0	8: 9: 8
97	William Teceder	D ^o :	D ^o :	D ^o :	2: 8: 0	8: 9: 8
98	Michael Moore	D ^o :	D ^o :	D ^o :	2: 8: 0	8: 9: 8
99	Richard Lillie	D ^o :	D ^o :	Oct ^r : 14	2: 8: 0	10: 4:10
100	Patrick Conner	D ^o :	June 10	Sep ^r : 22	2: 8: 0	8: 3: 3
101	John Taylor	D ^o :	July 8	Oct ^r : 14	2: 8: 0	7:16: 0
102	Boston Swain	D ^o :	June 13	D ^o :	2: 8: 0	9:13: 7½
103	William Ellis	D ^o :	June 6	Oct ^r : 14	2: 8: 0	10: 4:10
104	William Lamb	D ^o :	July 26	D ^o :	2: 8: 0	6: 4:10½
105	James Wimberley	D ^o :	July 22	D ^o :	2: 8: 0	6:12: 0
106	David Rogerson	D ^o :	D ^o :	D ^o :	2: 8: 0	6:12: 0
107	John Mortimer	D ^o :	D ^o :	D ^o :	2: 8: 0	6:12: 0
108	Thomas Burke	D ^o :	D ^o :	D ^o :	2: 8: 0	6:12: 0
109	Robert Marks	D ^o :	D ^o :	D ^o :	2: 8: 0	6:12: 0
						Boys
110	Nathaniel Swan	Boy	April 14	Oct ^r : 14	2: 8: 0	14: 8: 0

PAY ROLL OF CONNECTICUT NAVY SHIP *OLIVER CROMWELL*—Continued

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AMERICAN THEATER

N ^o :	Names	Qualities	Time of		Wages P ^r : Month	Whole Wages
			Entry	Discharge		
111	John: Parsons	D ^o :	D ^o :	D ^o :	1: 4: 0	7: 4: 0
112	Douglas Chapman	D ^o :	D ^o :	D ^o :	1: 4: 0	7: 4: 0
113	Theophilus Fitch	D ^o :	April 20	D ^o :	2: 0: 6	11:12: 0
114	John Setchell	D ^o :	April 14	D ^o :	1: 4: 0	7: 4: 0
115	Darius Brewster	D ^o :	May 11	Sep ^r : 22	1: 4: 0	5: 5: 7½
116	Philo Lewis	D ^o :	May 1	Oct ^r : 14	1: 4: 0	6:12: 0
117	George Edwards	D ^o :	May 27	D ^o :	1: 4: 0	5: 9: 7
118	Ivory Snow	D ^o :	May 26	Sep ^r : 22	1: 4: 0	4:13: 7½
119	Sylvanus Daggett	D ^o :	June 6	D ^o :	1: 4: 0	4: 4: 9½
120	West Daggett	D ^o :	D ^o :	D ^o :	1: 4: 0	4: 4: 9½
121	Thomas Jones	D ^o :	July 22	Oct ^r : 14	1: 4: 0	3: 6: 2
122	John Cleverly	D ^o :	D ^o :	D ^o :	1: 4: 0	3: 6: 2
	—Run—				Advanc'd	
123	Thomas Wilson	Seaman	April 14		2: 8: 0	
124	Thomas Graystock	D ^o :	D ^o :		3:12: 0	
125	James Murray	D ^o :	May 27		1:16: 0	
126	Peleg M ^c Guire	D ^o :	May 26		2: 8: 0	
127	Thomas Aaron	D ^o :	May 3		2: 2: 0	
128	James Goging	D ^o :	May 27		2: 8: 0	
129	Alpheus Johnson	D ^o :	April 27		2: 8: 0	
130	Henry Pierce	D ^o :	May 30		15: 0: 0	
131	Obadiah Sears	D ^o :	May 8		2: 8: 0	
132	Thomas Keney	D ^o :	April 20		2: 6: 6	
133	Ebenezer Smith	D ^o :	May 5		2: 0: 0	
134	John Rosson	D ^o :	May 26		6: 0: 0	
135	Samuel Webster	D ^o :	April 20		2: 6: 6	

136	Francis Jackson	D ^o :	D ^o :		1:10: 0	
137	Nicholas Taaffe	D ^o :	April 22		2: 2: 0	
138	Thomas Knowlton	D ^o :	April 24	Disc ^d : June 7	2:14: 0	
139	William Russell	D ^o :	May 3		2: 8: 0	<u>55:17:—</u>
						272: 8:10¼
140	James Day	Lieu ^t : Marines	April 14	Oct ^r : 14	£6: 0: 0	£36: 0: 0
141	William Marsh	Serjeant	D ^o :	Sep ^r : 27	2: 8: 0	13: 0:10
142	Samuel Holt	D ^o :	May 13	Sep ^r : 22	2: 8: 0	10: 6: 5
143	Henry Walton	Drummer	April 14	D ^o :	2: 4: 0	11:10:10
144	John Walton	Fifer	May 13	D ^o :	2: 4: 0	9: 8: 6½
145	Nathaniel Jennings	Marine	April 14	Oct ^r : 14	2: 0: 0	12: 0: 0
146	Nathan Jennings	D ^o :	D ^o :	D ^o :	2: 0: 0	12: 0: 0
147	John Easton Olcott	D ^o :	April 26	D ^o :	2: 0: 0	11: 4: 0
148	Josiah Beers	D ^o :	D ^o :	Sep ^r : 22	2: 0: 0	9:14: 8
149	Richard Kimball	D ^o :	April 27	D ^o :	2: 0: 0	9:13: 4
150	Elijah Spencer	D ^o :	D ^o :	D ^o :	2: 0: 0	9:13: 4
151	Hendrick Pickle	D ^o :	April 14	Oct ^r : 14	2: 0: 0	12: 0: 0
152	James Beers	D ^o :	May 1	D ^o :	2: 0: 0	11: 0: 0
153	George Stilken	D ^o :	May 13	Sep ^r : 22	2: 0: 0	8:12: 0
154	Elihu Cook	D ^o :	May 2	D ^o :	2: 0: 0	9: 6: 8
155	John Linslie	D ^o :	D ^o :	Oct ^r : 14	2: 0: 0	10:16: 0
156	Timothy Huffman	D ^o :	D ^o :	Sep ^r : 22	2: 0: 0	9: 6: 8
157	Oliver Gates	D ^o :	May 13	D ^o :	2: 0: 0	8:12: 0
158	Robert Geer	D ^o :	May 9	D ^o :	2: 0: 0	8:17: 4
159	Noah Stevens	D ^o :	May 2	D ^o :	2: 0: 0	9: 6: 8
160	Heli Foot	D ^o :	May 6	D ^o :	2: 0: 0	9: 1: 4
161	John Moutirdier	D ^o :	May 26	D ^o :	2: 0: 0	7:14: 0
162	Timothy Hebbard	D ^o :	April 27	D ^o :	2: 0: 0	9:13: 4
163	Josiah Wolcott	D ^o :	May 27	D ^o :	2: 0: 0	7:13: 4
164	John Pullman	D ^o :	May 8	D ^o :	2: 0: 0	9: 5: 4
165	Elnathan Dexter	D ^o :	May 2	D ^o :	2: 0: 0	9: 6: 8

PAY ROLL OF CONNECTICUT NAVY SHIP *OLIVER CROMWELL*—Continued

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AMERICAN THEATER

N ^o :	Names	Qualities	Time of		Wages P ^r Month	Whole Wages
			Entry	Discharge		
166	Jepthah Curtis	D ^o :	May 17	D ^o :	2: 0: 0	8: 6: 8
167	Charles Dana	D ^o :	June 2	D ^o :	2: 0: 0	7: 6: 8
168	Edmund Morris	D ^o :	May 7	D ^o :	2: 0: 0	9: 0: 0
169	Samuel Bartholomew	D ^o :	May 13	D ^o :	2: 0: 0	8:12: 0
170	Asaph Pease	Yeoman	June 1	D ^o :	2: 8: 0	8:19: 3½
171	James Calkins	Marine	May 5	D ^o :	2: 0: 0	9: 2: 8
172	Henry Hunt	Seaman	May 27	D ^o :	2: 8: 0	9: 5: 7¼
173	Samuel Foy	D ^o :	Aug st : 22	D ^o :	2: 8: 0	2: 8: 0
174	Daniel Green	D ^o :	D ^o :	D ^o :	2: 8: 0	2: 8: 0
175	Alexander Wood	Marine	April 14	Oct ^r : 14	2: 0: 0	12: 0: 0
176	Thomas Rogers	D ^o :	May 5	Sep ^t : 22	2: 0: 0	9: 2: 8
177	Josiah Frisbie	D ^o :	D ^o :	D ^o :	2: 0: 0	9: 2: 8
178	Thomas Holbrook	Seaman	May 13	D ^o :	2: 8: 0	10: 6: 5
						408:13: 7¼
To Commission on £2184:18: 4¼ @ 1½ P ^r C ^t						32:15: 8
						441: 9: 3¼

Hartford [14 October 1777]

Seth Harding

969: 5: 9½
 534:10: 1¼
 272: 8:10¼
408:13: 7¼
 Total 2184:18: 4¼
32:15: 8 Commissions
 2217:14: 0¼

INHABITANTS OF NORWALK TO THE
CONNECTICUT GENERAL ASSEMBLY

To the Hon^{ble} the General Assembly of the State of Connecticut now Sitting at Hartford—
The Memorial of us the Subscribers Inhabitants of the Town of Norwalk in said State humbly sheweth—

That the principal place of Rendezvouzè for the Enemies Shipping that cruise in the Sound is in Huntington Bay on Long Island Shore where they have ever since the Enemy took possession of New York and Long Island been almost constantly Stationed for the purpose of Cruising in the Sound and annoying Distressing and plundering the Inhabitants that live near the Shores in the Western Towns in this State—

That the Shores Easterly and Westerly in s^d. Norwalk are so extensive and so many points and Necks of Land that put out into the Sound that it is impossible for this Town to furnish a Sufficient Number of Men to guard every part thereof from the ravages of the Enemy—

That Huntington Bay is not more than Eight or Nine Miles Southerly from the Islands Points and Shores in s^d. Norwalk and that the Enemy frequently Just at Night cross the Sound and come upon us and take away our Stock and plunder us notwithstanding the utmost Care to prevent it and that the Enemy have in some Instances taken off part of our Guards and they very often of late come hovering about our Shores and Anchor about our Islands and with small armed Sloops and Boats come within our Harbours and in two Instances have lately come in the Night up our Harbours and fired upon the Houses which causes frequent alarms and creates great uneasiness among the Women and Children who Expecting to be taken prisoners or robbed plundered and Deprived of their whole Subsistence and Comforts of Life and that as we have no Armed force on the Water we have it not in our power to prevent the Enemies Small Sloops and Boats coming into our Harbours and Distressing us but if your Hon^{rs} Memorialists humbly conceives it would be otherwise in case there could be Stationed here an Armed Sloop of about Six or Eight Guns to Cruise in the Sound along the Western Shores in this State from the Experience that the Inhabitants had of Cap^t Hawleys¹ crusing in the Sound last Summer—As a Vessel of such force would be Sufficient to Encounter and repel the Enemies small Craft and prevent them from coming within our Harbours and Landing on our Points Necks of Land and Shores and thereby relieve us in a great measure from alarms Distresses and Danger—

Whereupon your Hon^{rs}. Memorialists humbly prays your Hon^{rs} to take these matters into your Wise Consideration and order that a Well fixed Vessel of about Six or Eight Guns be purchased to Cruse in the Sound at the public Expence for the Protection of the Western Shores in this State and the relief of the Inhabitants thereof from the Distress and Dangers they are in from the Enemy or in such other way grant relief in the Premises as your Hon^{rs}. in your great wisdom shall Judge best and your Hon^{rs} Memorialists as in Duty Bound shall Ever pray

Dated at Norwalk the 14th Day of October AD: 1777

Tho^s Fitch

DS, Ct, Connecticut Archives, 1st Series, vol. 8, 82. Docketed: "Norwalk Inhabitants Memorial—/Oct^r 1777—." The signatures of 72 others followed that of Thomas Fitch.

1. Capt. David Hawley commanded the Connecticut Navy sloop *Schuyler*.

CAPTAIN SAMUEL GRAVES, R.N., TO CAPTAIN RICHARD PEARSON, R.N.

Copy

Sir,

Ticonderoga, October 14th. 1777.

Inclosed I send you the best Account of the State and Condition of the Vessels upon the Lakes that I have yet been able to make out,¹ a Copy of which I also transmit to His Excellency General Sir Guy Carleton, and represent to him the real necessity of having a farther Number of Officers and Men sent upon this Service to replace the Sick.

The armed Vessels are really in their present Situation defenceless, and must so remain unless more Officers and Men are sent upon the Service. I am [&c.]

(Signed) Sam^l. Graves.

Copy, UkLPR, Adm. 1/488, 146-48. Addressed: "Richard Pearson Esq^{re} &c^l." Endorsed: "In Lord Howe's Letter/N^o 51." Docketed: "Copy/Cap^t. Graves's Letter to Cap^t./Pearson, Dated, Ticonderoga,/October 14th. 1777."

1. See above at 13 Oct.

GEORGE WASHINGTON TO COLONEL CHRISTOPHER GREENE

Sir,

Head Quarters [*Towamencin, Pa.*] October 14th. 1777

Commodore Hazelwood informs me that the desertions from the fleet have left him exceedingly deficient in men, which must greatly enfeeble his operations.—As I imagine there is likely to be a number of men accustomed to the water in your garrison, I must desire you will immediately draft all such and deliver them for the Commodore, for the use of the fleet.—It is essential he should have a sufficiency of hands and the men cannot possibly be more usefully employed than with him.—

It is my wish that you should, and I dare say you will be ready to, assist Colonel Smith in any entreprize he may form for the security of his post, and to prevent the success of the enemys attempts for its reduction. I have directed him to apply to you for whatever assistance he may want, and you can afford.—I am [&c.]

G W

Df, DLC, George Washington Papers, Series 4. Docketed: "Col: Greene/October 14th. 1777."

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

[*Towamencin, Pa.*] Octo^r. 14th 1777

I yesterday rec'd your favor of the 12th.¹—In consequence of your request, I have order'd a return to be made of all the Seamen in the Army, & if they can be found, shall furnish you with the number you desire, or if the whole number cannot be had, I will collect & send you as many as I can.—I have also directed, Col^o Green who it is probable will have some men in his party accustomed to the water, to select them for the use of your fleet:—you will apply to him accordingly—

Your spirited exertions in defence of the river have my warmest acknowledgements,—and I have the fullest confidence that they will be continued to the utmost of your ability; and that you will persevere in a conduct, suitable to the importance of your trust. Be assur'd I will cooperate with you by ev'ry effort in my Power I am [&c.]

G W—.

Let me know how you stand with respect to ammunition & if deficient, whether any steps are taking to procure a supply
Copy.

Copy, DLC, George Washington Papers, Series 4. Addressed at foot of page: "To/Comodore Hazelwood." Docketed: "[Octo 14.] 1777./to/Comodore Hazelwood."

1. Above.

LIEUTENANT COLONEL TENCH TILGHMAN TO MAJOR BENJAMIN EYRE

Sir

It is his Excellency's desire that you repair immediately towards Trenton take the necessary steps for providing Waggon's for the removal of the Sails Rigging & Military Stores which may be on board any of the ships or Vessells either public or private property laying in the River Delaware above the City of Philad^a. These should be sent to Allen town Easton Bethlehem or some other place of Security untill they may be again useful the General is also inform'd that there is a quantity of Sail Duck within a Small distance of Bordentown this he is of opinion should be instantly remov'd to a place of Security & requests you may not loose a moments time in the execution of it. should there be any Ammunition on board any of the Continental Vessells¹ which is suitable for any of the Vessells now in actual duty it will be prudent to have it immediately sent down to the Commodore or as much of it as can be spared it is also his Excellency's desire that if any Seamen can possibly be spared from Continental Vessells or hir'd from any other Vessells, they may be dispatched without loss of time to the Commodore who is in great want of them— You will make it your Business to see Commodore Hazlewood as soon as convenient and know from him if there is any probability of his wanting ammunition of any kind in a reasonable time if he is of opinion that he may, you will take his Instructions & do every thing in your power to have him immediately furnish'd with whatever he thinks he may stand in need of the General will expect to be frequently advis'd of the Progress you make & of all the Particulars respecting the Instructions herein Contain'd

Given at Head Quarters [*Towamencin, Pa.*] Octob^r 14 1777 by order of his Excell^y the Com^r in Chief

Tench Tilghman

DfS, DLC, George Washington Papers, Series 4. Addressed at foot of last page: "Major Benj. Ayres." Docketed: "October 14th: 1777/to/~~Major~~ Captⁿ Benjⁿ Ayres."

1. Continental Navy frigates *Effingham* and *Washington*.

JOURNAL OF CAPTAIN JOHN MONTRESOR

[Extract]

[*Carpenters Island, Pa.*]

[*October*] 14th. . . . Enemies sent boats cruising, but we continued undiscovered. Some deserters came in. The *Vigilant* armed ship advanced early this morning and fired

at the Rebel Fort.¹ This night the rebels employed their Boats in loading their stores, &c., at Red Bank, where they have a Fort² which they are now employed in strengthening.

Montresor, *Journals*, 465–66. Five sentences of this entry are not printed here. They relate to the weather and the construction of batteries on Province and Carpenters Islands.

1. Fort Mifflin.

2. Fort Mercer.

PENNSYLVANIA NAVY BOARD TO GEORGE WASHINGTON

Sir,

Fort Mifflin

State Navy Board October 14th. 1777

your Excellency has been inform'd that a Redoubt was erected on Province Island¹ opposite Fort Mifflin, also another at the Mouth of Schuylkill.² They are throwing up other Works in different parts of the Meadows³—We believe they have not more than five hundred Men in the Meadows—We are inform'd that a number of our Troops are now near the Ferries on Schuylkill; If a body of them were order'd to March by the Road that leads from the blue Bell⁴ we think they would destroy the whole body of them—Colonel Green informs us that Colonel Angels Regiment⁵ has many Seamen in it If your Excellency would order that Regiment to join Colonel Green, he assures us that out of his and that he could spare us Seamen enough to Man the Fleet on any Attack returning them after the Attack was over—If this could be granted it would be of infinite importance to the service.—By Order of the Board Am [&c.]

Joseph Blewer Chairman

L, DLC, George Washington Papers, Series 4. Docketed: "Capⁿ Blewer/14 Oct^r 1777."

1. The middle battery, Carpenters Island. The medium 12-pounder cannon that had been mounted in this battery was replaced on this date by an 8-inch howitzer and an 8-inch mortar.

2. Webb's Ferry.

3. A second gun emplacement, the right battery, was completed on Carpenters Island on 14 Oct. Like the middle battery, it mounted an 8-inch howitzer and an 8-inch mortar. A battery mounting two iron 18-pounders was also completed on this date near the Pest House on Province Island.

4. The Blue Bell Tavern, Darby, Pa.

5. The 2d Rhode Island Regiment.

LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

[Extract]

Sir

Fort Mifflin 14th. Oct^r 1777—

... Their [*the enemy's*] Shiping are every day at work on the Chevaux de frize and I fear will effect their purpose unless we had Men sufficient to Annoy them from Billingsport, for as soon as the Commodore¹ drives them down they return and begin their work. It takes much Ammunition to make them drop down, & we have not too much. As Soon as they raise the Chevaux de frize, then I expect they will open all their Batteries² & try if possible to drive us out of our Works; perhaps after they have knock'd down our Pallisades and Destroy'd our Block houses, they will attempt a Storm as we shall then have no fleet to protect our Rear, if they do I fear they will

carry it as we have no men to act against a Storm, nor any thing near sufficient to work the Guns in Garrison; Had the Reg^t of Col^o Angel³ come forward we might have been able to have made a good defence, for out of the two Regiments⁴ they cou'd have Spared a 100 Seamen to the Commodore & to me near as many Men, & without more Men in this Garrison I shall be able to do but little. . . . The Ships are makeing another Tryal at the Chevaux de frize this Morning. Maj^r Fleury is Arriv'd I have the Honor to be [&c.]

Sam Smith

L, DLC, George Washington Papers, Series 4. Thirty-nine lines of this letter are not printed here. They describe the construction of blinds to protect Fort Mifflin's gun crews, the movement of enemy supplies from Tinicum Island to Philadelphia, and shortages of men, ammunition, and clothing at Fort Mifflin. Addressed: "His Excellency/Gen^l Washington." Docketed: "14th Octob^r 1777/from/Col^o Smith—."

1. John Hazelwood.
2. By 14 Oct. the British had constructed four batteries: two on Carpenters Island, one on Province Island, and one at the mouth of the Schuylkill River.
3. 2d Rhode Island Regiment.
4. 1st and 2d Rhode Island Regiments. Both of these regiments had seamen in their ranks. In response to a request by Hazelwood, Washington directed the commandants of both these units to draft "men accustomed to the water" to serve in the American fleet in the Delaware. See Commo. John Hazelwood to Washington, 12 Oct. 1777, and, George Washington to Colonel Christopher Greene, 14 Oct. 1777, above; and, Washington to Col. Israel Angell, 16 Oct. 1777, in Washington, *Writings* 9: 381.

JOURNAL OF H.M.S. *LIVERPOOL*, CAPTAIN HENRY BELLEW

October 1777

Tuesd^y 14th

In the River Delaware

at 2 AM the Rebels Sent 5 fire Stages, chain'd together under cover of their Gallys ½ past D^o. Dropt lower down, & kept up a constant fire on the Rebels, at 3 d^o the Rebels Sent 4 more Stages d^o Sent our boats, & tow'd them onshore at 4 Anchor'd & at 6 weigh'd & Run up to Billingsport & Anchor'd, got the Stream Cable to the Capston.—

In the River Delaware

Fine w^e Empl^d in moving the Chevaux de frize at 4 PM found we had a Passage 17 f^m. wide¹ Slipt the Stream Cable & hove Short on the Bower

D, UKLPR, Adm. 51/548.

1. On 19 Oct. *Liverpool* marked the channel between the chevaux-de-frise with buoys. Ibid.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

October

Tuesday 14

D^o. [at Anchor Billingsp^t E ½ a Mile]

AM made the *Camillas* Sig^l for an inferiour Officer, Boats Employ'd in Sounding and sweeping the Channel—

D^o.

Fine Weather PM Boats Employ'd in moving Cheveux du Freezes Lighted the Anchor

D, UKLPR, Adm. 52/1964.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October

D^o [At Anchor Off Billingsport]Tuesd^y 14

at 5 AM the Rebel Galleys advancing near we fired Several Shot at them and they retreated, the Best Bower Cable being much rubbed we cut off 11½ fms from the Clench and bent it to the Spare Anchor, One palm of the Best Bower, Anchor being Shott away by the Galleys, in weighing the Catch the Buoy rope broke we then swept for the Hawser but could not find it, at 11 weighed and got near the Cheveaux de frize again to cover the *Liverpool*.—

At Anchor off Billingsport close to the Cheveaux de frize.—
Mod^t and fair Weather, employed Assisting the *Liverpool* to weigh the Cheveaux de frize and destroying the platforms of the Rebel Fort at Billingsport, Boats rowing Guard.—

D, UKLPR, Adm. 51/1037.

JOURNAL OF THE CONTINENTAL CONGRESS

[York] Tuesday, October 14, 1777

Resolved, That Mr. Folsom, Mr. Penn, and Mr. Laurens be added to the Marine Committee, in the room of the members from their respective states, heretofore appointed on the said committee.

Whereas, the British nation have received into their ports, and condemned in their courts of admiralty, as lawful prize, several vessels and their cargoes belonging to these states, which the masters and mariners, in breach of the trust and confidence reposed in them, have betrayed and delivered to the officers of the British crown:

Resolved, therefore, That any vessel or cargo, the property of any British subject, not an inhabitant of Bermuda or any of the Bahama islands, brought into any of the ports or harbours of any of these United States by the master or mariners, shall be adjudged lawful prize, and divided among the captors in the same proportion as if taken by any continental vessel of war.

JCC 9: 802.

ACCOUNTS OF CAPTAIN JOHN ROGERS AGAINST THE
MARYLAND NAVY SHIP *DEFENCE*

[Extract]

D^r: Ship *Defence* to John Rogers to Sundrys

1777	3	To oiones [<i>onions</i>]	0.. 2.. 6
Octob ^r	8	To 1 bushel Turnopes	0.. 7.. 6
		To Greens	0.. 1.. —
	9	To oysters	0.. 8.. —
		To 1 Goss [<i>goose</i>] for Shipes youes [<i>use</i>]	0.. 7.. 6
		To ¼ Bushels of Corn flour	0.. 7.. 6

11	To milk	0 .. 0 .. 10
14	To greens	0 .. 1 .. —
14	To Sab th . Sallors Acc ^t for Sunderys	5 .. 16 .. 3
	To 1 Bushel oysters	— .. 3 .. 9
	To oions for Shipes youes	— .. 3 .. 9
		<hr/> £10 .. 3 .. —

Errors Excepted 14th. October 1777.—

John Rogers

DS, MdAA, Series D, Revolutionary War Papers, 19970-02-1b-13. Docketed: "Acco^t/Cap^t. Rogers ag^t./the Ship *Defence*/Ent^d. £10 .. 3—."

THE GAZETTE OF THE STATE OF SOUTH-CAROLINA, TUESDAY, OCTOBER 14, 1777

Charles-Town, Oct. 14.

Such of the inhabitants of this state as have property on any part of the sea coast, or unguarded rivers, will do well to take good care of it; for it has been hinted to us, that the noted plunderer Osborne,¹ of St. Augustine, has been let out of jail there, purposely to command the small Bermuda sloop, lately taken from Capt. Minor, which was to be armed for a plundering voyage, and cruize, in company with the *Hinchinbrook* (late our state Brig. *Defence*)² Capt. Mowbray's sloop (a large Northward built vessel)³ and the ship *George*, (lately from England) none of the four drawing more than 9 feet water. The hull of the *George* is described to us, appearing like a Frigate, with a figure standing off, having badges instead of galleries, with a remarkably taught mizen top mast, and narrow sails.

1. George Osborne.

2. Captured on 2 Apr. 1777 by H.M.S. *Roebuck* and H.M.S. *Perseus*, the South Carolina Navy brigantine *Defence* was escorted to New York, where she was taken into the Royal Navy as H.M. brig *Hinchinbrook*. See NDAR 8: 256-57, 974; 9: 26.

3. East Florida armed sloop *Rebecca*.

PROTEST OF CAPTAIN JOHN COLLINS, R.N.

Bermuda als
Somer Islands

By His Excellency George James Bruere Esq^r
Governor, Commander in Chief and Vice
Admiral of these Islands—

To all to whom this Present Writing or Instrument
of Protest shall come or may Concern Greeting—

Know ye that this fourteenth day of October in the Year of Our Lord one Thousand seven hundred and seventy Seven before me personally appeared John Collins Esq^r Commander of His Majesty's Sloop of War the *Nautilus*, who Solemnly made Oath on the Holy Evangelists of Almighty God, that on the fourth Instant October, at Night two Prisoners, whose Names are Henry Hutchings, of this Island, late Lieu^t of the *Experiment* Brig^t a Pirate from South Carolina, and William Dishrom Gunner of the *Buckskin* Schooner a Pirate from Virginia, escaped from on board His Majesty's aforesaid Sloop the *Nautilus*, He this Deponant in Conformity to his Duty made immediate Application to his Excellency the Governor aforesaid, who Sent his request by an Officer of the *Nautilus*, whose name is William Cosway to the Honble Jon^a. Burch Esq^r

Chief Justice of these Islands, for a Warrant which might Authorize a General Search for thesaid Prisoners in any, & all such places as might afford them Protection or Entertainment, causing the Chief Justice afores^d: to be Acquainted at the same time, that the aforesaid Prisoners were taken in Arms against His Majesty, and had consequently incurred the Penalty of High Treason, And this Deponant further saith that he was prompted to make the abovenamed Application, from the Recollection of the Blame which had been cast on Lieu^t: Merrick of His Majesty's Ship the *Galatea*, who altho', he was in pursuit on the twenty Second day of February last past, of a Vessel on Illicit Trade from North Carolina and was fired at in His Majesty's Boat by the People on board the said Vessel, & afterwards on his landing, set upon and beaten & insulted by a Mob, was Nevertheless universally blamed by the Inhabitants of these Islands for forcing Open the Door of a Store house, the Next Morning, which was supposed to contain a part of the Cargo of the aforesaid Vessel, because he thesaid Merrick had presumed to do so without the Sanction of the Civil Majestrate Authority.¹ And this Deponant further saith that in order to avoid the most distant imputation of Shewing any Slight or disrespect either to the Laws or the Civil Power, he this deponant caused above Application to be made as before recited to His Excellency the Governor as well as to the Chief Justice aforementioned, but to this Deponants inexpressible Astonishment, he was informed by the Officer who made the Personal Application to the said Chief Justice, that altho' he thesaid Officer had declared to thes^d: Chief Justice, that he, as well as several Others, were ready to ascertain on Oath, the Fact of taking the aforesaid Prisoners in Arms against their Sovereign, And notwithstanding the Censure which had been Cast on Lieu^t: Merrick for omitting to make a Similar Application (which omission was not only exclaimed against by the Inhabitants of these Islands amongst themselves, but was absolutely made a Charge and Complaint Against thesaid Merrick to the Lord Viscount Howe) And notwithstanding the above request & Interposition of the Governor, he thesaid Chief Justice then absolutely refused, and still does refuse to Grant this Deponant the Warrant required of him as before recited, by which refusal this Deponant is prevented from recovering two Prisoners who have engaged in Actual Rebellion & his Majesty's Service of Course very materially impeded and detrimented, Therefore thesaid John Collins in order to examp^t himself, his Officers & Crew from all and every species of Accusation by any Person whatever at any time hereafter, doth hereby Publicly and Solemnly Protest against the Conduct of the said Jonathan Burch, which this Deponant conceives to be no less injurious to Our Sovereign than incompatible with the Duty of an upright Majestrate and a good Subject, And Persevering in thesaid Protest, thesaid Appearer hath hereunto at his Hand the day and year first within written—

Jn^o: Collins

This Done and Protested before me the Governor and Vice Admiral aforesaid, In Testimony whereof, I have hereunto set my hand and Caused the Great Seal of these Islands to be affixed the day and year aforesaid— George James Bruere

By His Excellency's

Command—

Jn^o: Randle

DS, Bermuda Archives, Book of Deeds, Bills, Bonds, and Protests, no. 14, pp. 439–40.

1. For Gov. Bruere's comments on Lt. William A. Merrick's encounter with the Bermudians, see NDAR 8: 386–87.

HENRY TUCKER TO ST. GEORGE TUCKER

[Extract]

My Dear S^t Geo.

This is intended if it shou'd get to your hands to tell you that we are all alive, but how long we shall be so God knows, for we are at the verge of famine, our ports have been stop'd up for more than 6 Months & not the least supplies arrived till a day past a small vessel with ab^t 1000 bus^{ls}. corn got into a little inlet on the Southside and landed it the tender being come to Town the day before this is a temporary relief only for unless much greater quantities soon arrives the people will be in the utmost want as there never was so little expected from the Ground owing to a great drough the last Summer.—had there not been great Supplies bro^t in last Winter we must have perished. The Gov^r has been apply'd to by the people, Council & Assembly to agree to some method to procure provisions but to no purpose¹ I us'd to think his obstinancy was owing to his Ignorance, but I now begin to think the badness of his heart has a share in the weakness of his head.—The Country sent an Address to the King by M^r Taylor but that Gent. after several applications was not permitted to a sight of Lord G. Germain nor cou'd obtain an Ans^r to the Address, he was told that an Official Letter that went in his Vessel was read by the Secry Robinson who exclaim'd "What are those Wretches in Rebellion too.["] from which we conjecture that some false representations occasion'd M^r Taylors not having an Audience of the Minister. he wrote L^d G. a very spirited Letter on the Occasion which was never answer'd.—It is said Collins is to leave the Island in a few days for want of Bread, as his Men grow uneasey; I believe the true Motive is he finds his harvest over however I wish we were well rid of him, for I'm sure a worse cant come. . . . I remain My D^r S^t Geo. Your ever Aff^d Father

Henry Tucker

Bermuda 14th Oct. 1777.

L, ViW, Tucker-Coleman Papers. Three pages of this letter concerning family matters are not printed.

1. On 10 Oct. the Council and Assembly of Bermuda petitioned Governor Bruere to grant licenses that would permit vessels to search for supplies at any port. The legislature also requested that Royal Navy ships be prohibited from obstructing trade and that naval officers refrain from interfering with the sale of provisions. In response Bruere prorogued the assembly until 10 Nov. *Ancient Journals of the House of Assembly of Bermuda, 1691–1785* (Bermuda: G. V. Lee, 1890–1906), 2: 1731–35.

JOURNAL OF H.M.S. GLASGOW, CAPTAIN THOMAS PASLEY

1777 Oct^rDonna Maria S^o. 6. Leagues

Tuesday 14

At 6 (AM) the Island Gaunauves ESE. 3 Leagues. At 9 three Sail in Sight

[at Noon] Cape Nichola Mole NBE ½ E 4. Leagues

Calm for the first part, Fresh Breezes for the Remainder At 7 (PM) saw a Sail to the N^o. w^d., Gave chase At 9 Bro^t too the Chase proved a Brigg from Charles Town to Cape Nichola Loaded with Rice & Indico.¹ took possession of the Prize, sent a Petty Officer with People to take her to Jamaica.

D, UKLPR, Adm. 51/398.

1. *Friendship*, of Rhode Island. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 505.

October 15

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War Boston 15 Oct^r 1777

Order'd That M^r Crossley¹ deliver M^r White thirty seven pounds Twine for Brig
*Tyrannicide*²

Col^o Glover reported he had engaged the Hands for the Brig *Penet*³ at thirty Dollars
ꝯ Month & to allow them two Months pay in France thereon

Voted That he forward the Men to Boston to get the Vessel ready for the Sea—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 55–56.

1. John Crossley.
2. Massachusetts Navy brigantine *Tyrannicide*, Captain Jonathan Haraden.
3. Massachusetts State trading brigantine.

MAJOR GENERAL JOSEPH SPENCER TO
CAPTAIN ABRAHAM WHIPPLE

Sir

Head Quarters Tiverton 15th. Oct^r 1777.

Your favor of the 12 instant has come to hand and in Answer inform You that
the time Set to attack Rhode Island is Thursday night about 12 or 1 °Clock if the wind
and weather is Favorable.¹

I am [&c.]

Jo^s Spencer

L, MiU-C, Abraham Whipple Papers. Addressed: "To/Abraham Whipple Esq^r/Commander of the
Ship/*Providence*." A copy is in RHi, Abraham Whipple Papers.

1. The night of 16 Oct.

MASTER'S JOURNAL OF H.M.S. *CHATHAM*,
CAPTAIN TOBY CAULFIELD

October 1777
Wednesday 15th.

Brentons point SSW, the [*Rhode Island*] Light house SWbW
and Rose Island NW. Dis^t near a quarter of a Mile.
AM came in Here the *Lady Parker & Pigot* Tenders with a Prize
Schooner called the *Leopard* Loaded with Flower from Vergenia
bound to Boston.¹ D^o came out from Newport and Anchord Here
all the Transports. in the Night sent a boat to row guard,
Fresh Breezes and clear. at 8 PM sent a boat to row guard.

D, UklPR, Adm. 52/1656.

1. Schooner *Leopard*, Thomas Hunt, master, owned by Isaac Smith of Boston, from Virginia to Boston, with flour, taken on 14 Oct. off Martha's Vineyard, sent to Newport as a prize of *Chatham*. Howe's Prize List, 30 Oct. 1778, UklPR, Adm. 1/488, 489. According to her prize papers, *Leopard* was a schooner of 50 tons burthen, manned by 5 seamen, and had cleared the Upper District of the James River on 13 Sept. bound for Boston with 140 barrels of flour. UklPR, H.C.A. 32/388/6.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 15th Oct^r—Fine weather. Wind S.W.

... Great numbers of people seen all day about Howland's ferry, and many Sloops and small craft are continually coming there from the adjacent rivers. A Schooner which lay for some days a little above the ferry, is now in Quaket gut,¹ and they appear to be loading her with something in Casks. Many Carts covered with Red painted Cloth, like the Hessian Ammunition Carts, have been seen about Howland's ferry lately.²

The Rebels have four or five pieces of Cannon mounted in their Fort above the ferry.

It appears by the answers to the letters sent to Bristol, that the flag of truce Sloop³ which was lately sent up to Providence is detained there and the officer and men made prisoners, in consequence of the Officer's having been detected in taking a sketch of the River, with the Soundings, &c. &c.⁴ The Rebels are in possession of the Sketch. It is probable this affair will make some noise, and occasion a good deal of trouble. The imprudent conduct of a young Officer is frequently productive of great difficulties to those who Command.

The uncommon movements among the Rebels, and the numbers of people who have been seen of late about Howland's ferry, strongly indicate some enterprize, and make it prudent for us to be on our guard.

Mackenzie, *Diary* 1: 191.

1. Rhode Island Navy schooner galley *Spitfire* in the gut to Nannaquaket Pond.
2. Preparations for the expedition to retake Rhode Island.
3. Cartel sloop *Friendship*.
4. Lt. Charles E. Nugent, R.N. See *Providence Gazette*, 11 Oct., above.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

At a meeting of the Council of Safety at Hartford the 15th of October, 1777.

Voted, That Capt. Robert Niles be and he is hereby directed to borrow of Maj^r Joshua Huntington a suitable stick for a mast for the sloop *Dolphin*, and that another such stick be provided and delivered to said Huntington for the same.

Order delivered to Capt. Niles.

Resolved, That his Excellency the Governor be desired to give a letter of credit to the amount of five thousand pounds sterling to purchase articles for the use of this State, agreeable to such instructions as shall be given said Niles for that purpose.

Voted, That the Committee of Pay-Table draw on the Treasurer of this State, in favour of Roger Sherman, Esq^r, for the sum of seven hundred and fifty dollars he let Capt. Robert Niles have at Philadelphia to purchase flour for this State, for which said Niles drew his order on the Governor, dated April 5th, 1777.

Said order on the Com^{tee} drawn and delivered to Esq. Sherman. . . .

Voted, That Benjamin Huntington, Esq^r, be and he is directed to fit the Schooner *Spy*, belonging to this State, for the sea.

Voted, That Zebediah Smith of Norwich be and he is hereby appointed Lieutenant and Commander of the Schooner *Spy*, belonging to this State, and that he in-

list a suitable number of seamen and marines for cruising in the Sound, and take the command of said schooner and proceed on a cruise untill some person shall be appointed captain of the same.

Hoadly, ed., *Public Records of the State of Connecticut* 1: 450, 451.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777 Poloppers Isl^d.¹ N.W. Butter hill south 1 Mile
Wednesday 15 at 9 A.M. Weigh'd ⚓ Signal in Comp^y as before² at ½ past Pass'd
the Chivoux de frize brought too to Wait for the Transports at
11 Made sail [Noon] at Pokeepsey Land^s NNE 3 or 4 Miles in
Comp^y the Fleet
Pokeepsey Land^s NNE 3 or 4 Miles
Mod^e. Breezes and fair Weath^r these 24 Hours
[PM] in Comp^y the Fleet at 4 P.M. burnt 3 Reble sloops at
8 P.M. Anchor'd ⚓ Signal in 16 F^m. Water Esopas Meadow
North 2 Miles

D, UklPR, Adm. 51/4159.

1. Pollepel Island.
2. H.M. brig *Diligent*, H.M. galleys *Crane* and *Spitfire* and 13 transports.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r 1777 off Pulaples Island¹
Wednesday 15 at 5 AM Weigh^d. & Dropt Down with the Ebb ½ Past 6 D^o. Joind
the Transports Flatt Boats &c & Came too with small Bower in 15
f^m. off Fort Constitution. [at] 8 D^o Weighd & made sail in C^o Gallys
Transports Flatt Boats² &c at 10 all passd safe thro' the Chevaux
de Freize at Noon Passd Pekepsie.
Working Up the River
Moderate & Fair [PM] was Fired at by a number of armed Rebels
from the Bushes as we passd. Fired several 3 P^{rs}. Shotted at them
at 7 PM Came too Small Bower in 8 f^m. off Little Eusopus Creek

D, UklPR, Adm. 51/4163.

1. Pollepel Island.
2. H.M. galleys *Crane*, *Dependence* and *Spitfire* with 13 transports.

GOVERNOR GEORGE CLINTON TO THE NEW YORK COUNCIL OF SAFETY

Head quarters near New Windsor
15th Oct 1777 9 °clock A.M.

D^r Sir

I am this Moment informed by a light Horseman from my Guard at New Windsor that twenty Sail of the Enemys Shipping, (two of them large Vessels)¹ are in the

River below Butter Hill—There was a heavy fogg on the River in the morning when they were discovered, so that the Officer of the Guard cou'd not be particular as to the size of the Vessels, he thinks highly probable that more may be near at hand and might be seen were it not for the fogg.—Had it not been for this Movement of the Enemy, I intended this day or tomorrow to have drawn my few Troops from this Place towards the Rear of Fort Montgomerie but I must now desist and watch theire motions; and should they land and march against me with any considerable force I shall be constrained with my present numbers to retreat before them, annoying them only if favourable Opportunities shall offer I was in Hopes ere now to have received the Reinforcements from the Northward which you mentioned; not a man of which are yet arrived. I wish Col^l Pawling² with his Regiment was with me. Since writing the above the Enemies Fleet consisting of 30 Sail³ have passed New Burg with crouded Sail and fair wind are moving quick up the River; the front of them are already at the Dance Caamer.⁴—There are eight large square rigged Vessels⁵ among them and all appear to have Troops on Board My Troops are parading to march for Kingston our Rout will be through Shawangunk to prevent Delay in Crossing the Paltz River.—I leave Col^l Woodhulls McClaghry's⁶ and part of Haasbrouck's⁷ Regiments as a guard along the River.—Halthorn⁸ is gone to the southward to guard a quantity of Arms towards head quarters when he returns he is to join this Guard—I have neither time to copy or read this scroll: The substance must be communicated to Gen^l Gates. Let the Militia be drawn out ready to oppose the Enemy. I will be with you, if nothing happens, before Day; tho' my Troops cannot I am [&c.]

Geo. Clinton

(Copy)

Transcript, DLC, Peter Force Collection, Horatio Gates Papers, vol. 2, 213–10–71. This copy is not addressed. A similar version to the New York Council of Safety is printed in *Correspondence and Journals of Samuel Blachley Webb*, Worthington C. Ford, ed., 3 vols. (New York, 1893), 1: 357–58.

1. Frigate *Mercury* below Pollepel Island at the chevaux de frise and the frigate *Tartar* off Fort Clinton (Vaughan).

2. Col. Levi Pawling, New York Militia.

3. The advanced squadron under Capt. Sir James Wallace, including H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*, with 13 transports and a number of flat boats.

4. Danskammer Point.

5. The transports.

6. Lt. Col. James McClaghry (McClarey), New York Militia.

7. Col. Abraham Hasbrouck, New York Militia.

8. Col. John Hathorn, New York Militia.

PIERRE VAN CORTLANDT, PRESIDENT OF THE NEW YORK COUNCIL OF SAFETY, TO
GOVERNOR GEORGE CLINTON

Sir,

Kingston Oct'r 15th 5 O'Clock P.M.

The enclosed is just come to hand by Express—we tho't it necessary to open it as it might contain matters which at this critical Juncture we conceived we ought to know without Delay.

We just this moment have received Information from the Landing that about thirty Sail of the Enemy's Vessels¹ appear'd opposite to Esopus Island & standing up the River. Some Works have been thrown up below² according to your Excellency requisition. the alarm Guns were just now fired. We have not any particulars on this

Occasion more than already mentioned. We shall forward any further Information to you as it may from time to time occur without the Loss of a moment. In the mean time give us leave Sir to assure you that we will contribute all in our Power to enable the militia Officers who command here to make the best possible Defence at this Post during your Excellency's absence. I have the Honor to be [&c.]

Pierre Van Cortlandt Pres'dt.

Public Papers of George Clinton 2: 438–39, no. 856. Addressed in the original: "To/His Excellency Governor Clinton/Head-quarters/near New Windsor/P^c Express." Docketed in original: "Letter from Council of/Safety 15th October 1777—." N-Ar, George Clinton Papers, box 9, doc. 856.

1. The advanced squadron including H.M. brig *Diligent*, H.M. galleys *Crane*, *Dependence*, and *Spitfire*, 13 transports and a number of flat boats.

2. The works, erected near Kingston Landing at the mouth of Rondout Creek, were commanded by Commodore Jacobus Wynkoop. They were supported by the Continental Army galley *Lady Washington*, Abraham Lewis, commander.

COMMODORE WILLIAM HOTHAM TO VICE ADMIRAL VISCOUNT HOWE

(Copy)

Preston off Peek's Kiln Creek.

15th October 1777.

My Lord,

Since I had the Honour to write to you by the *Apollo* not any thing material has happened here; but Sir Henry Clinton having occasion to write to the Commander in Chief, I take the same Opportunity to acquaint Your Lordship, that the Number of Men which would be necessary for the Defence of the more extensive Garrison of Fort Montgomery has induced Sir Henry to destroy it, and to add some Works to that of Fort Clinton which commanding the first, effectually removes all Apprehension from thence, and reduces the Force necessary to maintain it to about 800 Men: This has enabled Him to send a Detachment of about 1600 Men up the North River under General Vaughan; Sir James Wallace who has already explored the River as high as Pakepsy, directs the Naval Part consisting of the Gallies and small Vessels¹ as before; and Captain Stanhope² under Him, commands the Detachment of flat Boats appointed for the occasion. They sailed Yesterday and are now above the Chevaux de frize off Pollepus Island,³ where I have placed the *Mercury* to secure that Passage against their Return, and the *Cerberus* being reported to me as only fit for River Service, takes Her Station off Stoney Point, to scour that Neck, and to give her Assistance at the same time the Camp at Verplanks; The *Tartar* flanks the Approaches to Fort Clinton, and the *Preston* lies between the two, within Signals of either.

The principal Object of the Move up the River is to facilitate the Motions (whatever they may be) of the Northern Army, and by the Alarm which it will occasion to cause a Diversion in their Favour.

The *Unicorn* was to sail to-day with a Convoy of Victuallers for Rhode Island—The *Galatea's* Rudder was dropping off and has been obliged to be unhinged and the *Brune's* Standing as well as Running-Rigging mostly condemned by Survey. I have the Honour to be [&c.]

W. Hotham.

Copy, UKLPR, Adm. 1/488, 55. Addressed at foot of first page: "The Viscount Howe." Docketed: "Copy./Letter from the Commodore/Hotham to the Viscount Howe/Dated 15th. Oct^r 1777." Docketed

in another hand: "In Lord Howes' Letter/of the 24: October 1777./N^o 7." Enclosure No. 7 in Vice Adm. Viscount Howe's letter to Philip Stephens, 24 Oct.

1. The advanced squadron consisting of H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.
2. Comdr. John Stanhope, R.N.
3. Pollepel Island.

LIEUTENANT COLONEL ALEXANDER HAMILTON TO
COLONEL CHRISTOPHER GREENE

Sir

Head Quarters [*Towamencin, Pa.*] Octo^r 15th 1777.

11 OClock PM.

His Excellency¹ is persuaded by intelligence from different Quarters that the Enemy are determin'd to endeavour, by a speedy & vigorous effort to carry Fort Mifflin, and for this purpose are preparing a considerable force.—their attempt will probably be sudden & violent as they are hardly in a situation to delay a matter so essential to them as that of removing the river obstructions.—It is of infinite importance to disappoint their intentions in this instance, as their keeping or evacuating Philadelphia materially depends upon their having the communication with their shipping immediately opened, & it is not unlikely they may despair of effecting it, if they should fail in the push which is imagin'd they are now about to make.—Col^o Smiths present force is not as great as could be wish'd, & requires to be augmented to put him in a condition to make an effectual opposition.—The Gen^l would therefore have you to detach immediately as large a part of your force as you possibly can in aid of his garrison, He cannot well determine what proportion, this must be regulated by circumstances & appearances, but his present idea is that the principal part should go to his assistance: To inable you the better to spare a respectable reinforcement, He has directed Gen^l Newcomb to send his Brigade of Militia to Red Bank or as many of them as he can prevail upon to go. Col^o Angell will also March to morrow morning to join you with his reg^t²—The Garrisons & Fleet may be inform'd of these succours by way of keeping up their spirits. It will not be adviseable to trust to the houses in the Neighbourhood of your Post, as these in case of an investiture will fail you, which makes it prudent to have a sufficient Number of huts before hand prepar'd within the Fort. He hopes & doubts not you will keep fully in mind the prodigious importance of not suffering the Enemy to get entire possession of the Delaware & will spare no pains nor activity to frustrate their efforts for that purpose. He begs you to be watchfull on ev'ry Quarter & industrious in stopping ev'ry avenue by which you are assailable. cautious not to pay too much attention to any one part of your works, & neglect the others, but take ev'ry precaution to strengthen the whole, for otherwise the greatest danger may be where you least expect it—I am &c^c

A H ADC

Df, DLC, George Washington Papers, Series 4. Addressed at foot of page: "To/Col^o Greene." Docketed: "Octo^r 15th 1777/to/Col^o Green at/Red Bank."

1. Gen. George Washington.
2. The 2d Rhode Island Regiment.



Colonel Christopher Greene

WILLIAM BRADFORD TO GEORGE WASHINGTON

Ship *Montgomery*
before Fort Mifflin October 15th 1777

Last night I received the inclosed Letter.¹—The Commodore² plac'd the Gallies in proper places to prevent a Storm, and the night being very Foggy no attempt was made. The night before last they throw'd up a Battery before the Hospital³ on Province Island. This morning at nine OClock the Fog clear'd away, and they began firing from the Battery at the mouth of Schuylkill,⁴ the one before the Hospital and from the one opposite Fort Mifflin.⁵ They have as yet fir'd but few shot, but we suppose they will continue and increase their fire. Every thing will be done to defend the Fort that is possible. Colonel Smith was on board just now, and he not having time desir'd me to send off this information to your Excellency. I am [&c.]

W^m: Bradford

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/George Washington Esq^r/at/Head Quarters." Docketed: "15th: October 1777/from/Col^o: Bradford."

1. Joseph Ellis and Robert Harris to William Bradford, 14 Oct. 1777, *ibid*. This letter relayed intelligence that five hundred British soldiers were on their way from Germantown, Pa., to reinforce enemy troops on Province Island. According to Ellis and Harris it was the enemy's intention to take Fort Mifflin by storm.

2. John Hazelwood.

3. This hospital was also called the Pest House.

4. Webb's Ferry.

5. The middle battery, Carpenters Island.

JOURNAL OF MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY

[Extract]

[*Fort Mifflin, October*] 15

... Night pretty quiet except a slight Alarm caused by some Boats of the Enemys Fleet, which had reachd the point of Log [*Hog*] Island, and retired after firing upon the boats of our Gallies—a great Noise of Oars heard behind the Island, the cause of it unknown

Copy, DLC, George Washington Papers, Series 4. Eight lines of this entry are not printed here. They describe the bombardment of Fort Mifflin by the British batteries on Carpenters and Province Islands. This entry is part of a multi-date entry from Fleury's journal covering the period 15–18 Oct. 1777. Docketed: "Substance of Cap^t/Fleury's Letter & Journal/from Fort Mifflin/17th: Oct^r: 77."

COMMODORE JOHN HAZELWOOD TO MAJOR BENJAMIN EYRE

D Sir

off Fort Island Octobr^r: 15th: 1777

I rece^d: yours¹ & note the Contents, we are In want of nothing but Bread & Amition & we are Not yet out have now only 100 Rounds Expect som from you & I hope you will Continue to Bring it on, as we shall want a greate Quantety for we are Dayly in Action Either with the Batterys on Shore or their Ships, their Shipping Is at Billingsport but Can not geet Through Nor do I think they Ever will, we last Sundays night with the Gallies Drove them From that post, & Can drive them before Us any time we please but it takes a greate deel of amition, we ware 4 Houres in the Last Action with them & for God Sake give us amition & all is Safe, they opened their Batters² from the Shore

on us this Day & are Still playing on us but have not don any Damage as yet nor do I think they Can.—we are all thats left of us in High Spirits & you may Depend Nothing Shall be wanting In my Power to Defend this pass, having not to add am [&c.]

John Hazelwood

Excuse Haste

L, DLC, George Washington Papers, Series 4. This letter was enclosed in Eyre to Washington, 16 Oct. 1777, below. Addressed: "To/Benj^m Eyres Esq^r/In/Trentown."

1. Letter not found.
2. Batteries at Webb's Ferry and on Carpenters and Province Islands.

COMMODORE JOHN HAZELWOOD TO GEORGE WASHINGTON

Sir,

Of Fort Island October 15. 1777

I received your Excellencys just now.¹—The Enimy have now opened three Batteries on us One from the Mouth of Schuylkill, One just before the Hospital² and another opposite Fort Mifflin.³ That opposite the Fort has thrown several shells but has done no damage as yet. I have apply'd to Colonel Green who is willing to grant me some Men, but must return them as soon as any attack is done. The different attacks that has been made on the Enimies Shipping and their Batteries has reduc'd the Amunition very much. The Navy Board sent off M^r Manuel Eyres sometime ago for some but have not yet received it. The Day before Yesterday M^r James Wharton went off from Fort Mifflin to hurry down some more, and Yesterday M^r Albertson was despatch'd after them to quicken their motions. The Enimies Ships still lay near Billingsport and I believe will not be able to get thro the Chevaux de Frize. We are now sending down two pieces of Artillery by Land to Billingsport to try to anoy their Ships from that place, I am [&c.]

John Hazelwood

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/George Washington Esq^r/at/Head Quarters." Docketed: "15th. October 1777/from/Comodore Hazelwood."

1. 14 Oct. 1777, above.
2. This hospital was also called the Pest House.
3. The middle battery, Carpenters Island.

DIARY OF CAPTAIN FRANCIS DOWNMAN

[*Carpenters Island, Pa.*]

October 15th.—The fog did not clear up so that we could distinguish anything plainly till about 8 or 9 o'clock in the morning, when I fired the first howitzer into the fort. The other battery began directly after me, and we kept up the ball for some time without their returning a shot. At length they began and fired very briskly at us, but did no damage. This morning another battery of ours, of two iron 18 pounders, opened upon the rebel shipping and fort; unfortunately one of these guns burst and badly wounded two or three men. This battery was begun and finished in the night; its situation is on the point of Province Island near the Schuylkill, and it is called the Pest-house battery. Immediately after our fire commenced, the whole rebel fleet moved out of reach in great hurry and confusion, receiving some damage from our shells. Their Commodore¹ and large ships went near Gloucester Point, and their

floating batteries, galleys, fire ships, and rafts went under the Jersey shore at Red Bank, where they are collecting forces and raising works.² I was relieved this evening by Captain Standish from one of the most horrid commands that ever man was upon, the whole place under water, and the battery itself knee deep. almost torn to pieces by the rebel shot, and made so badly at first that several shot have gone through, and we have no safety in it but by lying down on the platform.

Downman, "Services of Lieut.-Colonel Francis Downman," p. 165.

1. John Hazelwood.
2. Fort Mercer.

JOURNAL OF THE CONTINENTAL CONGRESS

[York] Wednesday, October 15, 1777

Ordered, That the Committee of Commerce take effectual measures to make as public as possible the resolution passed yesterday,¹ for making lawful prize British vessels or cargoes brought into any of the ports of the United States by the master or mariners.

JCC 9: 804.

1. Journal of the Continental Congress, 14 Oct., above.

JOURNAL OF H.M.S. *CAMILLA*, CAPTAIN CHARLES PHIPPS

October 1777
Wednesday 15

ditto [Chester W $\frac{1}{2}$ S 3 or 4 Miles—]

at 9 AM Heard the Report of Several Guns from Our Battery on the Pennsylvania Shore.¹ and saw the Rebel Fleet get under way and Anchor off the Read Bank on the Jersey Shore, Exercised Great Guns.
at Noon Chester Town W $\frac{1}{2}$ S 3 or 4 Miles Rowd Guard &c—

Chester Town W $\frac{1}{2}$ S 3 or 4 Miles

The first & Middle Part light Breezes and Thick Foggy Weather. Latter Part fresh Breezes and Hazy Weather, Receiv'd on Board from the *Roebuck* 93 lb.. fresh Beef from 6 to 12 a Canonading Supposed to be our Troops on y^e Pennsylvania shore & the Rebels on Mud Island Fort

D, UklPR, Adm. 51/157.

1. Batteries on Carpenters and Province Islands.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 31, 1777

ALEXANDRIA, October 15, 1777.

WE want SHIP SMITHS, NAILORS, SHIP CARPENTERS, ROPE MAKERS, and SAIL MAKERS. To such tradesmen very great encouragement will be given by

JENIFER & HOOE.¹

1. Daniel Jenifer and Robert T. Hooe.

October 16

BRIGADIER GENERAL HENRY WATSON POWELL TO BRIGADIER GENERAL ALLAN MACLEAN

Copy of a letter from Brigadier General Powel dated Mount Independence October 16th 1777

Dear Sir

I have not heard from General Burgoyne since I wrote to you on the 10th. Instant but from the different accounts we have received, which seem to be well authenticated I am afraid there is too much reason to fear and believe he has been obliged to capitulate at Saratoga last monday Major Grey¹ has given you the particulars, therefore I shall not repeat such disagreeable tidings.

This place, tho every step has been taken to make it as strong as circumstances would permit, must I fear submit to cannon and numbers, if I do not receive the Generals orders very soon do [to] destroy and abandon it, but this I need not mention to you, who know the situation of it so well.

I think all the Batteaux you can spare out to be sent up as soon as possible, that we may be prepared for the worst event, and those upon Lake George should likewise be destroyed, If this place is to be defended very strong reinforcements will be necessary as well as provisions. Yours in haste

(Signed) H Watson Powel
G C

Copy, UKLPR, C.O. 42/37, 248. Addressed at foot: "Brigadier General MacLean." Enclosure no. 16 in Sir Guy Carleton's letter to Lord George Germain, 24 Oct. 1777, UKLPR, C.O. 42/37, 215.

1. Major James Gray.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

Board of War Boston 16 Octo^r 77

Order'd That Col^o Crafts¹ deliver twenty rounds six pound Cartridges for 14 Guns, & twenty rounds for Four, three pounders also order fifty small Arms clean'd for Brig *Hazard*—². . . .

Order'd That Dea Foster³ receive all the Powder landed out of Brig *Massachusetts*—⁴

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 57.

1. Col. Thomas Crafts.
2. Massachusetts Navy brig *Hazard*.
3. Deacon Thomas Foster.
4. Massachusetts Navy brigantine *Massachusetts*.

MASSACHUSETTS COUNCIL TO GOVERNOR JONATHAN TRUMBULL

Sir

[*Boston*] Council Chamber October: 16—1777.

As John Manly Esq^r late Commander of the Ship *Hancock* is now a Prisoner of War at New York and we have been Informed that Cap^t Judd¹ Late Commander of the Ship *Antelope* now at Jamaica was taken in the Jamaica Packett² by Cap^t Harding³ Commander of A Vessell of War belonging to your State, & has been since conveyed

as a Prisoner of War into your Government. we Have therefore to request that your Excellency would Consent that Cap^t Judd should be given in Exchange for Cap^t Manly. we doubt not as Cap^t Manly has discovered great Zeal Activety Courage & Conduct in the Cause of America and his speedy releasement may be of public Benefit that you will Comply with this Request, and we further desire, that your Excellency would be so kind as to appoint some Suitable Person to Negoatiate this Exchange,⁴ we should be glad to hear from you upon this Subject as soon as conveniently may be—

Df, M-Ar, Mass. Archives Collection, vol. 198 (Council Letters), 229. Docketed: "Recd Page 130/Letter to Gov^r Trumbull/respecting Cap^t John/ Manly/Oct^r 17th. 1777."

1. Cap^t. William Judd, R.N.
2. Packet *Weymouth*, Paul Flynn, commander.
3. Cap^t. Seth Harding, commanding the Connecticut Navy ship *Oliver Cromwell*.
4. Trumbull had ordered Thomas Shaw on 13 Oct. to arrange the exchange of Cap^t. William Judd for Cap^t. John Manly. See above.

THE BOSTON-GAZETTE, AND COUNTRY JOURNAL, MONDAY, OCTOBER 20, 1777

Boston, October 16.

Last week arrived in a safe port a prize ship laden with provisions, bound from Ireland to New-York, taken by the ship *Mars*.¹

Also a retaken brigantine, bound to Halifax, by the *Hawk* privateer, Cap^t. Parker.²

. . . . Same Day [*last Friday*] arrived safe in Port, a Prize Schooner, laden with Fish and Oyl, taken by the *Bunker-Hill*.³

We have Intelligence, That a Schooner mounting 12 Carriage Guns, with 40 Men, lately sail'd from Halifax, to cruize on this Coast. She is about 70 Tons Burthen, Marblehead built, white Bottom, with a Lug Foresail, and two standing Topsails. Ten of her Crew belonged to Commodore Manly, and about as many more are young Lads.

1. Ship *Ferryboat*, William Channel, master, taken by the Massachusetts privateer ship *Mars*, Thomas Truxtun, commander.

2. Brigantine *Friendship*, Henry Appleton, master, taken by the Massachusetts privateer brigantine *Hawke*, Thomas Parker, commander.

3. Schooner *Hope*, James Godfrey, master, captured by the Massachusetts privateer schooner *Bunker Hill*, Moses Lewis, commander.

REAR ADMIRAL SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE

Sir

Chatham Rhode Island the 16th Octo^r: 1777

I am favour'd with your Letter of the 14th ins^t and must acknowledge that you have reason for a temporary detention of the Flag of Truce¹ The indiscretion of the Officer cannot be justified, but I dare say from the Candour you have shewn on all occasions of intercourse between us, that you will attribute the impropriety of his behaviour to the curiosity and inattention natural to youth.—You are very sensible that I have every information that I can wish relative to the Navigation &c. of Providence River, and were not that the case, I flatter myself you would not think me capable of gaining knowledge by unjustifiable and unfair means.—

Major Barry² who has the charge of the Flag of Truce will explain my Sentiments fully, and therefore I shall only add, that I now ask the immediate return of Lieu-

tenant Nugent and the People with him, as a favor, which I shall be glad to return when any opportunity offers—I am [&c.]

P: Parker

L, R-Ar, Letters to the Governor (1777–1778), vol. 11, 56. Addressed at foot: “Nich^s Cooke Esq^r.” Docketed: “Letter from S^r Peter Parker/Dated Oct^r 16. 1777—.”

1. The cartel sloop was detained, ostensibly because a Royal Navy officer on board, Lt. Charles E. Nugent, had been caught making drafts of the river. See Rear Admiral Sir Peter Parker to Governor Nicholas Cooke, 13 Oct., above.

2. Maj. Henry Barry.

THOMAS SHAW TO JOSHUA LORING

Sir

New London Octo 16 1777

By the directions I have received from His Excellency Governor Trumbull for the Exchange of Prisoners, I now Inclose you a List of Forty Five British Prisoners lately Captured & brought into this State. In return for them you'l please to send to this Port an equal number of American Seamen Prisoners with you of the Same Rank, near as may be in Exchange. Should take it as a favour and shall expect that you give me in return Connecticut men. The bearer hereof Nicholas Fosdick who is impower'd and Instructed to negotiate an Exchange of these Prisoners, will present you with a List of Names which he is desirous to get in return. As there is but Fourteen of the above Prisoners that was taken in the Merchant Service and as I have requested that I might have Men that belonged to the State of Connecticut, (taking it for granted that we have not so many men taken in arms) that you will make up the difference in Merchant Men, and acknowledge it, that we may hereafter exchange British Merchant-Men for Americans that are taken in Commission Vessells.

For fear this Flag should be stopped by some of His Brittanac Majestys Crusers on the Sound from proceeding to New York (as has been the case)¹ I have inclosed a Copy of the List of Men which we would have in return & the remainder in any Connecticut Men as mentioned above. I shall rely upon your endeavours to get these Men, as some of them have been Prisoners a long Time.

One Alex^d Clark Serg^t in Cap^t Miles C^o. third Battalion was last July sent to N York, to be exchanged for Tho^s Updike Fosdick Ensign in Cap^t Hales C^o. now prisoner at New Lotts on Long Island, which if not effected, should be glad might be accomplished & he sent up in this Flag.

By the permission of His Excellency Jonathan Trumbull Esq^r Governor of the State of Connecticut, I would propose an Exchange of Cap^t Judd² of y^c *Antelope* & Cap^t Flynn³ of the *Weymouth*-Packet, lately Captured and brought into this State, for Cap^t Manly⁴ of y^c *Hancock* & Cap^t Thomas Pickering of the brig *Defiance*⁵ Prisoners, with you, which if you agree to on your part, will be comply'd with on ours. You'l please to let me know. I am [&c.]

Thos Shaw Commiss^y for the
Exchange of Prisoners.

Copy, Ct, Jonathan Trumbull Papers, vol. 7, 124a–b. Addressed below close: “To Joshua Loring Esq^r Commiss^y/for the Exchange of Prisoners/att/New York.”

1. The cartel sloop *Delight* was forced on shore at Crane Neck, Long Island, on 16 Oct. and was seized by the prisoners. See Captain's Journal of H.M. sloop *Falcon*, 16 Oct., above, and *Connecticut Gazette*, 24 Oct., below.

2. Capt. William Judd, R.N.

3. Capt. Paul Flynn.
4. Capt. John Manley, Continental Navy.
5. South Carolina Navy brigantine *Defence*.

JOURNAL OF H.M. SLOOP *FALCON*, COMMANDER HARRY HARMOOD

October 1777 The sandy Pt^e off Gardners Island E^t & Oyster pond Pt^e
 Thursday 16th NbW, about 1 Mile & $\frac{1}{4}$ from the shore.
 at 6 AM weighed and came to sail to the Westward.
 Horton's Pt^e SWbS 5 Miles.
 Fresh breezes and Cloudy W^t at 2 PM discovered a Schooner
 & Sloop to the W^tward, gave chase at $\frac{1}{2}$ past 3 left off chase, as
 I found they must inevitable get into New Haven, at Midnight
 came too with B^t B^t in 13 fath^m: veered to $\frac{1}{2}$ a Cable, found rid-
 ing here His Maj^{ty} Sloop *Scorpion*—

D, UklPR, Adm. 51/336.

GOVERNOR GEORGE CLINTON TO MAJOR GENERAL HORATIO GATES

Kingston 16th Oct'r 1777 one o'Clock.

Sir,

I am to inform you that the Enemy's Fleet consisting of upwards of thirty Sail¹ anchored last night about six miles below the Landing Place of this Town, which they now lie directly opposite to and appear to be making dispositions for Landing. I have so few men with me that I cannot say I have the best Prospect of [making] so good a Defence as might be wished. A Reinforcement is on the way to me which I left last night and which I believe will not come up in Season and at any Rate must be exceedingly fatigued. I am just informed that the Enemy are coming to the Land. I think it necessary to give you this Information that you may take such Steps as may to you appear necessary to render their Acquisition of this town of as little Importance as possible. I have the Honor to be [&c.]

P.S. I most sincerely congratulate you on your Success to the northward.

Public Papers of George Clinton 2: 444–45, no. 859. Addressed in the original: "To Major Gen^l Gates." Docketed in the original: "D^r Letters of the 16th. Oct^r 1777/to Gen^l Gates & the Commandig/Offer at Albany." The word in brackets is from the charred original, N-Ar, George Clinton Papers, box 9, doc. 859. The cover letter to the commanding officer at Albany ordered him to forward this letter and to take precautions with his sick, wounded and prisoners, as the British might push on to Albany.

1. The advanced squadron, H.M. brig *Diligent*, H.M. galleys *Crane*, *Dependence*, and *Spitfire*, with 13 transports and a number of flat boats.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777 Esopas Meadow North 2 Miles
 Thursday 16 at 9 A.M. Weigh'd ∇ signal in Company the Fleet at $\frac{1}{2}$ past 10
 A.M. the Rebels begun to Cannonade us from their Battery at the
 Mouth of Esopas Creek¹ fired 9 twenty four lb^{rs}. round Shot at
 the Battery and Reble Galley² that were playing on us at 11

Pass'd the Enemies Battery brought too for the Transports at Noon the Enemies Batteries at the Entrance of Esopas Creek WbS 1 Mile Fir'd 24: four pounders with Round and Grape to Scouer the Woods

Esopas Creek W.b S. 1 Mile

First Light Breezes and fair Middle and latter Calm at 1 P.M. stood close in shore at ½ past 1 P.M. Anchor'd with the small Bower in 5 F^m. Water Contins Isl^d. south off Shore 50 Yards in Comp^s the *Diligent* Brig & *Spitfire* Galley at 2 the signal was made for Land^s. D^o. fired 13 twenty four lb^{rs}. with Round and Canister and 28 four lb^{rs}. with Round and Grape at 3 PM the Troops were all Landed and met with Very little Opposition at ½ past 3 Weigh'd and Row'd down to the Mouth of Esopas Creek Anch^d. with the small Bower in 2 F^m. Water Contins Isl^d. N ½ a Mile at 4 the Commodore made the signal for all Boats man'd and Arm'd to go on shore to Destroy the Reble stores and Magazine at 6 the Boats Ret^d. hav^g. Compleated what they were sent for with the Lieut^t and Master and 3 Men Very badly Wounded at 11 P.M. the Troops all Embark'd hav^g. burnt the Town of Kingston and several Magazines of Provis^s.

D, UkLPR, Adm. 51/4159.

1. Rondout Creek.
2. Continental Army galley *Lady Washington*.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r 1777

Working Up the River

Thursday 16

at 8 AM weighd Gallys Transports, Flatt Boats &c in C^o.¹ at Noon Turning Up the River

D^o [Working Up the River]

D^o W^r. [Moderate & Fair] 1 PM Came too off Eusopus Creek to Cover the Land^s of the Troops was Fired at from a small Fort and a Rebell Gally² at 3 D^o weighd & Stood on to the mouth of the Creek in 4 f^m. anch^d. and sent a Boat a head at 5 D^o Sent several Boats Armed to Burn the Town in Doing which our Gunner and two Men were by Accident Blown Up and severely Burn'd³ they Lost their Musquets at 10 Do the troops Embarqued

D, UkLPR, Adm. 51/4163.

1. H.M. galleys *Crane*, *Dependence*, and *Spitfire* with 13 transports and a number of flat boats.
2. Continental Army galley *Lady Washington* in Rondout Creek (Esopus Creek).
3. William Smith noted in his memoirs for 16 Oct.: "Much firing this Morning and then a Landing on both Sides at Kingston & the Flatts—The Firing ceased at 1 o'Clock—At 4 a Column of Smoke rises at Kingston—conjectured to be burnt." *Historical Memoirs of William Smith, 1776–1778*, William H. W. Sabine, ed. (New York, 1958), vol. 2, 237.

“EXTRACT OF A LETTER FROM ESOPUS, DATED OCTOBER 16.”

“On Monday evening¹ we sailed from Fort Montgomery, having first entirely demolished it, and blown up the Magazine; we got up that Night near Pollepel’s Island, where we came to an Anchor below the Chevaux de Frize; next Morning, Wind S. W. we weighed, and got through the Chevaux de Frize, and proceeded up the River. The Towns of New-Windsor and Newburgh appeared totally deserted by the Inhabitants; four Sloops set Sail from Fishkills, but were soon overhauled and taken by one of the Gun-boats, when opposite Poughkeepsie; the Rebels kept up a continual Fire from the Shore, without doing any Damage; which was answered by the Shipping. We anchored that Night five Miles from Esopus, and Yesterday Morning a severe Cannonade began between the Shipping in Front, and a Row Galley,² and two Batteries the Rebels had erected on Shore. In the Afternoon the Troops landed, and took and set fire to the Batteries and Town of Esopus,³ with the Loss of only two Men wounded. Many Vessels were burnt in the River and Esopus Creek,⁴ besides some Stores, a Mill, &c.”

New-York Gazette, 27 Oct. 1777.

1. 13 Oct.

2. Continental Army galley *Lady Washington*, Abraham Lewis, commander.

3. Kingston.

4. Rondout Creek.

MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON

Fish Kill Oct^r 16th 1777

Dear Gen^l

I have been hon^d: with the receipt of your two favours of y^e 8th and imagine before this you have rec^d: mine of the Same date containing the disagreeable intelligence of the loss of fort mountgomery after a most Spirited defence & of our evacuating Peek’s Kill in Consequence thereof—I congratulate you on the bravery of your Troops in attacking & putting to flight the british army, & regret the unfavourable Circumstance that prevented its terminating in a Compleat Victory

last monday Gen^l Parsons¹ with about Two thousand Troops marched down & took possession of Peek’s Kill & the passes in the high lands—he has taken a number of Cattle horses & Sheep which were Collected by the Enemy—The Enemy have burnt the buildings & barracks at the Village² & Several dwelling houses & other buildings at Peek’s Kill—they have demolished Fort mountgomery & Constitution—and are repairing Fort Clinton—yesterday about forty Sail passed up the river Crouded with Troops—and are now at anchor above Poughkeepsie the wind not favouring³—we were on our march after them when I met the agreeable intelligence of the Surrendry of Gen^l Burgoine & his army as prisoners of war, a Copy of which is enclosed; & thereupon I do most Sincerely Congratulate your excellency—I have halted my Troops & am now Considering what ought to be my next movement—have Sent to Gov^r Clinton for his Opinion on the Subject—and ordered Gen^l Parsons to Spare no pains to find the Situation & Strength of y^e garrison at Kings bridge in order to direct my future Operations most advantagiously—I have about Six thousand Troops who are Chiefly militia—I understand that Gen^l Campbell⁴ was Killed at Fort mountgomery & Several Field officers & others of inferior rank—The Enemy’s loss by the last ac-

counts I have been able to get is very Considerable not less than a thousand killed & wounded—The Two Continental Frigates & the row Galley⁵ which lay above Fort mountgomery were burnt to prevent there falling into the hands of the Enemy for which I am very Sorrey as one I belv. might have been saved—

I have the unhappiness to Inform you that M^{rs} Putnam after a long & tedious illness departed this life last Tuesday night—with the highest esteem & respect I am [&c.]

Israel Putnam

L, DLC, George Washington Papers, Series 4. Addressed below close: "His Excellency Gen^l Washington." Docketed: "Gen^l Putnam's Letter/Octob: 16th/Ans^d 19: 1777."

1. Brig. Gen. Samuel H. Parsons, Continental Army.
2. The Continental Village, northeast of Peekskill Creek.
3. The advanced squadron under Capt. Sir James Wallace, including H.M. brig *Diligent*, H.M. galleys *Crane*, *Dependence* and *Spitfire* with 13 transports and a number of flat boats.
4. Lt. Col. Mungo Campbell.
5. Continental Navy frigates *Congress* and *Montgomery* and Continental Army galley *Shark*.

MAJOR BENJAMIN EYRE TO GEORGE WASHINGTON

Sir

Six in th Evening

Bordentown October th 16: 1777

Agreeable to your orders I have Collected the Shallops & flats in Bordentown Creeck; their was not wauter Sufficient for them in watsons Creeck. I have Sent twelve waggon Load of Duck this Evening forward. The two frigigates¹ Lies at White hill two mile from this town with Sixteen Carriage Guns Each. as for men to Reinforce the Galley they Can not be spar'd from the frigigates. their is but one hundred Seamen, that is in all the fleet that is here. I apply'd to the Continental navey bord for twenty, but they would not let me have them. Inclosd I send you a letter from the Comodore which I receivd this day.² the Shot has Gone on but the pouder has not past this plaise yet. Bisket shall be sent immediately. would it not be prudent for Colonel Flowers³ to forward some more from Allenstown to the Comodore. as fast as the waggons Comes in they Shall be loaded & sent forward. your Excellencys orders Shall be Strictly obeyd by your Humble Servt

Benjⁿ. Eyre

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/Gen^l Washington/Commander In Chieff of the/American Armeey/ Express." Docketed: "Oct^r 15. [16] 1777—/Maj: Eyres."

1. Continental Navy frigates *Effingham* and *Washington*.
2. Commodore John Hazelwood to Major Benjamin Eyre, 15 Oct. 1777, above.
3. Col. Benjamin Flower, Artillery Artificer Regiment and Commissary General of Military Stores.

JOURNAL OF CAPTAIN JAMES PARKER

[*Philadelphia, Pa.*]

[*October*] 16th. Yesterday the Rebel fleet move from mud island, to the Jersey shore near to red bank, many Salute guns are fired by them this day¹

D, City of Liverpool Library, Parker Family Papers, Captain Parker's Journal during the American War in the form of letters to Charles Steuart.

1. At noon on 16 Oct. the guns of the American forts and fleet were fired in celebration of Maj. Gen. Horatio Gates's victory over Lt. Gen. John Burgoyne's army at Saratoga on 7 Oct. Col. Christopher Greene to Washington, 16 Oct. 1777, DLC, George Washington Papers, Series 4.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct^r d^o. [Billingsfort E½S ¾ of a Mile]
 Thursday 16 At 1 AM our Guard gave the alarm, the advanc'd Ship at the same
 fir'd several shot at a Rebel Boat. Weigh'd the Small B^r and let go
 the Best. Serv'd slops to the Ships company.
 d^o.
 Var^{ble}: Wea^r: At 2 PM Weigh'd the B^r B^r & let go the Small D^o.
 At 4 heard a Cannonading up the River.

D, UklPR, Adm. 51/675.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October D^o [At Anchor off Billingsport close to the Cheveaux de frize]
 Thursd^y 16 D^o
 D^o Weather [Mod^t and fair] got 2 Nine Pounders off the Fore-
 castle on the Quarter Deck, & 2 Twenty four Pounders off the
 Main Deck on the Forecastle to keep Off the Galleys, Boats row-
 ing guard received fresh Beef.—

D, UklPR, Adm. 51/1037.

MASTER'S LOG OF H.M.S. *SOMERSET*, CAPTAIN GEORGE OURRY

Remarks on board His Majestys Ship *Somerset* in Delaware River

October 1777 Thurs^y 16th AM Emp^d. washing & Cleaning Betwⁿ Deck at 10
 the *Ranger* Schooner & Barge Return'd from Willminton with Cap^t Ourry he had
 been to See the Troops Em^{bk} to Come up the river Fresh Breezes & fair Com-
 pleted a Months Provisions at 10 PM the flat Boat man'd & Emp^d. as before

D, UklPR, Adm. 52/2000.

JOURNAL OF THE CONTINENTAL CONGRESS

[*York*] Thursday, October 16, 1777

Ordered, That 2,249 dollars be paid to Messrs. Livingston & Turnbull, or order,
 in discharge of a bill, in their favour, drawn by J. Bradford, dated Boston, August
 27, 1777, on the Marine Committee, expressed to be for value received for the
 naval department in the service of the United States, the said J. Bradford to be
 accountable.

JCC 9: 809.

PURSER'S ACCOUNT OF THE MARYLAND NAVY SHIP *DEFENCE*

[Extract]

An Acco^t of Cash Recd and Expended by the purser of Ship *Defence* . . .

1777

Octobr ^r 2 ^d	paid for 6½ bushells potatoes	1 .. 17 .. 6
	paid for Eggs and fish and Charged to the Cabbin	.. 18 .. 9
13	paid M ^{rs} Ross for making 48 pair Woolen trousers @ 3/9	9 .. 0 .. 0
	35 pair drawers @ 2/6	4 .. 7 .. 6
	30 pair osnabg. Trousers @ 3/9	5 .. 12 .. 6
	12 blanketts at 1/	.. 12 .. 0
	paid Nancy Johns Making 48 pair Woolen } Trousers @ 3/9	8 .. 1 .. 3
	paid John Bond for 28 days hire of a Brick House at Baltimore for Hospital Including Damages	6 .. 10 .. 0
	paid for Knives & pockett Books for Ships Crew and Sold to them	5 .. 13 .. 9
16 th	paid John Wells as pr Recd	7 .. 14 .. 0

Err Excep^{td} Nathaniel Bond

DS, MdAA, Series D, Revolutionary War Papers, 19970-02-1b-17. Accounts for May and June were omitted in this extract.

ACCOUNTS OF THE MARYLAND NAVY SHIP *DEFENCE*

[Extract]

D^r Ship *Defence*

Octo ^r 16	To. d ^o . [Cash] paid W ^m . Johnson for Boat hier &c ^a .	13 .. 17 .. 6
8	To d ^o . d ^o . M ^{rs} . Goddard for Printing &c ^a .	4 .. 15 .. —
	To d ^o . p ^d . Brittingham Dickenson as Ⓢ Bill	£1 .. 14 .. 0
	d ^o . d ^o . Capt. Cooks Exp ^s . at Baltimore	0 .. 9 .. 9
	d ^o . p ^d . M ^{rs} . Goodard for Quils	0 .. 7 .. 6
	d ^o . M ^{rs} . Craghead for Nursing Ⓢ rec ^t	3 .. 7 .. 6
13	To George Ross for 5 Galls Oyl	3 .. 15 .. 0
	ditto for 3 files for Armourer	0 .. 14 .. 0
	ditto for Pilotage from Annapolis to Balt ^o .	5 .. — .. —
"	To Cash paid Jacob Dawson Cooper as Ⓢ Bill	1 .. 2 .. 9
	To Isaac Griest for a Trumpet	2 .. 5 .. —
	To James Hawkins for Expenses as Ⓢ Bill	12 .. 14 .. 10
	To John Rogers for Sundreys as Ⓢ d ^o .	10 .. 3 .. —
	To Cash paid M ^{rs} . Reynolds for Cap ^t . Cooks board	3 .. 2 .. 3
	To Vachel Yates as Ⓢ Bill	3 .. 3 .. 7
	To Amount of Persers Acc ^l . as Ⓢ Bill	212 .. 10 .. 7
		293 .. 5 .. 9

Contra—C^r

1777	By Ben. Wheelar for Cash paid R. Rowles	
Octe ^r 13 th .	for taken him up	1 .. 17 .. 6

D, MdAA, Series D, Revolutionary Papers, 19970-02-1b-12. Docketed: "Acco^t/Ship *Defence*".

PURDIE'S VIRGINIA GAZETTE, FRIDAY, OCTOBER 17, 1777

HAMPTON, Oct. 16, 1777

The Captains of the Navy of this Commonwealth are directed to allow no pay to the officers and seamen of their respective vessels, who are absent or furlough, for such days as exceed the time they have furloughs for. *By order of the Navy Board.*

WALTER BROOKE, C. V. N.

THE SOUTH-CAROLINA AND AMERICAN GENERAL GAZETTE, THURSDAY, OCTOBER 16, 1777

All Persons having any Claim for Prize Money or Salvage of the Brig. *Judith, Alvara Lofthouse* late Master, taken by the Brigantine of War *Notre Dame*, commanded by *Stephen Seymour*, Esq; are desired to call on the Subscriber on the Bay for Payment.¹

ELISHA SAWYER, *Agent for the Captors.*

1. For the capture, see NDAR 9: 303, 311, 714.

JOURNAL OF H.M.S. PORTLAND, CAPTAIN THOMAS DUMARESQ

October Thursday 16 th	At the Pitch Kettle Moorings English Harbour Antigua AM ^d got our Anchors on B ^d Came in our Tenders & <i>BlackSnake</i> Schooner taken by y ^e <i>Resolution</i> which had been at Barbadoes. A Gale of wind came on, y ^e <i>Resolution</i> was drove on Shore having saved their Provisions & Crew—8 PM ^d came in y ^e <i>Endeavour</i> Brig.
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D, UKLPR, Adm. 51/711.

October 17

MINUTES OF THE NEW HAMPSHIRE COMMITTEE OF SAFETY

[Exeter] Octob^r 17 [1777]

Gave orders to Col Clapp¹ to permit 20 french Prisoners to Enlist on board the *Ranger* if they incline

LB, Nh-Ar, Minutes of the Committee of Safety (26 June–13 Dec. 1777), 169.

1. Col. Supply Clapp.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL

Honor'd Sir

Boston 17th Oct 1777—

This will be handed you by Capt Harding,¹ and hope before this reaches Lebanon his health will in some measure be reestablish'd, soon after his arrival he took a bad cold, and at times has been so poorly as to occasion some fears of his being able

to go to Sea this fall—he is now much better, and I hope this journey will compleat his recovery—Capt Harding has been indefatigable in getting affairs in the greatest forwardness—he has discharg'd the greater part of his people, has taken the *Cromwell's*² Masts out, which upon survey will want repairing, and she is now ready to go on the ways.—The Brig *Defence* is near ready to Launch—Capt Harding has survey'd her and is of the mind that she must be turn'd into a Ship—it will be attended with a great addition of Expence—Cap^t H: will inform your Excellency of the additional estimate and of every perticular relating to the two Vessells—it is necessary to have the Officers of the *Defence* in Town, and that measures should be taken for enlisting Men, which shall be done as soon as I have your directions respecting the establishment of your Navy—There are many articles which cannot be procurd in these parts—such Tallow, Cheese &c &c^t which I shall write to your Son for—and by the return of the Teams shall send Salt.—The Doct of the *Cromwell* claims the Doctors Medecines and Stores found in the *Weymouth* Packet, as his perquisite, which I refus'd him, I suppose he waits upon your Excellency respecting them—I consulted the board of Warr before I gave a final answer to Captain H: about the Doctors having any perquisite whatever.—Hope Capt H: will not make a long tarry, as the Vessells will be fitted much sooner if he is in this Town, indeed Officers and Seamen are so prejudic'd in his favor, that I am fully convinc'd the *Cromwell* will be got to Sea, full two months Sooner with his presence than without—I remain [&c.]

Sam Eliot Jun^r

L. Ct, Connecticut Archives, 1st Series, vol. 9, 205. Addressed: "Gov^r Trumbull—."

1. Capt. Seth Harding commanded the Connecticut Navy ship *Oliver Cromwell*.

2. Connecticut Navy ship *Oliver Cromwell*.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 17th Oct^r—Fair morning, but windy, & likely to rain. Wind N.E.

Everything perfectly quiet last night. This Morning a considerable number of men were observed about Howland's ferry. In the course of the day a great many small arms were fired on the opposite shore. The almost continual irregular firing of small arms for the last two days, where such numbers of people are assembled, are strong indications of their making some attack soon.

A Jew named Isaac Goodman came over last night from the Bristol side, and was brought to Gen^l Pigot's¹ quarters about one oClock this morning, where he gave the following account—That he left Providence yesterday morning in the Packet for Warren, and came from thence in a Canoe with a man who was going to Bristol;—that after they got round Papasquash [*Papasquash*] point and got near Hog Island, he told the man he would give him his watch if he would put him ashore on Rhode Island; which he accordingly did near Arnold's point, and went off without being discovered by our Sentries, as it was dark. He says the Rebels have collected a very formidable force, and intend to attack us very soon. Nine or 10,000 men are now assembled in the vicinity of Howland's ferry for that purpose. That during the Summer a great number of flat boats have been built at & near Providence, and that within a short time, near 300 boats of different descriptions, but

most of them flat boats and Scows, have been brought from Providence to Warren, from whence they have been carried over Warren Neck into Kikemuit river, beyond Mount Hope. That most of them are now in Quaket pond (or Wanton's Cove)² near Howland's ferry. That they intend making three attacks—One at Howland's ferry, another at Fogland's ferry, and the third at Easton's beach. That two fire ships came down from Providence yesterday Morning, and are now anchored near their Frigate, which is The *Providence*, Cap^t Whipple; and that they are to come down the first fair wind, supported by the Frigate, and endeavor to burn our Frigates, while theirs gets out, and the attack is made on the Island.³ That they have near 40 pieces of Cannon at Howland's, which are to be brought over in Scows. That this Expedition has been concerted for some months, during which time they have been making preparations for it. That 3000 of the troops are Militia of Connecticut, who crossed lately from Warwick to Warren, and from thence by Kikemuit River to Howlands. That they keep a strong guard every night in the Redoubt at the point of Howland's neck. That our last deserters told them we had not above 2000 men on the Island, and that they might easily force us. That they have exact intelligence of everything doing on the Island, and that some Rebels were lately at the house of a person who conveys information to them. He added that the troops they have assembled are all Militia, except about 70 Continental troops and some Artillery, and that they are engaged until the end of October. That many of them were induced to come upon this expedition by the hopes of the plunder of Newport, which was promised them. General Spencer has the Chief Command. He mentions several other particulars with great accuracy and confidence; and declares they give out that we are to be attacked very soon.

In consequence of the abovementioned information, General Pigot thought proper to postpone the attempt against Bedford [*in Dartmouth*], and ordered the troops destined for that service to disembark, which they did at one o'Clock this day, and marched to their respective Encampments. The Wood cutting party was also disembarked and joined their Corps.

Bedford was the object of the Detachment under the Command of Lieu^t Colonel Marsh.⁴ The Rebels having several Privateers there, and also some West India ships which had been taken by them, our troops were to have taken or destroyed them, and spiked up the Cannon upon a Battery at the entrance of the Port. The force for this service was 400 of the 43rd, 100 of the Flank Companies of the 54th, 120 of the Wood party; 2 Frigates, and the *Kingsfisher*.

It certainly was a very fortunate circumstance that the Jew came in at the time he did, and that the wind was not quite favorable for the fleet to sail at the time appointed; otherwise it would have gone out with 600 troops; and the Rebels perceiving it, would probably have chosen that time for making the attack. And as the *Kingsfisher* was to have gone from her Station,⁵ the part of the Island where one of the attacks was to be made, would have been left exposed. . . .

Mackenzie, *Diary* 1: 192–94.

1. Maj. Gen. Robert Pigot, commanding at Newport.

2. Nannaquaket Pond.

3. See Continental Navy Board of the Eastern Department to Captain Abraham Whipple, 13 Oct., above.

4. Lt. Col. James Marsh.

5. Near Fogland Ferry in the Sakonnet Passage.

CONNECTICUT GAZETTE, FRIDAY, OCTOBER 17, 1777

New-London, October 17.

Last Lord's-Day returned into Port the Privateer Sloop *Two Brothers*,¹ Capt. Thomas Chester: having in Lat. 34° suffered considerable Damage to her Rigging from a British Transport Ship, of much superior Force and full of Men: Capt. Chester and one Man killed and three wounded.

Wednesday last about 50 Seamen, taken in the *Weymouth* Packet, by Capt. Harding in the Ship *Oliver Cromwell*, arrived in Town from the Eastward, who, with 15 other Prisoners, were put on Board a Flag of Truce, which Yesterday sailed for New-York, to be exchanged for a like Number of our Men.

1. Connecticut privateer sloop *Two Brothers*, Thomas Chester, Jr., commander, of Groton, was commissioned on 18 July 1776. She mounted 8 guns and was manned with a crew of sixty. DNA, PCC, item 196, vol. 15, 57.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r 1777

D^o [off Eusopus Creek]¹

Friday 17

at 9 AM weighd in C^o as Above² & Stood Do Up the River

D^o [Working Up the River]

Moderate & fair at 5 PM Came too Smal Bower in 7 f^m off Red Hook the troops landed & sett fire to some Mills, Houses, Barns &c³ Weighd & endeavourd to stand in Shore to Cover the landing Ran aground on the Edge of the Flatts⁴ at 8 PM the troops reembarked

D, UkLPR, Adm. 51/4163.

1. Rondout Creek.

2. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

3. William Smith noted in his memoirs on 17 Oct.: "Bob G. Livingston's House burnt. Widow [Margaret] Livingston's Mill at Sawyer's Creek [Saw Kill Creek] Widow Ten Broeck's Buildings." *Historical Memoirs of William Smith, July 1776–July 1778*, William H. W. Sabine, ed. (New York, 1958), vol. 2, 238.

4. Esopus Flats.

MAJOR GENERAL JOHN VAUGHAN TO LIEUTENANT GENERAL SIR HENRY CLINTON

(Copy)

On board the *Friendship* off Esopus,

Friday the 17th. [October 1777]—

Sir

10 oClock Morning.

I have the Honor to inform you that on the Evening of the 15th. Instant, I arrived off Esopus,¹ finding that the Rebels had thrown up Works,² and had made every Disposition to annoy us, and cut off our Communication, I judged it necessary to attack them, the Wind being at that Time so much against us that we could make no way,—I accordingly landed the Troops, attacked their Batteries, drove them from their Works, spiked & destroyed their Guns.—Esopus being a Nursery for almost every Villain in the Country, I judged it necessary to proceed to that Town. on our approach they were drawn up, with Cannon, which we took & drove them out of the Place. On

our entering the Town they fired from their Houses, which induced me to reduce the Place to Ashes, which I accordingly did, not leaving a House. We found a considerable Quantity of Stores of all kinds, which shared the same Fate.

Sir James Wallace has destroyed all the Shipping except an Armed Galley,³ which run up the Creek,⁴ with every Thing belonging to the Vessels in Store.

I enclose you a News paper I found in the Town, but am to inform you that a Messenger arrived at Esopus the 14th. Instant at Night, giving an Account that General Burgoyne, had surrendered himself with his whole Army, and that they were marched Prisoners into Connecticut. How far we may depend on this Account, Time will shew.

Sir James & myself will push forward the next Tide. I have the Honor to be [&c.]

(Signed) John Vaughan

P.S. Our Loss is so inconsiderable that it is not at present worth while to mention.

Copy, UKLPR, C.O. 5/94, 368–69. Docketed: “Copy of General Vaughan’s/Report 17th October from/Esopus.—” Docketed in another hand: “In Sir W^m Howe’s (N^o. 71)/of 25 Oct^r 1777.” Enclosed in Gen. Sir William Howe’s letter No. 71, 25 Oct. 1777, to Lord George Germain. Printed in *Correspondence and Journals of Samuel Blachley Webb*, Worthington C. Ford, ed., 3 vols. (New York, 1893), 1: 363–64.

1. Kingston.
2. Commo. Jacobus Wynkoop commanded the two batteries.
3. Continental Army galley *Lady Washington*, Abraham Lewis, commander.
4. Rondout Creek.

CAPTAIN SIR JAMES WALLACE, R.N., TO COMMODORE WILLIAM HOTHAM

(Copy)

Gallies & Armed Vessels off Ezopus
Creek 17th. October 1777.

Sir,

We proceeded up the River destroying a Number of Vessels as we sailed along, without stopping till we arrived at Ezopus Creek,¹ where we found two Batteries.² One of two Guns the other of three Guns erected, and an Armed Galley³ at the Mouth of the Creek, who endeavored to prevent our passing by their Cannonade. General Vaughan was of Opinion such a force should not be left behind—It was determined to land and destroy them, and immediately executed—without retarding our proceeding up the River—The General marched for the Town and fired it⁴—the Boats from the Armed Vessels went up the Creek—Burnt two Brigs, several large Sloops and other Craft with all their Apparatus that was in Stores upon the Shore—Lieut^l. Clark of the *Dependence* with two or three others⁵ in firing the Stores was blown up, but we flatter ourselves not Dangerously.

The Officers and Men upon this Occasion behaved with the greatest Spirit.

By all our Information I am afraid General Burgoyne is retreated—if not worse. I have the Honour to be [&c.]

(Signed) Jas^s. Wallace.

Copy, UKLPR, Adm. 1/488, 58. Addressed at foot of first page: “Commodore Hotham.” Docketed: “Copy./Letter from Sir James Wallace/to the Commodore Hotham/Dated 17th. Oct^r 1777.” Docketed in another hand: “In Lord Howes’ Letter of the 24 October 1777 /N^o. 9.” Enclosure No. 9 in Vice Adm. Viscount Howe’s letter to Philip Stephens, 24 Oct. 1777.

1. Rondout Creek.
2. Commo. Jacobus Wynkoop commanded the batteries.
3. Continental Army galley *Lady Washington*, Abraham Lewis, commander.
4. Kingston.
5. Lt. James Clark, the master and three seamen of the *Dependence* were “Very badly Wounded.” Captain’s Journal of H.M. galley *Dependence*, UKLPR, Adm. 51/4159.

PENNSYLVANIA COUNCIL OF SAFETY TO WILLIAM CRISPIN

In Council of Safety

Sir

Lancaster Oct 17th 1777

As Council has not heard from you latly they are under some unesiness lest the Fleet in the Deleware may Suffer for the want of Provisions &^{ca} I therefore request that you will attend to that Matter and furnish every Article that may be Necessary. As the Commissary General of Purchases M^r Buchanon,¹ has fixed the prices of Beef & Pork, the former at Ten Dollars C^t sinking the fifth quarter, as he terms it, and six Dollars C^t for Pork the same prices must govern your purchases, and in future you are not to give a greater price than they allow for the Necessarys wanted for the army. it is proper to Mention to you that the price he has fixed for pork we have hinted to him is in our Opinion too low and desired he would reconsider it—I hope and expect the different Salt works will furnish Salt Sufficiant for this and the Neighbouring States—A quantity of Beef and Pork should be Barrelled up for the use of our Navy, this you should Immediatly attend to, and If money is wanted for this & other purposes of the state you will be furnished on Application by Letter or Otherwise to Council—I am [&c.]

(Copy)

Tho^s Wharton jun^r Pres^t

Copy, PHarH, RG 27, Executive Correspondence of the (Second) Council of Safety. Addressed at foot of page: "William Crispin Esq^r." Docketed: "Copy of a Letter to/W^m Crispin/October 17th. 1777—." Notation at head of letter: "Council of safety to W^m Crispin 1777."

1. William Buchanan, Commissary General of Purchases for the Continental Army.

PENNSYLVANIA COUNCIL OF SAFETY TO COMMODORE JOHN HAZELWOOD

In Council of Safety

Sir

Lancaster Oct^r 17th 1777—

I did myself the pleasure of writing to you the 15th Ins^t ¹ to be forwarded from Head Quarters.—after the express left this I received your two Letters dated the 8th & 11th Ins^t ² and Congratulate you on your success against the Enemys Battery,³ 'tis pittty any thing should have happend to prevent the whole of their Small Garrison falling into your hands after they had once surrendered.—

I make no doubt by this time you have the remainder with any reainforcement they may have sent; and that you have fully convinced the British officers that you can and will prevent their ships passing the Chevaux D^e Frize, by doing this you render esential service to your Country and will be entiled to their best thanks.—

The late Glorious success of the Army under the Command of Gen^l Gates over Gen^l Burgoyne must give pleasure to every true Friend to Liberty and inspire our Fleet and Army in this quarter with such sentiments as I hope will lead them on Victory, so that we may soon enjoy the blessing of Peace.—The Inclosed Letter⁴ for W^m Crespin Esq Commissary of Provisions for the Fleet of this State I beg you to deliver or forward to him; as I dont know Where to direct it, it is left open for your perusal.—I am [&c.]

(Copy)

Tho^s Wharton jun^r Pres^t

Copy, PHarH, RG27, Executive Correspondence of the (Second) Council of Safety. Addressed at foot of page: "Comodore Hazelwood." Docketed: "Copy of a Letter/to Commodore Hazelwood/Oct^r 17. 1777." Notation at top of letter: "Pres Wharton to Col. Hazelwood/1777."

1. Not found.

2. No letter from Hazelwood to Wharton dated 8 Oct. has been found. This may be a reference to William Bradford's letter of that date to Wharton, see above. For the letter of 11 Oct., see above.

3. The middle battery, Carpenters Island.
4. Pennsylvania Council of Safety to William Crispin, 17 Oct. 1777, above.

MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY TO
LIEUTENANT COLONEL ALEXANDER HAMILTON

[Extract]

[Fort Mifflin, October 17, 1777]

... Our greatest Uneasiness is occasioned by the dread of Surprise—the Channel¹ between pennsylvania and the Fort is altogether clear; the Galleys have removed to the Jersey Side out of all distance for annoying the Enemy and seconding us, the nights are darken'd by Fogs and all our Garrison must be on the watch to avoid being carried by Storm—I am ignorant of the Plans of His Excellency,² I scarcely allow myself to form conjectures—but if the thing required be, to hinder the Enemy from reaching Philadelphia, to cut off their Communication altogether, even in flat bottom'd Boats, which might pass the Chevaux de frize and in a Channel at 1400 yds dist. from Red-bank (which Place is a mile & a quarter and five perches from Fort Island) our Battery alone can answer the end—what can you expect from Shot thrown at the distance of 1400 yards against a moveable object? Red Bank tis said is to serve as a Retreat for our Garrison—but it wants no Retreat—its Refuge is in its pallisades and it's Courage—let it be reinforced—let it be put out of the reach of Storm—and the Enemy will not be so soon Masters of the River—but we must have men—works—and be enabled to make vigorous Sallies. . . .

Copy, DLC, George Washington Papers, Series 4. Fifty lines of this letter are not printed here. They describe the British batteries bearing on Fort Mifflin and the Delaware River and Fleury's ideas for improving the fort's defenses. Docketed: "Substance of Cap^t/Fleury's Letter & Journal/from Fort Mifflin/17th Oct^r 77." Notation at top of page: "Substance of Cap^t Fleury's Letter to Col. Hamilton—."

1. The Tinicum or western channel of the Delaware River.
2. George Washington.

JOURNAL OF THE CONTINENTAL CONGRESS

[York] Friday, October 17, 1777

Resolved, That Congress highly approve of the brave and spirited conduct of Commodore Hazlewood, and the other officers and men concerned in the defence of the river Delaware, and of their undaunted perseverance and resolution to maintain that pass to the city of Philadelphia to the utmost extremity.

JCC 9: 813.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

October. 1777

Friday 17th

Abreast of the Upper Wharf at Chester

AM Anch^d. here some Transports wth Troops.

Abreast of the Upper Wharf at Chester

Light Airs & Clear W^e. At 11 PM The Troops began to Land on
Chester Wharf wth. Artillery & Stores.¹

D, UKLPR, Adm. 51/4385.

1. The landing was completed the following morning.

MASTER'S LOG OF H.M.S. *SOMERSET*, CAPTAIN GEORGE OURRY

Remarks on board His Majestys Ship *Somerset* in Delaware River

October 1777 Friday 17th at 8 AM Receiv'd 8 Puncheons Rum from the *Tuscany* Transport D^o Hove up the Best Bower & Let go the Small & Veer'd to ½ a Cable Came up & Anch^d Here the Transports with the Troops¹ Mod^t Breezes & Cloudy at 10 P.M. Sent the Row Galley² & 3 flat Boats with 11 men & Petty Officer Each on Duty

D, UKLPR, Adm. 52/2000.

1. On 18 October *Somerset's* log records: "at 6 AM Sent 3 flat Boats to Assist in Landing 2900 Troops at Chester at 10 they Returnd." Ibid.

2. H.M. galley *Cornwallis*.

"COPY OF A LETTER FROM CAPT. JAMES COLLINSON OF THE SHIP *WILL*,
TO HIS OWNERS AT LIVERPOOL, DATED DOMINICA, OCT. 17, 1777"

"I congratulate you on our Arrival here on the 8th of October. On the 7th we fell in with a Rebel Privateer Sloop with 10 Guns and 16 Swivels, which we defended ourselves from for full five Hours. She boarded us on the Larboard Quarter with 12 Men, which we killed, and made them cry out for Quarter several Times, but still kept a brisk Fire upon them, and paid no Regard to their crying for Quarter, as they still had their Colours up. They were Half an Hour under our Quarter, where we made them fast to us. By their cutting their Ropes they cleared from our Quarter; then we stood to the northward, and cleared Ship ready for them again; when clear gave Chace, and came up with them, gave them three Broad sides and three Cheers, and left them, as we should run a Risk of losing the Ship if we had taken them all, though I imagine we killed 40 or 50 of their Men; and by Information I find she had on board 120.

"At Noon the same Day we fell in with a Schooner of 14 Carriage Guns, which we fought for six Hours, and gave them the same as above, but are not certain what Number of Men we killed, as she did not board us, but was prepared with Stinkpots on her Bowsprit End. We should have sailed for Jamaica in three Days after our Arrival, but for the Damage we got by the Sloop; she carried all the Iron Stantions away on the Larboard Quarter. We have not one Man killed or wounded, and all behaved like true Britons. We fired the small Arms three Times for their twice, and every Man obeyed his Orders. We boarded five Sail coming out, but could not condemn them."

"Immediately on the *Will's* Arrival at Dominica, the following Paper was subscribed by a Number of Gentlemen, and 72 l. 6 s. collected:

"For the Encouragement of the twenty-five brave Fellows belonging to the Ship *Will*, Capt. Collinson, who, on the 7th inst. gallantly defended the said Ship for five Hours against a Rebel Privateer of fourteen Carriage Guns and about 120 men, and obliged the Privateer to sheer off; likewise a Schooner Privateer of the same Force; we Subscribers hereto have given the Sum opposite to our respective Names.

"*Roseau, Dominica, 8th October, 1777.*"

Daily Advertiser (London), 27 Jan. 1778.

GOVERNOR THOMAS SHIRLEY TO MARQUIS DE BOUILLÉ

Sir

Dominica 17th October 1777

It having been represented to me by John Cook Master of the Brigantine *Black Prince* and James Rimmer Master of the Ship *Darby* from the Coast of Africa bound to this Island with Slaves, the former taken by a Pirate Ship Call'd the *S^t. Peter* fitted out from Fort Royal belonging to one Hutchinson, and carried into the Port of S^t. Pierres the 2^d Ins^t the latter taken by the same Ship and the Sloop *Fly*, and carried into La Trinité the 9th Instant—¹

It is my Duty Sir, to hear those complaints and to demand of your Excellency that the Vessels and their Cargoes may be restored to their proper owners or restitution made to them, tho' at the same time I have but little reason to think that this demand will be complied with so little attention having been paid to many demands of the like nature—

I am informed that the Ship *Darby* is now fitting out as a Privateer at La Trinité by Hutchinson and Bingham, I at least Sir, expect that this Ship will be delivered up to the Master who goes over to demand her.—

Lieutenant Jones of His Majestys 48th Reg^t. will have the honor to deliver this Letter to your Excellency. I beg leave to recommend him to your Excellencys favour and protection while at Martinique and on his return to this Island. I have the honor to be [&c.]

Tho^s: Shirley

Copy, UklPR, C.O. 71/7, 13–14. Addressed at foot of first page: "The Marquis De Bouillé." Addressed below close: "His Excellency/The Marquis De Bouillé/General and Commander/in Chief of the Island of/Martinique and It's/Dependencies/&c. &c. &c.—." Docketed: "In Gov^r Shirley's of/26th Nov^r 1777./ (3.)." See below, Shirley to Lord George Germain.

1. According to an extract of a letter dated 10 Oct., the American privateer ship *St. Peter*, Capt. Samuel Chase, sent to Fort Royal "a Guinea-man with 219 Negroes, four Days since." *Connecticut Gazette*, 14 Nov. 1777.

JOURNAL OF H.M.S. *ARIADNE*, CAPTAIN THOMAS PRINGLEOcto^rBarbados W^t 8 leag^s

Friday 17.

First part moderate & hazy, middle & latter fresh Breezes, at 7 AM saw a sail in the s:w quarter, made the *Fly*'s signal & gave chase, at 10 AM fired 2 shot at & brought her too, proved to be the Sloop *Hope* Theophilus Elsworth M^r belonging to Georgia & bound to Surinam laden with Rice took the Prize in Tow. The *Fly* in company.—

Barbados NW ½ N 13 leag^s

D, UklPR, Adm. 51/60.

DEPOSITION OF JOHN HUTCHASON, PRIZE MASTER OF THE BRIG *VENUS*

(Copy)

Grenada

The Deposition of John Hutchason Mariner taken before the Worshipful Alexander Sympson Sole Judge of the Court of Vice Admiralty to certain standing Interrogatorys on behalf of our Sovereign Lord the King concerning the recapture of a

certain Brig called the *Venus*.—the fifteenth day of October One thousand seven hundred & seventy seven—

Interrog^y 1st To the first Interrogatory this deponent saith that he was born in the Province of Pensilvania in America, & has resided in that province for these seven years last past & upwards that he is and has ever been a subject of His Majesty the King of Great Britain, that he never was admitted a burgher or free man of any City or Town.—

Interrog 2 To the second Interrogatory this Deponent saith that he was present at the time of taking and seizing the Vessel concerning which he is now examined, that she had no Commission

Interrog^y 3 To the third Interrogatory this Deponent saith that it was in Latitude fourteen on the ninth day of this Instant that the said Vessel was retaken & seized, for being American property as was supposed, that the said Vessel was brought into the port of Saint George in this Island and sailed under Continental Colours, that there was resistance made at the time the Vessel was taken & seized, that there were two Muskets & []¹ Cohorns fired, that this deponent fired the Cohorns & the Muskets were fired by some of the French men that were on board, that the said Vessel was taken by an Armed brig called the *Revenge* commanded by one Daniel Campbell, but does not know whether she had a Commission or not.—

Interrog^y 4 To the fourth Interrogatory this Deponent saith that he was Master of the Vessel taken, that he was appointed to the Command by one Gustavus Cunningham Commander of an American Privateer Sloop² called the *Revenge*, that this deponent took possession of the said Vessel at Sea in Latitude 57.³ & that the possession was Delivered to this Dep^t by the said Gustavus Cunningham who lives in Philadelphia, which is his fixed place of abode, that this Dep^t doth not know where the said Gustavus Cunningham was Born nor of whom he is a Subject,⁴ that he is married & his Wife and family reside at Philadelphia

Interrog^y 5 To the fifth Interrogatory this Deponent saith that the Vessel taken is about One hundred and fifty Tons burthen, that there were five Seamen on board the said Vessel, that two were English one Scotchman, one American, that there were also Nine Frenchmen on board who acted as Marines on board the American Privateer Sloop, that they all went on board in Latitude 57. & were sent on board by the said Charles Cunningham

Interrog^y 6 To the Sixth Interrogatory this Deponent saith that he had not nor had any of the Mariners or people on board the said Vessel any part share or Interest in her, that this Deponent did belong to the said Vessel at the time she was taken in Capacity of Master, that this Deponent hath known her since the third of August last at which time she was taken by the said American Privateer Sloop

Interrog^y 7 To the seventh Interrogatory this Deponent saith that she is a Brig called the *Venus* that she hath been so called ever since this Deponent knew her, but doth not know of her being called by any other name or names, that she had no passport or Sea brief on board, that the said Brig sailed from the Coast of Greenland bound for Liverpoole as this deponent hath been informed & believes.—

Interrog^y 8 To the eighth Interrogatory this Deponent saith that at the time she was taken she had fourteen butts & some barrels of Oil on board but does not know when the same was put on board.—

Interrog^y 9 To the Ninth Interrogatory this Deponent saith that he doth not know who were the Owners of the said Brig.—⁵

Interrog^y 10 To the tenth Interrogatory this Deponent saith that he doth not know

Interrog^y 11 To the Eleventh Interrogatory this Deponent knoweth not

Interrog^y 12. 13. 14. & 15 To these Interrogatorys this Deponent knoweth not

Interrog^y 16 To the sixteenth Interrogatory this Deponent saith that at the time the said Vessel was retaken she had no other paper or papers than a Register.—

Interrog^y 17 To the Seventeenth Interrogatory this Deponent saith that on the third day of August last the said Vessel was taken & seized as a prize by the aforesaid Charles Cunningham, but was never condemn'd as such.—

Interrog^y 18 To the Eighteenth Interrogatory this Deponent saith that he hath not

Interrog^y 19 & 20th. To these Interrogatorys this Deponent knowth not.—

Interrog^y 21 To the twenty first Interrogatory this Deponent saith that the aforesaid American Privateer was fitted out at Dunkirk by the said Gustavus Cunningham that this Deponent entered on board the said Privateer on the seventeenth of July last in the capacity of Chief Mate, that she sailed from Dunkirk the 17 of July & cruized in the North Seas, that while this Deponent continued on board the said Privateer she took five prizes the first a Sloop from Rotterdam bound to Scotland loaded with Gin⁶ the second a Brig from England bound up the Baltic in ballast⁷ the third also a Brig from England bound up the Baltic also in ballast⁸ the fourth likewise a Brig from the Baltic bound for the North of England loaded with lumber,⁹ that the first prize was sunk by the said Cunningham scuttling her, the second, was manned & sent to some port but where this Deponent doth not know, the third was ransomed by the Master for Six hundred guineas by Bills on Holland payable to some person in France & for the securing the payment of those Bills a Hostage was put on board the privateer but this Deponent doth not know either the name of the Drawer of the bills or whom they were drawn or to whom payable nor the name of the hostage,¹⁰ that the fourth prize was burnt, & that the fifth prize was the Vessel concerning which this Deponent is now examined, that he did intend to have carried her to Martinico & was to have delivered her to the American Agent¹¹ residing at Martinico.—

(signed) John Hutchason

Taken & Sworn before me
this fifteenth day of Oct 1775¹²
Alexander Symson

And the deponent further saith that John Gelle and ReChristmast Leverick were frequently asked to enter on board the American Privateer but refused & wanted to go in the ransomed Vessel along with the greatest part of the crews of the first & second prizes but were not permitted to do so & that he hath seen the Depositions of the said John Gelle & ReChristmast Leverick & that he believes them to be true in every particular & being further Interrogated with respect to the number of Men that were on board the Privateer at the time of her leaving Dunkirk deposeth & saith that there were about Ninety five, but it is not certain with respect to the number, that the one half of the Crew were Frenchmen & foreigners as the Deponent believes.—

(signed) John Hutchason

Sworn before me the 17 October 1777

Al: Symson (Copy)

Copy, UKLPR, C.O. 101/21, 94–95. Docketed: "Deposition of John/Hutchason, Prizemaster/of the Retaken Brig, *Venus*/of Liverpoole—/Grenada 15 October 1777/In Lord Macartney's (N^o 41)/of 25th: October 1777." See Lord Macartney to Lord George Germain, 25 Oct., below.

1. Gap in the text.
2. Continental Navy cutter.
3. See NDAR 9: 599–601.
4. Gustavus Conyngham was born in 1747 in the County of Donegal in Ireland. He emigrated to the American colonies with his father while still young. *Letters and Papers Relating to the Cruises of Gustavus Conyngham, A Captain of the Continental Navy, 1777–1779*, edited by Robert Wilden Nesser (New York: Naval Historical Society, 1915), xxix.
5. The owners were probably Milnes and Nongrave. See “Extract of a letter from Oban, dated Aug. 11, to Mess. Milnes and Nongrave, Merchants, at Liverpool.” NDAR 9: 562.
6. *Happy Return*. NDAR 9: 537.
7. *Maria*, John Warns, master. NDAR 9: 537.
8. *Patty*, John Green, master. NDAR 9: 600.
9. *Northampton*, William Gray, master. NDAR 9: 599–600.
10. The bills were drawn by John Green on Muillman and Sons of Amsterdam. William Grice was left on board *Revenge* as a hostage. NDAR 9: 537, 600.
11. William Bingham.
12. The year should read “1777.”

October 18

BRIGADIER GENERAL ALLAN MACLEAN TO GOVERNOR SIR GUY CARLETON

Copy of a letter from Brigadier General Mac Lean dated Montreal 18th October 1777
Sir

I omitted to mention to your Excellency that the express came here, is M^e Jones, who left General Burgoyne on the 10th at Saratoga, but he tells me that there is not the smallest chance of his getting off or a man with him; he also says he met three Rebel Batteaux on Lake Champlaine on a discovery and escaped them with difficulty, they have got many of our Batteaux which they picked up along the lake, and have carried them into otter Creek, in possession of our Artillery they will attack Tyconderoga, at least this is said by some people run away out of the country. I have the honor to be [&c.]

(Signed) Allan Mac Lean
G C

Copy, UKLPR, C.O. 42/37, 242. Addressed at foot: “His Excellency Sir Guy Carleton.” Enclosure no. 13 in Sir Guy Carleton’s letter No. 43 to Lord George Germain, 24 Oct. 1777, UKLPR, C.O. 42/37, 215.

PETITION OF MUNGO MACKAY AND OTHERS TO THE MASSACHUSETTS GENERAL COURT

State of To the Hon’ble Council & Hon’ble House of Representatives
Massachusetts-Bay in General Court assembled at Boston, Septem^r 1777.

We the Subscribers, agents for the respective Privateers set against our Names, beg leave to represent to your Honors,

That the said Privateers by Contract with the Committee of this Honorable Court, joined the Continental Fleet, which lately sailed from this Port, under the Command of Capt John Manly, under certain Conditions in said Contract mentioned One of which was, that in Case of an accidental separation of any Vessell belonging to the Fleet from the rest, the Prize or Prizes, such Vessell should take, during the Continuance of the Contract, being Twenty five Days, should be equally divided among the whole Fleet, as tho they had all been in Company, that by reason of a violent Gale of wind soon after the Fleet sailed, there was a total separation of them, and within the

term limited by Contract, several Prizes were taken by some of the Privateers, and the Owners of them now absolutely refuse, to comply with the Terms of their Contract with the aforementioned Committee,

Your Memorialists humbly apprehend that as most of the Owners of the aforesaid Privateers were induced to risque their Property and the Seamen & mariners onboard them their Lives, under the advantageous Promises of this Contract, The Honor, as well as Interest of the Government is concernd in enforcing a faithfull compliance with it.

Your Memorialists therefore prays your Honors, to give your aforesaid Committee Instructions to demand a fulfillment of the said agreement from all the Owners of the Privateers, or those who Contract in their behalf, and in Case of a refusal to persue the necessary Steps, to Compel them to it, And as in Duty bound shall ever pray &c &c &c.—

Mungo Mackay
Nehemiah Somes
Gustavus Fellows
Jon^a. Greely
And^w. Gardner

In the House of Representatives October 3 1777

Read & thereupon Orderd That Coll White & Capt Reed with such as the Hon Board shall join, be a Committee to consider the same & report

Sent up for Concurrence

J Warren Spk^r

In Council Octobr 3^d. 1777

Read & Concurred and Thomas Cushing Esq^r is joined

Jn^o. Avery D^y Sec^y

The Committee of Both Houses appointed to Consider the Within Petition have attended that Service & beg leave to report that the Prayer thereof be so far granted as that the Treasurer be Impowered & directed to put in suit All such Bonds as were given for security of the Performance of the Agreement mentioned in y^e said Petition, the Conditions of which are supposed by the said Petitioners to be Violated & Broken. All which is submitted

Thomas Cushing Φ order

In Council Oct. 18. 1777 Read and Accepted And thereupon Resolved that the Treasure be and hereby Impowered and directed to put in suit all such Bonds as were given to him by the owners of Certain Privateers which joined the Continental Fleet, which lately sailed from this Port under the Command of Cap^t John Manly, for the Security of the Performance of the Agreement subsisting between a Committee of this Court & the owners of the Privateers aforesaid & refered to in said Petition, the Conditions of which are supposed by the Petitioners to be violated and Broken, and he is hereby ordered to lend all due Aid and assistance to the said Petitioners in bringing such suits to final Judgement and Execution, who are to Carry on the same at their own Proper Expence and without any charge to the State

Sent down for Concurrence

Jn^o. Avery D^y Sec^y

In the House of Representatives October 18th. 1777

Read & Concurred

J Warren Spk^r

Consented to—

DS, M-Ar, Mass. Archives Collection (Petitions to the General Court), vol. 215, pp. 439–41. Endorsed: "Rec^d/Resolve on the/Petition of Mungo/Mackay & others Agents/for the respective/Privateers set against/their Names who engaged/with the Continental Frigates/October 18: 1777." The signatures of fifteen other members of the House appear below the signature of James Warren.

JAMES WARREN TO JOSHUA HUNTINGTON

Sir

Boston Octo'r 18, 1777

I have just dispatched the Teams you sent down with 326 bushells Salt Nine Coils Cordage Wt. 10^{ct} 0^{qr} 16^{li} and the Model for the Cannon which is an Extreemly fine one and Compleatly executed I hope the workmen at the Furnace will form their Cannon upon this pattern and I think they must Answer every purpose.

I can't conceive it possible to get good Cannon for the Ship Mr. Cushing is building at Salisbury¹ neigher than the same works I must therefore beg you to Engage Twenty eight twelve pounders for that Ship in the same manner you do for your own² and to be ready as soon as possible I am Sorry it is not in our power to furnish you with a sum of money knowing you must want it We have not yet received any from the Marine Committee We presume the Situation of Public affairs at the Southward and the removal of Congress from Philadelphia has prevented. We flatter ourselves we shall soon have some sent us and when received shan't fail to Supply you. We can furnish you with a quantity of Barr Lead whenever you send Teams for it. I am [&c.]

Jas: Warren.

The Leads round the Pattern are fastned with pins to fall in pieces after the Mould is Compleated I hope your workmen will understand the design the Beauty of the Cannon depends on it.

Connecticut Historical Society *Collections* 20: 73.

1. Continental Navy frigate, subsequently named *Alliance*.
2. Continental Navy frigate *Confederacy*, building at Norwich, Ct.

PROVIDENCE GAZETTE, SATURDAY, OCTOBER 18, 1777

Providence, October 18.

The Brig *Fox*, Capt. Brock, from Bedford [*in Dartmouth*] for South-Carolina, in Ballast, was taken the 21st ult. by the *Galatea*, a British Cruizer, and ordered for Newport, in the Care of a Midshipman and four British Sailors. On the 9th Instant, at Night, they were in Sight of Martha's Vineyard, when the Mate and one of her former Hands being the only Persons on Deck, they ran the Brig ashore at the Vineyard, where the Midshipman and four Sailors were made Prisoners, and committed to Gaol.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 18th Oct^r—Thick weather, and strong wind at N.E. with rain.

A Flat boat or Batteaux, marked No. 73, with Six muffled Oars in her, and capable of carrying about 20 Troops, was blown over last night to Fogland ferry, and taken up by some men of the Flank Companies.

Great numbers of Rebels appeared to day about Howland's ferry and towards Fogland. They are particularly busy at Quaket Gut,¹ and several Carts and vessels

laden with barrels, appear to be unloading there. No great number of boats can be seen in any part; but they certainly have a considerable number in the Neighbourhood, and have some enterprize of consequence in agitation. There was a good deal of firing yesterday and this day at Howland's. The firing appears to be at a Mark.

Mackenzie, *Diary* I: 195.

1. Nannaquaket Gut.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777

[*off the Mouth of Esopus Creek*]¹

Saturday 18

at 9 A.M. Weigh'd and Came to sail in Comp^y with the Fleet² at 11 Anchor'd with the small Bower in 4 F^m. Water & Sleepskine Isl^d. N.b.E. 1 Mile in Comp^y as before at Noon a Detachm^t of the Army Landed to Destroy some Stores Fired 3 twenty four lb^{rs}. to Cover their Land^g.

Sleepskine Isl^d. N.b.E. 1 Mile

D^o. Weather these 24 Hours [Light Breezes and Vble] at 1 P.M. the Troops Embark'd at ½ past Weigh'd & signal in Comp^y as before at 3 PM Anchd. & Sign^l in 9 F^m. Water Sleepskine Isl^d. S.S.E 2 Miles at 4 PM sent the Boats Mann'd and Arm'd to Destroy some Reble Store on Livingstons Manner³

D, UKLPR, Adm. 51/4159.

1. Rondout Creek.
2. The advanced squadron under Capt. Sir James Wallace, including H.M. brig *Diligent*, H.M. galleys *Crane* and *Spitfire*, 13 transports and a number of flat boats.
3. Col. Robert Livingston's Manor.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r 1777

[*Aground on Esopus Flats*]

Saturday 18

at 1 AM Got off without any Damage save the loss of 14 Sweeps which were Broke in Shoreing the Vessell Up at 10 AM weighd & towed Up the river Gallys Transports &c in C^o¹

Towing Up the River

Ditto W^r [Moderate & fair] at 2 PM Came too Smal Bower in 7 f^m. in C^o as above off Levingstons Upper Manor² set fire to several houses Barns &c³ at 6 weighd and Dropt down with the Ebb a little to the Southward of Levingstons Manor as did the Gallys

D, UKLPR, Adm. 51/4163.

1. The advanced squadron under Capt. Sir James Wallace, including H.M. galleys *Crane*, *Dependence*, and *Spitfire*.
2. Col. Robert Livingston's Manor.
3. William Smith noted in his memoirs for 18 Oct.: "Nicholas Hoffman's House &c Rob R. L[ivingston] & his Mother's burnt. Phil John Livingstons & Anth Hoffman's untouched and one Minklers on the opposite Side the several Houses were burnt there. Genl. Putnam with 5 Field Pieces & 1100 said to be Yesterday at the Flats coming this Night to red Hook. Reported that 30 Men went on Board the Ships Yesterday...—The Fleet continued last Night between Anth: Hoffman's, & Wid: Livingston's." *Historical Memoirs of William Smith, July 1776–July 1778*, William H. W. Sabine, ed., 2 vols. (New York, 1958), 2: 238.

GOVERNOR GEORGE CLINTON TO
MAJOR GENERAL ISRAEL PUTNAM

Hurley 18th October 1777 12 o'Clock A.M.

Dear Sir,

I am this Moment favoured with yours of this Morning. There is nothing New happened in this Quarter since I wrote you yesterday. The Enemy is 8 or 10 Miles above this burning away but as there are no Capital Settlements there on this Side the River & the Situation of the Country such as with my present Force I cant advance opposite to them with safety to my Artillery, I mean at present to continue where I now am in Front of the most valuable Settlements & where the Stores & Effects from Kingston are removed.

I imagine the Enemy will not proceed much higher up the River & that on their Return they will attempt to lay Waste the Places they have passed going up after our Troops are drawn from them. This induces me to think some more Troops ought to be left at Poughkeepsie & Fishkill but of this you can best Judge. Adieu you shall hear of me frequently. Your most Obed't Serv't

Geo. Clinton

Public Papers of George Clinton 2: 461, no. 866. The charred original is in N-Ar, George Clinton Papers, box 9, doc. 866.

BRIGADIER GENERAL JAMES CLINTON TO
GOVERNOR GEORGE CLINTON

Little Britain Octob'r 18th 1777.

D'r Brother,

Yours of yesterday's Date I have Just Received. I am Sorry for the Loss of Kingston &c.

Five of the Enemy's Shipping Returned Down the River Last night without Doing any Damage Except firing Some Cannon and small arms at our men and wounding one of ours on Board of a Ferry Boat.¹

Inclosed I send you two Letters one from Genl. Dickison² and the other from Genl. Winds³ the Latter of which I have answered by ordering him here as by your former Letter.

I have wrote Genl Putnam for a Reinforcement this day and Expect Genl. Winds will be Ordered to Remain here.

I have ordered Capt. [Bellknap] to move your Slay and what Forage he Can from the River. I am Yours Affectionately

James Clinton B. Genl.

Public Papers of George Clinton 2: 457-59, no. 863. Addressed in original manuscript: "To Governor G [C.] P^r Express." The word in brackets is from the charred original, N-Ar, George Clinton Papers, box 9, doc. 863.

1. The advanced squadron under Capt. Sir James Wallace, R.N.
2. Maj. Gen. Philemon Dickinson, New Jersey Militia.
3. Brig. Gen. William Winds, New Jersey Militia.

DIARY OF ROBERT MORTON

[Philadelphia, Pa.]

Oct. 18th.—Went to the mouth of Hollanders Creek this morning, where I had a view of the American and 4 of the British Fleets. The upper and lower British Batteries¹ fired several times at the Mud Island Fort, but I believe without execution. The American Fort returned the fire. The lower English Battery fired 3 Bombs. The American Fleet lay nearly under Red Bank to be out of the way of the bombs. The American Flag was this day hoisted at Red Bank.² The British troops that left Wilmington and were supposed to have gone to take Red Bank y's ev'g came up as far as Geo. Gray's Ferry and bro. a number of their sick and wounded into Town. A smart platoon firing this ev'g above Germantown.

Robert Morton, "The Diary of Robert Morton," *Pennsylvania Magazine of History and Biography* 1 (1877): 19.

1. The Pest House battery on Province Island and the middle and right batteries on Carpenters Island.
2. Fort Mercer.

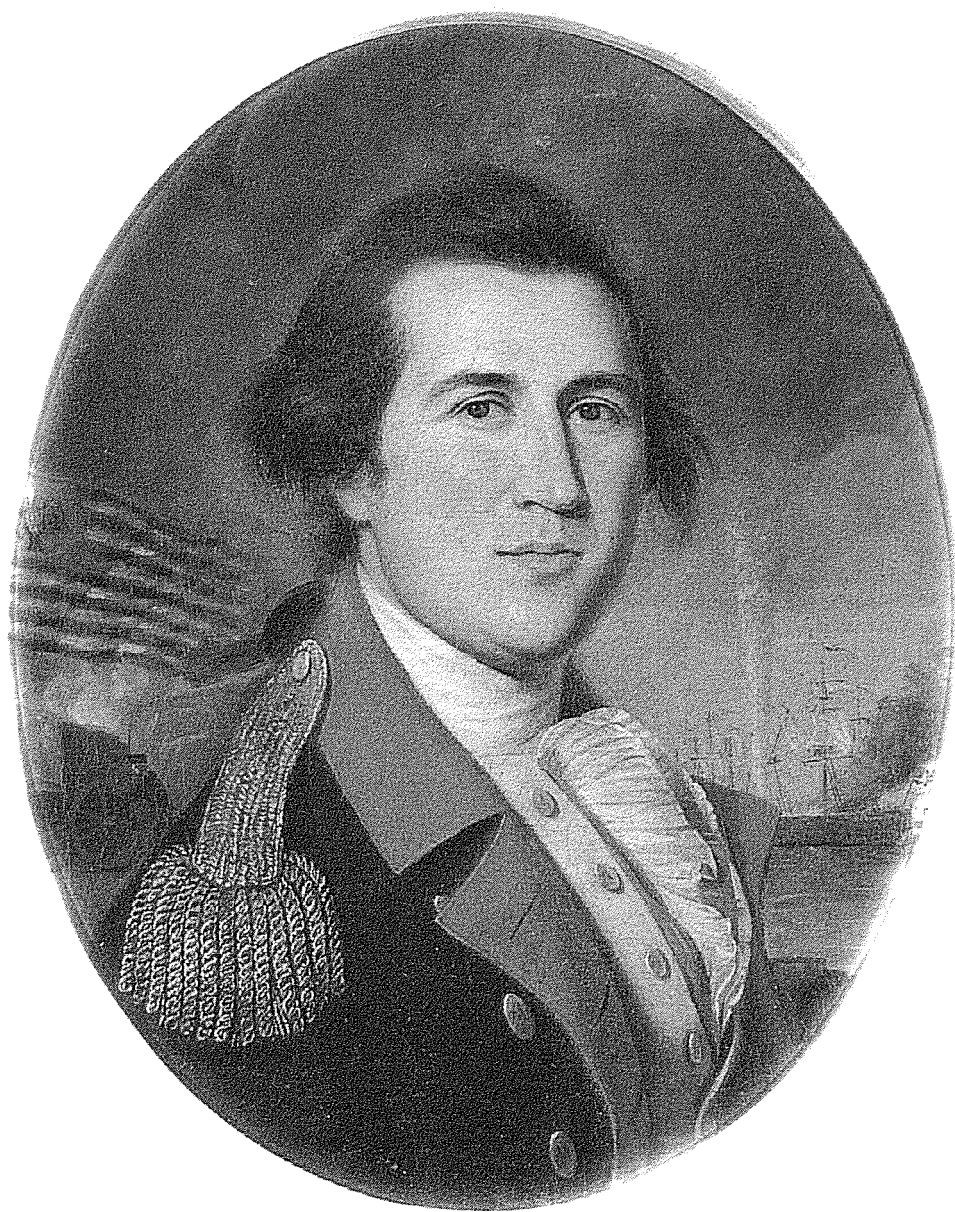
LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON

Sir

Fort. Mifflin 18th Oct^r 1777

I wrote your Excell^y the Second day the Enemy open'd their Batteries.¹ they have Since continued a fire from their two Bomb Batteries & Red Hot Balls from their work at the Pest Houses., as yet without much Damage. yesterday an unlucky Shell fell in a Barrack where the Soldiers had gone Contrary to Orders which kill'd One & wounded 3 others, two of them very Slightly, they have last Night thrown up another Bomb Battery between their two first.² it is not yet open'd. they have been kind in permitting Us to Sleep at Night. We are making every preparation against a Storm for which purpose we are entrenching within the fort. to annoy them even Should they get Possession of the out works.—

I wrote your Excell^y that the Commodore³ had remov'd his fleet under Red Bank, Since which he has Sent us no Guard but four pound Boats, which we think insufficient to guard the Defenceless part of the Island.⁴ your Excell^y knows that the Side of the fort⁵ next Red Bank has nothing but a Wall & Narrow Ditch for its Defence & that it would be easily defended in Case of Storm by a few Gallies who would rake with Grape Shot all that Bank & Sink any Boats that might attempt to land on that Side. which if left defenceless will be the most probable place of their Landing, the Landing in front & Rear of our Mud or Grand Battery is also very good & the very probable place for Boats which may come up from their fleet & whose Landing will most likely be coverd by their Gondolas and Tenders, against which the four pound Boats cannot lay, this was the Opinion of all the Gentlemen in Garrison, which I wrote to the Commodore, his answer is—"I rec^d. yours this morning & have provided Such a Guard as is thought consistent with the Opinion of a full Council of War held Oct^r the 16th & carried by the whole of them that all the Gallies could do for you Should be done & that they Should not be Sent to be Sacrific'd when they would have no Chance of annoying the Enemy, but lay & look at your Garrison & be of no Use to you nor the Country, but fall a Sacrifice to your pleasure"—



Lieutenant Colonel Samuel Smith

The Commodore has promised that as soon as we are attackd he will come over with all his fleet to our Assistance. my Opinion that his Assistance will be too late & I can't help thinking that the fleet will run as great a Risk coming over to us as if a Guard from it was to lay in the Night out of the Rake of their Shot & Bombs & where they might be of the utmost Service to us. I have Stated our Situation to your Excell^y who will I presume determine whether the Commodores Support is as much as he can give Consistent with the good of the fleet. I am Still of Opinion the Enemy have not more than 500 if So many on Province Island. I Have the Honor to be [&c.]. P.S. Two Gallies could lay quite Safe from both Bombs & Shot under the piers. I mean entirely Cover'd. Certain it is that the enemy have a Communication with their fleet from Phil^a along the banks of Province Island as large numbers of Wagons are heard to Pass and Repass every night.

LB, MdHi, Samuel Smith Letter Book, 10–11.

1. On 16 Oct. Smith wrote: "The Enemy have open'd three Batteries on us. one in front of the pest House which with Recache [*Ricochet*] rakes the whole Garrison, from whence they throw Red Hot Balls, as yet without Success. Another in Rear of our N.W. Block House in which they have some Royalls an 8 In Howitz & 1 p^c artillery 12 p^c I believe the other in Rear of the Mud Battery in which as yet they have but one 8 In. Howitz but it is lengthen'd So as to mount a p^c of Cannon. the Large Battery on the Heights to the Left of Guyers House is not yet open'd." Smith to Washington, 16 Oct. 1777, DLC, George Washington Papers, Series 4. The Pest House battery was on Province Island and mounted two iron 18-pounders. The two other batteries Smith describes were the middle and right batteries on Carpenters Island. Each mounted an 8-inch howitzer and an 8-inch mortar.

2. Although no such works are mentioned by John Montresor or Francis Downman, Smith may be referring to a battery that was constructed for a 13-inch mortar. This mortar did not arrive on Carpenters Island until 20 Oct.

3. John Hazelwood.

4. Smith's letter informing Washington of the removal of the American fleet has not been found.

5. Fort Mercer.

THE COMMITTEE FOR FOREIGN AFFAIRS TO
THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

To the Honb^{le}. B. Franklin, S. Deane & A. Lee esq^{rs}.

Honble Gentlemen.

York. Town 18 October 1777

... It is with concern we find that British property has lately been covered by conveyance in french bottoms; which practise pursued, and American Search disliked by France, it is obvious that the most vulnerable part of Great Britain her commerce, will be secured against us, and that, by the intervention of our professed friends. We desire therefore, gentlemen, that you will confer with the ministers of France on this subject, & satisfy them of the propriety and even necessity which there is that either this commerce should be prohibited or that the United States be at liberty to seach into and make distinctions between the bottom and the enemies property conveyed in that bottom. . . .

Signed { B. Harrison
R. H. Lee
R. Morris
J. Lovell

JOHN MCLURE TO COLONEL MORDECAI GIST

[Extract]

Dear Mordecai

Baltimore 18th Oct^r 1777—

... Two of the Boats you are interested with Hammond in is Arriv'd, one on the Sea Coast on the Eastern Shore, and the other at South Quay North Carolina am told you will profet Considerably by them adventures, the *Revenge* Brought in a prize some time ago, both of them is sold. the *General Lee* did nothing, she is sold. the *Harlequin* is Arrivd at South Quay has done nothing the *General Mercer* has Sent a prize Brig¹ into Cherristone² in this Bay loaded with Dry fish a Valuable prize, but not yet sold. the *Black Joke* was Spoke at Sea on her passage to Martineco, the Brig *Booker* was in East River Near the Capes about Eight days ago expect she is out, by this time no purchasers for what you order me to sell in her, she is not a bad Risk—there is the *Otter* and Three Frigats³ in the Capes. . . .

John McLure

L, MdAA, Gist Collection, Box 1717–1802, Folder 17.

1. The brig *George*. See Purdie's *Virginia Gazette*, 10 Oct. 1777, above.
2. Cherrystone Inlet, Va.
3. McLure is probably refering to H.M.S. *Phoenix*, *Emerald*, and *Perseus*.

CAPTAIN GEORGE KEITH ELPHINSTONE, R.N., TO GOVERNOR THOMAS JOHNSON

Sir

Perseus in Chesepeak-Bay the 18th Oct^r 77

Permit me to inform you that there are two Men belonging to His Majesty's Ship under my command, who are at present prisoners in America and lately at Reading, their names are Murdo Byron and Daniel Fish; If Sir you can forward an exchange for these men, you will oblige me much, I ask this with the more confidence as the Poor men were not taken in an Armed Vessel, but Cast on Shore about a year ago near Shrewsbury in the Jerseys; and as a great many of your Countrymen, have been set ashore from my ship both such as were taken in Arms, and otherwise. I have the Honor to be [&c.]

Geo: Keith Elphinstone

L, MdHi, Miscellaneous Manuscripts. Addressed at the foot of the page: "Thomas Johnstone Esquire &c^a &c^a."

SOUTH CAROLINA NAVY BOARD TO CAPTAIN JAMES PYNE

Sir/ His Excellency the President having Notified Cap^t Blake (who is at present from Town) that a Brigg^t now off the Barr, by her behaviour is suspected to be an Enemy's Cruizer, you are desired to do all you can this Night towards preparing the *Comet* under your Command for going out to Sea Tomorrow, in quest of her—and as a Board of the Commissioners will be called to meet early in the Morning you are desired to give your Attendance there by 7 OClock—to report them your forwardness

Yours &c.

Saturday Night
18th October 1777—

Josiah Smith Jun^r—
Chairman

Salley, ed., *South Carolina Commissioners*, 101.

GOVERNOR JOHN DALLING TO VICE ADMIRAL VISCOUNT HOWE AND
GENERAL SIR WILLIAM HOWE

Copy

Spanish Town 18th October 1777

My Lord,

The Masters of the Vessels, in the enclosed List, had obtained their Letters of Marque, incurred the whole expence of their outfit, and were on the eve of Sailing before your Lordship's circular Letter of the 20th. of April 1777.¹ Address'd to Sir Basil Keith, had, from the hurry incidental to a change of Office, been laid before me.² I considered therefore the Act Authorizing the grant of Letters of Marque and Licences as my sole guide in these Instances. On reading your Lordship's Letter I would instantly have recalled them, but have been prevailed on to forbear, by the several Masters representing to me, the great losses they would thereby sustain, and, in full confidence, from the Measures I have taken, of the King's Service not suffering by my withdrawing the present Letters of Marque and Licences. Your Lordship may be assured, that being now apprized of your desire with regard to Licences for any articles Cleared out for the Colonies, I will pay the most implicit respect to it, until your directions shall be received to the contrary. I will trouble your Lordship to direct proper Certificates to be brought me by the several Masters, mentioned in the enclosed List, of their compliance or not with their engagements, that I may take such steps against the delinquents (if any) as shall become necessary. I have the Honor to be [&c.]

(signed) John Dalling

Copy, UKLPR, C.O. 137/73, 60–61. Addressed at foot of first page: "The Right Hon^{ble}. Lord Visc^t. Howe/and/one of the same tenor to His Excellency Sir Will^m. Howe." Docketed: "Copy of a Letter from/Governor Dalling to Lord,/ and Sir William Howe/dated 18th Oct^r 1777." Docketed in another hand: "In Gov^r Dalling's (N^o 13)/of 13th Jan^y 1778./(1.)." See Dalling to Lord George Germain, 13 Jan. 1778, *ibid.*, fols. 57–59.

1. NDAR 8: 388. The Howes' circular letter prohibited governors from issuing licenses to West Indian vessels clearing for North America.

2. Sir Basil Keith, governor of Jamaica, died 15 June 1777. NDAR 9: 121, 128.

NEWS FROM KINGSTON, JAMAICA

Kingston, (in Jamaica) October 18.

Saturday arrived his Majesty's sloop of war, *Diligence*, ——— Coats,¹ Esq; commander, from a cruize. As did His Majesty's brigantine *Porcupine*, Thomas Cadogan, Esq; commander, from St. Augustine, from a cruize. Also a prize sloop and schooner, taken by the tender of His Majesty's ship *Ælos*, Christopher Atkins commander.² And a prize schooner loaded with rice, &c. from Georgia, taken by the *Bellahoe*, tender to His Majesty's ship *Southampton*.³

Royal American Gazette (New York), 27 Nov. 1777.

1. James Cotes.

2. Probably sloop *Independence*, laden with flour, etc., and schooner *Ferrett*, out of North Carolina with tobacco, staves, etc. Gayton's Prize List, 21 Dec. 1775–26 Feb. 1778, UKLPR, Adm. 1/240, 504–5.

3. Probably schooner *Sally*, laden with rice and coffee. *Ibid.*, fol. 504.

DON MANUEL FALQUEZ TO LORD MACARTNEY

Sir

I received your Excellency's letter dated the 8th Inst. and have upon the same Subject wrote to the Governor of Martinique upon a similar affair in favor of M^r Cotó of that Island—In answer to your Excellency I admitted per Chance or through inadvertence into this Port Captain White of an American Privateer, that he might succour himself in the urgent Necessity he represented to me he was in, which I would willingly to do to all Europeans upon the like occasion—Upon which effect and with regard to the request of the said General of Martinique, I obliged Pascal Bonavita to appear before me, & having laid a Charge of the like nature of that of Your Excellency against him, he answer'd that his English Captain one White an American had the Privateers Commission, & that he was the Boatswain, said Captain White having presented himself he was examined by experienced Interpreters in the English Language, who knew and said it was sufficient Authority for Their proceedings in the present dispute which his Britannick Majesty had with them, upon which I advised the said Captain to repair to Martinique in order that the Agent of the Congress might determine upon the matter, not being fully empowered myself, the said White and Bonavita departed this Port for Martinique for the above purpose, but in the Course of a little time returned saying they were Chased by a Privateer, however the [*they*] again sailed and on the seventeenth at two in the morning came to an Anchor, and informed they were Chased by a Frigate a Brig and three Sloops who were making towards this Port but the same day at Eleven O'Clock perceiving that the Frigate was coming into the Port, White and Bonavita got under way, the [*they*] fired a Gun at them of which they took no notice, for which reason I had not the satisfaction of re-examining said Commission by new Interpreters, otherwise I would give your Excellency a Compleat account of said White and Bonavita, which as soon as I can apprehend them, and find they are such as your Excellency represents them to me, they shall meet with the severest punishment that is regulated by the Established Laws of the King my Master for such Crimes, and to deter all others from attempts of this Kind, Your Excellency may rest assured that this will be accomplished whenever they return to this port—

I have been given to understand that said White and Bonavita have neither landed or Sent Negroes in this Island in respect of the Orders I gave them upon their arrival to the contrary however as there is other places besides this port, it might probably be that he has acted to the contrary of them—With regard to what your Excellency has mentioned in the first Paragraph of your letter that thirty seven Negroes and two Indians being landed in this Island by a Pirate named Bonavita, I gave the very same day the Strictest Orders for the searching for, and apprehending of them, issuing for that purpose a Commission to the Judges and Justices of this Island, that in finding of them, the [*they*] may be seized in the name of the King my Master and in prison Kept until such time as his Royal determination is Known, and punish those who acted contrary to his Royal Laws—

I could not be but surprized that for the transmitting of a Single dispatch from your Excellency, there should come a Squadron compr[ised] of Six Vessells, the demonstrations of which seem to me to be irregular, which I have noted and now

represent to your Excellency, that you may Know they are Actions contrary to the peace and harmony of our Sovereigns—

I am at your Excellencys Service and pray God guard you many years
 Trinidad 18th. October 1777—
 I Kiss your Excellencys hand
 Man^l falques

Copy, UKLPR, C.O. 101/21, 76–77. Addressed below close: “The Governor of Grenada.” Noted below close: “In Lord Macartney’s (N^o. 40)/of 24th. Oct^r 1777.” See below, Macartney to Lord George Germain.

DON MANUEL FALQUEZ TO COMMANDER WILLIAM FOOKS, R.N.

Sir

I am informed there is coming into the Port under my Command a Brigantine belonging to the Expedition of your Honor, and respecting your dispatches it is not necessary said Brig should Anchor as also the three Sloops which with the frigate makes five, you are immediately to give orders that said Brig and the rest of the Vessels to retire not only from this Port but from the extremities of the Coasts of this Island belonging to the King my Master—as for your Honors dispatches I am answering your Governor of Grenada

God Guard your Honor many years
 Trinidad 18th. Oct^r 1777
 I Kiss your Honors hand
 Man^l falques

Copy, UKLPR, C.O. 101/21, 82. Addressed at foot of first page: “The Commander of His Britanick Majestys Frigate.” Docketed: “Translation from the Spanish/of the Governor of Trinidad’s/Letter to Captain Fooks of the/*Favorite* Sloop of War/18 October 1777.” Docketed in another hand: “In Lord Macartney’s/(N^o. 40) of 24th. Oct^r 1777./ (7).” See below, Macartney to Lord George Germain.

COMMANDER WILLIAM FOOKS, R.N., TO DON MANUEL FALQUEZ

Sir

Ship the *Favorite*, the 18th. October 1777

I have been honored with your Letter this Morning, concerning some Vessels which have been seen off this Island. In answer to which I am to acquaint You that I know nothing of them, but should they be English Cruizers I can answer for their not coming into this Port, without they should follow American Privateers or Piratical Vessels. But I must beg leave to observe that while His Britannic Majesty’s Rebellious Subjects, or other Pirates, have the Sanction of your Port, You may rest assured that His Britannic Majesty’s Frigates will Cruize about this Island.

I am informed that one of the Schooners in your Port belongs to the Pirate Paschal Bonavitta, I therefore desire that she may be delivered up to Me, as also the Negroes which he has left upon one of the Estates on your Island, they being the Property of His Britannic Majesty’s Subjects.

Your Excellency will be pleased to return an Answer, in Writing, to the latter part of my Letter before I leave this Port I have the honor to be [&c.]

W^m: Fooks

(A Copy)

Copy, UKLPR, C.O. 101/21, 83. Addressed at foot of first page: "His Excellency the Governor of Trinidad." Docketed: "Copy of Captain Fooks of the/*Favorite* Sloop of War, his/Letter to the Governor of/Trinidad in answer/October 18th 1777." Docketed in another hand: "In Lord Macartney's/(N^o 40) of 24th Oct^r 1777./(8)." See below, Macartney to Lord George Germain.

October 19 (Sunday)

BRIGADIER GENERAL HENRY WATSON POWELL TO GOVERNOR SIR GUY CARLETON

Copy of a Letter from Brigadier General Powell to General Sir Guy Carleton dated Mount Independence—Oct^r 19th. 1777—

Sir

I have the Honor to inform Your Excellency that Hugh Daveny a Deserter from the Rebels, (who has been some time with L^t Gen^l Burgoyne's Army) arrived here this Morning, and reports he left Sarahtoga on Thursday the 16th instant before Day, where he was informed by General Burgoyne, that his Army was to surrender, and lay down their Arms between the Hours of eight and ten that Morning, and that he understood from Governor Skene, the British Troops were to go to Boston, and embark from thence for England, the Germans were to go Home to their own Country, and the Voluntiers and Canadians to Canada—

How far this Account is to be credited, I know not, but Captain M^cKay¹ informs me, He knows the Man and saw him behave very well in Action, I have therefore sent him to accompany the Express—

Captain M^cKay arrived here two Days ago with upwards of one hundred Voluntiers and Canadians, and there are some other small Parties of Voluntiers arrived since—

I sent two Expresses to S^t John's, one on the 10th. and the other on the 16th. instant, which I hope arrived safe—

I have the Honor to be, Sir, &c

(Signed) H: Watson Powell
Brig^e Gen^l

P.S. The *Turnbull* [*Trumbull*], *Washington*, & *Liberty* are to sail this Day for S^t John's, with some sick, who require Change of Air, some Families belonging to the Mohawk Indians, and some Loyalists who are desirous of going to Canada. The *Inflexible* is not yet unloaded—

G C

Copy, UKLPR, C.O. 42/37, 254. Addressed above the postscript: "His Excellency/Sir Guy Carleton." Enclosure no. 1 in Sir Guy Carleton's letter No. 44 to Lord George Germain, 25 Oct. 1777.

1. Capt. Samuel McKay.

BENJAMIN CRANSTON'S JOURNAL, RHODE ISLAND NAVY SCHOONER GALLEY *SPITFIRE*

[*Nannaquaket Gut, Tiverton, Rhode Island*]

On Sunday Oct^r: 19: 1777

This Day at 10 pm Weighed Anchor at Howlands ferry and Beat Down towards fogland But Concluding not to go on We put away and Ran up the River again¹ gave the Guard house one Bow Gun and Run Up and Came to anchor again &c

D, UKLPR, H.C.A. 32/455/1. Cover: "Schooner *Spitfire's* Book of Journal and other Accounts Required on Board To Be kept By one Benjamin Cranston Jun^r." Cranston was quartermaster of *Spitfire*, Capt. Joseph Crandall.

1. Sakonnet River.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 19th Oct^r—Fine weather. Wind S.W.

About 12 oClock last night, about 200 Rebels came forward on Howland's neck, and fired at two Hessian Sentries posted at the bridge. The Sentries, and a patrol of Six men who happened to come up at that time, fired a good many shot at them, and then retired, at which time an 18 p^r being fired from Windmill hill at the Rebels, they retired without firing another shot. Not less than 500 Musquet shot were fired at our people without effect. Our Sentries resumed their post at the bridge soon after, and all was quiet during the remainder of the night.

The firing was so brisk for the time it lasted, which was about 12 minutes, that it was concluded the Rebels meant a serious attack upon that post, and the troops were ordered to get under arms, which they did with great expedition. But on finding there was no reason to apprehend an attack, they returned to their tents.

This morning two bayonets and some hats were found near the place from whence the Rebels fired.

Everything was quiet during the day.

Our Galley¹ having undergone some alterations lately at Newport in order to make her sail better, was ordered round this day to the Seconnet passage,² but in turning out of the harbour she was found to be so totally out of trim, that it was judged unsafe for her to proceed, and she returned into the harbour.

Mackenzie, *Diary* 1: 195–96.

1. *Alarm*.

2. Sakonnet Passage.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777
Sunday 19

[Sleepskine Isl^d. S.S.E. 2 Miles]

A.M. Lower'd Down the Main Yard to mend the Main Sail

Sleepskine Isl^d. SSE 2 Mile

D^o. Weather these 24 Hours [Light Breezes and Vble] [PM] Sail-makers Empl^d. Repair^s the Main Sail sent the Boats on shore Mand & Arm'd wth Signal to burn 2 Reble Vessels at 5 PM fired 5 four lb^{rs}. Round and Grape to Cover our Boats whilst Destroying the Reble Vessels at 6 P.M. the Boats Ret^d hav^g Complaeeted what they Were Sent

D, UKLPR, Adm. 51/4159.

JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777

Sunday 19

At an Anchor off West Point up Hudson's River
d^o. Weather [Moderate and Cloudy] at Noon Weighed and
Came to Sail up the River.

Sailing up the River

Fresh Breezes and Cloudy at 2 P.M. Anchor'd off Polipus Is-
land¹ in 8 fms. Water and about the distance of 2 Cables lengths
from the Chevaux de Frize,² New Windsor Church bearing NW
distance about 4 Miles.

D, UKLPR, Adm. 51/600.

1. Pollepel Island.

2. On 22 Oct. *Mercury's* pilot was sent to sound the chevaux de frise, probably for the return of the advanced squádrón. Captain's Journal of H.M.S. *Mercury*, UKLPR, Adm. 51/600.

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Head Quarters [*Methacton Hill, Pa.*] 19th. October 1777

The fogginess of the Mornings is so very great, that I think it probable, that the Enemy will attempt a surprise upon Fort Mifflin at such time, or at Night if they mean it at all. To prevent this, I would recommend it to you to keep Boats rowing guard as near the shore of province Island as they possibly can with safety—

I am so fully sensible of the importance of your Station that I have sent you rather more men than were demanded for its defence, and as many, of the two Rhode Island Regiments,¹ are sea Men, they will afford you very considerable assistance. The Enemy last night evacuated Germantown and fell down to Philad^a. Our Army will advance towards them in the morning, and as we shall be near them, I hope we shall prevent them from detaching any considerable force to reduce Fort Mifflin. I recommended it to Col^o. Smith, to endeavour by all means to keep the Breaches in the Banks of province Island open, as I am certain it will incommode them vastly in carrying on their Works. I am [&c.]

Df, DLC, George Washington Papers, Series 4. Addressed at foot of page: "Commodore Hazelwood." Docketed: "19th. October 1777/to/Commodore Hazelwood."

1. The 1st and 2d Rhode Island Regiments.

MASTER'S LOG OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

Remarks &c. Sunday 19th. Oct^r. 1777 [aBreast the fort¹]

[At] 4 [AM] D^o. Weather [light Airs & fair] [At] 10 hove up the Stream, & let go the small Bow[er] [At] 12 [Noon] moderate & fair [At] 1 [PM] moderate & fair saw the *Augusta* & *Isis* coming up from Chester, soon after the *Isis* got a ground on Tinnicum Spit [At] 3 the *Augusta* Anchored here [At] 5 Weigh'd & Shifted our Birth close to the Channel of the Chevaux de frise, the *Vigilant* dropt down [At] 8 fair weather

D, UKLPR, Adm. 52/1964.

1. Billingsport.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Signals which may be made in the *Vigilant*.

Red, White, Blue	} 1	For the Ships in view to cease firing on the Fort.
Main-top-gall ^t Masthead		
Blue, White, Red	} 2.	That the Fort is carried by the British Troops
D ^o :— D ^o :—		
Red, White, Blue	} 3.	That the Firing on the Fort may be renewed or Continued.
Fore-top-gall ^t masthead		

Given onboard His Majesty's Ship
the *Eagle* off of Chester the 19th Day of October 1777.

Howe

By Command of the Vice Admiral.

Josh^h. Davies.

DS, UKLNM, Cornwallis West Collection, Cornwallis Papers, vol. II. Addressed flush left below signature line: "To/The Honble Will^m. Cornwallis/Commander of His Majesty's/Ship the/*Isis*." Docketed: "Sign 19 Oct^r 77."

JOURNAL OF H.M.S. *EMERALD*, CAPTAIN BENJAMIN CALDWELL

October 1777 New Point Comfort N $\frac{1}{2}$ W Back River Point SBW, Egg
Sunday 19th Island, WSW.

at 5 AM saw a Sail to the NE, Weigh'd and came to Sail, manned and armed the Barge to chase, at 9 AM anchored, at 11 AM the *Otter* anchored here.

Back River SW $\frac{1}{2}$ S New point Comfort NNW
Ditto wear. [Moderate & cloudy] our Barge returned with the Prize,¹ took the prisoners out and sent them to the *Phoenix*, employed making nippers & C^a.

D, UKLPR, Adm. 51/311.

1. On 20 Oct. the prize broke loose from her cable during a strong gale and drifted down the bay. Ibid.

CAPTAIN BENJAMIN CALDWELL, R.N., TO CAPTAIN HYDE PARKER, JR., R.N.

Sir

Emerald off the Horse Shoe the 19th October 1777.

I am favoured with your Letter of the 17th by Captain Squire¹ this morning, and should have proceed^d immediately to Gwins Island, agreeable to your desire, but the Pilots informs me since Lord Dunmore with the Transports left it,² the Wells there, were all filled up, and therefore, I do not apprehend we shall be able to complete the water; Captain Squire mentioning, when the Ships watered there before, there was a body of Troops encamped on the Island; and the number we should be able to land, would not be suffecient, as the Rebels can ford it over; I therefore submit to your consideration, whether it would not be better to go with the Ships up the Potowmack where water may be easily had: I take the liberty of sending the *Otter* back, to know your pleasure. I am [&c.]

B. C.

LB, UKLNM, Benjamin Caldwell Papers, CAL/110. Addressed: "To/Hyde Parker Junior Esq^r/Captain of His Majesty's/Ship/*Phoenix*."

1. Commander Matthew Squire, H.M.S. *Otter*.

2. British forces under Lord Dunmore occupied Gwynn Island from 28 May to 9 Jul. 1776. They were forced to evacuate the island under bombardment from American batteries. See *NDAR* 5: 1078–79, 1094–95.

MARQUIS DE BOUILLÉ TO GOVERNOR THOMAS SHIRLEY

[Extract]

(Translation)

Sir

Martinico Octo^r 19th. 1777

I received the two Letters, which your Excellency did me the Honour to write me, the one dated the 10th. Instant, the other the 17th. . . .

As to the Subject of the Letter of the 17th., concerning two Vessels taken by the Americans, and brought into Martinico. It is true enough that one of them, laden with Negroes, came to Anchor at Saint Pierres. I put a Guard on Board to prevent the Sale of them, and, at the Expiration of Twenty four Hours, she weighed Anchor. I know not whether the Cargo of Negroes was sold in the Island; those who may have sold, & those who may have purchased them, having every Reason to keep me ignorant of it; and having no Means of stopping the Sale in the distant Parts of the Island, or even of being informed of it.

As to what respects the Vessel, which your Excellency mentions to be at Trinity, a place far from that of my Residence, and the Officers of Administration. I this Moment write to have an Account of it given to me, and to give Orders for her Departure, if she be there or in the Environs.

I should be sorry that your Excellency thought, that I was not as active and careful as possible, in preventing the Sale of Prizes, taken from the English Nation by the Americans as well as the arming of Privateers by the French. It is but a few Days since I had a Privateer of that sort disarmed, caused the Captain to be put in Prison, and all the Crew; and confiscated the Vessel. I have already made eight or ten Examples of this Kind. But I must advertise your Excellency, that false Commissions from the Congress, to arm as Privateers, are printed at Dominica, and sold at Martinico; and I have now some of them in my Hands which I caused to be seized. It is for your Excellency's Wisdom to prevent such Abuses which are injurious to the Trade of the English Nation; and which I cannot entirely hinder, if you are not equally careful to put a Stop to them; provided it be not contrary to the Freedom of the Press.

I send your Excellency one of these Commissions, which was found in a privateer, which I caused to be disarmed. You may perhaps, by Means of it, discover the Fabricator of such Papers, and the Place where they are manufactured.

I have not yet had the Honour to see M^r Jones, whom your Excellency recommended to me. I will show him when I see him, all the Civilities, he is intitled to, and which are due to your Excellency's Recommendation to me in his Favour. I have the Honour to be with great Esteem & perfect Consideration [&c.]

Le M^{is}. de Bouillé

I certify that the above is a true Translation of the Marquis de Bouillé's Letter of the 19th. Octo^r 1777 to Governor Shirley. Roseau Nov^r 7. 1777

Jn^o Gillon

Sworn Interpreter & Translator

Copy, UKLPR, C.O. 71/7, 15–16. Docketed below close: “In Gov^r Shirley’s of/26th Nov^r 1777./ (4.).” See below, Shirley to Lord George Germain. Three paragraphs of this letter are not printed. That section concerns French debtors fleeing to English islands to escape their creditors.

1. The latter letter is printed above.

ACTING LIEUTENANT CHARLES JORDAN, R.N., TO VICE ADMIRAL CLARK GAYTON

Sir

Race horse Lucea 19th. Oct^r 1777

We sailed from Saint Anné, the day after I did myself, the Honor of writing to you, cruized ’till Sunday the 12th: on which day I put into Martha Brae, in Order to impress, but, without success; The next Morning I went out of the Harbor; Our Pilot not being acquainted there one from the Shore carried us in & out, to whom I gave a Certificate.

In the Evening & off Montego-bay, I discovered the Heel of the Mast split, went in next day, examined & found it not material. About One O’Clock I received intelligence of a Privateer’s being off the Harbor, & in Chace of a Square rigged Vessel; We weighed directly, & gave Chace, had them in Sight ’till Sun set. We steer’d N:W: all Night, and at day light being about 15 Leagues from the Land, We discover’d the Sloop laying too a Head of us, & a Shallop on our Beam, the latter We made come along side, found her, belonging to Kingston, & taken by the Sloop, took the People out, let her go adrift not being able to spare Men, & had cut her Mainsail to pieces in Order to clear us from her, she informed us of the Chace’s being a privateer. At 7 O’Clock an Engagement began, & at 10 Minutes, past Nine, We boarded & carried her;¹ She mounted 12 Carriage Guns, & 16 Swivels, & had between 90 & 100 Men. I have not Yet been able to get a Compleat list, She is called the *Guest*, the Person who commanded her, was (he says) born at New York, his Name is Edw: M^c Kaller, has a Commission signed by Hancock; the Company are French, she fitted out from Cape Francois, but was last from the Mole. They had 16 Killed & near 40 Wounded, two have since died of their Wounds, & many others are likely to meet the same Fate. We lost 1 Man & had 8 Wounded but none I hope mortally.² Captain Haynes has taken, M^c Kaller & 30 Others, on board the *Porpoise*, the wounded Prisoners are on board the Prize, & will sail to Morrow in Company with her, the Square rigg’d Vessel is a Polacca from Kingston, which the Privateer parted with in the Night, & order’d to proceed to the Mole; In the Hull we are not much damaged, our Sails are a good deal torn, & our Mast is so much Wounded that We are are obliged to fish it, some of our Gun Carriages broke down; I hope in a few days to be in a Condition to execute your Orders. I am [&c.]

Cha^s: Jordan

Copy, UKLPR, Adm. 1/240, 444–45. Addressed below close: “Vice Admiral Gayton.” Docketed: “19th. Oct^r 1777./M^c Jordan acting/Lieu^t and Commander/of His Majesty’s Sloop/*Racehorse* his Letter/acquainting Adm^l/Gayton with the particulars/of his action with a/privateer.” Docketed in another hand: “N^o. 7./V.A.—Gayton’s Lr/of 25 Oct^r 1777.” See below, Vice Admiral Clark Gayton to Philip Stephens.

1. The journal of H.M. sloop *Racehorse* contains the following entry: “Made sail after the Sloop . . . Shee had hoisted a Pendant with 13 Stripes & apeard ready for Action . . . at 7 Being within Pistol Shott . . . we Engaged her . . . a Constant fire was kept up on Boath Sides . . . till 10 Minutes Past 9” when her flying jibb Boom hook^d our toping lift . . . which Swung us together . . . We imeadiaty Board^d . . . and Got Possession . . .” Journal of H.M. sloop *Racehorse*, 14 Oct. 1777, UKLPR, Adm. 51/4303.

2. The inhabitants of Montego Bay awarded Jordan a silver cup worth fifty guineas in recognition of “his brave and gallant conduct.” *Pennsylvania Evening Post*, 9 Mar. 1778.

October 20

JOURNAL OF H.M.S. *GARLAND*, CAPTAIN RICHARD PEARSON, R.N.Oct^r 1777

Moor'd off Quebec.

Monday 20thAM struck Top Gall^t Masts and lower Yards.First & Middle parts Strong Gales & Rainy Weather. Latter D^o Gales & clear Wea^r,PM Sent up the River to St^t Johns one Midshipman and 30 Seamen to be employ'd on the Lake Service.¹

D, UKLPR, Adm. 51/387.

1. On 15 Oct. Pearson had dispatched a petty officer and twelve supernumeraries from the *Garland* for service on Lake Champlain. Ibid.JOURNAL OF H.M.S. *TRITON*, CAPTAIN SKEFFINGTON LUTWIDGE, R.N.

October 1777

At Anchor in the Bason of Quebec

Monday 20thAM Struck lower Yards and Top Gall^t Masts. D^o Cleared hawse, I rec^d. an Order from Cap^t Pearson to send two Petty Officers and 50 Men to the Lakes.First and Middle part fresh Gales with Rain Latter part D^o Gales and Frost PM I set out from hence for St^t Johns Also the two Petty Officers & 50 Seamen for the Lake Service¹

D, UKLPR, Adm. 51/1013.

1. On 18 Oct. Sir Guy Carleton ordered Pearson to send Lutwidge to St. Johns. Ibid.

JOURNAL OF H.M.S. *FLORA*, CAPTAIN JOHN BRISBANE

October 1777

Cape Codd W ½ S Distance 19 Leagues

Monday 20thAM at 8 saw a Sail to the E^t w^d: out Reefs & Chaced at 9 found the Main Topm^t Trusseltrees Sprung, at 10 the Chace made the Private Signal, Answer'd D^o: Bro^t: too and Struck the Main Topmast, at Noon saw a Sail in the NW made the *Lark's* Signal to Chace—Cape Codd W^t: 14 S^o: Distance 46 LeaguesFirst part fresh winds and hazy W^t: Middle and latter foggy W^t: PM sett Studingsails, at 2 Fidded the Top and Topg^t: mast's & set up the Rigging, Fired 2 Six pounders at the Chace to which she bro^t: too, Shorten'd Sail & bro^t: too Main Tops^t: to the Mast, she proved a Schooner from Kennebeck bound to the Isle of St^t Peters¹ Newfoundland.²

D, UKLPR, Adm. 51/360.

1. French island of Saint-Pierre, St. Pierre and Miquelon Islands.

2. On 21 Oct. Brisbane ordered the schooner set on fire. UKLPR, Adm. 51/360.

JOURNAL OF H.M. SLOOP *KINGSFISHER*, COMMANDER ALEXANDER GRAEME

October 1777

Monday 20th.

Ditto [At Anchor in the Seakonnet passage Rhode Island]

2 A.M. saw two flashes of great guns but heard no report supposed it to be from Fogland ferry¹ people employed variously—
D^o. W^r. [Moderate breezes and cloudy weather]

10 P.M. yaul rowing guard at ½ after 10 P.M. heard a cannon fired up the river and saw the flashes of two musquets on the rebel shore at 12 P.M. heard another fired and supposed it to be from the Rebel shore

D, UKLPR, Adm. 51/507.

1. The attack by American militia under Maj. Gen. Joseph Spencer on the battery at Fogland Ferry on the island of Rhode Island.

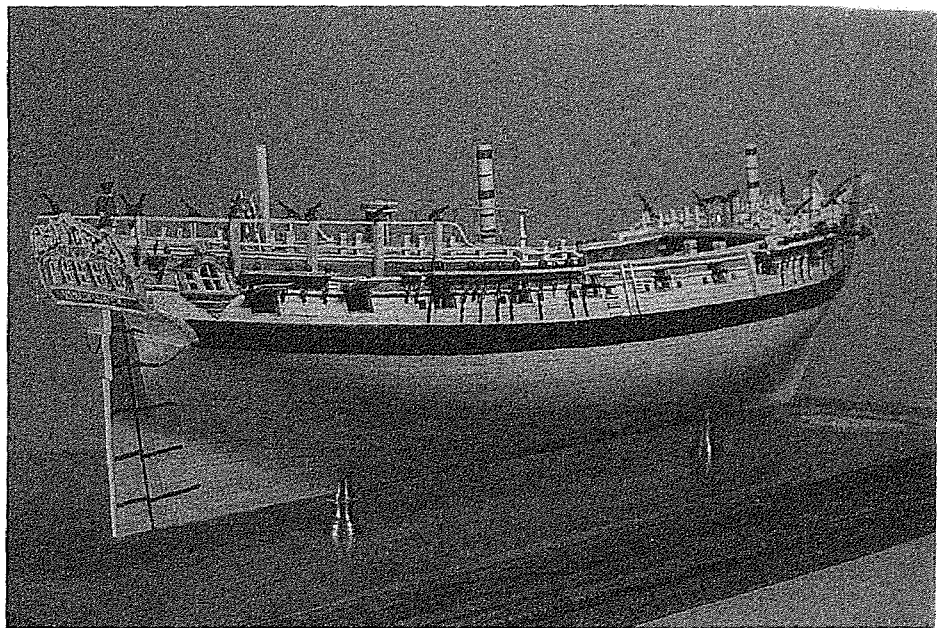
DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 20th Oct^r—Fine Weather. Wind S.W.

About 9 o'Clock last night the Sentries of the 22^d Regiment, discovered several of the Enemy's boats going down the Seconnet towards Fogland ferry, and immediately fired to give the alarm. Many boats were perceived soon after from the battery at Fogland, and were fired at from thence. The alarm being quickly communicated, the troops got under arms immediately at the several encampments. The Enemy's boats continued passing Fogland to the Southward 'till 2 o'Clock this morning, and whenever they could be perceived were fired at. As it was imagined they intended to land somewhere below the *Kingsfisher*, and to make an attempt upon the town, The 22^d Regiment marched from Quaker hill to Fogland, and proceeded thence, by an order from Gen^l Pigot to the Windmill near the General hospital. The 54th replaced the 22^d at Quaker hill. At 11 o'Clock at night the Rebel Galley came out from Howland's,¹ and endeavored to work down towards Fogland, but the wind being unfavorable she was obliged to give it up, and in returning she fired three Shot at our shore without effect, and then anchored between Quaket Gut² and the point of Howland's neck.

The troops remained under arms all night at the different posts in expectation of an attack from the Enemy, as the movement of their boats indicated such an attempt, but there was no further appearance of them, nor did The *Kingsfisher* observe any boat to pass her during the night. Above 70 boats, as well as could be judged passed Fogland. A great many shot were fired at them; and the people on duty at that battery say that two of them were certainly destroyed. Altho the Moon shone clear it was not easy to discover them, as they passed one by one, and kept close under their shore. At daylight very few could be seen; so that they must have taken them into the Creek behind the South point of Fogland.³

A Serjeant and a Private of the 17th Dragoons who were patrolling last night towards Sachawest [*Sachuest*] beach, were surrounded and carried off by a party of about 20 Rebels who had landed thereabouts. One Taggart, and his Son, who lived near the place, went off with the Rebels; and it is supposed were concerned with them in surprising the Dragoons.



H.M. sloop Kingsfisher

The Rebel Galley changed her position this morning, and went a little above Howland's ferry. In going off, she fired an 18 p^r at the Bridge Redoubt, which struck within 30 yards of it.

The 54th Reg^t returned after Sunrise to their camp at Windmill hill. The 22nd having been ordered to encamp near the General hospital, they sent for their tents & baggage this Morning; and in the afternoon the 54th marched, with two 6 p^{rs} and take up their position on Quaker hill.

In order to strengthen the post at Howland's bridge, an Abbatis of large apple trees from the Neighbouring Orchards was thrown across the Neck about 200 yards on this side of the bridge, which will prevent the Enemy from advancing in that part with Cannon, or any considerable number of Troops without first removing them, which will take up some time, and must be done under our fire.

The troops are ordered to lie dressed till further orders, and ready to take their arms on the shortest notice.

Mackenzie, *Diary* 1: 196–97.

1. Rhode Island Navy galley *Spitfire*.
2. Nannaquaket Gut.
3. Creek from Nonquit Pond.

BENJAMIN CRANSTON'S JOURNAL, RHODE ISLAND NAVY SCHOONER GALLEY *SPITFIRE*

[*Nannaquaket Gut, Rhode Island*]

On Monday Oct^r 20: 1777

This Day Got under Way from the Gut and Ran up above the ferry¹ and Came at Anchor Nothing further—

D, UklPR, H.C.A. 32/455/1. Cover: "Schooner *Spitfire's* Book of Journal and other Accounts Required on Board To Be kept By one Benjamin Cranston Jun^r."

1. Howland's Ferry.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY

At a meeting of the Council of Safety held at Hartford, October 20th, 1777.

Voted, That Mr. David Trumbull deliver to Benjamin Huntington, Esq^r, 71 yds. of Tickelingburge belonging to this State, or more if necessary, for the use of the schooner *Spy*.

Voted, That Capt. Jabez Perkins of Norwich pay to Benjamin Huntington, Esq^r, one hundred pounds of the publick money in said Perkins' hands, to be improved in paying the advanced wages of the crew to be shipped on board the schooner *Spy*, and other necessary purposes for fitting out said schooner for sea.

Voted, That Capt. Wm. Hubbard deliver to Benjamin Huntington, Esq^r, or his order, the two barrels of pork said Hubbard owes this State, to be for the use of the schooner *Spy*.

Hoadly, ed., *Public Records of the State of Connecticut* 1: 451–52.

NATHANIEL SHAW, JR.'s ACCOUNT AGAINST THE
CONNECTICUT PRIVATEER SHIP *GENERAL PUTNAM*

1777		Ship <i>Putnam</i> ¹	D
June	7	To pd Jacob Rily for fr ^t of Sparrs &c	£25 .. — .. —
		To pd Amos Letimer for 541 feet boat boards	2 .. 10 .. 0
		To pd Jo ^s Hurlbut for use of his Shop	16 .. —
		To pd John Hartell's Expences into the } Jersey after Iron	13 .. 15 .. —
		To Horse Hire for ditto	6 .. 0 .. 0
Sep ^r	8	To pd John Skillins Bill	69 .. 13 .. —
		To 1 Gal Rum del ^d ditto	2 .. 5 .. —
		To 100 lb Sheet Lead	
		To pd Jon ^a Ranny for a Barge	
	24	To pd Ja ^s . King for fr ^t of 3 Tops & 9 Sparrs	4 .. 1 .. 0
		To pd Grover L ^a Homedue for 102 [<i>illeg.</i>] Merline	71 .. 8 .. —
		To pd Rich ^d Spink for old Sales	24 .. — .. —
		To pd John Braddicks Bill for fr ^t of Cordage } from Sears ² & paint from col Waters ³ — }	5 .. 6 .. 0
		To pd John Wards Bill for Mast Hoops	5 .. 10 .. 0
		To Col Waters Bill for paint & lead	
		To Col Sears's Bill for Cordage	
		To pd John Bradicks Bill fr ^t & Storage of d ^o	4 .. 6 .. 0
		To 1 bar Tarr from Ja ^s Tilley	
Octo	20	To John Ames Bill for Sparrs	281 .. 3 .. 7
		To pd Fink for 384 lb Beef for Launching	12 .. 0 .. 0
		To 32 Gal Rum @ 45/	68—
		To 80 lb Sugar @ 3/	12 .. 0
		To 1 bar pitch 235 lb Tallow	
		To pd Sam Stratton Iron Work on sparrs as ³ Bill	17 .. 0 .. 10
		To 4 .. 2 .. 4 lb Iron for ditto	
		pd M ^{rs} . Plumb boarding Hopkins & his Prentis } Penman & Tallman	0 .. 17 .. 4
		M ^{rs} . Plumb to a bar flour 1 . 3 . 14 } Charged to Goddard	
		To 2 Gal Melasses	
		pd Frank 15 Days Work @ 4/	3 .. 0 .. 0
		pd W ^m Colbert 15 days d ^o 4/	3 .. 0 .. 0
		pd Dan ^{el} . Keeny 18 Days @ 3/	2 .. 14 .. 0
		pd Dan ^l . Tinker 16 Day } 3/	6 .. 0 .. —
		pd Marchent Tinker 24 D ^o	
		pd Othenial Beebe	5 .. 2 .. —
		pd Peter Rogers Jun ^r	4 .. 10 .. —
		pd Lewes 16 Days 3/	2 .. 8 .. —
		pd Ashcraft & people Loading Timbers	0 .. 8 .. —
		pd Benj ^a . Sprauge 22 [<i>days</i>] 3/	3 .. 6 .. —
		pd Daniel Tinker 11 3/	1 .. 13 .. —
		pd Isaac Fellows 54 4/6 charged by Goddard	0 .. 0 .. —

pd Nath ^{el} Beebe	54	3/6	9.. 9..—
pd Job Rathbone fr ^t ing Timber			72.. 18..—
pd John Browns Acco ^t			22.. 3.. 4
pd W ^m Hambleton	70 Days	3/	10.. 10.. 0
pd Antoney Wolf	98 Days	3/	14.. 14..—
pd John Wolf	46 Days	3/	6.. 18..—
pd Peckett Latimers Acco ^t			39.. 9..—
pd Daniel Ashcrafts Acco ^t			2.. 9.. 10
pd Daniel Burnes	18 Days	7/	
pd d ^o for a pease Timber	50/		

D, C&Y, Nathaniel and Thomas Shaw Letters and Papers, Ledger 9.

1. Connecticut privateer ship *General Putnam*, 20 guns, was built at Winthrop's Neck, New London, by Nathaniel Shaw, Jr. She was launched on 20 Oct. 1777 but was not commissioned until 23 April 1778, Thomas Allon, commander. DNA, PCC, item 196, vol. 6, 34.

2. Isaac Sears of Boston.

3. Josiah Waters of Boston.

GOVERNOR GEORGE CLINTON TO MAJOR GENERAL ISRAEL PUTNAM

Sir,

Hurly, Oct'r 20th 1777.

I have this moment received your letter of this date with the letters you mention concerning them I have only to Congratulate you on the fortunate event by which the present purposes of the enemy are defeated.

With respect to the galley¹—She is Sunk about Two miles from the landing place;² there will be some difficulty in raising the Cannon, especially the 32 pd'r for which we have no carriage on this side. However if you can send me a travelling Carriage & Ammunition I will endeavor to bring her on shore.

I very much approve of your intention to annoy the enemy's fleet, & shall cheerfully co-operate with you and as General Gates is arrived in Albany. The Cannon may soon be procured—what think you of [attempting Fort montgomery?—] by Genl. Parsons & the troops from Jersey.

Public Papers of George Clinton 2: 465, no. 872. Addressed in the original: "To the Hn^{bl} Major General Putnam—Red Hook." Docketed in the original: "Draft Letter to MG/Putnam Octo^r 20th 1777." The words within brackets, the address and the docketing are from the charred original, N-Ar, George Clinton Papers, box 9, doc. 872.

1. Continental Army galley *Lady Washington*, Abraham Lewis, commander.

2. She was sunk in Rondout Creek above Kingston Landing.

BRIGADIER GENERAL JAMES CLINTON TO GOVERNOR GEORGE CLINTON

Widow Falls Octob'r 20th 1777

Dr Brother,

[Yesterday Afternoon there Come up the River A frigate Mounting on her Main] Deck [24 Guns¹ with three Small Vessels two of] them went Down Last night; the Frigate and Tender Lies Just Below the [Chivedefreax].

Genl. Winds with Part of of his Brigade Came to N. Windsor Last night. I went Down there to see him but was Informed he had stopted at Brooks's. I am Just going

Down to see him and Consult matters. I Intend to move Down to N. Windsor or New Burgh with the Millitia as there is none of us has Tents to Occupy those houses. I am sorry for the Loss of your furniture; I have Spoke to Capt. Bellknap & Dubois to try to Secure what property you have left. I am [&c.]

James Clinton.

Public Papers of George Clinton 2: 463, no. 869. Addressed in the original: "To/Governor George Clinton/Hurly." Docketed in the original: "B G. Clinton 20th Oct^r/1777 near New Windsor." The sections within brackets are from the charred original, N-Ar, George Clinton Papers, box 9, doc. 869.

1. See *Journal of H.M.S. Mercury*, 19 Oct., above.

DIARY OF CAPTAIN FRANCIS DOWNMAN

[Extract]

[*Philadelphia, Pa.*]

October 20th.—This morning about 4 o'clock a firing of cannon and musketry was heard near Gloucester Point. We roused all hands up and went to our batteries in town along the shore. We heard a number of boats rowing. We thought the galleys were coming to fire on the town, and just before daylight they came within hail of our sentry. They answered they came from our fleet. Twelve flat-bottomed boats, under the command of Captain Clayton, had pushed up in the night, and boldly run under the enemy's forts and batteries, and passed their whole fleet with the loss of one man. These boats come up with provisions etc., we imagine to facilitate a landing on the Jersey shore. This afternoon a great deal of cannon firing below, from our row galley and some of our advanced ships, and the rebel galleys and the forts and our batteries. . . .

Downman, "Services of Lieut.-Colonel Francis Downman," p. 166. Five sentences of this letter are not printed here. They relate to the weather and Downman's assignment to a battery of five and a half inch howitzers.

JOURNAL OF CAPTAIN JOHN MONTRESOR

[*Carpenters Island, Pa.*]

[*October*] 20th. Wind S.W. and the weather remarkably warm. At 4 this morning 12 Flat bottomed Boats and a whale boat arrived at Philadelphia from our Fleet after receiving abundance of Grape from the Fort ¹ and 2 Gallies below without any injury until they arrived near our Battery two medium 12 pounders, on the North point of Schuylkill ² where they were fired on (that Garrison not being apprized) and lost one seaman. At ½ past 10 this morning, the Engineers finished the Floating Bridge across Schuylkill upwards of 400 feet. Rebels fired a feu de joie from the Fort and Ships, &c. Commander-in-Chief ³ visited the works. An officer and 6 mounted Jagers patrolling near the Falls of Schuylkill were met by a troop of Rebel Horse and obliged to fly having one killed, but Plunket ⁴ their Captain pursuing too far fell in with one of our Pickets and was wounded and taken with another. Arrived in the night as far as Blakely's House a 13 inch mortar and this night made greatest put [*part*] of its battery about 350 yards from the Rebel Fort. Communication open with the Fleet from the Batteries to Bow Creek, the road to Blakely's House. The effect of these Batteries were answered by driving off the Rebel Floating Batteries and Gallies and open-



Colonel John Montresor

ing a kind of communication with our Fleet, they were also intended to annoy the Fort and set fire to the Buildings, which did not take place for the Instant the shells fell, they were immersed in the mire, that work being constructed in and on the mud.

Montresor, *Journals*, 468–69.

1. Fort Mifflin.
2. Webb's Ferry.
3. Sir William Howe.
4. Capt. David Plunkett, 4th Continental Dragoons.

JOURNAL OF MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY

[Extract]

[*Fort Mifflin, October*] 20.

... The Enemy appear to be raising a work at near a mile and a half from us at the point of Tinicum, in the direction of Hog Island—there are a great many people there—The Commodore¹ who has been inform'd of it has not approached the Shore, but is gone to make a fruitless Cannonade against the Fleet.

The Enemy have kept up a heavy Fire, but happily have kill'd only two of our men and wounded one.
evening—

For want of Pickets, we have begun a Ditch to surround the Battery—to morrow night we shall endeavour to make a double Chain of floating Timber, or of Iron Chains taken from the Fire-Ships, to hinder the Enemeys Landing.

Copy, DLC, George Washington Papers, Series 4. Four lines of this entry are not printed here. They describe repairs of damage to Fort Mifflin caused by British artillery fire. This entry is part of a multi-date entry from Fleury's journal covering 20–24 Oct. 1777. Notation at top of page: "Continuation of Major Fleury's Journal."

1. John Hazelwood.

VICE ADMIRAL VISCOUNT HOWE TO PHILIP STEPHENS

Number 39.

Eagle In the Delaware October the 20th: 1777.

Sir,

Herewith you will receive a List of the several Officers appointed to Vacancies in the Ships of the Squadron under my Command since the general Return of Appointments dated the 13th: of February last, with the several Papers relative thereto, as noted in the Schedule enclosed.

The *Viper* Schooner¹ taken from the King's rebellious Subjects by His Majesty's Ship the *Perseus*, having been for some time employed as an Armed Vessel in the King's Service; and M^r Edward Pakenham having testified great Diligence and Ability in the Command thereof; I judged it expedient, upon the Equipment of the present Armament, to continue him therein, with the Rank of a Lieutenant in the Navy until their Lordships pleasure is known. And an Increase of Force in small Armed Vessels being requisite at Rhode Island; M^r Philip D'Auvergne was appointed to Command a Vessel fitted there as a Galley, and called the *Alarm*, with the like Rank. I am [&c.]

Howe

L, UkLPR, Adm. 1/488, 8. Addressed at foot: "Philip Stephens Esqr:/Secretary of the Admiralty."

1. Massachusetts privateer schooner *Viper*, Benjamin Wormell, commander. See *NDAR* 6: 1018–19.

CAPTAIN ROGER CURTIS, R.N., TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Eagle October 20th.—

The two flat Boats you have detained are appropriated for a particular Service, from which they cannot be possibly spared; I am therefore to beg you will be so obliging as to suffer them to be taken away by the bearer. I have let them continue with you as long as I could, & I hope with the assistance of the Boats from the *Merlin*, you may be able now to dispence with them, if to make sure of getting off next tide, you think it necessary to lighten more than taking out your Guns & starting your water, be so good as to let me know, & I will send up small vessels for the purpose, I am, [&c.]

Roger Curtis.—

LB, NHi, William Cornwallis Papers, Letter Book, 126. Addressed at foot of page: "Hon^{ble}. Capt^m. Cornwallis./*Isis*.—"

CAPTAIN WILLIAM CORNWALLIS, R.N., TO CAPTAIN ROGER CURTIS, R.N.

Sir

Isis 20th. October 1777.—

The *Merlins* Anchor was not laid out in a proper place so that in fact we have not had A fair trial of getting the ship off yet.—

We are laying a Bower Anchor out at present & we flatter ourselves we shall get off with the evenings tide which the Pilot says will be higher than the mornings was. I should not have detaind the flat Boats this morning but the Gentlemen who came Laid the chief Stress upon the hard duty the men had undergone not that the boats were absolutely wanted, we shall do as well as we can without them.—The two brigs have got our upper deck Guns which is all they can carry if we should fail getting off this Evening, I proposed sending to You for something to take our lower deck Guns however I hope that will not be necessary.—Your Most Obedient Humble Servant

W^m Cornwallis

LB, NHi, William Cornwallis Papers, Letter Book, 128–29. Addressed flush left below signature line: "Captain Curtis/*Eagle*.—"

MASTER'S LOG OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMMONDRemarks &c Monday 20th. Oct^r. 1777 [aBreast the fort¹]

[At] 12 [*Midnight*] D^o. Weather [fair] [At] ½ past 5 [*AM*] carry'd warps th[r]o' the Channel between the Cheveaux de freeze [At] 6 made the *Liverpool* & *Pearl* Signal to weigh [At] 8 warped through & Anchor'd about 2 Cables length above the Cheveaux de freeze, the *Liverpool* got aGround on the Eastern side of the Channel [At] 10 the *Pearl* Sailed thro' a little to the NE of us [At] 11 the *Liverpool* got off & Anchord near us [At] 12 [*Noon*] moderate & cloudy [At] 1 [*PM*] fine Weather [At] 4 Warp'd down below the Cheveaux de freeze, as did the *Liverpool* & *Pearl*.

D, UKLPR, Adm. 52/1964.

1. Billingsport.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEEOct^r

Monday 20

d^o [Billingsfort E $\frac{1}{2}$ S $\frac{3}{4}$ of a Mile]

at 6 AM Weigh'd warping up the River, at the same time the *Roe-buck* warp'd thro' the Chiveaux de frize, the *Liverpool* attempting it got on shore. at 9 sail'd thro' & Anch^d with the Small B^r in 4½ f^m: Billingsfort SW $\frac{1}{2}$ S $\frac{1}{4}$ of a Mile, At 12 the *Liverpool* got off & Anch^d near us.

Billingsfort SW $\frac{1}{2}$ S $\frac{1}{4}$ of a Mile

The first & latter part Mod^{te}: breezes & fine, the middle fresh breezes wth Rain [at] 2 PM the Rebel Galleys fir'd several Shot on the *Vigilant* & *Cornwallis* Galley. which they return'd, At 4 Weigh'd & warp'd thro' the Chiveaux de frize. $\frac{1}{2}$ past 5 Anch^d with the S: B^r in 6½ f^m: Billingsfort E $\frac{3}{4}$ S $\frac{1}{2}$ a Mile,

D, UklPR, Adm. 51/675.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October

Mondy 20

D^o [At Anchor off Billingsport close to the Cheveaux de frize.—]

at 10 AM a pilot came on board from the *Eagle*, weighed and sailed up Tincum Channell along the Pensylvania Shore, 20 Seamen & 2 Midⁿ came from the *Somersett* to Assist us, being but badly manned—

Sailing up Tincum Channell

Mod^{te} and hazey, 20 Men and 2 Midⁿ came on board from the *Eagle*, at 2 PM Anch^d by the Small Bower in 2½ fms, 2 Cables lengths below Hog Island, but finding we should ground at Low Water weighed again, the Fort at Mud Island fired at us, and the Galley's rowed over from Red Bank to Assist the Fort, we returned their fire, as we dropped down, all the Damage the did us was Sinking a Flat Boat and breaking some Oars. we Towed the flat Boat on shore and repaired her. at 5 got aground, carried out a Bower Anch^r to heave her Off when the Tyde rose, the *Camilla* being with us got aground also.

D, UklPR, Adm. 51/1037.

JOURNAL OF H.M. SLOOP *ZEBRA*, COMMANDER JOHN ORDE

[October 1777]

Monday 20th

D^o. [at Single Anchor off the middle of Tencham Island¹]

AM at 12 weigh'd & tow'd higher up in C^o. with his Maj^{ty}s. Ship *Camilla*

D^o:

Little wind & hazy W^r at 4 Came down 13 Rebel Gallies & fired on the Ships in the other Channel² as also at the *Vigilant* in this

Channel³ which fire was returned by the highest Ships at 8 grounded as did the other Ships

D, UKLPR, Adm. 51/1100.

1. Tinicum Island.
2. The main channel of the Delaware River.
3. The western or Tinicum channel.

JOURNAL OF H.M.S. *CAMILLA*, CAPTAIN CHARLES PHIPPS

October 1777
Monday 20

Ditto [Chester Town W $\frac{1}{2}$ S 3 or 4 Miles & the Rebel Fleet EbN. 3 or 4 Miles—]

at Midnight went up the River about 20 or 30 Flatt Bottom'd Boats. at 7 AM Returnd on Board the above Seamen and Marines.¹ at 10 d^o the *Roebuck Pearl* & *Liverpool* got above the Lower Cheveaux-de-frizes. Rowd. Guard &^c—

Ditto

The first Part Part Light Breezes and Clear Wea^r Middle and Latter Part Fresh Gales and Squally with Rain. at 1 PM Weighd & Came to Sail up the River in Company the *Vigilant Zebra* & *Co^l Wallis* Gallie. half Past d^o Anchor'd with the Best Bow^r Hogg Island ENE 1 Mile. the *Vigilant* and *Co^l Wallis* Gallie ENE $\frac{1}{2}$ a Mile. at 3 d^o 8 of the Rebel Gallies came Down the River and fired Several shot at us. the *Vigilant* & *Co^l Wallis* Gallie Fired Several Shots at the Rebels & Drove them up the River. at 5 d^o Weigh'd Being but Little Wind got aGround. d^o Got out a Stream Anchor

D, UKLPR, Adm. 51/157.

1. Five seamen and ten marines had been sent on board *Cornwallis* the previous day.

GEORGE MUTER TO LIEUTENANT GOVERNER JOHN PAGE

Sir.

Hampton Oct^r 20th. 1777.

It gives me much pleasure to find that you approved of my proposal of having four heavy cannon mounted, to annoy the enemy as they pass the old fort on their way to & from Hampton road. I hope the necessary orders will be soon given to have the two cannon I mentioned to you mounted on proper carriages for that purpose. I know of no others at present that are so fitt as they are, & I wou'd fain hope that if expedition is used, they may be got ready, & brought to Hampton time enough to perform good service this winter, though they shou'd not be soon enough to annoy the enemy the next time they come into the Road.

The enemy's Ships are all in the bay at present. The *Phoenix* & one of the small ships¹ lye just below Willoughby's, & as I understand the others² near the York River channel, but within reach of the *Phoenix*'s signals.

There is hardly another place to be found on shore, from whence the enemy's ships can be annoyed but Old Point Comfort. When they are in the Road, they are carefull to lye out of cannon shott from the shore, & over so far from the barr as to be out of much danger of receiving any damage from the shott of the Galleys³ as they

lye within the barr. The galleys here are so wretchedly manned, that I think 'twou'd be imprudent to venture them without the barr where the enemy are, with their usual force in the road, & still more so for them to goe into the bay to make an attack let the weather be ever so favourable. The enemy, have always in my opinion been able (while in Hampton Road) to send a number of men in their boats, sufficient to take one or both of the Galleys, or at least to render their situation extremely dangerous if they venture far out. Indeed, were the Galleys manned as they ought to be, I think the case wou'd be far otherwise. Great service might be expected from them—They wou'd be capable of performing it.—But as it is—'tis but little they can do. I am &c.

George Muter⁴

L, MHi, Heath Papers. Addressed: "The Hon^{le}. John Page Esq^r/Lieu^t Governor of/Virginia at/Wmsbg/
Favoured by/En^e Thorogood." Docketed: "G Mutter."

1. H.M. sloop *Senegal*.
2. H.M.S. *Emerald* and *Perseus*, and H.M. sloop *Otter*.
3. Virginia Navy galleys.

4. Col. George Muter, Virginia State Artillery Regiment. He was formerly captain of the Virginia Navy galley *Hero*.

JOURNAL OF H.M.S. *DAPHNE*, CAPTAIN ST. JOHN CHINNERY

October

Turks Island S by W $\frac{1}{4}$ S 77 leagues

Monday 20

AM thunder & lightning with rain Saved some fresh water

[at Noon] D^o. SSW^t. 60 leagues—

light breezes & fair W^t. at 2 made sail & Gave chace at 8 made the signal For our convoy to come under our stern at 10 came up with the chace Fired several Shots Great guns & Small arms & brought her too D^o. we Shortned sail & took Possession of her She prov^d. to be the *Lydia* privateer Sloop of 12 Guns & 50 men from Guardaloup to North carolina¹

D, UKLPR, Adm. 51/227.

1. Benjamin Appleton, master, owned by John Wright Stanly of New Bern, N.C., laden with rum, taken off Hispaniola and sent to Pensacola. Howe's Prize List, 30 Oct. 1778, UKLPR, Adm. 1/488, 489.

GODFREY HUTCHINSON TO SAMUEL ALLYNE OTIS

Sir!

Fort Royal 11th. October 1777.—

I received your esteemed favour by Capⁿ. Bartlett¹ who arrived here the 19th Ult^o—Soon after his arrival he was unfortunately taken with a Billious fever, and died the day before yesterday; Being informed of his illness, I immediately came here and found he had not disposed of his Cargo; I perceived that his fish was old, of the small Kind, and had been sweated—I therefore judged it most for your Advantage to dispose of it as soon as possible, which I have done at 115 Livres, The Boards at 200 Livres, The Salmon at 100; The Staves are very bad, thin and short, But shall get them off with the remaining small articles to the best advantage, and use the utmost Dispatch in Loading the Sloop agreeable to your orders to Capⁿ. Bartlett: She wants a thorough cleaning, which shall be done as soon as the cargo is out.—

I have already agreed for six thousand Gall^s. Molasses at 28 Sols, and hope to obtain the remainder at the same price, altho' the Season is now so far advanced, that article is very Difficult to be procured.

I was informed by Capⁿ. Bartlett that it was your Desire that the most of his home-ward Cargo should consist of that Article, which shall be complied with, as far as the season will admit of and can be Done with Dispatch.—You may rely on my Exerting myself on this and every other occasion, when you please to favour me with your Commands, either in assisting any Captains in the service of the State, or transacting any other Business. I am [&c.]

October 20th: 1777.—

The above is a Copy of what I wrote you ꝓ Capⁿ. Arnold via Portsmouth.—I have since Discharged and cleaned the Sloop and shall begin to Load her tomorrow.—Hope I shall be able to dispatch her in a fortnight at furthest.—The last fish we Delivered was so exceeding bad and sweated, that was obliged upon Survey to make an abatement of five Livres ꝓ Quintal on one half of it.—

The condition the fish was in, was in a great measure occasioned by the Hhds being too large, a circumstance which always would be attended to as likewise the Hhds being in Good Order, which is best affected by always putting three Hoops on the Bulge.—I am [&c.]

G. Hutchinson

L, M-Ar, Mass. Archives Collection, vol. 205 (2d ser., Revolution Letters), pp. 246–47b. Addressed below close: "Sam^l. Allen Otis Esq^r/President of the Board of War." Docketed: "Godfrey Hutchinson/Letter Oct^r 11th: & 20th 1777."

1. For the Massachusetts Board of War's orders to Captain Isaac Bartlett, master of the Massachusetts Navy sloop *Republic*, see NDAR9: 691. Godfrey Hutchinson and William Hutchinson were merchants who invested in Massachusetts privateers.

October 21

JOURNAL OF H.M. SLOOP *KINGSFISHER*, COMMANDER ALEXANDER GRAEME

October 1777

Tuesday 21st.

[At Anchor in the Seakonnet passage Rhode Island]

at ½ after 12 heard two guns fired from Fogland Ferry and supposed it to be a rebel vessel coming down the river¹ we immediately turned all hands up and prepared to get under way at 2 A.M. found it to be a false alarm as no vessel appeared in sight at ½ after 3 A.M. saw a cannon fired from the black rock on the rebel shore

D^o. W^r. [Moderate breezes and cloudy weather]

1 P.M. came and anchored here his Majestys Ship *Unicorn* at 2 P.M. came too an anchor here his Majesty's Ship *Syrene* and an armed schooner² 12 P.M. heard a gun fired from the Black rock on the rebel shore

D, UklPR, Adm. 51/507.

1. The alarm for sighting a ship fired by the battery at Fogland Ferry on the island of Rhode Island.
2. H.M. armed schooner tender *Lady Parker*.

BRIGADIER GENERAL JOSEPH PALMER TO JEREMIAH POWELL,
PRESIDENT OF THE MASSACHUSETTS COUNCIL

Tiverton [*Rhode Island*], Octo^r: 21st. 1777.

Dear Sir

The Night before last we got all our troops ready for embarkation, but the Wind prevented the execution; in bringing down the Boats from Quatuck [*Nannaquaket*] Pond, to the South'ard of Fogland Ferry, where we were to embark, the Enemy fired upon us as we passed the Ferry-Point, by which we had one Man killed, & another wounded. Yesterday in the Afternoon, & this Morning, the enemy appear as 'tho' they intended to evacuate the North end of the Isl^d,¹ but the rain prevents our making such discoveries as we could wish. If they are moving off, as I believe they are, as soon as the weather permits, I think we shall go on to Howland's Ferry, & one other place, & beat up their Quarters. I forgot to mention, that the Night before last, we sent a Small Party on to the Isl^d, who bro^t off a few Friends to us, & intercepted two Light-Horsemen, which they bro^t off, with their Saddles &c, all excepting their Horses.

Last Night an Express arrived from Gov^r Cooke to Gen^l Spencer, with the great news of Gen^l Burgoyne & his whole Army, about 4500, having Surrendered to Gen^l Gates. The Brittish & Hessian Officers to be allow'd to wear side-arms; but no terms for the Tories.

I hope that our Court will never more join in such an important enterprize, unless they have better assurances of every thing being really prepared against the given day. We ought to have been in the plan & preparation. 'Tho' I don't expect to be Saved by our wisdom in the present, or any future expedition, yet I think that we ought to have Something to do with Planing & preparing, as well as executing. If the Weather permits, 'tis likely that Providence will give us Success; I am Sure that we Shall have very little reason to boast of our Wisdom—but I must not indulge further. I am [&c.]

J: Palmer²

L, M-Ar, Mass. Archives Collection, vol. 198 (Council Letters), 237–38. Addressed: "On public Service/The Hon^{ble}. Jeremiah Powell Esq^r/President of the Council/Boston." Docketed: "Letter from Brig^t/Palmer—/Oct^r: 21st. 1777—."

1. Island of Rhode Island.

2. Palmer commanded the Massachusetts militia contingent of the Continental force under Maj. Gen. Joseph Spencer.

COMMODORE WILLIAM HOTHAM TO VICE ADMIRAL VISCOUNT HOWE

(Copy)

S^t: *Albans* New York 21st. October 1777

My Lord,

My letters of the 15th. Instant which You will herewith receive were intended to have been sent by the *Bristol*, who is stopped to proceed with the Convoy directed by Your Lordship's Letter of the 10th:—In consequence of it I have left the Command up the North River with Captain Symons¹ until the Return of General Vaughan, when it is intended to evacuate every thing there, as Sir Henry Clinton for the Defence of this Place will now stand in need of every Man left under his Command.

The Proceedings of the second Expedition up the River Your Lordship will see by the inclosed Copy of a Letter from Sir James Wallace,² And one also to Sir

Henry Clinton from General Vaughan.³ The Wind having hung to the Southward ever since, has prevented our hearing anything farther from them; But as it last Night shifted, and now blows strong from the North West, It is reasonable to think we shall have them down, the Object of their going up the River seeming to be now over, without giving Credit to the whole of what we hear respecting General Burgoyne's Army.

The two Battalions of Anspach were embarked before Sir Henry Clinton and I left Verplanks Point, and with this Wind may be hourly expected down. The 17th Dragoons, with the Convalescent[s,] Recruits, Chasseurs and Artillery will be embarking without loss of Time, and shall proceed (as they are ready) in seperate Convoys, which from Experience I have had of large ones, I consider the surest and most expeditious way for them to join You. The 7th, 26th and 63^d Regiments are embarked with General Vaughan.

Some of the Horse Ships are got up to York and the rest of the *Thames's* Convoy are within the Hook, so that we shall not be in any want of Transports for the Embarkation, [nor] shall Expedition be less wanting to forward them. This gives me an Opportunity of doing the Justice I owe to Lieutenant Tonkin⁴ the Agent, whose Assiduity and Resources are felt upon every Occasion where his Services are called for.

I have the Honour to transmit You this Dispatch by Captⁿ Kennedy, who is charged with [Sir] Hen^y Clinton's to Sir Will^m Howe by an Armed Vessel of Colonel Shirreff's,⁵ the *Haerlem* having been necessarily employed up the River—I have the Honour to be [&c.]

W. Hotham.

Copy, UKLPR, Adm. 1/488, 57. Addressed at foot of first page: "Viscount Howe." Docketed: "Copy./Letter from the Commodore/Hotham to the Viscount Howe/Dated 21st Oct^r 1777." Docketed in another hand: "In Lord Howe's Letter/24: October 1777./N^o 8." Enclosure No. 8 in Vice Adm. Viscount Howe's letter to Philip Stephens, 24 Oct. 1777.

1. Capt. John Symons, commanding H.M. frigate *Cerberus*.
2. Captain Sir James Wallace to Commodore William Hotham, 17 Oct., above.
3. Major General John Vaughan to Lieutenant General Sir Henry Clinton, 17 Oct., above.
4. Lt. Thomas Tonken, R.N., the agent for transports.
5. Lt. Col. William Sheriff, deputy quartermaster general at New York.

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir,

Head Quarters [*Whitpain, Pa.*] October 21: 77

By this time, I imagine, Colonel Arendt will have arrived at Fort Mifflin, the command of which post was originally designed for him; he was prevented through indisposition from entering immediately upon it, but being now recovered, it of course devolves upon him.—¹

This gentleman's knowledge of and experience in war, which has been the study and business of his life, induce me to expect, with intire confidence, that he will acquit himself in his command in a manner that will do him honor.—I have also the fullest reliance that your most zealous exertions will be continued and that the happiest consequences will result from your united efforts.—I cannot but repeat my ardent desire that harmony and a good understanding between the fleet and the garrisons, may be mutually cultivated. On this every thing depends; nothing but disappointment and disgrace can attend the want of it.—The best designs

and most important pursuits have been and ever will be defeated by foolish differences when they exist between those engaged in them.—~~The most upright intentions are not sufficient to influence men to those measures which their common interest demands; if once the least animosity gets footing between them. It seldom fails to pervert the judgment of the disagreeing parties and, and produce a spirit of opposition; often without their being sensible of it, destructive of the end they both finally have in view.—~~

I have in terms equally strong, endeavored to impress upon Col: Greene and Col: Arendt the necessity of cultivating that harmony, I now recommend; and I earnestly hope their conduct on every occasion may manifest a hearty disposition to promote so desirable an end.—I am [&c.]

Df, DLC, George Washington Papers, Series 4. Docketed: "Commodore Hazelwood/Oct^r 21st 1777."

1. Col. Henry Leonard Philip Baron D'Arendt was appointed to the command of Fort Mifflin on 23 Sept. 1777. Illness precluded his assuming command at Mifflin until 18 Oct., when Washington directed him again to take charge of that post. See Washington's letters to Arendt of 23 Sept. and 18 Oct. in Washington, *Writings* 9: 256–57, 394–95.

GEORGE WASHINGTON TO
LIEUTENANT COLONEL SAMUEL SMITH

Sir

Head Q^{rs}: [*Whitpain, Pa.*] Octo^b 21st: 1777.

Your favor of the 18th I received last night and was extremely sorry to find from the Commodore's Letter, which made a part of your's, that you & he were not in the strictest harmony.¹ This circumstance, I confess, gives me great uneasiness, as I well know that a good agreement between the Navy & Garrison is of the last importance, and that a want of cooperation and every possible—mutual aid may involve the most unhappy consequences. persuaded of this, and recollecting the train of misfortunes that has been brought on in many instances by a difference of the like nature, I requested Baron D'Arendt in my instructions to him that to maintain a good understanding between him and the Commodore should be a great Object of his care and attention.² This I hope he will do, and I have written to the Commodore to day, recommending the same to him in the strongest Terms.³ Hitherto a happy agreement has done much—It has disappointed the Enemy from effecting, notwithstanding their repeated efforts, what they seemed to consider without difficulty; And should the same spirit and disposition continue, I flatter myself, they will produce the same ends. ~~The Garrison and the Navy are equally concerned in the interesting struggle—If we can but keep the Fort and the Navigation ours,~~ I have not suggested to the Commodore, the most distant idea of my having heard of any misunderstanding between you. The matter is so delicate, that I would not have him believe, that I ever suspected it. I am [&c.]

Df, DLC, George Washington Papers, Series 4. Docketed: "To/Lt Col^o Smith/Octob 21: 1777."

1. See above. That letter also contains the text of Commo. John Hazelwood's undated letter to Smith referenced here.

2. See Washington to Arendt, 18 Oct. 1777, Washington, *Writings* 9: 394–95.

3. See George Washington to Commodore John Hazelwood, 21 Oct. 1777, above.

JOURNAL OF MAJOR FRANÇOIS LOUIS TEISSÈDRE DE FLEURY

[Extract]

[*Fort Mifflin, October*] 21.

... the Enemy appear no longer in the direction of Hog Island at Tinicum point, the number of men seen there yesterday must have been a Disembarkation from their Fleet. night—

no fire from the Enemy. we have driven down large Pickets in the bed of the River, at the distance of 20 feet from the Battery, and at the distance of 15 feet from each other—they are intended to support the double Chain spoken of above.

Part of the Chain is stretch^d; the high Tide and Coldness of the night have hinder'd us from stretching the whole. we shall close the remaining Interval with floating Beams fasten'd together by their ends¹

Copy, DLC, George Washington Papers, Series 4. Six lines of this entry are not printed here. They describe repairs to loopholes in Fort Mifflin's palisades and the lessening of artillery fire from the British batteries. This entry is part of a multi-date entry from Fleury's journal covering 20–24 Oct. 1777. Notation at top of page: "Continuation of Major Fleury's Journal."

1. On the night of 22 Oct., Fleury recorded: "The Chain which we have got, is fix'd. The work is very difficult, on account of the necessity of performing it in the water." Ibid., entry for 20–24 Oct.

JOURNAL OF H.M. ARMED SCHOONER *VIPER*, LIEUTENANT EDWARD PAKENHAM

October. 1777

S^o End of Green Island EbS ½ a mileTuesd^y 21st

At 1 AM Weigh'd & m^d. sail At 2 Anch^d. in 10 feet Water between Green Island & the Main.

Billing's Port SEbS Dist^{ce}. ½ a mile

Mod^t. & Clear W^r. At 1 PM Weigh'd & tow'd thro' the Chiveaux de Frises to take up the *Augusta's* Anchor At 5 Slip'd our Cable & was order'd up in Comp^x wth. the *Roebuck*, *Augusta*, *Liverpool* & another of his Maj^s. Ships, the *Merlin* Sloop & *Cornwallis* Galley At 6 The Rebel Galleys began to Engage as did Mud Island Fort against our Shipping D^o the *Augusta* got aground ½ past 6 a Shot struck us w^{ch}. wounded Pat^k. Smith & And^w. Gordon as we Anch^d. under the *Augusta's* Stern by her Order in 3½ f^m.

D, UKLPR, Adm. 51/4385.

MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

October 1777

D^o. [At Anchor off *Billingsport*]

Tuesday 21

AM Weighed and Sailed through the Cheveaux du Freeze gott aGround, Employ'd in carrying out Warps to Heave Off

D^o.

Moderate and Fair, PM hove off and Anchord about 2 Cables Lenth from BillingsPort,

D, UKLPR, Adm. 52/1964.

THE GAZETTE OF THE STATE OF SOUTH-CAROLINA,
TUESDAY, OCTOBER 21, 1777

Charles-Town, Oct. 21

Last Tuesday arrived here the cartel sloop *Governor Tonyn*, from St. Augustine, with 35 American prisoners of war, for an exchange, which John Mowbray, Esq; is commissioned to negotiate, under certain limitations, with His Excellency the President of this State: amongst them are the following masters of merchant vessels, taken at different periods, viz. John Hill, by the *Brune* frigate; America Rogers, by the *Diligence*; Ephraim Lombard, Joshua Bartlett, and Madet Engs, by the *Hinchinbrook* brig; Abraham Pitt, and John Williams, by the *General Howe* transport; Richard Minors, by the *Hinchinbrook* and sloop *Rebecca*; and Joseph Frith, by the *Daphne*. There are also the following Mates, viz. Arthur Duckett, Lewis Latham, John Wheeden, George Darby, William Dolen, David Jones, Richard Stevens, and Patrick Dwyer; 17 seamen; and Mr. Alexander Taitt, a planter, who had been taken by a party of rangers and Indians, by Mr. Brown, commissioned as a Col. by Mr. Tonyn.

October 22

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War Office [*Boston*] 22^d Oct^r 1777

Orderd That Col^o Crafts¹ deliver for the armed Brig^t *Hazzard*²

500, 6, lb Round Shott

240, 3 lb, d^o d^o

400 w^t Grape Shott

14 port fires.—

That the Com^y deliver for the armed Brig^t *Hazzard*

6 Swivil Guns,

4 blunderbusses.—

That a p^r of pistols f^m the Office be del^d. for Brig^t *Hazzard*.

That M^r Segourny³ deliver Cap^t Samson⁴ for B^t *Hazzard* 8 p^r pistols—

That Cap^t Fisk⁵ deliver Cap^t Ayres⁶ 7 Water Casks for Brig^t *Favorite*. (ch^d. to Rob^t Pierpoint)—...

That a b^{le} powder for Brig^t *Hazzard* be delivered to Cap^t Samson, by tho^s Forster—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 64–65.

1. Col. Thomas Crafts.

2. Massachusetts Navy brigantine *Hazard*.

3. Peter Sigourney.

4. Capt. Simeon Samson, Massachusetts Navy.

5. Capt. John Fisk, Massachusetts Navy.

6. Capt. John Ayres.

SIMON WOLCOTT TO THOMAS SHAW

[Extract]

Dear Thomas

Bedford. [*in Dartmouth*] Oct^r 22^d 1777

. . . If you want to buy Iron, Spars, or Lumber, up the River your Brother has got Rum & Sugar in Sam^l Fosters hands (up Connecticut River) as you will see by a Rec^t on fill given to Elliot by Foster—You must send to Cap^t Jonsey¹ at New Haven an[d] see if he is well enough to go in the Ship² & if he is to attend on her—in Person—You must get the *American Revenue* at Sea as soon as possible—If Cap^t Champlin wants Money let him have what he wants—your Br^o is cited to Congress by Stanton and Noys—

A Share in the last Cruize is about a thousand Dollars—Your Brother has got 50 Barrells of Tarr here which shall send by Father Rogers when he comes with his Boat—
 . . . Your Hum^l Serv^t

Simon Wolcott—

P.S/ Write how the Ship³ went off & Whether she stuck in the Mud

L, CtNLHi, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 18.

1. Capt. Joseph Jauncey.

2. Connecticut privateer ship *General Putnam*, building at New London.3. *General Putnam*.

JOURNAL OF H.M. SLOOP KINGSFISHER, COMMANDER ALEXANDER GRAEME

October 1777

Ditto [At Anchor in the Seakonnet passage Rhode Island]

Wednesday 22^d.

at a half after [1] AM. heard a second [gun] from D^o place¹ 6 AM. the armed Schooner got under way and gave chase to a vessel at sea² at ½ after 7 AM. left the chase and haul'd her wind and stood to the Eastward

Ditto [At Anchor in the Seakonnet passage Rhode Island]

D^o W^r [Moderate breezes and clouday weather]

1 P.M. received on board a long boat load of water 4 P.M. saw several guns fired from the black rock on the rebel shore 12 P.M. yawl rowing guard saw a gun fired from the black rock

D, UkLPR, Adm. 51/507.

1. The American battery at Black Rock on the south point of Fogland firing on the British battery at Fogland Ferry.

2. H.M. armed schooner tender *Lady Parker*.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 22^d Oct^r—Fine Weather, but rather cold. Strong wind at N.E.

The *Syren* & *Unicorn* got round into the Seconnet passage today, and anchored to the Southward of the *Kingsfisher*. As that part of the Island is sufficiently guarded by this movement, the 22^d Reg^t marched and encamped near Elam's house on the right of the Chasseurs. A Battery for two Guns was ordered to be made on the shore to the right of the Chasseurs, in order to Command that part of the adjacent beach Which is

favorable for landing on. As soon as the party began to work, the Rebels fired at them from their battery on the South point of Fogland. One shot took place and killed a Hessian. The same shot went so near the head of a Soldier of the Light Infantry as to Strike him down senseless; so that he was obliged to be carried to the hospital.

We began this morning to throw an Abbatis across Common-fence Neck, from the head of the town pond to the Creek which runs to Howland's bridge. . . .

Mackenzie, *Diary* 1: 198–99.

GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT, JR.

Sir

Hartford 22^d Octo^r 1777—

I am favoured with your Letter of the 11th Instant,¹ Note the Contents. The Captors of the *Weymouth* Packet are entitled to their Share of the prize according to the Resolutions of the Continental Congress That Rule being adopted by the Governor & his Council of Safety, at the time Cap^t Harding was fitted out for a Cruize; the General Assembly will probably make Some Alteration to Adapt it to our particular Circumstances for the future—when Time will admit—which I Shall advise you of as soon as done

The only question between the Captors & this State is whether the *Weymouth* is a Vessel of War within the true Intent & meaning of the Resolution of Congress of the 30th of Octo^r 1776, Should the *Weymouth* Packet be Judged a Vessel of War within the true Intent & meaning of s^d. Resolution there is nothing further to be said why the Captors should not be entitled to the whole, Saving a Twentieth part which in all Cases goes to the Commander in Chief, that is a Twentieth part of the prize or part belonging to & divided among the Captors—

It is Supposed that a Packet whose Business is to make the greatest dispatch, & not to pursue or even engage any Ship of war but in their own defence, is not a Vessel of War within the meaning & Intention of Congress—

Agreeable to your Request, have Inclos^d a Warrant² Impowering you to act in all matters therein contain^d, pursuant to Such Orders & Instructions as you Shall from time to time receive from me or the General Assembly of this State—The foregoing is wrote by Advice & Consent of my Council of Safety.—they do not mean to enter into any dispute with the Captors on any other Question save that mentioned herein—

Your's ^{tho} Cap^t Hard[ing] can not be answered 'till The further resolution of the General Assembly is known—of which you will soon be acquainted—I am [&c.]

J T——l—

Df, Ct, Connecticut Archives, 1st Series, vol. 9, 206. Docketed: "22^d Octo^r 1777/Copy Sam^l Eliot Jun^r Esq^r/enclosing Act of Assembly/Letter of Procuracion—/^{tho} Cap^t Jabez Perkins/*Weymouth* Packet." Enclosure not printed.

1. Above.

2. On 23 Oct. Trumbull appointed Eliot "to conduct and manage all Matters Causes & Things relating to all prizes Captures & parts of Captures taken at Sea & brought into any port or ports in the State of Massachusetts Bay by any Ship or Vessells of War" belonging to Connecticut. Governor Jonathan Trumbull to Samuel Eliot, Jr., 23 Oct. 1777, Ct, Connecticut Archives, 1st Series, vol. 9, 207.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r 1777 At Single Anchor as above [2 Miles to Sward of Levingstons
 Wednesday 22 Manor]
 AM Got Up T G^t Masts & Yards
 At Single Anchor as above
 Light Airs and variable at 1 PM Weighd in C^o the Gallys, Trans-
 ports Flatt Boats &c ¹ & stood down the River at 7 D^o Came too
 Small Bower in 6 f^m. off Eusopus Gally[s] &c in C^o.

D, UKLPR, Adm. 51/4163.

1. The advanced squadron under the command of Capt. Sir James Wallace, including H.M. galleys *Crane*, *Dependence*, and *Spitfire*, with 13 transports and a number of flat boats.

JOURNAL OF H.M.S. *CAMILLA*, CAPTAIN CHARLES PHIPPS

October 1777 the *Augusta* SE ½ a Mile. Hog Island ENE 1½ Mile & the
 Wednesday 22 Rebel Fleet ENE 3 Miles—
 AM Noon the *Augusta* got above the Lower Cheveaux De Frizes—
 Row'd Guard &c.—
 Billings Port Fort SE 1 Mile *Roebuck* SEbE 1—d^o. & the Rebel Fleet
 EbN 3 Miles—Light Breezes & Clear Weather. at 4 PM Came up
 the River & Anchor'd off Billings Port Fort His Majestys Ships *Iciss*
 & *Merlin* Sloop—d^o. Weighed & Came to Sail Down the River.
 from 5 to 8 d^o. a Heavy Canonading from Our Ships. & the Rebel
 Floating Batterys & Gallies same Time heard a Number of Small
 Arms fired at Red Bank. supposed to be our Troops Storming the
 Fort at Red Bank.¹ at 9 d^o. Anchor'd with y^c. small B^c in 5 fathom
 Water. Chester Town WbN 1 or 2 Miles.

D, UKLPR, 51/157.

1. Fort Mercer.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October At Anchor in Tinicum Channell
 Wednesd^y 22 at 4 AM weighed and Towed up to Hog Island intending to get
 into the Pool between Hog & Province Islands, to be ready next
 morning to go against Mud Fort. while the *Augusta*, *Roebuck*, *Liv-*
 erpool & *Pearl* were to Act against it and the Galleys in the Eastern
 Channell,¹ but there not being Water enough for us at High water
 we got aground on the Bar, carried out a Small Anchor and hove
 her Off, dropped down to our former Station, Carp^{rs}. at Work
 Sawing Ports in the Tafrel for 2–24 pounders—

D^o

Mod^t. and fair Weather, got Guns over to the Starboard Side, and
 filled Water [on] the Larboard Side to Ballance, at 5 PM weighed

and Towed up Towards the Barr again, got over it and Anch^d in 3 fms, at the same time the *Augusta*, *Roebuck* *Liverpool*, *Pearl*, *Merlin*, *Cornwallis* Galley & *Viper* Sloop worked up towards the upper Cheveaux de frize, at 6 the firing began between the Galleys and Ships, at 8 the *Augusta* and *Merlin* got aground, we sent our Boats to Assist them but could not get them Off, the enemy firing on them very Hot. we fired some Shott at the Galleys over Hog Island, our Boats rowing guard, and sounding our Channell up to Mud Fort.

D, UKLPR, Adm. 51/1037.

1. The main channel of the Delaware River.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct^r

Billingsfort E $\frac{3}{4}$ S $\frac{1}{2}$ a Mile—

Wednesd^y 22^d

AM Warp'd thro' the Chiveaux de frize in company with the *Augusta* & *Liverpool*. At 10 Anch^d with the S: B^r in 5 f^m: muddy bottom. Billingsfort SWbS 3 Cable's lengths.

Billingsfort SWbS.

The first & latter parts light Airs & fair, the middle hazey. At 1 PM His Majestys Sloop *Merlin* & the *Cornwallis* Galley warp'd thro the Chiveaux de frize & Anch^d: near us. At 5 Perceivd a heavy fire of Musketry at Red Bank, and a Cannonading from the Rebels Vessels and floating Batteries that were drawn up to it. Supposed it to be at our Troops who had attack'd it, therefore got under weigh'd with the *Augusta* *Roebuck*. *Liverpool* *Merlin* & *Cornwallis* Galley & work'd up the River in order to engage the Rebels Vessel's and prevent their Firing on our Troops who appear'd to be much gall'd from the Enemies Shipping. $\frac{1}{2}$ past [5] the Rebels Galleys &c began firing on us, which was return'd by the *Roebuck* *Augusta*, & *Cornwallis* Galley. At the same time the firing on Red Bank discontinued, & his Maj^s. sloop *Merlin* got ashore on the Jersey side, at 6 was hail'd from the *Augusta* & inform'd of her being a ground and order'd immediately to Anchor, and give her a B^r Cable & anchor, Came too with the S: Bower in $4\frac{1}{2}$ f^m: & veer'd to $\frac{1}{2}$ a Cable. then bent the *Augusta*'s Hawser to it, and Cut the Cable. Came too wth. the B^r B^r in the same water. At 7 carried away up the River a small Anchor weigh'd the B^r B^r & warp'd up in company with the *Liverpool* abreast of the *Augusta* to cover her, At $\frac{1}{2}$ past 7 The Rebels discontinued the firing. dropt down and Anch^d: near us the *Roebuck* & *Cornwallis* Galley The Ships sent their Boats ahead w^{ch} were reinforced by the Ships below.

D, UKLPR, Adm. 51/675.

JOURNAL OF THE CONTINENTAL CONGRESS

[York] Wednesday, October 22, 1777

Resolved, That the president issue his warrant on the treasurer for four thousand dollars, in favour of George Ross, Esq^r and Company, owners of the *Mary Ann Furnace*, in part of payment of cannon ball made by them for the use of the navy, agreeable to contract with the Navy Board for the middle department, which is to be charged with this sum, and the said George Ross and Company to be accountable to them for the same.

JCC 9: 828.

JOURNAL OF H.M.S. *EAGLE*,
CAPTAIN ROGER CURTISOctober, 1777
Wednesday 22^dD^o. [Moored off Chester]At 7 AM. made the Signal for a Lieutenant from the *Merlin*D^o.

Little Wind and Clear Weather. At 4 PM. the *Camilla* got under Sail & Stood down Tinicum Channell. At 5 observed the firing of Musquetry, at Red Bank; which Continued about $\frac{1}{4}$ of an hour. At 6 the *Augusta*, *Roebuck*, *Pearl*—*Liverpool*, & *Merlin*; Weighed and fired several Shot at the Rebel Gallies a heavy Cannonade Comenced and Continued 'till near 8 o'Clock. At 7 sent several Flat Boats Manned by Volunteers, to assist the Ships Engaged.

D, UKLPR, Adm. 51/293.

JOURNAL OF H.M.S. *EMERALD*,
CAPTAIN BENJAMIN CALDWELLOctober 1777
Wednesday 22^d

Cape Henry SSE.

at 6 AM saw a Sail to the West SW, made Sail and chased, at 8 AM brought her too, the Brig *Kitty Dullany*, from Chester, bound to Martinica with Tobacco & C^a.¹ sent her to New York.

Cape Henry NW $\frac{1}{2}$ N 4 Leagues

Strong Gales and cloudy, close reefd the Topsails

D, UKLPR, Adm. 51/311.

1. Brig *Kitty Delaney*, William Yardsley, master, owned by Caldwell & Co. of Philadelphia, a crew of 11 seamen, from Chester in Maryland to Martinique, with tobacco and lumber, taken off Cape Henry, sent to New York. Howe's Prize List, 23 Apr. 1778, UKLPR, Adm. 1/488. *Kitty Delaney* was condemned on 5 Dec. 1777 by Vice Admiralty Court of New York as a lawful prize of *Emerald*. UKLPR, H.C.A. 49/93, 140.

October 23

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT OF THE SOUTHERN DISTRICT

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz.—In Behalf of Enoch Staples, Commander of the private armed Sloop *Wooster*,¹ and all concerned therein, against the *Snow Atlantic*, of about 150 Tons burthen, Charles Morris, late Master: In Behalf of Thomas Thompson, and Elisha Hynman, Commanders of the Continental Frigates *Raleigh* and *Alfred*, in the Service of the United States, and all concerned therein, against the *Snow Nanny*, of about 150 Tons burthen, Asthothy Hooper,² late Master: In Behalf of James Mc’Gee, Commander of the private armed Sloop *Independence*,³ and all concerned therein, against the Brigantine *Mary and Ann*, of about 130 Tons burthen, Joseph Ball, late Master; and against the Brigantine *Countess of Pitterwin*, of about 96 Tons burthen, John Smith, late Master: In Behalf of Isaac Estick, Commander of the private armed Sloop *Ranger*, and all concerned therein, against the Brigantine *Sally*, of about 120 Tons burthen, Thomas Roach, late Master; and against the Sloop *Union*, of about 50 Tons burthen. All which Vessels, and their Cargoes, so libelled, are said to have been taken and brought into the Southern District afore-said: And for the Trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Plimouth, on Tuesday the 11th Day of November, 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear, and shew cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

Independent Chronicle (Boston), 23 Oct. 1777.

1. Connecticut privateer sloop *Wooster*, mounting 10 guns with a crew of 80 seamen, was commissioned on 9 Nov. 1776 with John McCleave commanding. DNA, PCC, item 196, vol. 16, p. 47. She was owned by Pierpont Edwards & Co. of New Haven and evidently was on her second cruise under a new commander. Louis F. Middlebrook, *History of Maritime Connecticut During the American Revolution, 1775–1783* (Salem, Mass.: The Essex Institute, 1925), vol. 2, 244–45, 267.

2. Anthony Hooper.

3. Rhode Island privateer sloop *Independence*, James Magee, commander, which was commissioned on 14 Oct. 1776. R-Ar, Maritime Papers, Letters of Marque (1776–1780), vol. 1, 40.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 23rd Oct^r Cold raw weather. Wind N.E.

About 9 o’Clock last night 5 boats of the Enemy came near the Officer’s guard at the house near Howland’s bridge, and fired at the men on duty there; the Guard returned the fire briskly, and obliged them to Sheer off. They soon after rowed towards the bridge and the men having landed a little beyond it, fired at our Sentries. Two shot being fired at them from the Redoubt, they retired, and did not appear again during the night. A Bayonet and several Cartridges were found on the beach near the bridge this morning.

The Rebels began to Cannonade the Encampment of the 22^d Reg^t this morning from the S. point of Fogland, and as the shot came home, it was prudent for them to move, in consequence of which they encamped near Lopez's house. No hurt was done, although three Shot came into the Camp. The Rebels also fired some shot at the New Battery, and at the Encampment of the Chasseurs, but without effect. . . . A boat from one of the Ships of War went over to the Eastern shore last night, and brought off from a house near the Windmill, two men; one of whom says he was drafted to serve on the Expedition against Rhode Island. They say that the Rebels have near 200 boats in the Mill-Creek behind the S. point of Fogland;¹ that they have near 10,000 men assembled in the Neighbourhood, and intend making their principal attack near lower Black point. That most of the troops have been drafted for the present service, and their time expires on the last day of this Month, at which time, if nothing is done, they will disperse. They add, that some of them are much dissatisfied, and that many have gone home already.

The General having some reason to Suppose the Rebels will attempt something this night, ordered the working part of 100 men of the 54th Regiment, to march from Newport to strengthen the posts near Black point.

About 70 of the most disaffected Inhabitants of Newport, were taken up yesterday and this day, and sent on board the Prison ship. . . .

Mackenzie, *Diary* 1: 199–200.

1. Creek from Nonquit Pond.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777.

[Slipskin Isl^d. NbE 5 or 6 Miles]

Thursday 23

at 9 AM Weigh'd ⚓ Signal in Comp^y as before¹ at 11 A.M. saw the Reble Army posting themselves Advantageously behind the Heights of Pokeepsy² brought too to Scour the Narrow Pass between Esopas Meadow and the heights that the Enemy were posted upon fired 14 four lb^{rs}. with Round and Grape at them whilst the Transports were pass^g at Noon Esopas N. 2 Cables Lengths
Esopas N. 2 Cables Lengths

Light Breezes and hazy Weather these 24 Hours

at 1 PM the Enemy open'd a 5 Gun Battery on the Transports D^o. brought too with the *Spitfire* and *Crane* Galleys and Cannonaded the battery whilst the Transports were pass^g fired 14 twenty four lb^{rs}. at the Reble Battery at 2 P.M. the Fleet pass'd made sail at 11 P.M. Anch^d. ⚓ Signal with the Small Bower in 9 F^m. Water Polopers Isl^d.³ SSE 4 or 5 Miles in Comp^y with the Fleet at 10 PM His Majesties Brig *Diligent* Run foul on us and Carr^d. away our Mizen Mast and Mizen Yard Empl^d. Clear^g the Wreck and Gett^g the Mizen Unbent from the Yard by which we lost the Mizen Mast being broke in 5 Pieces

D, UKLPR, Adm. 51/4159.

1. H.M. brig *Diligent*, with H.M. galleys *Crane* and *Spitfire*.

2. The heights on the east bank of the Hudson between Rhinecliff and Poughkeepsie across from the highlands above Esopus Meadows.
3. Pollepel Island.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r 1777

[*Anchored off Esopus*]

Thursday 23

at 9 AM weighd ~~at~~ Signal in C^o as above¹ at Noon passd the 9 Partners² were fired at by Several Armed Rebels from the Bushes as we passd which we Returned

Steering Down the River

Light airs with Frequent Calms at 4 PM Passd Pekepsie in C^o as before Fired 10. 3 P^{rs}. Shotted with Grape at several bodys of Armed Rebels

D, UKLPR, Adm. 51/4163.

1. The advanced squadron commanded by Capt. Sir James Wallace, including H.M. galleys *Crane*, *Dependence*, and *Spitfire*.
2. The Nine Partners Patent on the east bank of the Hudson north of Poughkeepsie.

BRIGADIER GENERAL JAMES CLINTON TO GOVERNOR GEORGE CLINTON

[Extract]

D'r Brother,

Abell Bellknaps October 23d 1777

... The Enemy's Frigate¹ Lies Still below the Chivedefreeze and it was my Opinion She was Stationed there to prevent our Sinking any more. But Genl. Winds² Informed me yesterday he thought she wanted to get higher up as she has boats Constantly Sounding the Channell &c. . . . I am [&c.]

James Clinton

Public Papers of George Clinton 2: 473–75, no. 880. Addressed in the original: "To Governor George Clinton Hurly." N-Ar, George Clinton Papers, box 9, doc. 880.

1. H.M. frigate *Mercury*.
2. Brig. Gen. William Winds, New Jersey Militia.

THE NEW-YORK PACKET, THURSDAY, OCTOBER 30, 1777

Fish-Kill, October 23.

In our last, we observed, that the British vessels proceeded up the River, past this place. As they went along they burnt a few mills, houses and boats. On Friday they reached Esopus, and there landed a number of men, who marched up to the defenceless town of Kingston, about two miles from the river, and immediately set it on fire: the conflagration was general in a few minutes; and in a very short time that pleasant and wealthy town was reduced to ashes, one house only escaped the flames. Thus, by the wantonness of power, the third town in this State, for size, elegance and wealth, is reduced to a heap of rubbish; and the once happy inhabitants (who are chiefly of Dutch descent) obliged to solicit for shelter among strangers; and those who lately possessed elegant and convenient dwellings, obliged to take up with such

huts as they can find to defend them from the cold blasts of approaching winter. We learn that the inhabitants saved best part of their moveable property; but some lost the greatest part of their temporal all. 'Tis said, the enemy took little time to plunder, being told that Governor Clinton was at hand with 1500 men, but unluckily not so near as to save the town. They burnt several vessels and houses at the landing,¹ then scampered off precipitately on board their vessels. Next day they burn several houses at Rhynebeck Flats, and proceeded as far as Livingston's Manor, where they burnt a few more: Our troops are now up with them: It is hoped they will be able to put a stop to these depredations. Britain, how art thou fallen! Ages to come will not be able to wipe away the guilt, the horrid guilt, of these and such like deeds, lately perpetrated by thee!

... Last Monday, our people took a small schooner, belonging to the enemy, in the North-River, near Rhynebeck, with a pretty valuable cargo; she ran aground, and our people took the advantage and boarded her with canoes. Nicholas James and George Hopkins, two of the New-York pilots, were taken on board.

We learn that the enemy have burnt the house of the late Judge Livingston,² the house of Mr. Robert Livingston, and sundry others.

1. Kingston Landing.

2. Judge Robert R. Livingston, Sr.

JOURNAL OF H.M. SLOOP *RAVEN*, COMMANDER JOHN STANHOPE

October 1777
Thursday 23

Laying off Pecks Kill in the North River
(AM) came onboard an Officer from the *Cerberus* with an order to go as near Fort Independance as posibale to cover the landing of the Troops D^o hove up and warpe'd, close to the Fort at 10 the above Landed at D^o Departed this Humprey Williams Marine at 11 D^o enterred the above got the Kedge out on the Quarter to keep her broadside to the Fort passed by the *Mercury's* Tender

Laying off Pecks Kill in the North River
First and Mid. Clear weather latter Foggie
at 3 PM) the Troops Imbarked onboard the Battoes after demolishing the Fort D^o hove up and run further of[f] and came too and Moored with the Kedge in 13 f^m. sent the Longboate watering.

D, UKLPR, Adm. 51/771.

DIARY OF ELIZABETH DRINKER

[Extract]

[*Philadelphia*]

[*October*] 23 this day will be remember'd by many; the 2500 Hessions who cross'd the River the day before yesterday, were last Night driven back 2 or 3 times, in endeavouring to Storm the fort on Red Bank, 200 slain and great Numbers

wounded, the firing this Morning seem'd to be incessant, from the Battr'y, the Gondelows, and the *Augustia* Man of War, of 64 Guns, she took fire, and after burning near 2 hours, blew up, the loss of this fine Vessel is accounted for in different ways—some say she took fire by accident, others, that, it was occasion'd by Red hot Bullets from Mud-Island Battr'y—another English Vessel¹ somewhat smaller, it is said is also burnt, Many of the Inhabitation of this City, are very much Affected, by the present situation and appearance of things, while those on the other side the question are flush'd, and in Spirits—old [H]unt [Count] De Nope,² is said to be among the slain—it was between 11 and 12, near Noon, when the *Augustia* blew up, many were not sensible of any Shock, others were, it was very plain to most who were at Meeting,³ as this is fifth Day—and appear'd to some like an Earth Quake. . . .

Elizabeth Drinker, *The Diary of Elizabeth Drinker*, edited by Elaine F. Crane, 3 vols. (Boston: Northeastern University Press, 1991), 1: 247–48.

1. H.M. sloop *Merlin*.
2. Col. Karl Emil Kurt von Donop.
3. A meeting of the Society of Friends.

JOURNAL OF CAPTAIN JOHN MONTRESOR

[Extract]

[*Carpenters Island, Pa.*]

[*October*] 23rd. . . . Before the Explosion of the *Augustas* Powder Magazine which was at ½ past 10 A.M. many of the seamen jumped overboard apprehending it, some were taken up by our ships boats, but the Chaplain, one Lieutenant and 60 men perished in the water. The *Augusta* has got aground but not on the Chevaux de frises as did the *Merlin* sloop of war but nearer the Jersey shore. 200 Grenadiers were ready for the assault and had marched to the Ferry at Province Island where the Fleet Boats were ready to receive them. During the course of this mornings unfortunate manœuver the Rebels sent down a fire raft. 2 of our ships boats towed off and 2 went ashore. Four row Gallies came down this evening from Bristol and come too behind Petty's Island about 3 miles North East of the city¹. . . .

Montresor, *Journals*, 469–70. Six sentences of this entry are not printed here. They relate to the weather, the crossing of troops to the New Jersey shore, and work on a floating bridge over the Schuylkill River.

1. Philadelphia.

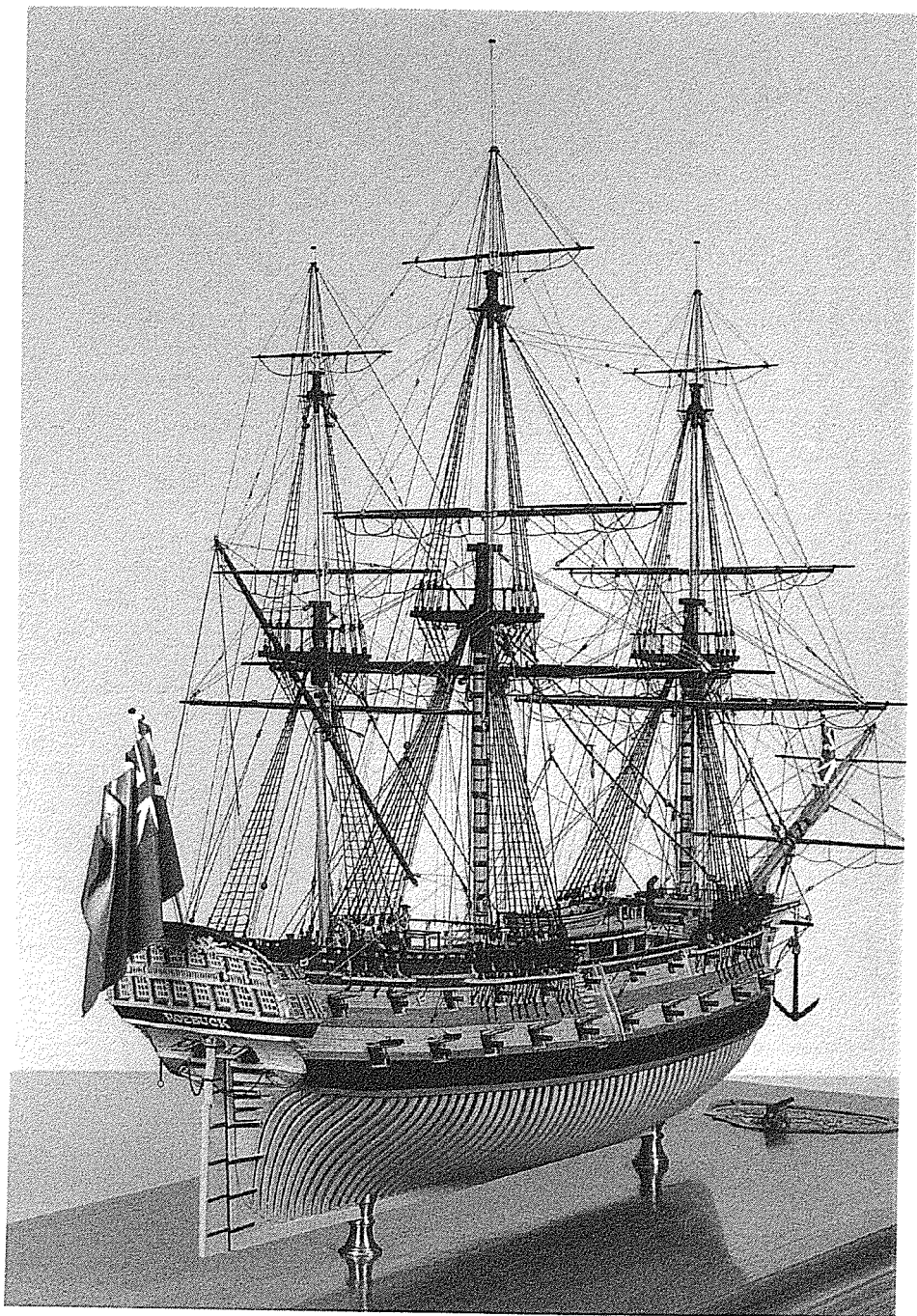
MASTER'S JOURNAL OF H.M.S. *ROEBUCK*, CAPTAIN ANDREW S. HAMOND

October 1777

D^o: [aBreast the Fort]

Thursday 23

AM sent the Stream Cable on B^d the *Augusta*, Emp^d in heaving on the Stream Cable, to gett the *Augusta* off which we did not effect—The Enemies Gally's came down and attackted us, and soon after they sent down 2 fire Brigs and a Skiff at 10 another Fire ship was sent down The *Augusta* took fire sent the Boats to bring off the people, sent orders to set fire to the *Merlin*, and Boats to bring off the people to prevent her falling into the En-



H.M.S. Roebuck

emys Hands as she cou'd not be got off and wore out Cable, & Slipped and dropped lower down about the same time the *Isis* came above the lower Cheveaux du Freezs's—

D^o.

Moderate & Fair PM At 2 the *Augusta* Blew up & ½ p^t the *Merlin* blew up Employ'd in shifting the Sheet Cable into the proper Hause as we had brought up by when past by for a Stern Cable,

D, UklPR, Adm. 52/1964.

COMMODORE JOHN HAZELWOOD TO GEORGE WASHINGTON

May it please Your Excellency

Red Bank, October 23^d. 1777

This will acquaint Your Excellency that early this morning we carried all our Galleys to Action, & after a long & heavy firing we drove the enemys Ships down the River except a 64 Gun Ship¹ & a small Frigate,² which we obliged them to quit as they got on Shore & by accidence the 64 Gun Ship blew up & the Frigate they set on fire themselves, took the people all out & quitted them. Our Action lasted till 12 OClock, & our Fleet has rec^d. but very little damage—You will be inform'd of the glorious event of last night³ by Colonel Green—We in our Galleys was of great use in flanking round the Fort⁴—As I am very much fatigued, I hope Your Excellency will be satisfied with this short account of our affairs of the River & Fleet—I have not as yet got a man to reinforce our Fleet, for I thought it a pity to take them from the Fort as they wanted them more than the Fleet, & God knows we are very weakly Mann'd—Being in haste I hope soon shall have it in my power to give you a better account of this Action—Besides the 64 & Frigate being burnt, the *Roebuck* who lay to cover them we damag'd much & drove off, & had she laid fast, we shou'd have had her in the same situation—We want Ammunition, Cartridges for Muskets, for 18 & 24 Pounders, having not to add, am [&c.]

John Hazelwood

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/George Washington Esq^r/at Head Quarters—." Docketed: "23^d October 1777/from/Com: Hazelwood."

1. H.M.S. *Augusta*.

2. H.M. sloop *Merlin*.

3. The repulse of Col. Karl Emil Kurt von Donop's attack on Fort Mercer on 22 Oct.

4. Fort Mercer.

LIEUTENANT COLONEL ROBERT BALLARD TO GEORGE WASHINGTON

Sir

2. O Clock

Red Bank Oct^r 23. 1777

I am just Arriv'd at this place on command from Fort Mifflin, and finding that Col^o. Green & the Commodore was sending by express to your Excellency the Glorious Event of last Evening and this Morning, think proper to give you the particulars from our Garrison. This Morning at half after Six OClock the enemy from Province Island began a very heavy fire from their Bomb Batteries¹ and about an hour after, was Joind by their fleet which kept up on us incessantly 'till after 12.

OClock, Our Battery in Consort with the Commodores² Fleet playing on them the whole time, in short we Ply'd them with 18. & 32 lb Shott so closely that they I believe began to give ground, however they ran a Sixty four Gun Ship³ and a Twenty Gun Frigate⁴ a ground & after fruitless attempts in vain to get them off, they set fire to them both, to our no small Satisfaction as it was out of the Power of our Fleet to take them. We sustain'd no Damage except a Cap^t & 1 private slightly wounded

Our Garrison shew'd a firmness & Resolution becoming brave Men, & I dont doubt will acquit themselves with honor. The Fleet are making down again fast, as low as Billingsport. I am doubtfull we shall want Ammunition for our Cannon & 32 lb Ball as the quantity on hand will not I am certain last us more than one Days hot fire. Small Cartridges from N^o. 17. to 20. are absolutely wanting. It wou'd be too much to loose a place of so much Importance for the want of War like Implements, which I haven't a doubt may easily [had] the Sizes for our Cannon of Cartridges 18 & 8 lbs. Cartridge paper will not be Amiss The foregoing are Circumstances which I know at least Strike Col^o. Smith & I do not doubt the Baron⁵ also. I hope to hear welcome news from your quarters before long, in mean time every exertion of the Garrison of Fort Mifflin in Opposition to the Enemies fleet will be strictly attended to. We had the upper part of one of our block houses blown up to day. I expect this night or tomorrow night the Enemy will for the last make an Effort to Storm our fort. I have the honor to be [&c.]

Robert Ballard

L, DLC, George Washington Papers, Series 4. Addressed: "His Excellency/Gen^l Washington." Docketed: "Red Bank/23^d. Octob^r/1777/from/Major Ballard."

1. The British bomb batteries employing mortars were located on Carpenters Island.
2. John Hazelwood.
3. H.M.S. *Augusta*.
4. H.M. sloop *Merlin*.
5. Col. Henry Leonard Philip Baron D'Arendt.

JOSEPH BLEWER TO GEORGE WASHINGTON

Sir

Redbank october 23^d 1777

I have the honour to inform you that yesterday the Enemy (hesions) about 1200 attackd the fort¹ at Red Bank after a Smart action they Retreated with much Loss on there Side ours very inconsiderable this Morning our gallys attackd the *Eagle*² & *Robuck* after a hevvy Cananade the *Robuck* dropped down the *Eagle* then aground keeping up a hevvy fier till ten oClock at whitch time She took fier I am not as yet Certain If they did it or our Shot amediatly after the gallys attacked an other Ship aground below (a frigate)³ they Shortly Set her on fier and the other pyret Ships Dropped Down below the Chevoux Defreze where they Still lay our loss in the Gallys dose not Exceed four or five killed & wounded we are all in high Spiritts both garesons as well as the fleet I think they have Such [orders?] as will privent there atempting this pasage any moor we have Expended much of our amunition Rec^d but Small Supplys Sinc I lift your Excelency though have Sent by Expriss for a Sufficent should it arive timly I think with Every other Gentellman hear that we have nothing to fear from this quarter I Remain [&c.]

Joseph Blewer

P S Amunition wanted 18 p^d & 24 with muskett Cartridge for the Gareson as we have Supplied the gareson with all the musketts Catridge belonging to the fleet
Excuse haste for the glorious news—

J. Blewer

L, DLC, George Washington Papers, Series 4. Addressed: "To/His Excellency/George Washington Esq^r/at Head Quarters." Docketed: "[illeg.] 1777/from/Cap^t Blewer with/Acc^t of Action."

1. Fort Mercer.
2. Blewer is in error. The ship was H.M.S. *Augusta*.
3. H.M. sloop *Merlin*.

JOURNAL OF H.M.S. *CAMILLA*, CAPTAIN CHARLES PHIPPS

October 1777
Thursday 23

Billings Port Fort SE 1 Mile *Roebuck* SEbE 1—d^o & the
Rebel Fleet EbN 3 Miles—

at 2 AM Weighd & Came to Sail up the River. at 5 d^o Anchor'd in 6 fathom Water Veerd $\frac{1}{2}$ of a Cable. Billings Port Fort SE 1 Mile—at 7 d^o the *Augusta* *Roebuck* *Pearl* *Liverpool* & Coth *Wallis* Gallie. Engaaged the Rebel Fleet & Forts.¹ the *Merlin* aGround on the Jersey Shore. at 8 d^o the Rebels sent Down four of their Fire Ships, which were all Tow'd a Shore by our Boats Clear of our Ships. AM 10 d^o His Majestys Ship *August* unfortunately took Fire which could not be Extinguished. d^o a Signal on Board the *Roebuck* for all Boats to assist in Saving the People the Greatest Part of them were Saved Except some sick & Wounded. at 11 d^o the *Roebuck* *Pearl* *Liverpool* & Coth *Wallis* Gallie Shifted their Berths Lower Down the River. at Noon the *Augusta* Blew up & the *Merlin* still aGround was sett on Fire By Order of Lord Howe to Prevent her Falling into the Hands of the Rebels Receivd on Board 26 of the *Augusta*'s Men. Billings Port Fort SEbE $\frac{1}{2}$ a Mile

Billings Port Fort SEbE $\frac{1}{2}$ a Mile

Light Breezes & thick Cloudy Wea^r at 1 PM. weighd & Came to Sail Down the River at 5 d^o Employ'd Turning to Windward up the River on the N^o. Side of Tinacums Island. at 6 d^o Anchord in 5 fath^m. Water Veerd $\frac{1}{2}$ a Cable.

D, UklPR, Adm. 51/157.

1. Forts Mifflin and Mercer.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct^r
Thursday 23

Billingsfort SWbS

At $\frac{1}{2}$ past 1 AM was order'd by Cap^t Hamond to move the ship that he might take our place & assist the *Augusta*. At 5 the guard boats return'd, at the same time rec^d. orders from Cap^t Reynolds¹ to give the Men employ'd and to be employ'd on guard extra allow^{cc}. of Rum & Meat on Banyan days.² At 7 the Rebels began firing from

their Vessels, Red Bank & Mud Forts.³ which was return'd by the *Augusta* & *Roebuck*, At 8 four Fire Vessels were sent down w^{ch} our Boats tow'd clear of the Fleet. Fired 61 twelve pounders at them. At 11 His Majesty's Ship *Augusta* took fire. Sent all our people to assist taking the people out. At 12 Weigh'd & dropt down out of the Fire of the *Augusta*'s Guns At the same time Orders were given to Set the *Merlin* on Fire, being still on Shore & near the *Augusta*. Boats employ'd taking the people from her.

Billingsfort SW $\frac{1}{2}$ S dis^{ce}. $\frac{1}{2}$ a Mile.

Mod^{ce} W^r At $\frac{1}{2}$ past 1 PM His Maj's Sloop *Merlin* blew up, At 3 the *Isis* warp'd up to us & fir'd several Shot at the Enemy [in] their Galleys

D, UKLPR, Adm. 51/675.

1. Capt. Francis Reynolds, R.N., commanding H.M.S. *Augusta*.
2. *Banyan day*: A day on which no meat and inferior rations are served to a ship's crew.
3. Forts Mercer and Mifflin.

JOURNAL OF H.M. ARMED SHIP *VIGILANT*, COMMANDER JOHN HENRY

1777 October

Thursd^y 23

D^o [At Anchor in Tinicum Channell]

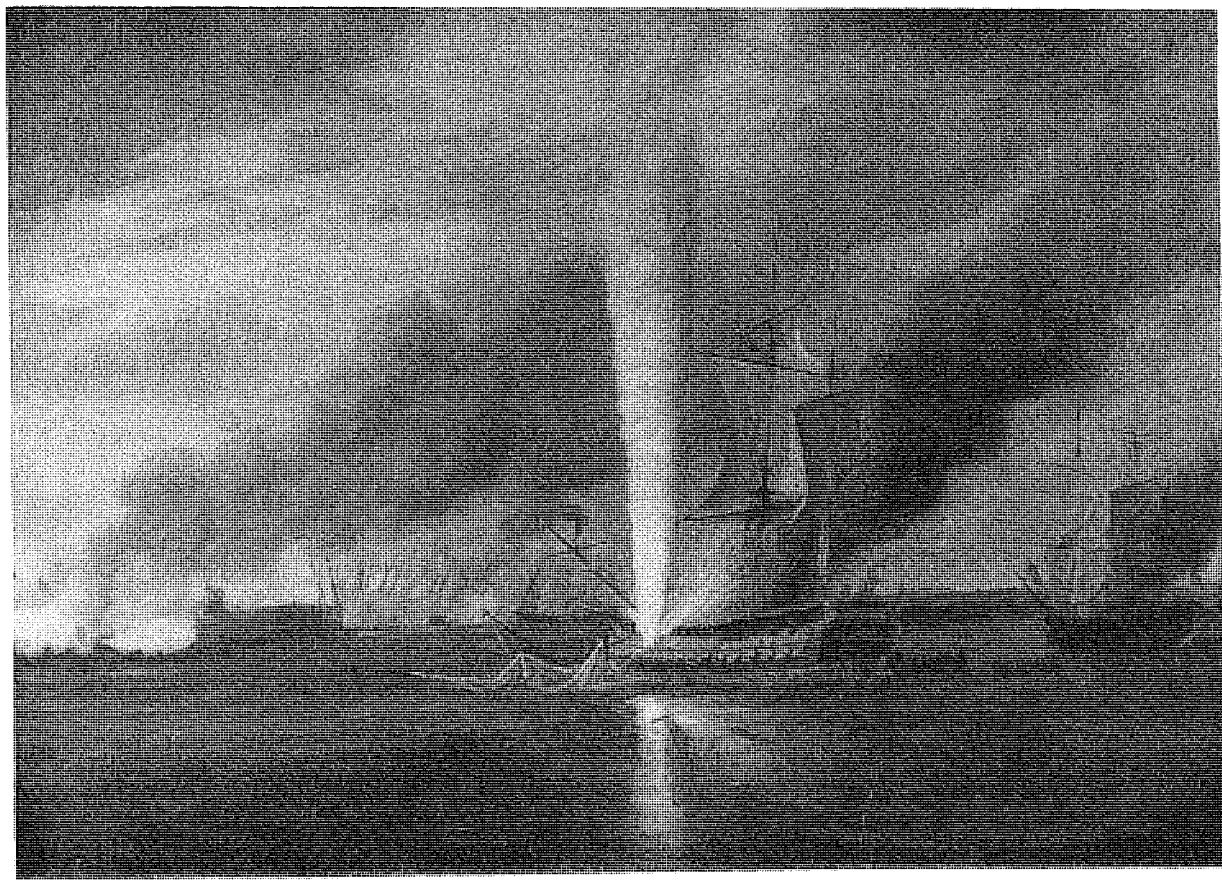
at 5 AM weighed, but the Wind being right an End we got aground on Hog Island, the Channell being very narrow. carried out a Small Anchor and hove her Off again, got all the Boats ahead, but the Wind freshening up and the flood done we were obliged to drop down to the place we came from, and Anchor there, at this time a Smart firing commenced between the Fort,¹ Galley, & our Ships, the *Augusta* & *Merlin* being still aground, the Rebels directed their fire at them, between 8 & 10 AM the Rebels sent down 4 fire Ships to burn the *Augusta*, but they were all towed clear of her by our Boats. about 11 the *Augusta* took fire by her own Wads getting amongst the Hammacoes, which could not be extinguished. at this time the *Merlin*'s people were busy in getting their things and themselves out of her, the Admiral² having Ordered her to be set on fire. all the Boats of the Fleet were employed in Saving the *Augusta*'s people,

At Anchor between Hog Island and Bow Creek—

Mod^t and fair Weather. the Ships dropped down to keep clear of the *Augusta*'s & *Merlins* Guns, who both burned with great Fury. at $\frac{1}{2}$ PM the *Augusta* blew up, at 3 the *Merlin* blew up also. the Adm^l came on board & ordered us to drop down to our former Berth opposite to Billingsport. We warped & hove her over the Bar, and Anch^d in 3 fms, employed clearing the Main Hold and laying a Platform for the convenience of the Surgeon & Wounded.—

D, UKLPR, Adm. 51/1037.

1. Fort Mifflin.
2. Vice Adm. Viscount Howe.



Destruction of H.M.S. Augusta in the Delaware River, 23 October 1777

JOURNAL OF THE CONTINENTAL CONGRESS

[York] Thursday, October 23, 1777

Resolved, That the Navy Board for the eastern department be empowered to suspend any commander or other officer in the continental navy within their district, until the pleasure of Congress shall be known, giving immediate notice thereof to the Marine Committee, with the causes of such suspension. . . .

The Marine Committee brought in a report, which was taken into consideration: Whereupon,

Ordered, That the president issue his draft on Nathaniel Appleton, Esq^e continental loan officer in the State of Massachusetts bay, for fifty thousand dollars, in favour of the Navy Board for the eastern department, for the service of the navy under their direction; they to be accountable:

Ordered, That the president issue his draft on Joseph Clark, Esq^e commissioner of the continental loan office, in the State of Rhode Island, for fifty thousand dollars, in favour of the navy board for the eastern department, for the service of the navy under their direction; they to be accountable:

Ordered, That the president issue his draft on Nathaniel Appleton, Esq^e commissioner of the loan office in the State of Massachusetts bay, for 3,180 ½ dollars in favour of Isaac Smith, Ebenezer Storer, and William Phillips, Esq^{ts}. agents appointed by the Marine Committee, for settling the accounts of the prizes taken by the vessels fitted out by order of General Washington, to pay off a balance of £954 2 10 lawful money which the said agents certify to be due to Captain Winthrop Sargent on his account.

Resolved, That any two being a majority of the navy board for the eastern department, in the absence of the other, be, and they are hereby empowered, to do and transact all and every matter and thing, which, by the constitution of the said board, all the members jointly were empowered to do.

Resolved, That the clerk of the navy board for the eastern department, instead of the salary heretofore ordered, be allowed fifty-five dollars per month, and that the said navy board be, and they are hereby empowered, to appoint one other clerk, if they shall judge it absolutely necessary, and to allow him such salary as they shall judge adequate to his services, not exceeding the sum of fifty-five dollars per month.

JCC 9: 833, 836–37.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES NICHOLSON

James Nicholson Esq^r

Sir

York October 23^d 1777

As we understand that the Frigate *Virginia* under your command is nearly ready for Sea and a prospect of your being able to get out, We desire you may proceed down the Bay of Chesapeake soon as you can with propriety taking under your care and convoy the Continental Merchant Ships that may be ready and such private Ships as apply for that purpose, all which you are to see safe out to sea if possible, when you get out you are to proceed on the voyage directed by the Commercial Committee, and on your return to any part of this Continent give us notice thereof. Should you be fortunate in taking any prizes suitable for Sale in the West Indies carry them

with you giving notice thereof to M^r Stephen Ceronio or in his absence to Mon^{sr} Carrabasse who will readily obtain permission to make sale of them, but it will be most agreeable to have prizes with Cargoes suitable for this Continent sent into some of own Ports addressed to the Agents where they arrive. You are to inform us from time to time of your proceedings. We expect great care will be taken of the ship her Stores and Materials and that you will be as frugal in expences, and expeditious in getting out of Port as possible. Knowing you to be of humane Temper we need not urge the propriety of treating prisoners with all the kindness your and their situation will admit of. As the Commercial Committee mean to order goods back by the *Virginia* you are to receive the same on board, and should the Coast of Hispaniola be infested by an[y] Cruizers that you can manage, it would be a good business to go after and seize them whilst the goods are getting ready. We are [&c.]

P:S: On your arrival at Hispaniola wait on the Governor Count D Argent¹ and express to him the high sense Congress have of his favourable attention to the Interests of the United States of America In his former Government and that you were desired to beg a continuance of the same friendly disposition for the time to come.—

LB, DLC, Naval Affairs Papers, Marine Committee Letter Book, p. 104.

1. Robert, Comte d'Argout de Neritiers, governor general of St. Domingue.

MASTER'S LOG OF H.M.S. *SOMERSET*; CAPTAIN GEORGE OURRY

Remarks on board the *Somerset* Thursday Oct^r 23rd: 1777 lying off Chester

at 12 [*Midnight*] the *Augusta* got aground at Daylight Some Brigs went up to her assistance at 6 [*AM*] the *Augusta* being Still aground Saw a heavy Cannonade from the Rebel Row Gallies & Floating Batterys on the above Ship the Rebels Sent Down 4 Fire Ships which was Tow'd a Shore and Burnt but Did no Damage at 10 the *Augusta* took fire on the Poop & Soon was in Flames the *Merlin* got a Ground & we was obliged to Burn her at 11 the Adm^l.¹ made the Signal for the Frigates to withdraw at Noon the *Augusta* Blow'd up being Burnt to the waters Edge [*At*] 2 [*PM*] Mod^t & Cloudy at 2 Sent a Boat with 15 men & a Petty Officer to assist the *Isis* Saw the *Merlin* Blow up the *Isis* got thro the Cheveaux de Frize Sent 20 men on board the *Adventure* Store Ship D^o Completed 50 Tun of water in the Hold

D, UklPR, Adm. 52/2000.

1. H.M.S. *Eagle*, Vice Adm. Viscount Howe's flagship.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

Eagle October 23^d. 1777

The Command of the Ships off Billings Port by the unfortunate accident to the *Augusta* devolving on you, Your attention will be requisite for preventing as much as may be the Effect of any attack attempted to be made on the *Vigilant* in the situation where she now is placed.—She will be towed forward through the Channel to the W^tward of Hog Island,¹ or back to her former Station off of Tinicumb Island, where she may lye afloat at all times of the tide, in readiness however to proceed up against the Fort² as circumstances may induce; and of which Captain Henry will be duly informed,

It may be soon Expedient to drop the Ships below the Cheveaux de frieze, But that measure should be postponed of the two Frigates³ at least untill the *Vigilant* has quitted her present Station—

Two Anchors & two Cables nearest the Establishment of that Ship will be got ready & sent up with all possible dispatch for the *Roebuck*, Having only One Bower left, she should fall down below the Cheveaux de friezes, tho' it is desireable that the Opportunity should be taken for that purpose after the Close of the Day—

The *Camilla* & the *Cornwallis* (Galley) if the last is not necessary for strengthening the advanced Guard of the Ships, would I think be better in the Western Channel to prevent insults to the other Ships with you from that side.

Care should be taken of the Booms of the *Augusta* or any of the other Ships which have been temporarily secured on Tinnecomb Island, they may be Employ'd in the meantime as a fence before the advanced Ship, but they should ultimately be preserved for farther Use. I am [&c.]

Howe

I am just now informed that more troops have been this morning landed on the Jersey Shore—

LB, NH, William Cornwallis Papers, Letter Book, 58–59. Addressed at foot of first page: "Hon^{ble}. Captⁿ. Cornwallis."

1. The Tinicum or western channel of the Delaware River.
2. Fort Mifflin.
3. H.M.S. *Pearl* and H.M.S. *Roebuck*.

October 24

JOURNAL OF THE MASSACHUSETTS COUNCIL

[*Boston*] Friday October 24th 1777

Captain John Fisk, his roll of the brig *Massachusetts* Crew for wages to the sixteenth of October 1777 amounting to seven Hundred & Eleven pounds, eight Shillings.—

Read, Allowed, & Ordered, that a Warrant be drawn on the Treasury in full discharge of the above roll, Warrant drawn & Signed by fifteen of the Council.—

LB, M-Ar, Mass. Archives Collection, vol. 21 (Massachusetts Council Records), 832. Marginal note: "£711 .. 8 .. 0—Capt John Fisk."

MASSACHUSETTS COUNCIL TO THE AMERICAN COMMISSIONERS IN FRANCE

[Extract]

State of Massachusetts Bay
Council Chamber Oct: 24th: 1777.

Gentlemen.

The Brigantine *Penet* John Harris Commander by Whom you will receive this Letter has been taken up & fitted out for a Voyage to France solely with a View of Conveying to you Authentic Intelligence of the Success of the American Arms in the Northern Department.¹ We sincerely Congratulate you upon this Occasion and have the pleasure to Inform you that by express, we have just been favoured with the most Interestg & agreeable Intelligence from Major General Gates. We now Inclose you A

Copy of his Letter as also a Copy of a Convention by Which Lieut: General Burgoyne surrendered himself and his army on the 17 Instant into General Gates Hands. . . .

Df, M-Ar, Mass. Archives Collection, vol. 198 (Council Letters), 251–53. Docketed: “Recd Page 140/Letter to the Commis/sioners of the United/States at Paris—/Octo^r 24th. 1777/Sent by Cap^t Jones from/Portsmouth/& by Cap^t John Harris/from Boston Who sailed/Oct. 31. 1777—.” Printed in *Benjamin Franklin Papers* 25: 97–99.

1. The Board of War on 26 Oct. ordered Col. Jonathan Glover at Marblehead to help expedite Capt. John Harris in fitting out *Penet*. M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 69.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War Office Boston Oct^r 24th 1777

Ordered that M^r Gilbert Receive of C Hopkins¹ 6 yards of Linnen for Brig^t *Hazzard*.—

That Cap^t Hopkins deliver to the Com^y General the States part of the Butter taken in the prize Ship *Johnson* 3^{lb} 1.24. Prize Acco^t.

That Cap^t Samson open a Rendezvous for enlisting men.

That the Com^y Gen^l deliver to Cap^t Fisk² 100 W^t bread—
51½ lb flour—use of Brig^t *Massachusetts*.

To Isaac Pierce distiller, deliver 172 G^{ls} Rum to Cap^t Fisk, for use of Brig^t *Massachusetts*.—

That W^m Jones’s bill for guards for Ship *Cruel* 42/ be p^d.

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 67.

1. Capt. Caleb Hopkins.

2. Capt. John Fisk, Massachusetts Navy.

CAPTAIN JOHN FISK TO THE MASSACHUSETTS GENERAL COURT

To the Honorable Gen^l Court of the state of the Massachusetts Bay
May it please your Honours

I return you thanks for the Honour done me in Appointing me to the command of the state Arm^d Brig^t *Tyrannicide & Massachusetts* for this eighteen months past but am sorry to inform your Honours that the Brig^t *Massachusetts* which I command is so verry uncomfortable to live on board in the winter now comming on that I cannot think of going to sea in her at this season of the year. must therefore beg your Honours leave to resinge my command of s^d. Brig^t. not that I am against going in the service but only on Account of the uncomfortableness of s^d. Brig^t. in the winter season. I think my self honour^d. by the command the Gen^l Court has seen fit to bestow on me & if at some future time my Country shall call for my poor service I shall again think my self Honour^d. by Any command your Honours may think me Capable of Executing: And am [&c.]

Jn^o: Fisk

Boston Octo^r 24, 1777

In Council Oct^r 24^t 1777

Read & sent down

Jn^o. Avery D^y Sec^y

In the House of Representatives Oct^r 24. 1777

Read & Accepted & Resolved that the Hon^{ble} Council be and they are hereby desired to appoint another commander for the Brig^t *Massachusetts* in the Room of Capt Fisk resigned—paying due observance to the Rank—& Standing of those already in the service of this State. And Capt Fisk has the thanks of this Court for his fidelity and app[ro]ved conduct in his late command

Sent up for Concurrence

J Warren Spkr

In Council Oct^r 24th 1777

Read & Concurred

Jn^o. Avery D^y Sec^y

Consented to—

Jer: Powell ¹

L, M-Ar, Mass. Archives Collection, vol. 183 (Petitions to the Massachusetts General Court), 258, 258a. Docketed: "Rec^d. 150/Resolve on the Resignation/of Cap^t John Fisk/Octob^r 24th 1777."

1. Signed by 14 other members of the Council.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[*Boston*] Friday Oct^r 24th. 1777.

In the House of Representatives. On the Petition of Col^o. William Jones, in behalf of Captain Solomon Walker and Captain Stephen Hodsdon, and Seventeen private Soldiers who were present and active in the Recapture of the Mast Ship *Gruel*, lately taken at Sheepscut ¹—Praying the same allowance as was made to others concerned in retaking said Vessel.—²

Resolved, That there be paid out of the Treasury of this State to Colonel William Jones Four pounds for the use of Captain Walker; Four pounds for the use of Captain Hodsdon and Two pounds for the use of each Man borne on their several Rolls being in Number Twenty three Men, the several Sums amounting in the whole to Fifty four pounds, in consideration of their Services in retaking and Securing the Mast-Ship *Gruel*.

In Council Read and Concurred.

Consented to by Fifteen of the Council.

LB, M-Ar, Mass. Archives Collection, vol. 38 (Massachusetts General Court Records), 151.

1. See NDAR 9: 949.

2. Jones petitioned the House of Representatives on 23 Oct., requesting an allowance for the twenty-three militiamen. M-Ar, *A Journal of the Honorable House of Representatives* [10 Sept.–25 Oct. 1777], [*Boston*: 1777], 117.

JOURNAL OF H.M. SLOOP *KINGSFISHER*, COMMANDER ALEXANDER GRAEME

October 1777

Friday 24th.

At anchor in the Seakonnet pass[age] Rhode Island

6 A.M. the rebels fired a gun from D^o. place ¹ the guard boat returned.

D^o. W^r. [Moderate breazes & clouday weather]

8 P.M. Long Boat rowing guard 12 P.M. saw a number of flashes of small arms at Holins ferry² supposed it to be the rebels landed on the Rhode-island shore

D, UklPR, Adm. 51/507.

1. American battery at Black Rock on the south point of Fogland.
2. Howland's Ferry on the island of Rhode Island.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Extract]

[Rhode Island] 24th Oct^r Thick weather all day, and some rain. Wind E.

About 7 o'Clock last night the Rebels made a large fire on Papasquash point,¹ which was answered by 3 Rockets from Bristol, and the Rockets by a fire at Howland's. They however remained quiet during the night, except firing a shot from their battery on the S. point of Fogland at some of our boats which were on the look out near their shore.

The Battery on the right of the Chasseurs was finished this Evening, and 2. 12 p^{rs} brought into it. It has been found necessary to construct it with Embrazures. The Rebels fired two shot at the workmen, and one at the Camp of the 22^d but without effect.

Two 12 p^{rs} were placed in the artillery Redoubt this day. We cut an Embrazure in the rear face of Bristol Redoubt this afternoon, in order to place a 12 pr there to fire on Commonfence Neck. The Rebels seeing our men at work, fired three Shot at them from their side, but did no damage.

About 4 this afternoon, some person of distinction among the Rebels put off from Bristol in a boat, and was saluted with 13 Guns; and on going round Papasquash point he was saluted with the like number from thence. The boat proceeded towards Providence.

Some Rebels having advanced on Commonfence Neck towards the Captain's Guard this afternoon, two shot were fired at them from the 3 pr, on which they retired. . . .

Mackenzie, *Diary I*: 200–201.

1. Popasquash Point.

MAJOR GENERAL JOSEPH SPENCER TO GOVERNOR NICHOLAS COOKE

S^r

Head Quarters Tiverton 24th Oct^r 1777

I send by two Light Horse Men two Prisoners, that came on Shore last Night in a Barge, near Col^o. Richmonds,¹ and our People took them. We Yet wait to my no small grief for such weather and Wind, as the Gen^l Officers Judge promising to make the decent, are all come together last Night for the business, but it was thought the weather was discouraging, altho' as it prov'd it was an Excellent season I am [&c.]

Jo^s Spencer

L, R-Ar, Letters to the Governor (1777–78), vol. 11, 53. Addressed: "(On publick Service)/The Honorable Govenor Cook/Providence/P^e Light Horse Men." Docketed: "Genl. Spencer to Govr. Cooke Dated/Tiverton Oct^r 24th. 1777."

1. Col. William Richmond, Rhode Island Militia.

CONNECTICUT GAZETTE, FRIDAY, OCTOBER 24, 1777

New-London, October 24.

The Flag¹ mentioned in our last to have sailed for New-York, was, the Night after, forced on Shore at Crane-Neck on Long Island, the Prisoners, 37 out of 45, rose upon the Captain, took the Vessel from him, and after robbing of her Provisions made their Escape on the Island, purposely to avoid the Men of War. The Remainder were taken on board the *Scorpion*, Capt. Brown,² the Flag being stopped by him from proceeding to New-York. . . .

Wednesday last a Flag sailed for Newport with seven Prisoners, late belonging to the *Weymouth* Packet, two having run off the Night before, and supposed to have stole a Boat, and gone to join their Comrades at Long-Island.

1. Connecticut flag of truce sloop *Delight*.
2. Comdr. Philip Brown.

JOURNAL OF H.M. GALLEY *DEPENDENCE*, LIEUTENANT JAMES CLARK

Oct^r 1777
Friday 24.

[Polopers Isl^d.¹ SSE 4 or 5 Miles]

at 7 AM Weigh'd ⚓ Signal in Comp^y as before² at 10 AM Anch^d.
⚓ Signal with the Small Bower in 8 F^m. Water New Windsor
N.N.W. Polopers Isl^d. NbE ½ a Mile found Riding here His
Majesties Ship *Mercury* in Comp^y with the Fleet.

New Windsor N.N.W. Polopers Isl^d. NbE ½ a Mile
Fresh Breezes and hazy Weath^r at 2 P.M. Weigh'd ⚓ Signal at
3 P.M. brought too whilt the Transports were passing Butter hill
fired 17 four lb^{rs}. with Round and Grape and 2 twenty four lb^{rs}.
with D^o. at a Party of Rebels who head posted themselves upon the
Above hill at 4 P.M made Sail at 5 P.M. parted Comp^y with the
Fleet at 6 PM Anch^d. with the Small Bower in 15 F^m. Water Fort
Constitution SSE 2 Miles in Comp^y His Majesties Brig *Diligent*.

D, UKLPR, Adm. 51/4159.

1. Pollepel Island.
2. The advanced squadron, including H.M. brig *Diligent*, H.M. galleys *Crane* and *Spitfire*, 13 transports and a number of flat boats.

JOURNAL OF H.M. BRIG *DILIGENT*, LIEUTENANT THOMAS FARNHAM

Oct^r 1777
Saturday 25
[Friday 24]¹

Butter Hill South three Miles Distant

at 9 AM weighd in C^o H M Ship *Mercury* the Gallys,² Transports
&c. & workd down the river from 10 to Noon fired 12. 3 p^{rs}.
Shotted at some Armed Rebels Who Anoy'd Us from the Shore

Martlets Rock³ SbE 2 Cables length Distant
Moderate Breezes & Cloudy W^r at 1 PM Bore away in C^o H M
Gally *Dependance* at 3 D^o. Came too Small B^r in 6 f^m. off Puloples
Isl^d:⁴ the Gally in C^o.

D, UKLPR, Adm. 51/4163.

1. The Journal is one day ahead.
2. H.M. galleys *Crane*, *Dependence*, and *Spitfire*.
3. Martlers Rock.
4. Pollepel Island.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO COMMODORE JOHN HAZELWOOD

In Council

S^r

Lancaster Oct 24. 1777—

I wrot to you a few Days agoe in answer to your Letter in Comp. with Col Bradford, and sent it to Head Quarters to be forward.

Council is apprehensive you are in Want of Money to pay the Fleet. they have therefore sent M^r J S Howell with Nine thousand Dollars to be deliverd to the Pay master¹ and has orders if a further Sum is wanted, either for the Pay master or Commissary,² to endeavor to borrow it and Council will take Care that it be soon repaid.

If any difficulty should Arise in Procuring Provisions for the Fleet, the enclosd Warrant can be made use of. If there should be an absolute necessity to procure provisions for the Fleet out of the state of New Jersey the council have no doubt if application be made to Gov^r. Livingston he will immediately order them to be supplied. Council has heard with pleasure the brave defence that hath been made by the Fleet under your command, and the Fort,³ and flatter themselves that from your good Conduct and perseverance, and the activity and bravery of the men, the enemy will be totally repulsed a very great firing has been heard for two days past. I anxiously wait the event—I am with much respect to the officers of the Fleet and army Sir [&c.]
Copy

Thomas Wharton jun^r presid^t

P S Since writing the within we have the glorious news that you repulsed the enemy and destroyed two of the King of Great Britains ships⁴ in their attempt to weigh the Chevaux D^e. Frize very soon I expect to have this confirmed, and to hear the enemy are retreating General Washington I expect will soon give a good account of the army, Thank God for all his favours The day is I hope near at hand when we can say with safety that America is free and Independent A Dieu Your very humble Servant

Thomas Wharton jun^r presd^t

Copy, PHaH, RG 27, Executive Correspondence of the Supreme Executive Council. Addressed at foot of first page: "Comm^r Haselwood." Docketed: "Copy Letter/to Commodore Haselwood/1777 October/24th—." Notation at head of letter: "Pres Wharton to Commodore Haselwood 1777."

1. William Webb. He was succeeded as paymaster of the Pennsylvania Navy on 6 Nov. 1777 by William C. Bradford.

2. William Crispin.

3. Fort Mifflin.

4. H.M.S. *Augusta* and H.M. sloop *Merlin*.

COLONEL THOMAS HARTLEY TO THOMAS WHARTON, JR.

[Extract]

Dear Sir

Camp¹ October 24th 1777—

... On the evening of the 22^d. six of the enemies best Ships came up the river past the first set of frizes, and cannonaded our fort² and vessels exceeding warmly indeed, they continued the same the next morning, our people on proper occasions returned the fire. The firing was superior to that at sullivans Island. We were all anx-

iety to know what would be the consequence of this thundering contest—we had detachments near the city³ on both sides of the Schuylkill to attack if an opportunity offered but it seems there was none.—

About eleven o’Clock we heard a monstrous explosion which shook the neighbouring country and a prodigious column of smoak rose towards the heavens. we feared that it might be the magazine at the fort. better fortune awaited America. there were few shot fired afterward.

Our people at the tide of Ebb, sent down a few fire rafts or vessels among the enemy. one of which proved successful the *Augusta* of 64 guns caught fire and was blown up the rest of the fleet retreated our vessels pursued some other fire vessels were sent after. and a thirty two gun frigate⁴ shared the same fate with the *augusta*. May they meet with the like success in all future attempts. Our troops in the fort and the gallies must be in high spirits.—The enemys must soon consider themselves in a bad way. The Northern news⁵ is confirmed, General Howe must think of retreating immediately. If there was a true spirit of liberty in this State the army under General Howe would be in a more dangerous situation than Burgoine ever was They have it seems but 18 Transports on this side New-castle—A Lethargy seems to prevail among the people, can neither honour, glory or Interest rouse them to join in expelling these invaders.—

With the help of God if the people at large will not assist I hope we may soon give a good account of these intruders with our little army.—I am [&c.]

Tho^s. Hartley

Copy, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Two paragraphs of this letter are not printed here. They relate Hartley’s difficulty in corresponding regularly and an advance by Washington’s army on Philadelphia. Docketed: “Copy Letter from Thomas/Hartley dated camp/1777 October 24th.” Notation at head of letter: “copy/Letter from Tho^s Hartley—to Pres W to 1777.”

1. Probably the main camp of Washington’s army at Whitpain, Pa.

2. Fort Mifflin.

3. Philadelphia.

4. H.M. sloop *Merlin*.

5. The news of Lt. Gen. John Burgoyne’s surrender to Maj. Gen. Horatio Gates on 17 Oct. 1777, at Saratoga.

LIEUTENANT COLONEL ADAM HUBLEY TO UNKNOWN

Camp¹ October 24th 1777—

All is well on and about Delaware. I wrote you yesterday, giving you an account of a most heavy firing, at the forts² which lasted upwards of seven hours successively with out intermission.

By express just arrived we have the following particulars. That early on the morning of yesterday the *Augusta* man of war of 64 guns, with sundry frigates and a number of smaller vessels came up the delaware in order to make an attack when they were received by our row Gallies below the forts, at the same time the fort on red bank was attacked by about 2000 Troops (chiefly Hessians) under the command of Count Danupe,³ a most severe engagem^t ensued, both by land and water and whilst thus engaged our commodore,⁴ dropt down a number of our fire rafts amongst the Caitiffs fleet, whilst our brave troops nobly defended their ground, at the bank and about 12, o’Clock, thro’ the intrepidity of our land forces and good effects the rafts, with the assistance of the gallies produc’d, put an end, to that ever memorable days

work. Our loss on this occasion is inconsiderable. The enemies loss is as follows viz⁴, on the water—the *Augusta* of 64 guns and the *Danbrige*⁵ frigate of 32 guns blown up by the rafts, three boats loads only of both crews being saved, also one frigate run aground which our people are endeavouring to get off, but if they find it impracticable, they undoubtedly will destroy it—

By land

Count De-Naube was mortally wounded and fell in our hands, a considerable number killed (not yet ascertained) and 180 prisoners taken, with 12 pieces of brass artillery—

We are just informed, another expedition is forming by Howe, against red-bank, to consist of british troops the remainders of Danupes party returned with infamy to philad^a this day, and their fleet dropt down the river with the same credit be-moaning their loss. Whilst our brave, miskeetoe fleet, as the caitiffs chuse to call it, are returning to their respective stations and with their land brethern celebrate the ever memorable 23^d day of October.—

Copy

Copy, PHarH, RG 27, Executive Correspondence of the Supreme Executive Council. Notation at head of letter: "Copy/Letter Adam Hubley to—1777."

1. Probably the main camp of Washington's army at Whitpain, Pa.
2. Forts Mifflin and Mercer.
3. Col. Karl Emil Kurt von Donop.
4. John Hazelwood.
5. Erroneously identified. The second ship destroyed was H.M. sloop *Merlin*.

JOHN CLARKE TO PRESIDENT OF CONGRESS

Sir

Goshen Octo^r 24th. 1777.

A person employed by me to bring intelligence from the Delaware shore returned last night with the following account—On the 22^d at 4. in the afternoon the enemy made several attacks on fort Mifflin but were as often repulsed the Cannonade was very severe and continued 'till 8. °Clock. in the evening. Yesterday morning it was renewed with redoubled vigour, two large ships¹ advanced to pass the Chevaux de Frize, while a brisk fire was kept up from Province Island, a party of three thousand at the same time attacked Red-bank, so that a continual fire was kept up on all sides which lasted from 6 in the morning, 'till 4. in the afternoon without the least intermission, at which time the enemy quitted their ships, having first set them on fire, they soon after blew up, the explosion exceeds any discription, thus ended the day—every thing seems quiet this morning. I believe this is their last effort, they will certainly quit Philadelphia I am also informed a number of boats were manned and made an attempt to land on Mud-Island, but were defeated with great loss, 'tis said 300. Hessians were drowned this I cant [*illeg.*] [I] beg leave to congratulate Congress & you on the [News?] and am [&c.]

John Clarke

P.S. One of the Ships I am informed is called the *Augusta*, my Informant says he was an eye witness. I have dispatched an Express to his Excell^{cy} gen^l. washington. I have thought proper to send my boy Express.—

L, NJGbS, Stewart Collection, Safe MS, NJ 033. By permission. Docketed: "Letter from M^r Clarke/Oct^r 1777."

1. H.M.S. *Augusta* and H.M. sloop *Merlin*.

COLONEL HENRY LEONARD PHILIP BARON D'ARENDT TO GEORGE WASHINGTON

[*Fort Mifflin, October 24, 1777*]

You will have been informed of the Enemys having been repulsed at Red bank by Colonel Green. I gave him all the Succour in my power, by sending him Troops, Amunition and Surgeons. At the same time that the Enemy began the Attack, their Vessels advanced to the Chevaux de frize and kept up a pretty smart Fire upon my Fort, and their Batteries began to play. As their Vessels remain'd in this position, I expected an Attack in the night, however there was none made. Yesterday at day break they began to throw Bombs, but an hour after the Fire was terrible and continued till noon. A Shell destroyed one of my Block houses blew up the Amunition, and overset some Canon. another set fire to the Barracks, even the Palisades took fire—they threw some Carcases, a quantity of quilted Grape, but the greatest fire was from their Mortars. I had only one Captain wounded, as I had taken the precaution to cover the men under the great Wall which makes a Part of our Outline—Sentinels being posted in different parts and myself being upon the watch to guard against Surprise. Their Vessels kept up a heavy fire upon us, but in revenge we made all our Batteries play on them—at present I fire on their Vessels only with Red hot Balls—I have received two Contusions, one from a Fragment of a Shell, on my Leg, and another from a Stone on my Shoulder, but no other ill consequence than a little pain will follow—Unhappily I find myself more unwell than ever—from the fatigue of my Journey and necessary Exertions since my Arrival here—I have every thing to fear, yet would not quit this post but in the last extremity—and hope His Excellency would in that case approve of Collo. Greens succeeding to the Command. I think however that the Enemys Courage will be damp'd by their failure of Success and Loss of Time.

Now a Word respecting this Place and its Defence—The Fort is the worst that I have ever seen; it would require 800 men, to defend it, and then there would not be a sufficiency for a necessary Reserve, and the Line of Troops would for the most part be only of a single Rank—besides this there is no Rampart, the inclosure for the most part being of Palisades—no works to flank—in a word there are too many Defects to be enumerated here The Battery which seems to be the strongest part, is in effect the weakest—for there the Enemy could land most readily—it could be defended but feebly by small Arms, and the Enemy once landed would be out of danger from the Canon. I have indeed set about some works to remedy these Defects, but want of time, of men, (ours being worn down with constant Labour,) and Materials hinders me from making any thing very good—However we must make the best of matters, and correct at leisure.

As according to my Ideas the Defence of this place consists principally in this point, to hinder the Enemy from closing in upon us, it will be necessary for the Fleet to give us their assistance to the utmost, in firing upon the Boats destined to make a Descent upon us. I have spoken upon this subject to the Commodore,¹ and desired him to station Boats here every night, which has not been done hitherto—but last night he sent some—this Succour is of the greatest importance. I know nothing of the present Situation and disposition of our Army—His Excellency will judge whether some Enterprize against the Enemy might not be form'd on that side of the Schuylkil where the fort is—it appears to me that they have cover'd their Batteries by a Fort near 1000 Paces behind them—if I should hear any thing of Cannon or Platoon fir-

ing that way—I should not doubt of their being some Enterprize against their work and should endeavour to second it.

I must do M^r Fleury the Justice to say the he has work'd hard to remedy the Defects of our Fortress, and that he has done all that circumstances would permit—

Copy, DLC, George Washington Papers, Series 4. This letter is bound with an entry from Major Fleury's journal dated 20–24 Oct. 1777. Docketed: "From Baron Darendt/24 Octob 1777." Notation at top of page: "Baron Arendts Letter 24th October 1777."

1. John Hazelwood.

EXTRACT OF A LETTER FROM FORT MIFFLIN, OCTOBER 24, 1777

[Extract]

... During the Engagement, the Enemy's Fleet came up to hinder us from sending a Reinforcement, however, they did not effect it. Yesterday Morning they began a Cannonade from 64,¹ a 20,² and a 50³ Gun ship, which was answered by a Discharge from 4 Howits, throwing a Shower of Grape, Shells, Carcasses, &c on us: their Gun Batteries also kept up a heavy Fire. We suffered from the Shore, and directed our whole Attention to the Ships, assisted by our Gallies, who sent 4 Fire Rafts, without any Success. A lucky Shot set Fire to the 64's Stern, and she burned down; the Men got off in the Boats. The 20 Gun Ship was run on Shore, which themselves set Fire to, after saving as many of their Stores as was possible. The other Ship fell down. Our Successes far exceeded our most sanguine Expectations; and I hope they will be satisfied with their bad Fortune. Since, they have been very peaceable. We covered our Men so well, that not one was hurt, except a Captain in my Party, stunned with a Shell; he appeared dead, without a Hurt, for some Time, but recovered. I made two lucky Escapes, one Ball struck within 4 Inches of my Foot, just as I was lifting my other; and a Shell, in our Platform, within a Foot of me. They set Fire to our Block-House, full of Men, without hurting a Man, which we soon extinguished. In this Situation we are now, the Ships about 2 Miles and a half from us. Three Bomb Batteries within little more than three Quarters of a Mile Distance, and a three Gun Battery within 9 Furlongs of us, which throw red hot Balls; all which Salute us generally about 12 o'Clock, sometimes very severely. They have tore our Barracks very much; scarce one but what is much hurt. All the inside of the Fort torn up as if ploughed, or rather as if dug in Holes. They have hitherto been very polite, not disturbing us in the Night.

Maryland Journal, 4 Nov. 1777.

1. H.M.S. *Augusta*.
2. H.M. sloop *Merlin*.
3. H.M.S. *Roebuck*.

CAPTAIN WILLIAM CORNWALLIS, R.N., MEMORANDUM

Isis off Billingsport October 24th. 1777.—

If there should be occasion to make signals on board the *Isis*, It is to be observed that the Signals made in Lord Howe's Sign^l book with the Red, & Yellow Flag, will be made on board the *Isis*, with Strip'd Red & White Flag. & those made with the Yellow and Red, in Lord Howes Signals will be made on board the *Isis*,

with a Quarter Red and White Flag, all other Signals will be made according to Lord Howes Signal Book.—

Red & Yellow—Stripd Red & White.

Yellow & Red—Quarter'd Red & White.

LB, NHi, William Cornwallis Papers, Order Book.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO
VICE ADMIRAL VISCOUNT HOWE

My Lord

Isis 24 Septem^r [October] 1777—

I had the honour of your Lordships Letter last night,¹ the *Vigilant* is moved back to where she was before & Captain Henry informs me, he is to remain untill the Wind is fair for him to move forward—

We have moved up a little higher with the Ships as I thought it probable the Enemy might attempt to get up the Guns out of the wrecks² which we can effectually prevent in our present position, the *Roebuck* is now well supply'd with Anchors & Cables; so that I apprehend your Lordship would not chuse to have her move below the Cheveaux de frizes, the *Augusta*'s booms are I believe perfectly secure as they are upon the Island³ nearly abreast of the *Camilla*, the Rebel Galleys are close up under red bank & have not moved all this Day—

There are many sick that have been saved from the *Augusta* & *Merlin* which are much in the way on board the Different Ships it would be very Convenient if there could be an Hospital Ship for their reception I have the Honor to be [&c.]

W^m. Cornwallis

LB, NHi, William Cornwallis Letter Book, 60. Addressed at foot of page: "To/the Vis^t Howe, Vice Adm^l &c &c &c."

1. Vice Admiral Viscount Howe to Captain William Cornwallis, R.N., 23 Oct., above.

2. The wrecks of H.M.S. *Augusta* and H.M. sloop *Merlin*.

3. Tinicum Island.

JOURNAL OF THE CONTINENTAL CONGRESS

[York] Friday, October 24, 1777

Mr. President informed Congress that, with the advice of the Marine Committee, he had, on the 7th January last, issued a warrant on the treasurer for three thousand dollars, in favour of James Morris, Esq^r for two months' pay to the seamen who re-took the brig *Lexington*, as a gratuity, and also for two months' pay on account of wages due to the seamen of the *Lexington*, Mr. Morris to be accountable;¹ with an order to the treasurer to omit charging this in the public books, till the books of the Marine Committee arrived, when the money would be properly charged; Whereupon,

Ordered, That this warrant be entered and the money charged by the treasurer in the public books.

JCC 9: 838.

1. See NDAR 7: 879.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN NICHOLAS BIDDLE

Nicholas Biddle Esq^r
Comm^r of the *Randolph*
Sir

York Town October 24th 1777

As quickly after you receive this as your Ship can be provided for the Voyage, you are to proceed to France, and when there you are to be directed as to your future Cruise, and the disposal of your Prizes, by the Commissioners of the United States at Paris. For this purpose you are immediately on your arrival to send a trusty officer to acquaint the Commissioners of your arrival, and to receive their directions. Until you receive their answer it is left to your discretion and the intelligence you may collect of the enemies Cruizers, whether to remain at your Port of arrival, or make a short Cruise, and repair for the reception of their answer to any other port; taking care to inform the Commissioners of your determination on this point.

Whatever supplies of any kind you may want for the Ship in France you will apply for, either to the Commercial Agent in France or any correspondent of the Commercial Committee at the Port where you may be, or to the Commissioners at Paris

We would have you make as little shew as possible of being a Ship of Force, when you arrive, and during your stay in any Port of France; and let your stay in Port be as short as possible. It is not necessary to direct a person of your discretion to be very cautious of communicating to any person, either in America or in France, what is your destination or what your orders. If the Agents of the Commercial Committee of Congress should direct you to take on board Merchandise for France you are to follow such directions concerning this, and the delivery of the goods as you may receive from that Committee

We desire you will correspond with this Committee by every suitable opportunity. Wishing you health & success We are Sir y^r Friends & hble servants

LB, DNA, PCC, Marine Committee Letter Book (M332, roll 6), fol. 160.

CONTINENTAL COMMERCE COMMITTEE TO OLIVER POLLOCK

Sir,

York October 24th 1777

The Secret Committee of Congress being dissolved we have been appointed under the Style & Title of the Commercial Committee to take up and continue the Business¹—We find they wrote you a long Letter on 12th June by Capt. LeMere to which we refer you.² The present serving to acknowledge the Receipt of your Letters by Capt Pickles addressed to a former Committee of Congress which we have laid before Congress and by some inattention of the Secretary are now mislaid. The chief purport being to advise us of the arrival of some Stores from Spain intended for the Service of this Continent and of the very favourable Disposition of the Governor Don Bernardo De Galvez—we shall proceed to say what is necessary on these Subjects—Herein you will find inclosed a Letter for the Governor which please to deliver and procure it to be well translated into Spanish for him, in this Letter³ we have requested him if Money be wanting in New Orleans for the due Execution of our Business to furnish what may be needful under Assurance that it will be repaid by our Ambassador at the Court of Spain and we doubt not he will comply.

This precaution we have now taken in consequence of M^r Morris informing us that he finds you have made some Remittances on his Houses Account that will reduce the Balance he expected in your hands—With respect to the Stores sent out from Spain to New Orleans for our Service we are anxious to get them soon & safe to this part of America where they are much wanted & would be very useful. We have had it in Contemplation to order them up the Mississippi to Fort Pitt, but the length of time that would require the heavy Expence & the Danger of Robbery by Indians has deterred us; therefore we must trust them round by Sea and for this purpose we desire you will charter or purchase suitable fast sailing Vessels sufficient to bring the whole. The Authorities vested in you by the Secret Committee we hereby confirm and the Instructions contained in their Letters of which we now give you a Copy are quite sufficient for your Guidance in this Business as well as that they committed to you—We therefore recommend the same precautions they urged but beg you will expedite the Departure of those Stores as much as you can—Capt. Pickles tells us he has a fine Brigantine suitable for the Business of Bringing a Cargo a long the Coast—If that be the case and the Governor & you should think him a proper Person to be employed you will agree with him accordingly—We have wrote the Continental Agents in Charles Town S^c Carolina to hire or buy a suitable Vessel to carry Captain Pickles to New Orleans and that Vessel may be loaden back with part of the Stores—We shall cause another small Vessel to be sent from Virginia to carry Duplicates of our Letters and if she arrives safe she may be employed in the same Service. We are desirous of sending you supplies of Flour, as that would furnish Funds to answer the Demands this Business will occasion, but unluckily our Enemies Ships of War are so numerous as to block up effectually at present all those ports from whence that Article can be exported—We hope however to find them other Employment before long and shall be glad of Openings to make you frequent Consignments of this & other Articles—

We inclose you herein three blank Commissions for privateers with the bonds & Instructions which we send you in full Confidence as our Agent that you will not grant them to any Persons but such as you know will strictly comply with the Terms prescribed in the Bonds & Instructions—If you should think it best to arm the Vessels which you purchase to bring the Stores for these States those Commissions may be filled up for them—We are &c.

Copy, DNA, PCC, item 50, pp. 37–39 (M247, roll 64).

1. By a resolution of Congress on 5 July 1777. See *NDAR* 9: 222.
2. See *NDAR* 9: 94–98.
3. Not found.

MARYLAND COUNCIL TO CHRISTOPHER LOWNDES

Christ^o. Lowndes Esq^r

Sir.

[Annapolis] In Council 24th. Oct^r. 1777.

We write to Cap^t. Coursey to wait on you himself and explain his Bill for Cordage. Belt wants his for a different Vessel, he says he wrote to you for a Ten inch Cable and half a Ton of small Cordage. I suppose he is mistaken, and that he wrote for the Ton, as you mention, tho' the Cable and half Ton only were wanted by him—We do not think we shall now have Occasion for the ten Tons of Hemp, besides what you now

have by you, though we possibly may and therefore we wish you to contract for it. If it should not be all immediately, or as soon as you work it up, wanted by the Public, it will yet be a Public Advantage to have your People kept fully employed, and there's no Likelihood of any Loss from it. We will advance the Money for the Purchase, as you may desire it, and shall willingly settle and pay for what we have had, as soon as you please. The Price we presume will depend a good Deal on the Cost of the Materials and ought to be mentioned by you, we expect it will be as moderate as you can well afford. The Georgia Regiment have occasioned Complaints wherever they have went. A Representation of their Conduct has been laid before Congress, who have empowered the Governor to appoint Commissioners to hear Complaints against them and settle Damages, which are to be stopped at the Pay of the Regiment.¹ We believe that your Waggon, when on such Business, will not again be taken, but there would be an Impropriety as we have no Power to grant particular Exemptions. We are &^{ca}

D, MdAA, State Council Letter Book 1777–1779, 4007, p. 70.

1. Fourth Georgia Regiment, Col. John White. *JCC* 9: 792–93.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 24, 1777

Deserted from the *Page* galley, a certain CORNELIUS THOMPSON, by trade a blacksmith, 5 feet 4 or 5 inches high, pretty thick made, has a dark complexion, and dark hair, which curls. I have reason to believe he is lurking about the lower end of *Fauquier* county, near my house, as his family lives there. Whoever secures the said deserter, and delivers him to *Eleazer Callender*, Esq. commander of the *Dragon* at *Fredericksburg*, or on board any of the state vessels, shall have twenty dollars reward.

JAMES MARKHAM, Capt.¹

1. This announcement was printed again in the 31 Oct. 1777 issue of Purdie's *Virginia Gazette*.

PURDIE'S *VIRGINIA GAZETTE*, FRIDAY, OCTOBER 24, 1777

Wanted on board the ship *Tartar*, iying [*lying*] at *Fraser's Ferry* on *Mattaponi*, A SURGEON'S MATE. Any gentleman, properly qualified, may depend upon good accommodation and treatment agreeable to his rank.¹

1. This announcement appears again in the 31 Oct. 1777 issue of Purdie's *Virginia Gazette*.

CAPTAIN ROBERT FANSHAWE, R.N., TO CAPTAIN GEORGE KEITH ELPHINSTONE, R.N.

Sir,—

Carysfort, Hampton Road. 24th October, 1777.

It being my Lord Howe's intention that the *Carysfort*, *Perseus* and *Lizard* should act in concert on the coasts of the Carolinas and southward to St. Augustine, you will herewith receive his Lordship's Order to put yourself under my command.

In the course of service incident to this appointment the Signals established by his Lordship in his Signal Book for the Ships of War are occasionally to be used except in such instances as you will be hereafter informed of by me.

You will observe that the account (which accompanies this) of vessels from France to North America is marked 'Secret' (as was that to me); It may however be proper to give that intelligence, with the same caution, to any of His Majesty's Ships you may meet not already furnished with it.

I have brought with me into the Chesapeak Bay the *Nancy* transport brig, Kildare Williamson Master, having on board an assortment of victualling stores intended to be deposited at Saint Augustine for the ships on the southern stations, in order that the *Perseus* might be immediately completed with provisions from her, and, if otherways ready proceed forthwith with me to the southward: but on my arrival here to-day Captain Parker informs me that the *Perseus* is deficient of water also, which it seems cannot readily be supplied till the arrival of the transports coming from the Delaware with provisions and water for the ship under his orders—in this case I think it most expedient that the *Carysfort* and *Lizard* should proceed as soon as they can to cruise on the southern coasts, and that the victualling brig should be left under protection of the King's ships stationed in Chesapeak Bay, till the *Perseus* is ready to convey her to St. Augustine, and as this proposal meets Captain Parker's approbation, you will have my order as well for that purpose as for the future disposal of her.

There are on board the *Phænix* pilots for the southern coasts, and Captain Parker will be pleased to furnish you with such as you may think necessary. The pilot on board the *Lizard* professes knowledge of the coast from the Delaware to Saint Augustine—he on board the *Carysfort* is acquainted only from Charlestown southward, which I mention in order to guide your choice of one for the *Perseus*—if it should be necessary to detach the ships to different parts, a suitable exchange of pilots may be made.

There was in peaceable times, an agent at St. Augustine for victualling His Majesty's ships. You will have the goodness to enquire if there be now any person under such contract, and, in the present state of affairs, able to fulfill it, a suggestion here occurs on the probable readiness of such person to take charge of the victualling stores if you should find it expedient to land them and discharge the brig.

Great convenience will ensue if, when the Southern Cruizers go to Augustine for provisions, a ready means of supplying them with water also can be there ascertained.

It has been intimated to me that Governor Tonym some time ago proposed to have a vessel for such service, your representation of the utility thereof will probably induce him to provide for such necessary accommodation in future. And you will be pleased also to get every information you can of what other places the ships will be able to water at, and particularly what annoyance they will be likely to meet, if they should go into Saint Simons or Jekyll Sound for such purpose.

When any opportunity should offer you entering seamen more than may be wanted for your own ship, I will be glad if you would engage what you can for the *Carysfort*, she being now more than twenty short of her complement, and having forty sick on shore and on board—if you are not already furnished with a general order to bear supernumeraires (as I am not) I will take upon me to give you my sanction for this special purpose.

The admiral having been pleased to communicate to me advice he has received that southwest and southerly winds are said to prevail, from the northward of Cape Hatteras along the coasts of the Carolinas to Cape Florida more than eight months in the year; also that off the Capes Hatteras and Lookout and the shoals of Cape Fear, the Gulf Stream borders so close as to render the navigation confined and difficult,

whereby it has not unfrequently happened that the passage from Cape Hatteras to Charlestown could not be made under many weeks, you will, in your occasional passages from one of those coasts to another avail yourself of this intelligence in order to obviate as much as possible those reputed inconveniences: in the passage from the Delaware to Chesapeake Bay the Master of the victualling brig was directed while under my convoy to observe and conform to the 'Sailing Instructions and Signals by day and night for Transports and Ships under Convoy' established by Lord Howe.

It is at present my intention that the *Carysfort* and *Lizard* shall cruize in company or separately, as occasion may be, on the coasts of the Carolinas while you are gone to the southward, and on your return any other arrangement may be made according to the intelligence gained, or as our observations and circumstances will best enable. I am [&c.]

Rob. Fanshawe.

The Keith Papers: Selected from the Papers of Admiral Viscount Keith, edited by W. G. Perrin and Christopher Lloyd, 3 vols. (London: Navy Records Society, 1927-55), 1: 65-68.

NORTH-CAROLINA GAZETTE, FRIDAY, OCTOBER 24, 1777

Newbern, October 24, 1777.

Since our last, Capt. Ward, of the Independent Company stationed on Core Banks, has taken a Prize Schooner called the *Liverpool*, commanded by Capt. Mayes, from [*New*] Providence to New York, loaded with Fruit and Turtle for Lord Howe. This Vessel put into Cape Lookout Bay, under the Sanction of a pretended Friend, but Capt. Ward's Vigilance soon discovered her to be an Enemy, and in the Night boarded her with some of his Company, and took her. She is about 30 Tons, has been fitted as a Privateer, and now mounts several Swivels, and is reported a very fast Sailer.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN JAMES PYNE

Captⁿ. Pyne Sir/

South Carolina Navy Board 24th Octo^r 1777—

The Brigantine of War *Comet* of which you are Captain, being now Compleatly fitted, and ready to proceed on a Cruize, having a full Compliment of Men, Stores, and provisions for Three Months,¹ The Commissioners of the Navy Direct that you do Embrace the first favourable Oppertunity to proceed to Sea, and Continue to Cruize for Three Months from the day you leave Charles Town Barr, in such Latitudes as to you may appear most promising of Success, During which time you are to Take, Sink, Burn, or Distroy, any Ships Vessells, or Goods Belonging to any of the Subjects of the King of Great Britain Except such Vessels or Goods as may belong to the Inhabitants of the Islands of Bermuda or New Providence, and should you be so fortunate as to take any Prize you must be particularly Careful to put on board a proper Officer as prize Master and a Sufficient number of Men to Navigate her, with Orders to proceed to Charles Town, or Some Convenient Inlet in the State of South Carolina, We particularly Recommend that you take the Captⁿ. and Two thirds of the Crews belonging to any Prize (you many take) on board the *Comet*, and that you give directions for Treating your prisoners with the greatest Humanity and Tenderness,

and that you do use your best Endeavours to Enlist as many Seamen for the *Comet* as will keep the Complement to Eighty and that you do Frequently cause [*illeg.*] Vessels Company the Rules of the Navy of this State, & the Third Article of the Rule of Discipline and good Gove[rnment] and that you Endeavour all in your power to Promote Harmo[n]y and good Order among the Officers and Seamen, and that you do Every Month Examine the Accounts of the different Warrant Officers, and when found right that you do sign their Accounts Agreeable to the General Instructions received from this Board and that you do Exercise your people to the Cannon and Small Arms at least once every day, till they are perfect in the use of them, and that you do at all times keep the Vessel Clear and in Readiness to Engage, that you may not be Surprised by the Enemy, and that you do Cause all your officers to Carry a Steady and Regular Command in their different Stations, and prevent as much as possible profane Swearing—

And to prevent any Inconvenience that may arise for want of Credit should you be Obligated to put into any Foreign Ports, you have herewith a Letter of Credit from his Excellency the President, on the Agent of the Continental Congress, Residing at such Ports, and whatever Supplies you may Receive from him for the use of the *Comet*, you are to draw Bills on the Board of the Amount, and advise the Commiss^{rs} by every Oppertunity of all such Drafts, and of Every other Transaction worth Communicating during your Cruize—² I am Sir by order of the Board [&c.]

Edward Blake first Commiss^r

To Captⁿ James Pyne
Commanding the Brigg^t
of War *Comet*——

Salley, ed., *South Carolina Commissioners*, 103–4.

1. The Navy Board, on 13 Oct., had ordered Pyne to “Open a House of Rendezvous” and assemble a crew of eighty seamen and officers to man the brigantine *Comet*. On 3 Nov. Pyne and two officers, 1st Lt. James Young and 2d Lt. Richard Wells, received commissions. *Ibid.*, 100, 103–4.

2. For Rutledge’s letter of credit, addressed to a Continental Congress agent in any West Indian island, see *ibid.*, 105.

GOVERNOR GEORGE JAMES BRUERE TO LORD GEORGE GERMAIN

[Extract]

N^o 19

My Lord

Bermuda Octo^r the 24th—1777

The *Duke of Cumberland Packet*, is arrived from S^t Augustine, and hath brought Me, Your Lordships Dispatch N^o 3, of the second of April.

His Majestys Sloop of War the *Nautilus*, was getting under Sail, when the Packet arrived and hath left Bermuda to Careen and get Provisions, as there is no Store here, for that purpose.

Therefore I am now left, as I was this time twelve month, when both the *Nautilus* and *Galatea*, left the Coast and went to New York, without one Soldier to Man the Forts, to Guard the entrance, into any of our Harbour. and it is to be feared that no other Ship of War, will arrive before the Packet Sails. or perhaps, not for some months, as last Year, the Men of War left Bermuda, on or about, the 20th of October, and did not return, till on or about the 4th of January.

My former letters, will demonstrate to Your Lordship, that the People were exasperated, at the Loss of their several Vessels, being seized and Condemned.¹

And they are at present, in great want of provisions. Indian Corn in particular, to feed their numerous Negroes; or any other Substitute for Bread.—

Our Chief Justice Jonathan Burch Esq^r, hath not behaved to the Satisfaction of Captain Collins, who hath actually protested against the Chief Justice in due form. Your Lordship will therefore See, the Difficulty of my Situation, in Respect to the Disputes between the Captains of the Men of War, and the People, as the want of every Support by land, Occasions the Captains of the Men of War, and their People, to interfere by land, more than otherwise might be necessary. And Your Lordship must not Expect, that we have any Civil Support; adequate to a proper Care of the Government, even to our internal Security; in the Administration of good Government; which Seventy or eighty Men, might man the Forts and Effect. . . . I have the Honor to be [&c.]

George Ja^s Bruere

My Lord. If Your Lordship should think proper, I imagine, that Seventy, or eighty Soldiers, from Chelsea Hospital, or some of the out pensioners, might answer the Purpose, of Manning our Forts, and *this* Moderate climate, be Healthy for the old men, not well able to March. or discharged for under Size[,] and Cap^t Ackland, might bring them out, as His Ship or Packet is large, on His Return.²

L, UKLPR, C.O. 37/36. Docketed: "Bermuda 24th. Oct^r 1777/Governor Bruere/(N^o. 19.)/R 5th. Decem-ber./Ent^d." One paragraph of this letter is not printed. Bruere mentions that he had not received a copy of a recent act of Parliament regarding Americans charged with treason.

1. See NDAR 8: 383–87.

2. On 14 Oct. Bruere had written Germain a similar letter. The governor complained that he had previously asked Vice Adm. Viscount Howe and Gen. Sir William Howe to send additional naval support and soldiers to guard Bermuda's harbors, but the Howes did not answer. Bruere to Germain, 14 Oct. 1777, UKLPR, C.O. 37/36. For Bruere's repeated requests for naval and land reinforcements, see also NDAR 1: 78, 1169–70, 1194, 1298–99; 2: 91–92; 4: 61–62; 5: 537; 9: 152.

GOVERNOR EDWARD HAY TO LORD GEORGE GERMAIN

N^o: 20.

Barbados 24. Oct. 1777.

My Lord

I have had the honour to receive Your Lordship's Two Circular Letters of the 7. and 12. June. The Latter contains a Copy of His Majesty's Speech to Both Houses of Parliament at the Close of the Session on the 6th. June.

That of the 7. June incloses a Copy of Your Lordship's Letter to Gov^r Burt of the same date, with the opinion of the King's Attorney and Sollicitor General relative to the Capture of the Sloop *May* belonging to the Rebellious Colonies by an Armed Vessel called the *Reprisal* belonging to Antigua. I never thought myself authorized to grant Commissions to private Ships of War; and as well before as since I have strictly adhered to this Opinion; but now I have to shew Your Lordship's directions and Orders upon that Subject. The Lords of the Admiralty have sent me a warrant to cause Commissions to be granted upon the application of the Owners of Trading Vessels fitted out here. I shall ever be very cautious how I grant such Commissions. I have no great opinion of many of the Traders and Seafaring people of the West Indies; and I wish such Commissions be not often much abused.

I have also the honour of Your Lordship's Letter N^o. 8. dated the 9th. August, with your kind approbation of my Securing the Crew of the *Musquito* Privateer taken by Capt. Pringle.¹—Capt. Pringle had then never joined the Admiral, but certainly there were Ships enough which went from hence in the June Convoy to have dispersed these prisoners among them. But by a Letter I since received from Vice Admiral Young, He seemed to be waiting for Instructions upon the Pirate Act;² However He promised to give Orders to My Nephew Capt. Drummond (to whom He has given a Command, and who was expected here to take down our Ships) to take off as many prisoners, as he could put on board the Ships. But the Wind has blown so strong Southerly, that Drummond does not appear; The Ships are to sail tomorrow under the Convoy of the *Fly* Sloop, Capt. Garner, by Order of Capt. Pringle, They being both here. There are but Five Vessels from this Island for different Ports. Capt. Pringle refuses to give orders for taking any of the Prisoners, having no Orders from the Admiral. I am extremely concerned about it, because these men would be of less Expence to Government, when landed in England than they can be here; and perhaps there will be no other Convoy bound home from the West Indies these many months.

We have lately heard from Martinico, that upon the Arrival of a Vessel from Old France, an Embargo was immediately laid on all Ships & Provisions in the French Islands. We are at a Loss to conjecture what this may lead to, Though there is no Account of any Number of French Men of War in the West Indies as yet.

I have the honour to transmit to Your Lordship a Copy of an Insolent Letter I received from the Commanders of the Rebel Privateers at Martinico; and the Copy of my Letter to the Governor of Martinico,³ in answer to His, of which I have already sent Your Lordship a Copy; In my Letter to the French Governor I have inserted a Message to the Rebel Commanders, which I have desired His Excellency to send them.

Every Thing is very quiet here, and the weather has been very favorable for some months, which gives a good prospect of plenty of the Island provisions; but Foreign Provisions are very scarce for the want of the Arrival of Convoys from England & Ireland. I have the honour to be [&c.]

Edw^d. Hay.

L, UKLPR, C.O. 28/57, 1–2. Addressed below close: "The Right Honourable/The Lord George Germain/&c^a. &c^a—." Docketed: "Barbados 24th. Oct^r 1777./Governor Hay./ (N^o. 20)/R 14th. Jan^y 1778./ (2 Inclosures.)/Ent^d."

1. After being captured by H.M.S. *Ariadne*, the Virginia Navy brig *Musquito* was taken into the Royal Navy and renamed H.M. armed brigantine *Endeavour*. NDAR 9: 19–20, 323–24. For Governor Hay's earlier request for instructions regarding the disposition of the American prisoners, see NDAR 9: 46.

2. "Act to empower his Majesty to secure and detain persons charged with or suspected of the crime of High Treason committed in any of his Majesty's colonies or plantations in America, or on the high seas, or the crime of Piracy," also known as the "Act for Suspending the Habeus Corpus Act," passed the House of Commons on 17 Feb., and the House of Lords on 24 Feb., 1777, and was the authority under which Americans taken in rebellion were imprisoned without trial. See NDAR 8: 569.

3. Governor Edward Hay to Marquis de Bouillé, Governor of Martinique, 13 Aug. 1777, NDAR 9: 742–43.

LORD MACARTNEY TO LORD GEORGE GERMAIN

Grenada
My Lord

N^o. 39

St. George's October 22^d: 1777

As public affairs in this part of the World began to wear a serious aspect, owing to the countenance & protection which the Rebels received from the French, Dutch

and Danes in the neighboring Islands, (not to mention their well wishers in our own,) I some Months since sent a Gentleman, on whom I could depend, to make a little Tour among them, and report to me what he saw and observed. He returned a few days ago, and I now sit down to give your Lordship such information as I have been able to collect from him, together with what has fallen under my own immediate view. I shall begin with Martinique, which ever since the commencement of the Rebellion, has been considered by the Americans as their chief magazine and Asylum in these seas. The Count D'Argout's conduct during his Government was so unjustifiable and he himself so conscious of it, that it became equally his own wish and that of his friends to exchange it for some other appointment, *sauf son honneur*. He is a native of St^e Domingo, where he possesses a large estate, and has an only Daughter married in old France to the Marquis de Benzols, nephew of the Marshal Duke of Fitz James. Thro the Influence of this Connexion Monsieur D'Argout found means a few months since, to obtain the Command at St^e Domingo, which fortunately for him had just then fallen vacant by the Death of the Count D'Ennery. He was succeeded at Martinique by the Marquis de Bouillè, whose letter of Notification, together with an account of the language held to me by Monsieur de Kersaint, who brought it, I had the honor of transmitting to your Lordship in my dispatch of the 11th. of last July.—¹

{Since ² Monsieur de Bouille's arrival at Martinique, I have received no direct Complaints against him, in which the Islands under my Command, were properly concerned, but nevertheless, it is very certain that the Rebels continue to receive great countenance and assistance within his Government. They are permitted to fit out Privateers from thence, to bring in their prizes and to dispose of them without undergoing the ceremony of a tryal or Condemnation—This is done chiefly in the out bays, and the Governor pretends to be totally ignorant of it; In his conversation he affects a perfect Neutrality, says that he is at a loss to distinguish between the Englishman and the American, He does not know which is which, as both speak the same language and so strongly resemble each other, that all nations who bring provisions in time of Scarcity to the French Islands, are welcome to purchase goods, Warlike Stores and other Merchandize in return, and he never enquires what they do with them or where they carry them. "La France desire la paix, mais elle ne craint pas la Guerre."

Such is the language held of late by Monsieur de Bouillè, but that of the Merchants and generality of people at St^e Pierre's is as hostile as possible. They consist chiefly of Buccaneers, Smugglers and other Adventurers who are eager for plunder and mischief, and expect that a War wou'd amply gratify them in both—} I dont, however, find that the french planters and men of property are of that way of thinking; They chiefly reside upon their estates, keep themselves separate from the trading part, and wish to improve their fortunes in quiet and Security It cant be supposed that they have much affection for us, but it is certain, that they hold the Americans in the utmost contempt. They cannot indeed form a very advantageous Idea of them, for the Americans whom they have seen, are in general of the meanest education, and most unpolished manners, chiefly low traders, ship carpenters, Sailors and Supracargos, but nevertheless dignified with the titles of Colonels and Captains. {There are between 40 and 50 of them now at Martinique, the principal of whom is one Bingham, a native of Pennsylvania. He is about 30 years of age, was bred in a Compting house, and has within these few years travelled the several parts of Europe for the purpose of establishing Commercial Correspondences for the Rebels. He re-

sides at St^e Pierre's where he is considered as a kind of agent, or Consul, for his Countrymen; He keeps open house and makes a point of inviting to his table all the people of these Islands, who happen to visit Martinique, and I am sorry to say that too many of them have accepted of his hospitality—He corresponds with the Congress, fits out their ships, sells their prizes, and is in general charged with the whole of their affairs there—He prepares all the American Articles for the Martinique Gazette, has constant access to Monsieur Joubert, the Commandant at St^e Pierre, and is often seen with him in public.—The Americans boast that he is well received at Fort Royal by Monsieur de Bouillè, but all the french officers and Gentlemen absolutely deny it. One part of the harbor at St^e Pierre seems to be solely appropriated to the Rebel Vessels, and their prizes, which last after being unloaded in the out bays, and passing thro' several fictitious sales, are brought in and entered as American property.} The number however of American privateers in the West Indies, has of late been very much diminished and will probably be less and less every day, as there are now several of our Cruizers at sea, and our Merchant ships seldom sail without Convoy.—There is also another reason. The Rebels find it very difficult to man their ships, ever since we have sent the prisoners to England. This circumstance more than any other deters the french Creoles from entering on board them, altho Monsieur de Bouille says it is principally owing to his prohibition. Some, however, do venture and I understand the principal part of the Crews are composed of foreign desperado's of different nations; {Among the prizes which have fallen into our hands, not a third of the people are natives of America—The french Smugglers and other small Craft have almost all Congress Commissions (perhaps without Monsieur de Bouillè's knowledge) and dont fail to make use of them, when a fair opportunity offers There is generally one American on board, a man of Straw, whom they then pass as the Commander, to justify their captures—} In truth the Genius of all the West Indians, without distinction, seems turned to piracy and freebooting, and I imagine that if the Rebellion was at an end tomorrow, It would be necessary to keep several Cruizers here, at least for some time, till the seas are effectually scoured and the navigation secured.

Most of the Rebels at Martinique are of the sourest leaven, declare for a total independance, look upon a Reconciliation with horror and talk of their own Partizans in England and their Ideas, with Ridicule and Contempt—{The Americans on the Continent are chiefly supplied in the articles of Cloathing and hardware, with British Manufactures, which are sent thither thro the Medium of St^e Eustatia and Santa Cruz. Gun powder, Artillery, and all kind of Naval and Military Stores, are furnished them by the french—A Merchant at St^e Pierre's told the Gentleman whom I sent there, that if he wanted 10,000 stands of Arms, he could supply him, and wou'd ship them in ten days, on board a french bottom to any port of America.} It appears that the French, Dutch, and Danes, are prodigious gainers by this trade, whilst America itself is almost exhausted to the last farthing, having no foreign Credit and not being able to purchase a single article, without ready money or an equivalent commodity.

At Martinique, there are near 4000 Regulars well armed, well cloathed and in every respect well appointed, There is also a numerous Militia under good Regulation and discipline—The Coast is sufficiently guarded with batteries, and the Stores amply furnished with arms and ammunition. The only Naval force there at present, consists of one 64 Gun ship, 2 frigates of 32 Guns each and a Couple of small tenders.—Under the General Military superintendence of Martinique, (tho a distinct

Government) is the Island of Guadaloupe, which is supposed to be nearly equal to it in population, culture and produce. The two Islands together contain about 20,000 whites, 160,000 Negros, employ 300 Topsail Vessels, in carrying on their Commerce, and export annually to the value of near two million Sterling.

The Island of St^e Lucie is also a branch of the Government of Martinique, but it's progress, tho' very Rapid at it's first Establishment, seems to be now at a Stand. It contains about 1200 whites and 14,000 Negros but the Climate is not favorable and the land has proved so much inferior in quality to the first expectation, that numbers have abandoned it and carried their negros off to Trinidad, where the Court of Spain seems to have projected a considerable settlement. The Regular Troops in Guadaloupe and St^e Lucie put together dont amount to more than 1500 Men. The other smaller french settlements are rather the shelter of Pirates and banditti, than the regular Colonies of a polished Nation. They are chiefly inhabited by the Refuse of Martinique & Guadaloupe.

As to the Great french Establishment of St Domingo, being so far to Leeward, it lay out of the sphere of my friend's observation and enquiry, but I presume that your Lordship must be perfectly instructed of what is going forward there, by your accounts from it's next neighbor, Jamaica.

With regard to our own Islands, I need not mention the strange mixture of people & Complexion which their Inhabitants are composed of—Your Lordship knows that above half of Grenada and the Grenadines are french, There is also a considerable Number of French in Dominique and St^e Vincents.

These together with the Americans, of whom there are a great many scattered thro our West Indies, are certainly not well affected to us. I have often had reason to suspect that they convey'd intelligence to the Rebels and that several Captures had been made in consequence, but I never have been able to verify my conjectures, by Evidence—If there should be a french War, I imagine that this Island wou'd be a principal object for the Enemy.—The french having formerly been masters of it, are perfectly well acquainted with it's value and importance, and have often exprest their expectations of being able some day or other to recover it. Your Lordship will see by the Monthly returns how little resistance it could make in it's present state—A British fleet alone can effectually protect it, or indeed any of our West India possessions.—And here I think it my duty to mention that for these three months past, the Admiral has paid very particular attention to this Government. Several Vessels of his Squadron have been cruizing round us, and we have had the pleasure of seeing them from time to time in our ports.

Before I conclude this Letter, I must apologize for it's being so long and desultory, but I imagined your Lordship wou'd rather excuse me for trespassing in this manner, than for omitting any thing, which when compared with other intelligence, might possibly tend to remove an Error or clear up a Doubt. I have the honor to be [&c.]

Macartney

{P.S.

Since writing the above, I have certain information that the Governor of Martinique about a fortnight ago received dispatches from Europe, the purport of which was, that probably before that time the War in America wou'd be over, in which case it was not impossible that the English forces and the Americans, (which last are now so well acquainted with all the french Islands,) might pay a visit to Martinique or

some of the other french Colonies—In consequence of this Letter, on the 8th Instant an Embargo was laid on all Vessels at Martinique, The Troops have been review'd, The Guards of the Batteries doubled, the free Negros arm'd and Regimented, and every thing put into such order as if hostility was apprehended.} M
October 24th. 1777

L, UKLPR, C.O. 101/21, 63–67. Addressed at foot of first page: "Lord George Germain." Docketed: "St George's Grenada/22^d. October 1777./Lord Macartney/(N^o. 39.)/R 12th Jan^y 1778./Ent^d."

1. NDAR 9: 267–69.

2. According to a note in the margin, the sections enclosed in brackets were extracted and sent to Lord Weymouth. Braces have been substituted for square brackets in this transcription.

LORD MACARTNEY TO LORD GEORGE GERMAIN

Grenada

N^o. 40

My Lord

St Georges October 24th. 1777

Having mentioned the Island of Trinidada in my Letter of yesterday, I think it necessary to speak a little more particularly of it, and to observe that if ever it should come to be well peopled and cultivated, it might prove a painful thorn in the sides of these Windward Islands.

It lies about 5 leagues S.S.W. distant from Tobago, and 30 leagues almost due South from Grenada. To go from Grenada to Trinidad takes at least four or five days on account of the Currents, but the return is generally performed in one.

It seemed to have been entirely neglected by the Spaniards and was chiefly inhabited by Caribs and fugitives from the Main, till a few months ago a new Governor¹ was sent there, who on his arrival published a proclamation inviting people to come and settle at Trinidada, offering every advantage and Encouragement that could be desired. In consequence of it many of the inhabitants of St Lucie, several Bankrupts of this Island, and various other persons of desperate fortunes, embraced the proposal, carried thither their Negroes & began to form Settlements and Plantations.

Among others a french Gentleman of this Island was tempted to try his fortune there, but not much approving either of the people or the Government he soon returned. Inclosed I have the honor to send a Copy of the observations he made during his Stay at Trinidada, and as he is a man of sense and Veracity, I imagine them to be pretty just.

As² the passage from Trinidada to Tobago, is often performed in two or three hours, it some times happens that notwithstanding the utmost Vigilance of our people, Spanish Launches and other small Vessels approach the Coast unperceived.—About a Month since, a small Schooner from Trinidada came over in the night to Man of War bay at the North East end of Tobago, where two new Plantations were just begun by Messieurs Meyers and Kelly, landed a number of men and carried off near 40 Slaves and a small Schooner lying at Anchor—The Chief of this Enterprise was one Paschall Bonavitta, a Corsican by birth, who had formerly lived at Martinique and Committed several Piracies and Robberies in these Seas under a pretended American Commission.—The Commission now runs in the name of one White and has already served for several different little pirate Vessels, on board of which this White, who is generally the only American of the Crew, had served at different times.—He was with Paschal Bonavitta on the expedition at Man of War bay, but the Schooner was the property of Paschal and in fact Commanded by him—These plunderers then returned to Trinidada with their booty—

One of the Proprietors of the Slaves immediately came over here from Tobago, & made his Complaint to me, on which I dispatched the *Favorite* Sloop of War which happened to be in the Road here, with a Letter to the Governor of Trinidad, demanding the Slaves to be restored, and the Pirate to be delivered up or severely punished—Neither of which Requisitions was complied with, but in return an evasive, unsatisfactory answer was sent to me, as your Lordship will perceive on reading the inclosed papers, which I have the Honor now to transmit—They consist of my Letter to the Governor of Trinidad and his Answer, also the Deposition of M^r Meyers whom I had sent in the *Favorite* and who returned in her here, the day before yesterday—³

I send also a Letter from the Governor of Trinidad to Captain Fooks on his first arrival at Trinidad, and Captain Fooks's answer, to which no reply was given.⁴

The Negros were certainly landed at Trinidad and disposed of in the manner mentioned in Meyers's Affidavit No other British ship besides the *Favorite* went to Trinidad, or was near the Coast, but the Governor's apprehension had magnified her appearance into five armed Vessels as he mentions in his Letter.—

There is no defence or fortification in the Island, Except a small batterie of four Six pounders, and half a Dozen Soldiers, so that the *favorite's* boats well manned were an over match for the whole force of the Colony.—Captain Fooks behaved with the utmost prudence and discretion offering no offence or hostility whatsoever—But unless the Court of Spain sends orders to the Governor of Trinidad, to observe a different conduct, I am very much affraid that the people of Tobago will take upon themselves to retaliate and tho I shou'd certainly use all my power & Authority to prevent any thing of the kind, it might be very difficult to fix the fact upon the proper persons. I have the Honor to be [&c.]

Macartney

L, UKLPR, C.O. 101/21, 68–69. Addressed at foot of first page: "Lord George Germain." Docketed: "Lord Macartney/(N^o 40)/R 12th. January 1778./(10 Inclosures.)/Ent^d."

1. Don Manuel Falquez.

2. From this point the contents of the letter were enclosed in brackets. These marked passages were extracted and, along with the enclosures, sent to Lord Weymouth.

3. See above, 8 Oct. and 18 Oct., for the exchange between Lord Macartney and Governor Falquez, and below, 24 Oct., for Meyer's deposition.

4. See above, for the 18 Oct. exchange of letters between Don Manuel Falquez and Commander William Fooks.

DEPOSITION OF CHARLES MEYERS

Grenada

The Deposition of Charles Gustavas
Meyers of the Island of Tobago

The said Charles Meyers being duely sworn on the holy Evangelists deposeth that on or about the 20th. of September last in the night time Paschal Bonavitta owner and as this deponent believes principal Commander of a certain Schooner, together with one Joseph White a Bermudian American & several other armed men, landed out of the abovementioned Schooner in a part of the said Island called Man of War Bay. there by force of Arms seized a Schooner belonging to Cap^t Wilkinson & carried off from said Meyers & Kellys Plantation, Thirty seven Negros, the property of said Meyers & Henry Kelly & two Carib Indians born in the Island of St Vincents & landed the said Negros, and Carib Indians in the Island of Trinidad, that therefore he the said Meyers, came

to Grenada to lay his complaint before His Excellency Lord Macartney, The Governor of Grenada, & Tobago; that the said Lord Macartney ordered a Sloop of War then lying in the Road called the *Favorite* Commanded by Cap^t William Fooks, to go to Trinidad with dispatches from the said Lord Macartney to the Governor of Trinidad in order to claim the restitution of the said slaves & Carib Indians and that by the said Lord Macartneys orders, he the said Meyers went on board the *Favorite* & proceeded in her to Trinidad, where he was informed that the said Paschal Bonavitta had arrived some time before, that he had landed the Slaves, sold some of them, (six in number,) to the Priest at Port d'espagne, had made a present of one Negro Woman & two Children to the Governor of Trinidad, & that the remainder were then working at a Plantation in the Neighbourhood belonging to one Vidal & the said Paschal Bonavitta in partnership, except the two Caribs which were detained by Paschal on board Captain Wilkinsons Schooner, which the said Paschal had fitted out as a Privateer after he had brought her into Trinidad. That the said Meyers being brought before the Governor did claim the said Slaves, that the Governor Emanuel Falquez said they never had been brought to Trinidad, to which the said Meyers answered that he knew they were there, that A Negrowoman & two children part of those stolen by Paschal Bonavitta from Tobago, were seen that day in the Governors house, that the Priest had purchased some others, & that the rest were at the abovementioned Vidal's. To which the Governor replied that he had a mind to put him the said Meyers in Irons, but that if they were at Trinidad, he would endeavour to find them out & seize them for His Catholic Majestys use together with the Schooner abovementioned That thereupon, He the said Meyers, said that all he desired was to be allowed to go to Vidals and to bring the Slaves before the Governor to prove his property and would then be very well satisfied that the Governor should detain them till the King of Spains Determination was known thereupon; But the said Governor Emanuel Falquez refused—That he the said Meyers was informed that the said Paschal Bonavitta was protected by the said Governor, that the abovementioned White who was with Paschal at the time he carried off the Negros from Tobago had no other Commission but the Copy of a Congress Commission in the said Whites hand writing, which had been used by three different Pirates, whose names were scratched out with a pen & another inserted & that the said Meyers was told this fact by a Person at Trinidad who had seen the Commission, that the said White is not the real Commander of the Schooner but kept on board by Paschal for a Cover That the said Meyers from his information & observation believes that the said Governor of Trinidad Emanuel Falquez, has in the whole transaction done every thing in his power to protect the said Paschal & to countenance him in his Piracy.—& that no Justice is to be expected from the said Governor by any of His British Majestys subjects in a case of this nature.—That he believes the answer given by the said Governor to Lord Macartneys letter upon the subject,¹ is not only evasive, but absolutely false & contrary to the Truth.—

Sworn to before me this

24th day of October 1777

Edmund Thornton

D, UKLPR, C.O. 101/21, 74–75. Docketed: "Deposition of M^r Meyers of/Tobago, relative to the Negros/carried to Trinidad by a Pirate/called Paschal Bonavitta—/Sworn at Grenada/October 24. 1777—." Docketed in another hand: "In Lord Macartney's/(N^o. 40) of 24th October 1777./ (3)."

1. See Don Manuel Falquez to Lord Macartney, 18 Oct., above.

October 25

MASSACHUSETTS COUNCIL TO THE MASSACHUSETTS COMMISSARY OF PRISONERS

State of Massachusetts Bay

Council Chamber Octo^r 25. 1777.

Whereas the Commissary of Prisoners has represented to this Board, that the Prisoners of War on board the Prison Ship *Kingston*, behave in a very turbulent insolent manner; swearing they are not Prisoners, and that they will not be confined. Therefore Ordered that, the Commissary of Prisoners be and he hereby is directed in case of absolute necessity in the Judgment of the Captain of the Prison Ship *Kingston* and not otherwise to Order the Guard on board said ship to fire upon the said Prisoners and repeat the same untill they can bring the said Prisoners to a due Submission.—and that this order be publicly read in the hearing of the Prisoners on board said ship Seven days successively at Eleven O.Clock on Each day

D, M-Ar, Mass. Archives Collection, vol. 167 (Council Papers), 367. A second order the same day directed the commander of the Boston Regiment of Militia to send a detachment of one subaltern, three sergeants, three corporals and twenty-five privates to stand guard duty on the *Kingston* for two months under Maj. Gen. William Heath's direction. *Ibid.*, p. 368.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR

War Office Boston 25th Oct^r 1777

Ordered that S A Otis deliver 9 bushells potatoes to Cap^t Samson for use of Brig^t *Hazzard*

That the Com^y Gen^l deliver 4 Cord Wood to Cap^t Samson use of Brig^t *Hazzard*—
That Tim^o Parsons fix the Ship *Gruel* for Sea—

That Tim^o Parsons be paid £50 for the above purpose. . . .

That the Com^{ce} of Sequestration deliver to Cap^t Harris¹ for the use of the Brig^t

Penet

1 doz knives & forks	½ doz bowls
1 doz Cups & Saucers	a fryingpan
p ^r Bellows	½ hour Glass
Candlesticks	2 Mugs & a Tea Pot. . . .

That Cap^t Samson have for Brig^t *Hazzard* of C Hopkins² for his Rendezvous, 4 G^{lls} Rum—

LB, M-Ar, Mass. Archives Collection, vol. 149 (Board of War Minutes), 57–58.

1. Capt. John Harris.

2. Caleb Hopkins.

DIARY OF CAPTAIN FREDERICK MACKENZIE

[Rhode Island] 25th Oct^r 1777 Thick rainy weather most part of last night, and this day. Wind E.S.E.

About 12 last night a party of near 100 Rebels came forward, and commenced a brisk fire upon our Sentries at Howland's bridge & Commonfence Neck. Our Sen-

tries withdrew after returning their fire; and the Rebels having advanced pretty near, they were saluted with the Guns at the bridge Redoubt, & Commonfence; and also the 12 p^r at Bristol Redoubt, on which they retired. A New Whaleboat, marked N^o 28, was found on the beach beyond Howland's bridge this morning, and brought in by some of our men, in spite of a party of Rebels who endeavored to prevent them.

A 12 p^r was brought from Bristol Redoubt this morning, & placed in that at Howland's bridge, where it will be of much service.

Mackenzie, *Diary* 1: 201.

JOURNAL OF H.M.S. *MERCURY*, CAPTAIN JAMES MONTAGU

October 1777

[At an Anchor off Polipus Island ¹ near the Cheavaux de Frize]

Friday 24

at 9 A.M. Came down the River and Anchor'd here the Galley's ² and Transports.

[At an Anchor off Polipus Island near the Cheavaux de Frize]

[at Noon] d^o. Weather [Little wind and Hazy] Fir'd a Gun and made the Signal for the Fleet to Weigh d^o. Weigh'd and Came to Sail emp^d. turning down the River, Fir'd several Guns loaded with Round & Grape Shot at the Rebels, who were Firing at us from each side of the Shore.

Saturday 25

Employed turning down the River

Fresh breezes & Hazy at 1 P.M Struck the Ground, run out a Hawser to the *Crane* Galley & haul'd off

D, UklPR, Adm. 51/600.

1. Pollepel Is.

2. The advanced squadron under Capt. Sir James Wallace, including H.M. brig *Diligent* and H.M. galleys *Crane*, *Dependence*, and *Spitfire*.

MAJOR GENERAL ISRAEL PUTNAM TO GEORGE WASHINGTON

Dear General

Fishkill Oct^r: 25th 1777

I have been honrd. with the recep^t: of your two Favours of the 15th & 19th Ins^t: ¹— and have the pleasure to acquaint you that after a Tedious march we are returned to this place, The Fleet passed down by here yesterday, & did but little dammage on their return

Some heavy Artillery & a reinforcement of Continental troops, I am Informed by Gen^l Gates, are on their way to Join me—by a deserter & two of our people, who escaped from the Enimy, at Verplanks point, day before yesterday I am Informed, that four Regiments are gone from Nyork to reinforce Gen^l How which Caused Gen^l Vaughns hasty return down the river, probably to increase the reinforcement as fifteen hundred of the york militia are ordered to be draughted to Supply their place at Nyork—I Trust & hope the succour they are Sending will arrive too late to relieve Gen^l How

we have Collected Twenty three Boats that escaped the Enemy, Some of which want repairing—besides the boats Supposed to be left up Esopus creek ² and the Row Galley,³ which have not been reconnoitured—

I Shall order the boats that want repairing to be repaired & Some new Ones to be built immediatly With esteem & respect I am [&c.]

Israel Putnam

L, DLC, George Washington Papers, Series 4. Addressed at foot: "His Excellency Gen^l Washington—." Docketed: "Fishkill 25th: Octob. 1777/from/Gen^l Putnam/Ans^d. 31st."

1. In his letter of 15 Oct. Washington anticipated that the British would destroy all the vessels along the banks of the Hudson and advised that a number of flat boats be built immediately at Peekskill to transport Continental troops across the river. Washington on 19 Oct. stated that Sir Henry Clinton's obvious intention was to relieve Burgoyne, and, now that Burgoyne had surrendered, he expected the British would make an expeditious return down the Hudson. DLC, George Washington Papers, Series 4.

2. Rondout Creek (Esopus Creek).

3. Continental Army galley *Lady Washington*.

JOURNAL OF H.M. SLOOP *RAVEN*, COMMANDER JOHN STANHOPE

October 1777

Saturday 25

Laying off Pecks Kill in the North River.

at 6 AM) came an Officer from the *Tarter* with Orders, to go to Fort Clinton, D^o got under way and worked up the River at 7 came on board Orders to go back on our Station again at 9 D^o came too again with the small Bower vaired to $\frac{1}{2}$ of Cable received on board []¹ bls of fresh Beef.

Laying off Pecks Kill in the North River.

These 24 Hours D^o breezes and cloudy [PM] moored with a Kedge & hawser at 2 AM) [PM] Anch^d alongside the Tender at 8 D^o came up the *Hotham* Tender D^o Passed by His Majesty's Ship *Mercury* & *Tarter* and Gallies ² w^h. Transports &c^a after Evacuat'ng Fort Vaughan ³ &c^a at 10 weigh'd and brought up the rear

D, UKLPR, Adm. 51/771.

1. Left blank.

2. H.M. galleys *Crane* and *Spitfire*.

3. Formerly Fort Clinton.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO GEORGE WASHINGTON

Continental Navy Board

May it please your Excellency,

Borden Town 25th Oct^r 1777

We thought proper to forward the enclosed Letter¹ for your Perusal, partly because it contains a pretty circumstantial Account of the late action at Red Bank² & the burning two of the Enemy's Ships of War;³ but principally on Account of the Declaration in the last Paragraph of a Want of Ammunition in the garrison & Fleet.

We have, whilst at this Place, exerted ourselves in supplying our Ships with necessities, which is the Reason Captⁿ. Robinson has applied to us for Cartridges & Ball; but as it is altogether out of our Power to furnish those articles, and a Scarcity of them may be attended with very serious Consequences, we thought it most prudent

to inform your Excellency of the Requisition made not doubting but you will give such Orders as may have a sure & speedy Effect.

Sincerely wishing you Health & Success we have the honour to be [&c.]

Fra^s. Hopkinson

John Wharton

P.S. We wish your Excell^y would be so good as to return Cap^t Robinson's Letter by the Bearer—

L, DLC, George Washington Papers, Series 4. Addressed at the bottom of the letter: "His Excell^y Gen^l Washington."

1. Perhaps a letter, not found, from Capt. Isaiah Robinson to the Continental Navy Board of the Middle Department.

2. The attack on Fort Mercer, 21 Oct. 1777.

3. H.M.S. *Augusta* and H.M. sloop *Merlin*.

MAJOR BENJAMIN EYRE TO GEORGE WASHINGTON

[Extract]

Sir

Bordentown October th 25: 1777

Capt Doherdey¹ has Just Come to this plaice he informs me that we are in want of musket Cartridges 32 pound Shot & Grape Shot²—Eight waggons Loaded with powder left Burlington this morning they went by the way of mountholley the British troops that Crossed has Gone back their is four two Deckkers Come up threw the lore Chevacdefriez the Comodore wants afew men in the Galleys but they Cannot be had from here as thier is only men Sufficent to take Care of the frigattes³. . . . I am [&c.]

Benjⁿ. Eyre

L, DLC, George Washington Papers, Series 4. Eleven lines of this letter are not printed here. They describe the status of American reinforcements en route to Red Bank, British casualties in the attack on Fort Mercer, and the removal of military stores from Bordentown. Addressed: "His Excellency/General Washington/P^r Express." Docketed: "From Maj: Eyre/25th Octob/1777—."

1. Probably a reference to Capt. Henry Dougherty, who served in the Pennsylvania Navy until 14 May 1777.

2. Eyre was attempting to collect ammunition for the American fleet. Lieutenant Colonel Tench Tilghman to Major Benjamin Eyre, 14 Oct., above.

3. Continental Navy frigates *Effingham* and *Washington*.

GEORGE WASHINGTON TO THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT

Gentlemen

Head Quarters 25th. Octob^r. 1777.

The applications of Commodore Hazelwood for Seamen, & the necessity there is of his being Supplied, if possible induce me to submit it to the Consideration of your Board, whether those in the Frigates near Burlington¹ cannot be more beneficially employed with him, than where they now are—

The importance of defending the Navigation below, or in other words of preventing the Enemy from becoming the Masters of it, is obvious to all. If they cannot effect this, we may hope, that they will be obliged, either to evacuate the City—or to expose themselves to great hazard, if not ruin, by Sending out frequent Detachments for procuring & convoying provisions & other necessary supplies. Under these Ideas, I think there should be every possible, prudent exertion to provide the Commodore with a Suitable number of hands for manning his Vessels.

The Ground, I presume, for retaining the Sailors on board the Frigates is their Security. This I fear, from their unfinish'd—unwieldy State could not be provided for, in case the Enemy should attempt to take them. I am certain of it. Will it not be more advisable therefore to Try other means for their safety? I mean to scuttle them, If they can be raised again. I am not a judge of such matters, but if it can be done, I should think the measure highly expedient. The Commodore might then be reinforced & the Frigates would be Secure against any present efforts, which the enemy can make to possess or destroy 'em. These are not the only good consequences that may be pointed out. I will mention one more of great weight. If the Frigates should be taken by the Enemy, of which there is great danger in my opinion, they will make them exceedingly formidable against our little Navy.—So much so that in Conjunction with the *Delaware*² and Such other Vessels, as they may equip, there will be the Strongest reason to apprehend their falling a Sacrifice. I have written to Commodore Hazelwood for his Sentiments & those of the Navy Officers upon the Subject and practicability weirghing them, if they should be sunk, which I shall take the Liberty of laying before you by the earliest opportunity after they are obtained. I have the honor to be [&c.]

G^o. Wa—n

L, DLC, George Washington Papers, Series 4. Addressed: "The Honb^{le} Continental/Navy Board—Bordenton/25th. Octob^r 1777."

1. Continental Navy frigates *Effingham* and *Washington*.
2. Former Continental Navy frigate, captured by the British on 27 Sept. 1777.

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD

Sir

Head Quarters [*Whitpain, Pa.*] 25th: October 1777

I was last night fav^d. with yours of the 23^d.¹ Give me leave to congratulate you upon your Victory, and return my thanks to the Officers and men for their gallant behaviour, to those particularly who were more immediately engaged. I hope Col^o. Green's success by land added to yours upon the Water, will make the Enemy cautious of attempting either again. You may depend upon being supplied with ammunition while there is a possibility of conveying to you. 1000 Cartridges for 18^{lb}. and 640 for 24 pounders were upon the way down when you wrote, and I hope have arrived before this. I have also this morning ordered down two Waggon loads of ammunition from hence.

I will do every thing in my power, ill as I can afford the Men, to reinforce the fleet. In the mean time you must make the best shift you can by borrowing of Col^o. Green upon an emergency. There are about 100 seamen employed in the new Frigates² that lay up at Whitehill. I have been thinking that they might be scutled and sunk for the present, and all the Men, except a few to be left for ferry men, sent down to you. I have wrote to the Continental Navy Board at Bordentown for their opinion upon the expediency of this matter,³ and shall be obliged to you for yours. I have another Reason for scutling them, which is, that I fear the Enemy will possess themselves of them, and with the Assistance of them and the *Delaware* Frigate very much annoy your Rear—I am—

Df, DLC, George Washington Papers, Series 4. Docketed: "25th: October 1777/to/Com: Hazelwood."

1. Above.
2. Continental Navy frigates *Effingham* and *Washington*.
3. Above, at 25 Oct.

JOURNAL OF H.M.S. *PEARL*, CAPTAIN JOHN LINZEE

Oct^r
Saturday 25

Billingsfort SW $\frac{1}{2}$ S $\frac{1}{2}$ a Mile.

At 10 AM the Rebels came down with their Galleys & Boats to the *Augusta's* Wreck Fir'd many Guns at them as did the *Liverpool* & *Cornwallis*. At 11 the Sig^l was made on board the *Isis* for all Lieutenants, $\frac{1}{2}$ past 11 Weigh'd, run further down & Anchor'd with the Sheet Anchor in 5 f^m & veer'd to $\frac{1}{2}$ of a Cable. Billingsfort bearing SbW.

Billingsfort SbW.

The first & middle part light Airs the latter d^o & Cloudy. PM shifted the end of the Small B^r Cable forward, & got it in at the Sheet Hawse hole. Carpenters stocking the spare Anchor. Sent a Corporal of Marines at 10 Private on board the *Isis*.

D, UKLPR, Adm. 51/675.

JOURNAL OF H.M. SLOOP *ZEBRA*, COMMANDER JOHN ORDE

Oct 77
Saturday 25

D^o: [at Single <anchor> abreast of the middle of Tencham
<*Tinicum Island*>]

AM at 7 came down Sundry Rebel Gallies & boats to plunder the Wreck¹ on whom our Ship fired which made them retreat

D^o.

Little W^d. & Cloudy mid & latter fresh breezes & small rain PM Employed Occasionally

D, UKLPR, Adm. 51/1100.

1. The wreck of H.M.S. *Augusta*.

MASTER'S LOG OF H.M.S. *SOMERSET*, CAPTAIN GEORGE OURRY

Remarks on board the *Somerset* Saturday October 25th 1777 [lying Off Chester]

at 8 [AM] Receiv'd Orders to get 4 of the lower Deck Guns into the Gun Boat¹ [At] 10 Three of the Flat Boats Return'd from Duty [At] 12 [Noon] D^o Weather [Thick Cloudy with Some Rain] [At] 2 [PM] Mod^t & Calm at 3 got in the 4 lower Deck Guns at 4 the Flat Boats went up with Provisions for the Army D^o. Receiv'd on board 220 men Officers & C^a Belonging to the *Augusta*

D, UKLPR, Adm. 52/2000.

1. H.M. galley *Cornwallis*.

VICE ADMIRAL VISCOUNT HOWE TO PHILIP STEPHENS

Number 43.

Eagle In the Delaware
October the 25th: 1777.

Sir,

The Lords Commissioners of the Admiralty will be informed by my last Letter of the 28th: of August,¹ of the Arrival of the Fleet at the Head of Chesepeak-Bay, and Debarkation of the Army the 25th: in the River Elk.

The Provision, Military Stores and Baggage required, having been landed under the Direction of Captain Duncan by the 7th of the next Month, the Army advanced towards the Rebel Forces assembled near Wilmington on the Side of the Delaware.

The Enemy confiding in the Strength of their Situation, and waiting the Approach of the Army, were charged the 11th in the Evening—with so much Spirit, that notwithstanding the Advantages of their post, they were quickly forced on every part; and retreated in great Confusion towards the Town of Philadelphia.

When this Account was forwarded, the Loss in either Army was not ascertained. But twelve pieces of Cannon had been taken in the Field; And the Victory would have probably been complete, but for the great Fatigue of the King's Forces in a long and difficult March round by the Forks of the Brandywine, to arrive in the destined position for the Commencement of the Attack.

Upon Intelligence of this Event received the 13th, Preparation was made for taking the first favorable Opportunity to move the Fleet round to a proper Anchorage for preserving a free Communication with the Army in this River.

The Progress down the Bay was considerably retarded by the State of the Weather and Intricacy of the Navigation, which did not admit of continuing under Sail during the Night. Wherefore, tho' quitting the Elk the 14th, the Fleet could not put to Sea from the Capes of Virginia until the 23^d of the same Month. I then proceeded forward in the *Eagle* with the *Vigilant* and *Isis*, and a small Division of the Transports in which some Articles of Provisions and Military Stores likely to be soonest wanted for the Army, had been for that purpose embarked And left the Body of the Fleet to be conducted by Captain Griffith, with the rest of the Ships of War.

Having had very tempestuous Weather, of some Duration, to the Northward, in the passage down Chesapeake Bay, the prospect was favorable for the speedy Arrival of the Fleet in the Delaware.

But when the two Divisions (little separated) were advanced within a few Leagues of the Entrance of the River, the wind changed in a sudden Squall from the Southward in the Evening of the 25th; And having continued between the North West and North East with a Degree of Force much too great for the Transports to make any way against it, I was unable to get into the River (followed a few days after by the first Convoy, which I had left in the Care of Captain Cornwallis when the Weather became more settled.) until the Evening of the 4th Instant.

The larger Convoy with Captain Griffith, tho' much more dispersed, arrived between the 6th and 8th of the Month: with no other material Accident except the Loss of the Transport named the *Father's Good-Will*, which having sprung a Leak when no Assistance could be given—during the bad Weather, sunk at Sea. But the Crew were saved.

The Ships of War and Transports were anchored in the most convenient Situations on the Western Shore from Newcastle down towards Reedy Island.

On my Arrival off of Chester on the 6th Instant I learnt that the Rebel Army, since the 11th of last Month, had always been retiring with precipitation to avoid a general Action. Sometimes attempting Advantages by Surprise; But the King's Forces maintaining their usual Ascendancy on every Occasion.

The General was in possession of Philadelphia and a Frigate of thirty-two Guns, named the *Delaware*, attempted to be passed above the Town, had been taken by the Troops which were first posted there.²

Captain Hamond (who was returned here in the *Roebuck*) had moved up the River with the *Pearl*, *Camilla* and *Liverpool*, as the Army advanced.

When I came to this Station, he was lying with those Frigates off of Billingsport, where the Rebels had nearly completed a very extensive Work, for defending the Approach to the first double Line of sunk Frames, or Chevaux de Frize, which crossed the Navigable Channel in that part of the River.

The General having a few Days before appointed a strong Corps of Infantry to be landed on the Jersey Shore, to dislodge the Enemy from that post, they abandoned it at his Approach. The Front to the River had thereupon been destroyed, and the Troops that Evening withdrawn.

A Trial had in the mean time been begun for opening a passage through that first Obstruction, which the Enemy with their Fire-Rafts, Gallies and other Armed Craft, repeatedly endeavored to prevent under Cover of the Night; But without any material Injury to the Frigates. And a sufficient Channel was at length (tho' not without much Difficulty) made for the larger Ships, by the advanced Squadron; the Conduct of which was on every Occasion to be much approved.

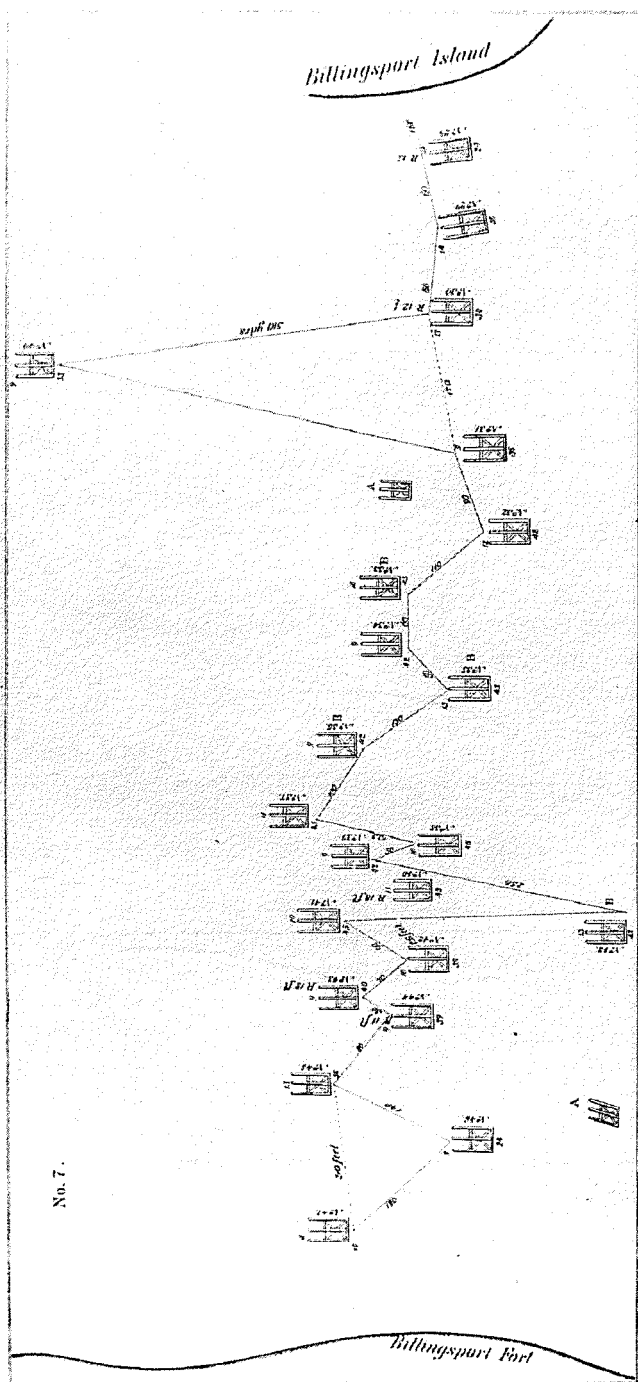
The remaining Obstructions to an uninterrupted Communication with the Town of Philadelphia, consisted of an enclosed Work erected on a flat, muddy Island, named Fort Island, a little Distance below the Entrance of the Schuylkill, strengthened by four Block-Houses; with two floating Batteries of nine Guns each, and twelve or fourteen Gallies mounting heavy Cannon: Besides many other Armed Craft of lesser Force, and several Fire Ships. Opposite thereto on the Eastern Shore, at Red Bank above Manto Creek, a Redoubt was constructed, under which their movable Water Force could find protection occasionally.

In the Front of these Defences, to the Extent of half a Mile or more below the Island (being the part of the Channel where the Navigation was contracted in the Width to about one hundred Fathoms) several Rows of the Chevaux de Frize were sunk so as intirely to render the nearer Approach of the Ships impracticable. And no Attempt could be made for moving the sunk Frames or otherwise clearing the Channel, until the Command of the Shores on each Side of the River could be obtained.

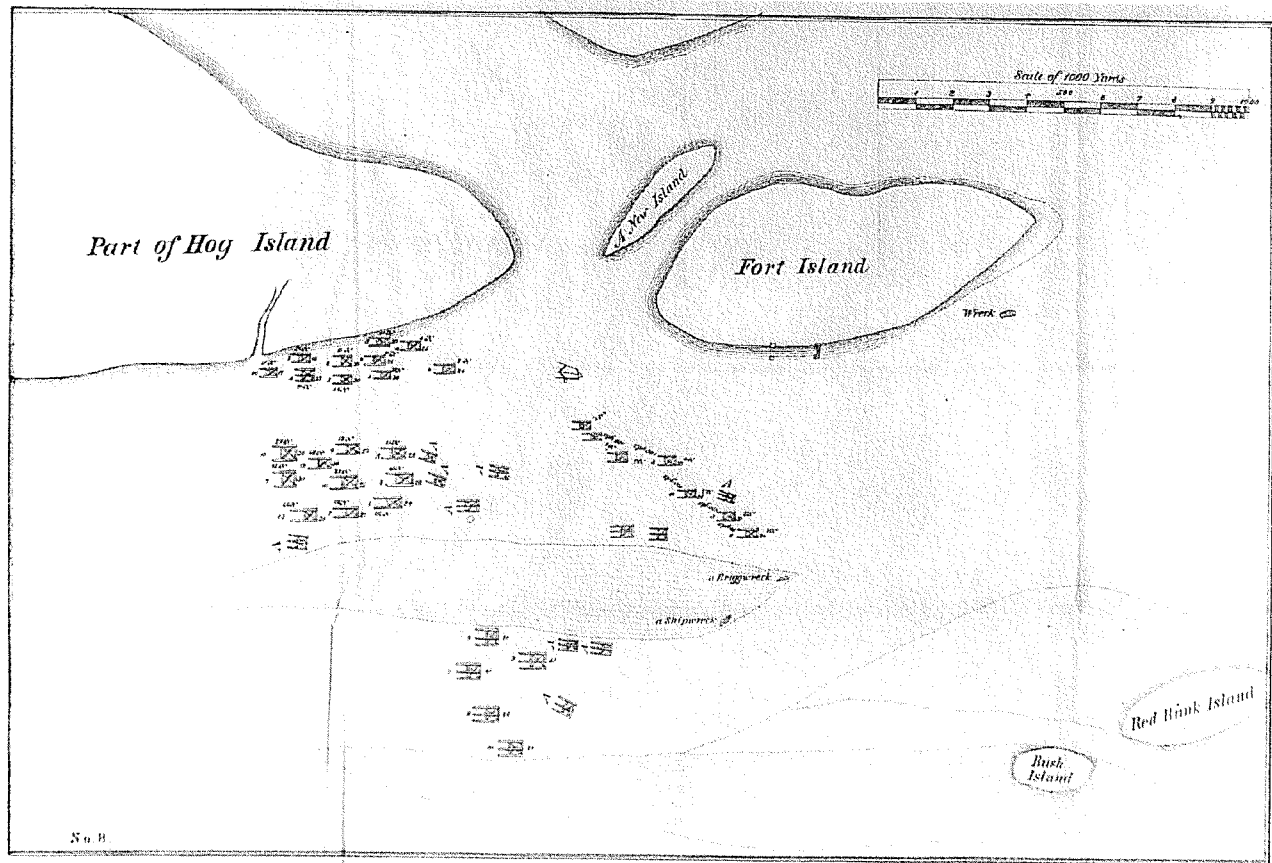
For these purposes, the General ordered some Batteries to be erected on the Western Shore to dislodge the Enemy from the Island; And a Body of Troops to be landed for forcing the Redoubt on Red-Bank.

It was intended that the *Vigilant* should pass through a shallow and very confined Channel between Hog Island (next below Fort-Island) and the Pennsylvania Shore: To arrive and act upon the Rear and less defensible part of the Work. And the Circumstances of the Navigation not admitting of a more serious Attack for the Reasons before-mentioned a Diversion was proposed to be made at the same time by the advanced Frigates, together with the *Isis* and *Augusta*, in the Eastern or main Channel of the River: As well for engaging the Attention of the Enemy at Fort Island and the Redoubt, as to restrain the motions of the Gallies and other Armed Craft, which had retired under the Works at Red-Bank, when they discovered the Danger they would be exposed to in their former Stations near Fort Island, from our Batteries on the Western Shore.

The Wind continuing from the Northward several successive days, the *Vigilant* could not proceed according to her Destination, at the Time intended. The *Augusta*, *Roebuck*, *Liverpool* and *Pearl*, were nevertheless—ordered above the first Line of



Plan of Chevaux-de-Frise at Billingsport



Plan of Chevaux-de-Frise at Mud Island

Chevaux de Frize the 22^d: Instant, to be in Readiness for such Service as they should be able to render when the Redoubt should be attacked. And Captain Reynolds, being the Senior Officer, succeeded to the Command of the advanced Squadron.

The Detachment of the Army, consisting of Hessian Troops under Colonel Donop appointed to attack the Redoubt, crossed the Delaware opposite to Philadelphia the 21st: Instant, in a Division of Flat Boats which Captain Clayton conducted in the Night by Fort-Island, along the Western Shore for that purpose.

The Attack of the Redoubt being observed to take place the Evening of the 22^d: just upon the Close of Day, Captain Reynolds immediately slipped and advanced with the Squadron (to which the *Merlin* had been joined) as fast as he was able with the Flood; to second the Attempt of the Troops which were seen to be very warmly engaged. But the Change in the natural Course of the River caused by the Obstructions, appearing to have altered the Channel, the *Augusta* and *Merlin* unfortunately grounded some distance below the second Line of Chevaux de Frize. And the fresh north wind which then prevailed greatly checking the Rising of the Tide, they could not be got afloat on the subsequent Flood.

The Diversion was endeavored to be continued by the Frigates at which the Fire from the Enemy's Gallies was chiefly pointed for some Time. But as the Night advanced, the Hessian Detachment having been repulsed, the Firing ceased.

The Rebels discovering the State of the *Augusta* and *Merlin* in the Morning of the 23^d: renewed the Fire from their Gallies, Works and floating Batteries. But their movable Force approaching little nearer than a Random-Shot, the Injury was inconsiderable to the Ships. And by the Alertness and Spirit of the Officers and Seamen (of the Transports as well as Ships of War) attached in the Boats of the Fleet on this Occasion, four Fire-Vessels directed against the *Augusta*, were sent without Effect.

The *Isis* was at this Time warping through between the lower Chevaux de Frize. Empty Transports had been ordered up from the Fleet and other preparations made for lightening the *Augusta*; when by some Accident, no otherway connected with the Circumstances of the Action but as it was probably caused by the Wads from her Guns, the Ship took Fire abaft. And it spread with such Rapidity, that all Endeavors to extinguish it were used in vain. The Men were thereupon taken out, except a very small Number not yet ascertained. The second Lieutenant Baldock, the Chaplain and Gunner appear to be of that Number.

In this State of the Proceeding it was necessary to withdraw the Frigates, for securing them from the Effect of the Blast. And as the *Merlin* could not be protected from the same Injury, I judged it requisite to give Order for the Sloop to be evacuated and destroyed. The other Ships dropped down nearer to Billingport.

Much Commendation is due to the several Captains, inferior Officers and Seamen concerned in this Service: And particularly in their resolute Exertions to assist in saving the Crew of the *Augusta*.

The Packet being to sail immediately with the General's Dispatches, I have only to mention, that as the Appointment of the Ships for the Winter-Season must be regulated by the Motions of the Army; I am not at this Time able to submit any particular Ideas for their Lordship's Information thereon, in Addition to the enclosed Return of their present Disposition.

A State of the Ships is sent herewith.³ And I have the Mortification of being obliged to observe, with respect to the Health of the Seamen that I fear it will be far-

ther very much impaired on Account of the small Proportion of Slops which (as I collect from my last Letter of the 31st of May from the Commissioners of the Navy) are arrived in the *Buffalo*. The Fatigues which the few Seamen capable of doing Duty in Boat Service necessarily undergo, gives great Cause to apprehend how much it may operate in its Consequences, on the future Service of the Ships attending upon the Army. I am [&c.]

Howe

L, UKLPR, Adm. 1/488, 71–77. The words “Navy Board,” in a different hand, appear in the left margin on the last page. Addressed at foot of first page: “Philip Stephens Esq^r/Secretary of the Admiralty.” Docketed: “R^t Hon^{ble} Lord Howe’s Letter (N^o. 43)/dated 25th. 1777—.” Endorsed: “R. 1. Dec^r by Maj^r Cuyler” under the place and date line on the first page, and, “Ans^d. 7. Jan^{ry}/1778” in the left margin on first page.

1. NDAR 9: 835–37.
2. For documentation on the capture of this vessel by a Royal Artillery battery, see NDAR 9: 972–74, 975, 976, 977, 984.
3. Not printed.

VICE ADMIRAL VISCOUNT HOWE TO CAPTAIN WILLIAM CORNWALLIS, R.N.

Sir

Eagle off Chester Oct^r 25th. 1777—

I am favoured with your letter¹ in answer to my last,² containing your sentiments upon the Matters recommended to your consideration

Being much pressed in time yesterday I could not wait to have the pleasure of seeing you And therefore desired Captⁿ Hammond to mention my wishes about the position of the Ships, And trial to be made for widening the Channel through the lower Cheveaux de frize—

A Detachment of 200 Men from the 71 Regiment has been ordered here for occupying a Post at Billingsport, they will proceed up the river to morrow with the Addition of the Marines which can be furnished from the Ships here for enabling them to establish themselves in the manner judged Expedient.

You will Please to Afford them such assistance as you can render from the Ships, for the purpose of their appointment as the Commander of the Party for the time being may request, & such farther Addition of the Marines from the *Roebuck* and *Isis* as may compleat their force to about 350 Men—.

It is proposed to re-embark a part or the whole of the Marines when the Post is made tenable for the troops which are to remain in it.

The time for landing this Corps and re-embarking the whole, or any part is to depend upon the application of the Commanding Officer.

Transports will be Ordered up for the Detachment of the 71: And the Marines may be taken for the time into the *Isis* & *Roebuck* I am [&c.]

Howe

Twenty four flat boats are to go up this Evening with provisions for the Army of which measure I am directed to apprise Captⁿ Cornwallis

Roger Curtis

LB, NH*i*, William Cornwallis Papers, Letter Book, 62–63. Addressed at foot of last page: “Honble Captⁿ Cornwallis.”

1. 24 Oct., above.
2. 23 Oct., above.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS

Sir,

I beg leave to acquaint their Lordships that this comes by His Majesty's Ship *pallas*, who with the armed Ship *Bute* sails from hence to morrow with the Trade to Bluefields, and from thence to proceed with the Convoy to England and I have given Capt^m Cotton my usual Order to Keep in company with the worst sailing Ships; Nothing has occur'd since my last to their Lordships by the Pacquet,¹ a duplicate of which I transmit inclosed, together with Copies of several Letters, Affidavits & Petitions which are more particularly set forth in the Schedule²

The *Porcupine* Sloop who sailed in Company with the *Lively* Captain Bishop, and who was Struck with Lightning, which accident shiver'd her Mast all to pieces and which occasioned her to be towed in to S^t Augustine Harbor there to get a Mast and refit, but there not being a Mast to be had (sufficiently large for said Sloop) Captain Cadogan, was under the Necessity of converting her into a Brig, which he did, and she is now arrived and at the careening Wharf to repair the damage she sustained when on shore on the Bar of S^t Augustine and I hope she will soon be ready for Sea

His Majesty's Sloop *diligence* whom I sent to the Mosquito Shore and Bay of Honduras, met with a like accident and lost her Mast which was replaced and she is arrived and fitting for Sea

I beg leave to acquaint their Lordships that I send by His Majesty's Ships *pallas* and *Bute* a Number of Americans and Frenchmen who were taken in Rebel Vessels and some in Arms against His Majesty, among them is a notorious pirate whose Name is Murfee, him and his Officers I have order'd to be confined in Irons, untill the Ships arrive and their Lordships pleasure is Known; he was taken by Captain Atkins in His Majesty's Ship *Æolus* but had thrown his Guns overboard before she came up with him, his being taken is a most favorable circumstance for the Trade of this Island as he intended (after completing his complement to 100 Men) to come to the North side and cut Vessels out of the different Harbors: I beg leave to inclose his Commission and Instructions from the Rebel Congress as also a List of his Officers, he had only 28 Men on board when taken but purposed going to Cape Francois to complete his complement to One hundred with French Men and then proceed as I have herein before informed their Lordships, which he undoubtedly wou'd have affected had he [not been taken by Captain Atkins,]³

The [Squadron under my Command] is employed as follows. The *Antelope* ready to proceed to England soon after I am relieved by the Admiral Sir Peter Parker, The *Winchelsea*, *Glasgow* and *Stork* are on a Cruize, The *Southampton* is just from the Careening Wharf and fitting for Sea, The *Æolus* is at the Careening Wharf to be hove down, The *Lowestoffe* almost ready to proceed again on a Cruize, The *Atalanta* continues at pensacola, The *Racehorse* armed Sloop is stationed at the North side this Island to protect the Trade, The *Florida* and *West Florida* Sloops are on their Stations agreeable to their Lordships Orders, The *Hornet* is gone to Cape Francois with my dispatches to the Governor of Hispaniola to demand restitution for Acts of Violence committed by the French Kings Subjects on the Loyal Subjects of Great Britain, [which] their Lordships will observe by [the Copies of] those dispatches which I inclose for their Lordships information.⁴

The *Porpoise* Captⁿ. Haynes at the request of the Governor of this Island is gone to remove Troops from one part of the Island to the other, this request I granted 'tho' I have not any directions in my instructions for that Service & I must beg their Lordships will be pleased to direct me how to proceed in future on the like occasion, particularly in time of War, when Ships are wanted to Cruize against the Enemy⁵

As to the *Badger* I beg leave to acquaint their Lordships that she arrived so very leaky (which I signified to their Lordships in my last) that I am surprized how she ever reach'd this port, I have order'd every thing to be done to make her fit for Service, but I am doubtful that can not be accomplished; in that case I shall order her to be Surveyed and if condemned will purchase an other armed Vessel in her room, which I hope will meet their Lordships approbation⁶

I also beg leave to acquaint their Lordships that I purpose sending the *Lord Amherst* armed Ordnance Transport to England in december with a Convoy if there shou'd be any, or without, as she is leaky and y^e term for which she was hired will expire by the time she arrives in England

I likewise beg leave to acquaint their Lordships that the Squadron, under my Command, being much augmented and no Launches fit for Service I find the Sloop *Flying Fish* is not sufficient to Water the Ships with that dispatch which the Service at present requires I have therefore purchased an other small Vessel for that purpose, both which Vessels will be very useful to unload Storeships as they will contain the Men that are sent on that Service & thereby prevent a Frigate being sent to Greenwich where many Men are lost.⁷

I further beg leave to acquaint their Lordships, that Lieu^t. M^cNemara whom I appointed to y^e *Racehorse* armed Sloop, being so much indisposed with a fever, that he was not able to go out in the said Sloop, I therefore order'd M^r. Charles Jordan, my acting Lieutenant, to take upon him the charge and Command of said Sloop during the Indisposition of her Commander, & proceed with her round to the North side this Island, to protect the Trade and Convoy the Ships to Bluefields to join the Fleet; and I have the pleasure to inform their Lordships that Two days ago, I received a Letter from the acting Lieutenant M^r. Jordan, acquainting me that had taken a Rebel privateer of 12 Carriage and 16 Swivel Guns, & between 90 & 100 Men, almost all French-men, after having engaged her upwards of Two hours; M^r. Jordan in the *Racehorse* had 10 Carriage Guns (three pounders) 8 Swivels & 4 Musquetoons and 37 Men, The Privateer had 16 Men Kill'd and 40 Wounded, The *Racehorse* had 1 Man Kill'd & 8 wounded and took her by boarding. For this very Gallant behaviour I beg leave to recommend M^r. Jordan to their Lordships favor, as also his People & Officers, I inclose with the other papers a Copy of the acting Lieutenant Jordan's Letter to me for their Lordships further information[.]⁸ I purpose giving M^r. Jordan a Lieutenants Commission, and hope it will meet their Lordships approbation⁹

I likewise beg leave to inclose the State and Condition of His Majesty's Ships in Port, a List of Officers made & removed since my last & A List of prizes taken by His Majesty's Ships under my Command to this date. I am [&c.]

Clark Gayton

Antelope in Port Royal
Harbor Jamaica 25th.
October 1777.

L, UKLPR, Adm. 1/240, 430–33. Addressed at foot of first page: “Philip Stephens Es^r.” Noted on first page: “Rec^d 15 Jan^y 1778/Ans^d 6 Feby.” A tear on the third page obliterates two lines of text. Missing words, transcribed in brackets, have been supplied from a typescript prepared by William Bell Clark.

1. NDAR 9: 894.

2. UKLPR, Adm. 1/240, 435. The calendar lists thirteen enclosures, most of which are mentioned by Gayton in this letter.

3. See NDAR 9: 921, for the capture of the privateer sloop *Swallow*. Owned by Clarke & Nightingale of Providence, R.I., the sloop had been commissioned on 13 Aug. 1777. On 23 Jan. 1778 nineteen of *Swallow*'s crew, including Captain John Murphy and his officers, were committed to Forton Prison. Timothy Connor, “A Yankee Privateersman in Prison in England, 1777–1779,” *New England Historical and Genealogical Register* 30 (Boston, 1879): 36–39.

4. See above, Vice Admiral Clark Gayton to Comte d'Argout, 10 Oct.

5. At this paragraph, and in three succeeding paragraphs, Philip Stephens inserted a mark in the margin that referred to a notation attached to this letter, wherein he indicated his endorsement of Gayton's actions.

6. A mark in the margin indicated Stephens's approval.

7. A mark in the margin indicated Stephens's approval.

8. Acting Lieutenant Charles Jordan, R.N., to Vice Admiral Clark Gayton, 19 Oct., above.

9. A mark in the margin indicated Stephens's approval.

JOURNAL OF H.M.S. *PORTLAND*, CAPTAIN THOMAS DUMARESQ

October

Saturday 25th

At the Pitch Kettle Moorings in English Harbour Antigua Fresh Breezes and some Calms, Receiv'd 1659 Gall^s of Rum. Came in His Majesty's Brig *Sandwich* from Dominica. In her Passage here under Guadalupe Met with a Schooner American Privateer of 10 Guns, which attack'd her, & engaged very close for 2 hours the Privateer throwing 2 Stinkpots Powder Flasks & c^a on board, but y^e *Sandwich* after killing several of her Men, forced her under a battery to take protection, or y^e *Sandwich* would have taken her, the *Sandwich* had 2 Men wounded Shrouds rigging & Sails much damaged, fired away [*illeg.*] 2 pound round Shot 14 Grape 12 Tin Case D^o 40 double headed Shot [*illeg.*] Paper Cartridges. Sailed hence y^e *Seaford* for Dominica & after y^e Privateer.

D, UKLPR, Adm. 51/711.

LORD MACARTNEY TO LORD GEORGE GERMAIN

Grenada

My Lord

No. 41

St. Georges October 25th. 1777

A few days since a Privateer Brig, called the *Revenge* belonging to this Port, brought in here a large Brig called the *Venus* of Liverpoole, which she retook ten leagues to the Windward of Martinique.¹

The *Venus* had been fitted out last Spring from Liverpoole for the Green land fishery, from whence she was returning laden with blubber when she was taken in the month of August last in the North seas, by a Rebel Sloop called the *Revenge*, fitted out at Dunkirk on the 17th. of last July and commanded by one Gustavus Cunningham, the same person who had taken the Harwich packet some time before.²

When the *Venus* was brought in here, she had onboard nine French men who had all entered at Dunkirk, Two Englishmen, one Scotsman, and one American, John

Hucheson by name, who commanded her. They had orders from Cunningham to carry her to Martinique and declare her up to Bingham the Rebel agent there. Having secured all these people in Goal and ordered them $\frac{2}{3}$ ds. allowance out of the King's Stores, I now wait for your Lordships Instructions in what manner I am to dispose of them farther. In my humble opinion they ought on no account to be set at liberty, but either to be kept prisoners here or sent under confinement to England. In case the latter mode is adopted, It is necessary for me to mention that none of the Men of War will take them from me, unless they have particular orders from home to do it—

I am informed that most of the Prisoners belonging to the *Oliver Cromwell*, after I had delivered them up to the officer who convoyed the Fleet from hence, were distributed on board the homeward bound Merchant Men, and were set at liberty on their arrival in England by the Masters of the Vessels who had the Charge of them, in stead of being delivered up to a Magistrate to be secured till his Majestys pleasure should be known.³ I need not observe that releasing the Rebel Prisoners in this manner, must only serve to prolong the War, Whereas if we were to keep all the people we take onboard their Vessels, Their Trade, their Fishery, and their Privateering wou'd soon be at an end, for as our Cruizers pick up their shipping very fast, we should in a short time have all their Seamen in our hands. I have the honor to be [&c.]

Macartney

P.S. Inclosed I send Hutchesons answers to the Standing Interrogatories,⁴ in consequence of which if not contradicted by other Evidence I shall release Leverick & Gelle, two of the prisoners.—

L, UklPR, C.O. 101/21, 91–92. Addressed at foot of first page: “Lord George Germain.” Written in left margin of first page: “[Copy] to the Admiralty.” Docketed: “St. George's Grenada/25th October 1777./Lord Macartney./(N^o. 41.)/R 12th Jan^y 1778./(1 Inclosure.)/Ent^d.”

1. The British privateer *Revenge* was commanded by Daniel Campbell. See below, *The Gazette of the State of South Carolina*, December 2, 1777. The Continental Navy cutter *Revenge*, Gustavus Conyngham, captured the brig *Venus* on 3 Aug. After removing the prisoners from *Venus*, Conyngham placed John Hutchinson on board as prizemaster. NDAR 9: 562, 600.

2. On 2 May 1777, the Continental lugger *Surprise*, Gustavus Conyngham, captured the *Prince of Orange* packet while she was en route from Harwich, England, to Holland. When Conyngham sent the prize to Dunkirk, vigorous British protests compelled Comte de Vergennes to arrest the American and his crew. Shortly thereafter the French released Conyngham and returned *Prince of Orange* to her owners. For documents related to the affair, see NDAR 8 and 9.

3. See NDAR 8: 999, 1029, for the capture of the Pennsylvania privateer ship *Oliver Cromwell* and the disposal of the prisoners ashore at Grenada.

4. See Deposition of John Hutchason, Prize Master of the Brig *Venus*, above at 17 Oct.

October 26 (Sunday)

CAPTAIN HECTOR MCNEILL TO JOHN HANCOCK

[*Boston, between 14 and 26 October 1777*]¹

... by which means I have got the Ship² ready for the Sea (there being nothing to take in at this present time but the Sea provisions the powder & a few Small Stores)—yet for want of money we are Obligated to put off the discharged men with Tears in their eyes & are unable to Enter new men haveing no money Either to pay the former or ingage the Latter