

Naval Documents of The American Revolution

Volume 4

AMERICAN THEATRE: Feb. 19, 1776–Apr. 17, 1776

EUROPEAN THEATRE: Feb. 1, 1776–May 25, 1776

AMERICAN THEATRE: Apr. 18, 1776–May 8, 1776

Part 1 of 7

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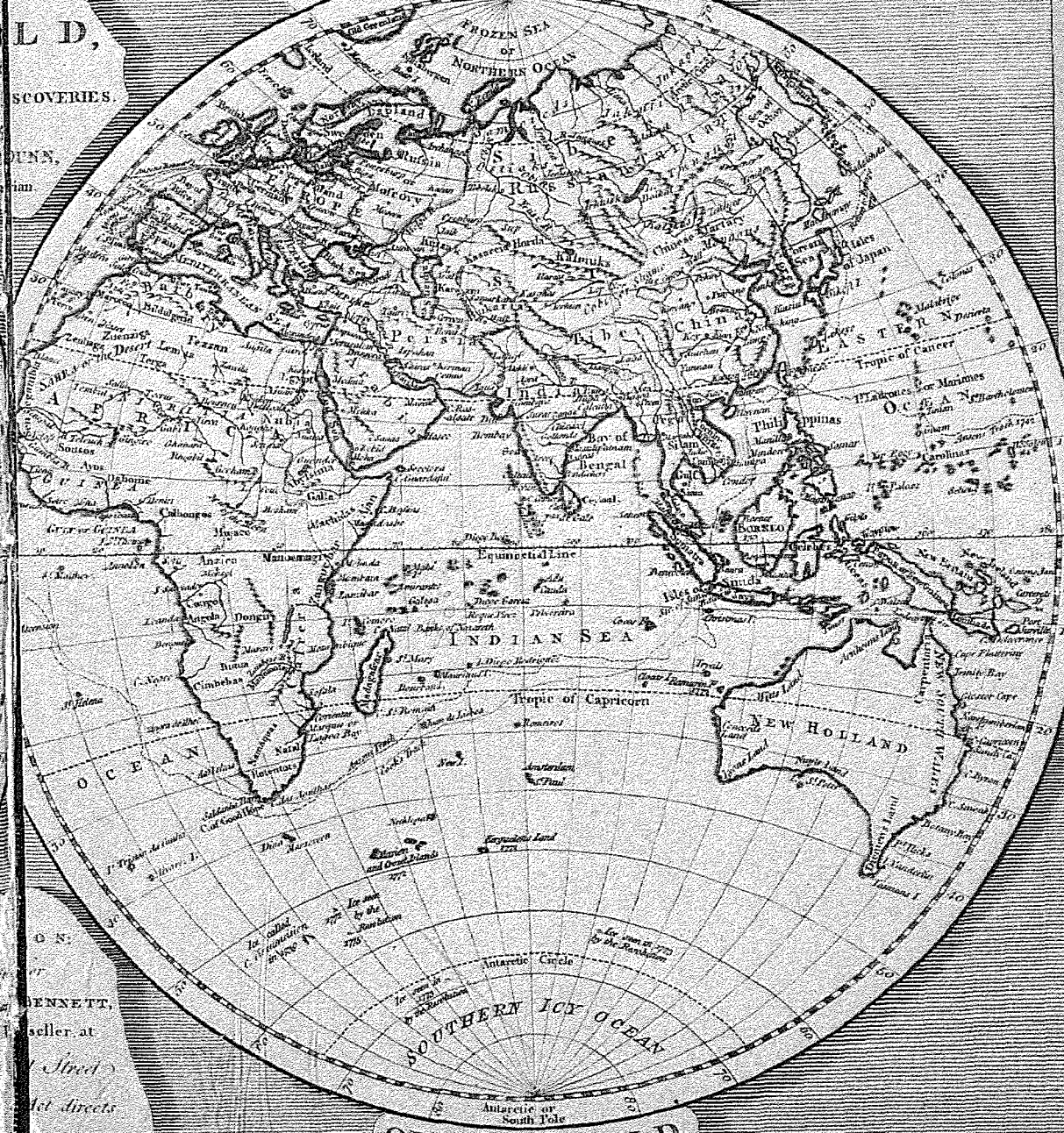
WORLD,

THE LATEST DISCOVERIES

BY

SAMUEL JENNETT,

Mathematician.



OR NEW WORLD.

OR OLD WORLD.

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NAVAL DOCUMENTS
OF
The American Revolution



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Tab. Marina W. excudit. A. 1776.

COMMODORE HOPKINS,
COMMANDER in CHIEF of the AMERICAN FLEET.
Published in the old streets of London, 1776, by The Artist.

U.S. NAVAL HISTORY DIVISION

NAVAL DOCUMENTS OF
The American Revolution

VOLUME 4

AMERICAN THEATRE: Feb. 19, 1776–Apr. 17, 1776

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AMERICAN THEATRE: Apr. 18, 1776–May 8, 1776

WILLIAM BELL CLARK, Editor

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

With a Foreword by

SECRETARY OF THE NAVY JOHN H. CHAFEE

And an Introduction by

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

Director of Naval History

WASHINGTON: 1969

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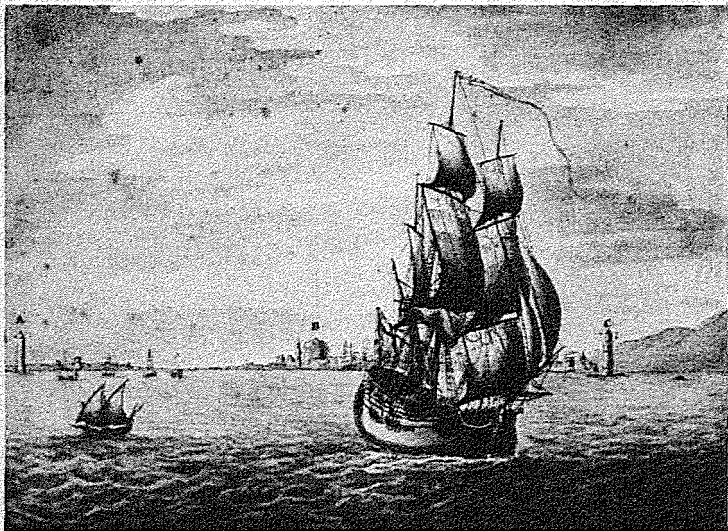
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*I believe that the time is near when the Americans
will be their own masters.*

Caron de Beaumarchais
1776

*Heaven seems now to offer us the glorious privilege
. . . of being the Guardians of the Rights of Man-
kind . . .*

Major Joseph Ward
1776



This drawing and other of similar nature throughout the Volume are from journals kept on board ships *Lloyd* and *Betsey*, Nicholas Pocock, Master. (Courtesy of the Trustees of the National Maritime Museum, Greenwich, England.)



THE SECRETARY OF THE NAVY
WASHINGTON

March 3, 1969

FOREWORD

On 13 October 1775 the Continental Congress authorized the first two ships of the Navy. From this small beginning we have seen the country's Navy grow into a most powerful force for the security of our nation. It has also continued, as it began, as a force for the defense of freedom — our own and that of our allies, who are united to us by the sea only if we keep strong on it.

In this valuable documentary series, through the words of participants and eye witnesses, we read of a small Continental Naval force which promptly challenged Britain's absolute control of the sea. Our first amphibious expedition landed in the Bahamas 3 March 1776, and captured gravely needed munitions, proving to the foe that the infant American Navy was a threat to be reckoned with.

Likewise we read in this volume how the tight siege by General Washington's army forced the British garrison out of Boston. Yet because the Royal Navy controlled the sea, the troops embarked in their transports and sailed away without loss under the guns of the Royal Navy. Where or when they would come over the horizon to strike again from the sea anywhere down the long coast, no one could predict with certainty. But with their powerful fleets it was clear they would strike again and soon. From the letters and other documents in these pages we can also sense the quickening of the Revolution and inexorable march toward the Declaration of Independence — and in time to the entry of France, Spain and Holland to turn the conflict into the fourth World War of the 18th century.

As our nation approaches the two hundredth anniversary of its birth, this series emphasizes once again the unchanging significance of seapower.

John H. Hayes

In Memoriam

On 31 October 1968, when this Volume was still in page proof, William Bell Clark left his typewriter, beloved manuscripts, and notes for the last time. He never awakened from that evening's sleep but instead quietly embarked upon the great voyage beyond earth's last horizon. His was a full and satisfying life of devoted work and marked achievement. Mr. Clark's unique knowledge of early naval history and his great industry will be sorely missed, and will be an inspiration to those of us who carry forward this monumental series.

Nothing but death shall stay me.
Julius Caesar, IV, 3.

INTRODUCTION

“No man is an island unto himself” in this age of satellite communication, jet aircraft and intercontinental missiles. Yet even in the 18th century, as the documents in this volume point up, the far reaching sea made the affairs of the small emerging American nation in some ways the affairs of all. The spark of liberty could not have survived in America without extensive aid from overseas. Among the many significant events in these nautical pages, none had greater impact than France’s secret policy to prolong the war through undercover aid that could come only by sea and would eventually involve her powerful fleets to bring victory.

It is interesting that at the outset Bourbon autocracy promoted American freedom—fanning the fires that would spread to France and destroy the monarchy. Surely Providence works in mysterious and unforeseen ways—as America experienced often during the Revolution and in the stirring years to come when this land of freedom has become a beacon of hope to all men.

The initial decision to include foreign documents relating to the war at sea seems more than ever justified as we get deeper into the years of conflict. They bring breadth of perspective, significance and deeper meaning. At the same time the growing sea of documents has vastly increased our task of selection. It has taken four broad-beamed volumes to reach to the first months of the second year of the Revolution. Documents printed in the volumes contain the principal, but by no means all the large holdings collected in the Naval History Division for this period. Through drastic editorial review, extracting or eliminating material, and footnote references, we have been able to extend the time span of Volume 4 over that covered in Volume 3. We will hold this course of selection even more closely in subsequent volumes.

The wholehearted support of libraries, historical societies, museums, archives, other depositories, and private collectors and researchers in the United States and abroad continues to make this work a reality. Unpublished Crown copyright material in the Public Record Office is reproduced by permission of the Controller of H.M. Stationery Office.

We were able to get this great editorial project underway a decade ago because of the knowledge and dedication of William Bell Clark. In his heart was an abiding love for the American Revolution as affected by naval events. In his mind he had stored information from a lifetime of research and reading. In his library he had tens of thousands of pages of transcripts

relating to the Revolution. Therefore, when he quietly sailed on into vaster seas we suffered a grievous loss indeed in a splendid American, an esteemed friend, and an editor whose knowledge can not be fully replaced by any man alive. We will carry on this series but will not cease to think of him and miss him.

Within the Naval History Division the key to this project's success and steady progress continues to be the intelligent know-how, intense interest, and hard work of Dr. William James Morgan and his devoted crew in our Historical Research Section—Lieutenant Patrick A. Lyons, Mr. Robert I. Campbell, Mr. and Mrs. Henry J. Scheffenacker, Mrs. Eleanor Roll, Yeoman First Class Joseph V. Eckert, Miss Anne Kenenski, and a talented part time worker in our vineyard, Mr. Martin Petersilia.

Lieutenant Raymond P. Schmidt and Chief Personnelman George K. McCuiston, on summer Naval Reserve duty with us, made significant contributions. Mr. W. Bart Greenwood, Navy Department Librarian, and Miss Mary Pickens did a fine job with the maps as did Mr. Charles R. Haberlein Jr., of the Curator's Branch, with other illustrations.

France's secret decisions that highlight the importance of the sea for the future of America represent only a small portion of the material in Volume 4 that points up this unchanging verity in history of the sea's mighty role. For example, on one day in 1776, 19 April, the first anniversary of the embattled patriots' stand at Lexington and Concord, we find these wide spread indications:

- a. Virginia newspaper reported that two British tenders sailed up the James River and captured a vessel "with about 200 barrels of flour on board."
- b. Pennsylvania decided to build an additional floating battery to cover the water approaches to Philadelphia.
- c. New York directed her sloop *Montgomery* to hasten to sea to "act against the enemies of the United Colonies."
- d. Massachusetts named "five armed Vessels now building"—*Independence, Rising Empire, Republic, Freedom, and Tyrannicide*.
- e. Halifax, Nova Scotia. Vice Admiral Shuldham wrote an urgent dispatch to the Admiralty. H.M.S. *Glasgow* had arrived much "shattered" having "off Rhode Island fallen in with and been attack'd by several Armed Vessels of the Rebels."
- f. London. Admiralty Secretary Philip Stephens had no way of knowing that Boston was recently evacuated as he addressed an order to Shuldham. He urged extreme vigilance in protecting homeward-bound West Indies trade, and that British Captains "take or destroy any Rebell Cruizers they may happen to meet with."

Throughout the volume these, and many other documents, as President Kennedy wrote in the Foreword to Volume 1, "make amply clear the critical role played by sea power in the achievement of American independence."

EDITOR'S PREFACE

Several of the most significant events of the war for independence appear in the pages of this, the fourth volume of *Naval Documents of the American Revolution*. Foremost are the resolves of the Continental Congress establishing a definite naval policy. Operations of all war vessels, whether Continental, those under General Washington, or those of the Colonies, had been limited to protection of ports and coastal waters, and capture of British ships of war or any vessel carrying troops, munitions, supplies or provisions to the enemy. But, in March 1776 Congress authorized commissioning of privateers (letters of marque and reprisal) and allowed unrestricted capture of any vessel of any description carrying the English flag. In early April Congress implemented this action through specific instructions to its commanders on land and sea, and to each of the thirteen colonies.

Second in importance, and following along a month later, was George III's proclamation banning all commerce with his rebellious colonies under the Prohibitory Act. This, also, provided for unrestricted warfare against his disobedient subjects in North America.

Thirdly is the "Considerations on the Affair of the English Colonies in America," by the Count de Vergennes. In a document intended primarily for the eyes of his Spanish counterpart, the French Foreign Minister set forth the aims of the two Courts—prolong the war for at least a year by continuing surreptitious aid to the British colonies in America; assure Great Britain at the same time that they ardently desired peace; and make no treaty with the Americans until the latter had declared independence and had demonstrated ability to maintain it. "Because a year gained," wrote Vergennes, "for measures of vigour and foresight, may, in many respects, change the aspect of affairs."

Resolves and pronouncements, however, are but a small, though consequential part of this volume. The first Continental Fleet made a successful amphibious assault on New Providence, in the Bahamas. Commodore Hopkins' ships carried off the island governor, cannon, and stores, but a bungle denied the American raiders any sizeable quantity of the garrison's gunpowder. All this is described in letters and other documents, along with accounts of the inexperienced Fleets' rather ignominious encounter with H.M.S. *Glasgow*.

Two more vessels were added to the Continental Navy in this same period: ship *Reprisal* and brig *Lexington*. Early cruises of the latter are related, including the sharp engagement with and capture of H.M. Sloop *Edward*: "We shattered her in a terrible manner as you will see." Likewise, these pages reveal the building progress of some of the thirteen frigates authorized earlier by Congress, as well as the expansion of the navies of six of the colonies—Massachusetts, Connecticut, Pennsylvania, Maryland, Virginia, and South Carolina.

The British side of the picture during the months covered in this volume is amply depicted. Letters and ships' journals tell of frustration in the attempt to recover all of the rice ships in Savannah harbor; of the futile effort to ascend the Cape Fear River and join force with the Scotch Tories already defeated at Moore's Creek bridge; of the storms that delayed the arrival of the naval and military expedition against the Southern colonies; of the evacuation of Boston and sailing of the British army to Halifax; and of the lone success, relief of Quebec and rout of the bedraggled American besiegers.

It was during this period that Congress sent Silas Deane as its first envoy to France. Deane went armed with contracts for the military stores it was hoped he could obtain from the French court, or profit-minded French merchants. His instructions and his difficulties in getting clear of the American coast are set forth in considerable detail. At the same time, is described how Richard Lord Howe was cajoled by the King to take command of the British fleet. Howe was the third admiral to attempt the impossible task of stopping the flow of powder and arms from Europe and the West Indies to the American fighting forces.

Twice the enemy probed the defenses of American ports. One was an abortive raid by a sloop-of-war into upper Chesapeake Bay, and the other an engagement in the Delaware River between two British frigates and Pennsylvania row galleys. The first day of this inconclusive battle brings Volume 4 to a close.

The editorial policy followed in this documentary series is detailed in Volumes 1 and 2. The editor wishes to repeat his sincere appreciation to the individuals and depositories whose cooperation has made possible the completeness of these hefty volumes, and to the zeal of those listed in Admiral Eller's introductions in this and preceding volumes, for supplying the "bookmaking and infinite labors to make the series as accurate and useful as possible."

William Bell Clark

DEPOSITORY LOCATION ABBREVIATIONS¹

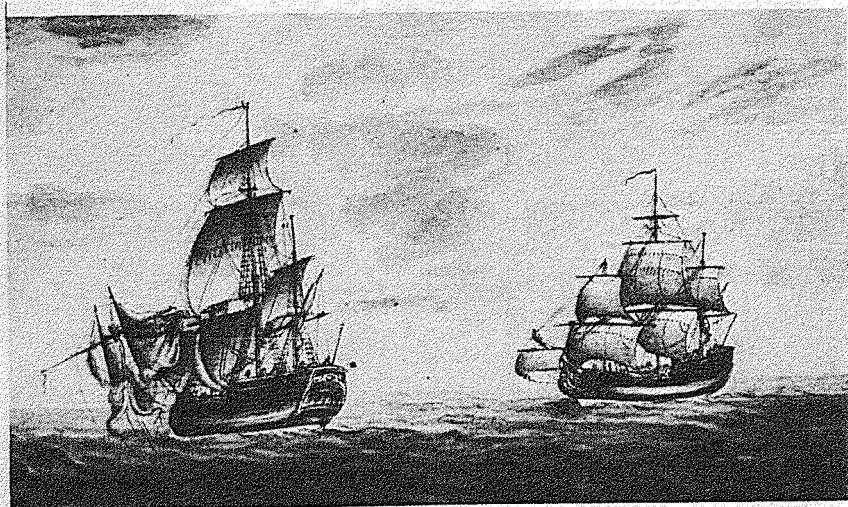
AAS	American Antiquarian Society, Worcester, Massachusetts
AHN	Archivo Histórico Nacional, Madrid
AMAE	Archives Du Ministère Des Affaires Étrangères, Paris
AN	Archives Nationales, Paris
APL	Service historique de la Marine Archives du Port de Lorient, Lorient, France
APS	American Philosophical Society, Philadelphia
Bda. Arch.	Bermuda Archives, Hamilton, Bermuda
BHS	Beverly Historical Society, Beverly, Massachusetts
BM	British Museum, London
BPL	Boston Public Library, Boston
ChHS	Chicago Historical Society, Chicago
CL	William L. Clements Library, University of Michigan, Ann Arbor
ConnHS	Connecticut Historical Society, Hartford
ConnSL	Connecticut State Library, Hartford
CUL	Columbia University Library, New York
CWM	College of William and Mary, Williamsburg, Virginia
DAC	Dominion (Public) Archives of Canada, Ottawa
DARL	Daughters of the American Revolution Library, Washington, D.C.
DCL	Dartmouth College Library, Hanover, New Hampshire
DLAR	David Library of the American Revolution, Washington Crossing, Pennsylvania
DUL	Duke University Library, Durham, North Carolina
EI	Essex Institute, Salem, Massachusetts
FDRL	Franklin D. Roosevelt Library, Hyde Park, New York
HCL	Haverford College Library, Haverford, Pennsylvania
HH	Hempstead House, New London, Connecticut
HL	Hayes Library, Edenton, North Carolina
HSD	Historical Society of Delaware, Wilmington
HSP	Historical Society of Pennsylvania, Philadelphia
HU	Harvard University Library, Cambridge, Massachusetts

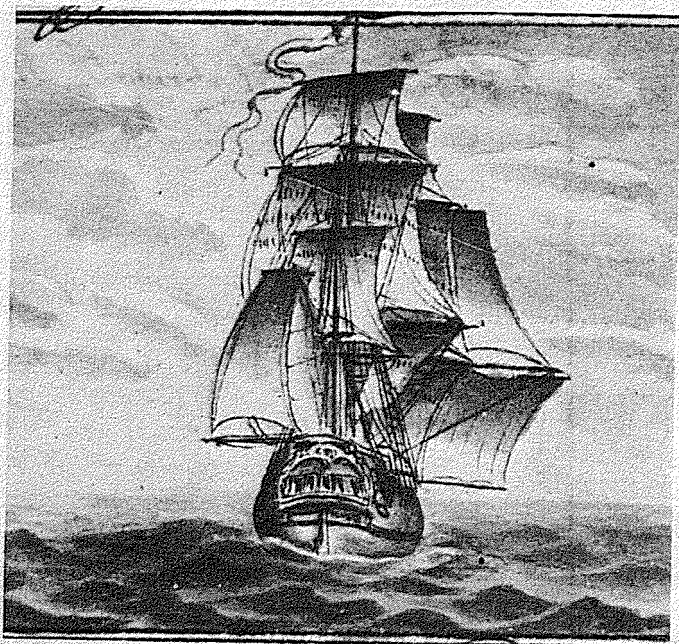
1. The list includes depositories from which manuscripts have been used in this and previous volumes. Our collection includes materials from a number of other depositories which will appear in later volumes. The Descriptive List of Illustrations includes additional sources from which graphic material has been used in Volume 4.

HUL	Henry E. Huntington Library, San Marino, California
JCBL	John Carter Brown Library, Providence, Rhode Island
LC	Library of Congress, Washington, D.C.
MarbHS	Marblehead Historical Society, Marblehead, Massachusetts
Mass. Arch.	Massachusetts Archives, Boston
MassHS	Massachusetts Historical Society, Boston
MCL	Marietta College Library, Marietta, Ohio
Md. Arch.	Maryland Archives (Hall of Records), Annapolis
MdHS	Maryland Historical Society, Baltimore
MeHS	Maine Historical Society, Portland
MHA	Marine Historical Association, Mystic, Connecticut
MNHP	Morristown National Historical Park, Morristown, New Jersey
Mor. Arch.	Moravian Archives, Winston-Salem, North Carolina
NA	National Archives, Washington, D.C.
NCDAH	North Carolina Department of Archives and History, Raleigh
NHA	Nantucket Historical Association, Nantucket, Massachusetts
NHCHS	New Haven Colony Historical Society, New Haven, Connecticut
NHHS	New Hampshire Historical Society, Concord
NHS	Newport Historical Society, Newport, Rhode Island
NLCHS	New London County Historical Society, New London, Connecticut
NMM	National Maritime Museum, Greenwich, England
N.S. Arch.	Nova Scotia Archives, Halifax
NYHS	New-York Historical Society, New York
NYPL	New York Public Library, New York
NYSL	New York State Library, Albany
Pa. Arch.	Pennsylvania Archives, Harrisburg
PM	Peabody Museum, Salem, Massachusetts
PML	Pierpont Morgan Library, New York
PRO	Public Record Office, London
PS	Pilgrim Society, Plymouth, Massachusetts
PUL	Princeton University Library, Princeton, New Jersey
R.I. Arch.	Rhode Island Archives, Providence
RIHS	Rhode Island Historical Society, Providence
SCHS	South Carolina Historical Society, Charleston
SI	Smithsonian Institution, Washington, D.C.
UNCL	University of North Carolina Library, Chapel Hill, North Carolina
USNAM	US Naval Academy Museum, Annapolis, Maryland

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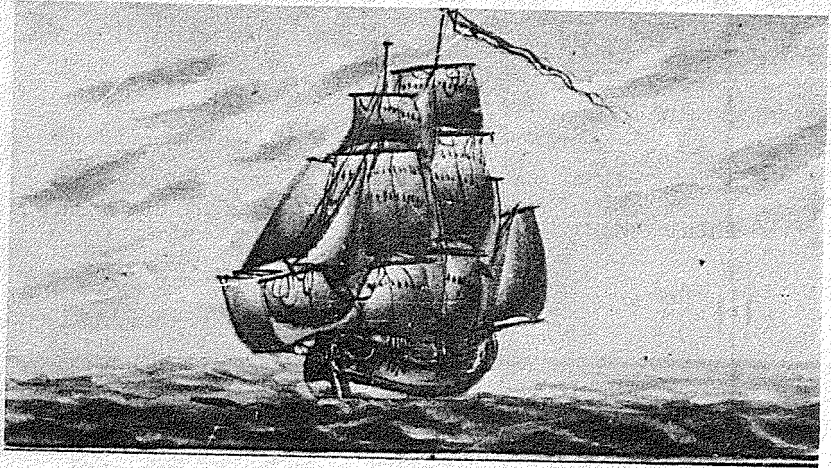
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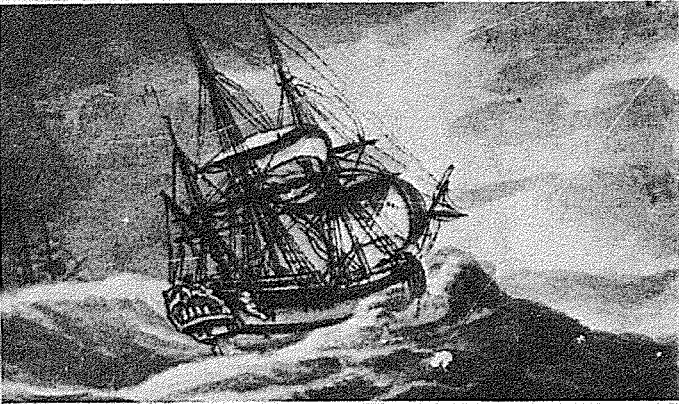
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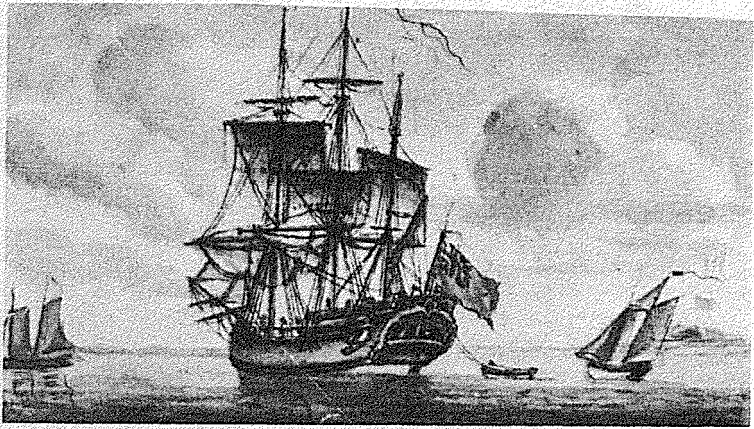
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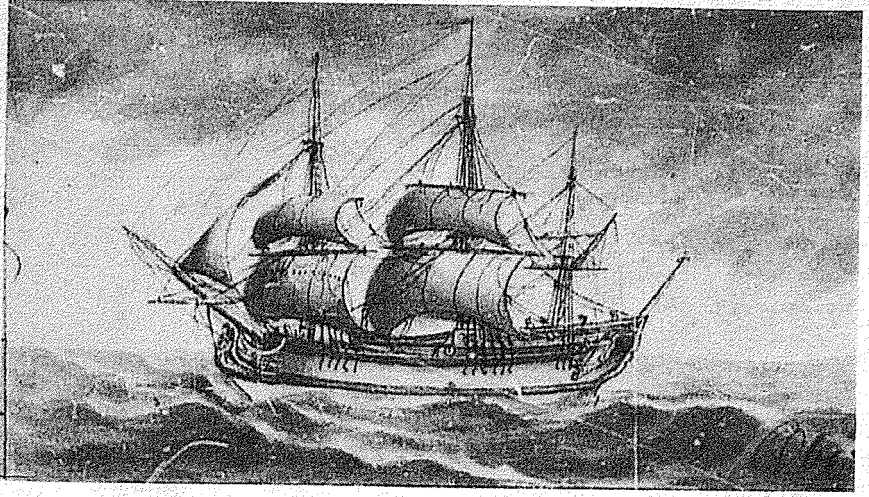
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AMERICAN THEATRE

From February 19, 1776, to April 17, 1776



AMERICAN THEATRE

From February 19, 1776, to April 17, 1776

SUMMARY

The British still held Boston, but their tenure promised to come to an early end with the arrival of cannon dragged across in mid-winter from Ticonderoga. General Howe and Admiral Shuldhham were sitting uneasily under the threat of the rapidly growing Continental Army, which surrounded the closely beleaguered town, save for the single opening to the sea. Finally using the mobility which naval control assured, the British evacuated Boston on March 17 and sailed for Halifax.

In New York, Sir Henry Clinton and Captain Hyde Parker, Jr. viewed with misgivings the sudden arrival of General Charles Lee with several thousand men from Connecticut. Then Clinton departed southward; Lee withdrew, and the Tory-minded citizens breathed with relief.

In Canada, a bleak winter, an inadequate army, lack of heavy cannon, insufficient provisions and a wounded commander had stagnated the siege of Quebec. The senior general officer, David Wooster, after the death of Richard Montgomery, had remained in Montreal despite requests from Benedict Arnold to take over before Quebec.

The Continental fleet under Esek Hopkins had sailed from the Capes of the Delaware and launched a successful amphibious assault on New Providence in the Bahamas where cannon and a large quantity of stores were seized. In Congress, one of the principal subjects in agitation was that of legalizing privateering. Memorials and communications from individuals pressing for letters of marque and reprisal had been received, but no conclusions reached.

Meanwhile, from most of the thirteen embattled colonies, Provincial Congresses, Committees of Safety and private citizens dispatched unarmed vessels, with local produce for exchange in the foreign West Indies for cargoes of much needed gunpowder and other war material.

Another colonial governor had joined his brethren in flight from his office. Sir James Wright, of Georgia, had been stripped of all authority, and had fled to the protection of British naval vessels. A small British naval squadron would shortly wrest eight merchant ships laden with rice from

the Savannah River, but fail to save others from being burned by the provincials.

In South Carolina, defenses were being strengthened in anticipation of the threatened arrival of a strong expeditionary force from Britain. Off the North Carolina coast, General Clinton had arrived from New York, and awaited the coming of the long-promised and long-delayed army. Its failure to appear in time caused the disastrous defeat of Highlanders and Regulars at Moore's Creek Bridge.

Lord Dunmore fumed in futile arrogance in the ashes that once were Norfolk, and Robert Eden sat precariously in the governor's chair at Annapolis. Only Maryland to this point tolerated a Royal Governor.

19 Feb. 1776

BRIGADIER GENERAL DAVID WOOSTER TO MAJOR GENERAL PHILIP SCHUYLER ¹

Sir

Montreal Feby 19th 1776.

The paymaster has arrived but has brought no hard Cash with him, we can buy no provisions or Wood with the Continental Currency, yet they must be had and that before the Middle of March (after that Time there will [be] no passing up and down this River for three or four Weeks) or perhaps the Expedition may fail for Want of Supplies – Flour may be purchased for 9 Livres per Ct – we ought to purchase a Quantity of Beef also – What we have will now soon be gone – I understand there is a Quantity at Tyconderoga – I think it very necessary that it should be pushed over the Lake immediately – I need say nothing more than inform you, that there is not one thousand left of the Money which you sent us, and that will be gone in a very few Days – I hope our Friends will not suffer the Enterprize to fall thro' for Want of it – I am told there is a Mr Brazier a Gunner at Crown point, who may be doubtless spared from there and will be much wanted at Quebec – I shall be obliged to you, if you will be good enough to inform me whether there are not any twelve or twenty four pound Shot, or 8 Inch Shells at Ticonderoga or Crown point if there is we shall be very glad to have them sent us; they will be much wanted. We have at St John's a 24 lb and several 12 lb Cannon and an 8 Inch Howitzer – It will not be worth while to take them to Quebec unless we have Shot & Shells for them I am in Haste [&c.]

Dav^d Wooster

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

DIARY OF SIMEON PERKINS, LIVERPOOL, NOVA SCOTIA ¹

Monday, Feb. 19th, – Very cold. The captain of the *Senegal* has searched the brig *Liberty* and does not find anything contraband, but will not release her till he hears from the Commodore at Halifax ²

1. Harold A. Innis, ed., *The Diary of Simeon Perkins, 1766–1780* (Toronto, 1948–1961), I, 112. Hereafter cited as Innis, ed., *Perkins' Diary*.

2. The journal of H. M. Sloop *Senegal* records on February 13 and 15, 1776: "Examining the Brigg." See also *Perkins' Diary*, February 1, 1776, Volume 3, 1107.

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

Febry 1776 Pidgeon Hill [Cape Ann] NW 3 or 4 Leags
 Mondy 19 at 10 AM spoke with Chace a Schooner from St Domingo
 bound to Boston ² sent a Petty Officer & 3 Men on board
 her & took out the Master & five Men

1. PRO, Admiralty 51/546.

2. The schooner was the *Tartar*, Benjamin Warren, master, and William Prosser, owner. She was not bound to Boston, but to Halifax and Newfoundland, with a cargo of sugar, coffee, cocoa and molasses. The seizure probably occurred because the Boston garrison needed food, or her destination was suspected to be a rebel port, despite her papers. Shuldham's Prize List, April 24, 1776, PRO, Admiralty 1/484.

SALEM COMMITTEE OF SAFETY TO THE MASSACHUSETTS COUNCIL ¹

Committee of Safety and Correspondence

Salem February 19th 1776 –

May it please your Honors

The Committee of Safety and Correspondence of this Town beg leave to represent to your Honours, that about the 24th [*sic* 29th] day of January last the Sloop *Rainbow* Lemuel Perkins Master loaded with Wood was taken by one of our Privateers commanded by Capt [Samuel] Tucker, upon a suspicion that she was bound to Boston, and carryed into Cape ann; upon her Arrival there the Master produced a Certificate in his favour from the Committee of Safety of Newcastle upon which and his solemn declaration that he was bound for Salem he and his Vessel were released and suffered to proceed on his Voyage, that soon after his departure from Cape ann he was taken (as he says) by a British Man of War and carryed into Boston where his Cargo of Wood was Sold, which done he was proceeding with his Vessell to the eastern Shore but meeting with contrary winds he put into this Harbour and came to Anchor under cover of the Guns of the Fort, upon the Committee having information thereof, they apprehended it to be their duty to make inquiry into the affair,² in the course of which they found Capt Perkins's conduct to have been attended with such circumstances as to make them think it necessary to detain his Vessell and to send him to the Committee of the Honorable Board to be proceeded with as they shall in their wisdom think proper. The Committee have likewise directed Capt Benjamin Ward to wait upon your Honors who is one of their members and who is fully acquaint[e]d with all the circumstances relative to this matter that have come to the knowledge of this Committ[ee.] To him therefore the Committee beg leave to refer your Honors for a more particular account of this Affair.

By order of the Committee

John Pickering jun., Chairman P. T.

1. Mass. Arch., vol. 194, 252–53.

2. The committee report of its investigation, undated, is the next entry.

REPORT OF SALEM COMMITTEE UPON THE SLOOP *Rainbow* ¹

At a Meeting of the Committee &c

It appeared that the sloop *Mermaid* [*sic* *Rainbow*] commanded by

Lemuel Perkins sailed from Damascott[a] on the [blank] of Jany last having A certificate from the Comtee at that place which expressed his being bound to Newbury Port & Salem – that his lading consisted of about 45 Cords of wood about 10 Bushels of Potatoes 2 Busshels of Turnips a quantity of Spruce (for beer) he had on board also a peice of Vension a quarter of Veal & a Goose –

That in his passage from Damascotta [Damariscotta] he touched at Falmouth that on the 29th Jany in the morning he was seen by one of our privateers about half way from Cape Ann to Boston light House and nearly in that direction the wind being N [blank] or nearly so, that the Privateers put hands on board his Sloop and sent him to Cape Ann – That he Perkins was examined by one of the Committee of that place & supposed to be bound to Salem, and it does not appear that any person there thought to the contrary at that time – That he tarried at Cape Ann [blank] Days waiting for a wind suitable to carry him to Salem that on [blank] Instant in the evening A Vessell bound to Salem Benja Gale commander sailed from Cape Ann for Salem & that before he sailed he told Capt Perkins he would go thro' the most Northern passage (with which he Gale was acquainted) & that Perkins might follow him & by those means avoid the Man of War which lay off Marblehead That Capt Perkins left cape Ann about Half an hour after Capt Gale the wind being then about N W b N – That Capt Gale after having sail'd about one [blank] of his distance found the wind to head him put about & return'd to Cape Ann – That he, Gale, spoke with Perkins and told him the wind was too much ahead to proceed (Perkins says he could not unders[t]and what Gale said) That Gale went back to Cape Ann And that Perkins kept on westward & his Vessel was next morning seen by or Near the Man of War off Marblehead and soon after to proceed to Boston.

That on Saturday last [February 17] said Vessell came into this Harbour and there Anchored after having stood as far to the Eastward as Cape Ann, that As the Vessel passed the Fort at the entrance of the Harbour she was hailed by the G[ua]rds & proper steps taken to prevent her going out again till examined – that soon after her being at Anchor she was boarded by a boat from this place & taken possession of – that this Committee have desired the commanding officer of the G[ua]rds Stationed here to take charge of Said Vessel &c which he has done That the above Boat was commanded by the Capt of a privateer which is now at Cape Ann

The Account [that] Perkins & his Men (being 3 in all) give of their going to Boston is as follows – That on their passage from Cape Ann to Salem they were boarded by A Boat from the aforesaid Man of War² and carried to her & that the next day An Officer & 5 hands were put on board who carried them to Boston that their Wood &c was taken out of their Vessell and disposed of by the Men-of-Wars Men. And the Master Perkins says that on his promising to go to the Eastward and get a load of Wood & to bring the same to Boston his Vessell was given him & three Dollars a Cord for his Wood to enable him to procure another load & a promise to Perkins

that he should have the whole of what that load should sell for That passes from Genl [William] Howe & Admiral Shuldham ³ to enable him to pass the Castle & Ships of War – That he left Boston thereupon & arrived in this Harbour as is before mentioned

1. Mass. Arch., vol. 194, 255–56½.

2. H.M.S. *Fowey* took the *Rainbow* February 3, 1776.

3. Shuldham's pass was dated February 15, 1776.

JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES ¹

[Watertown] Monday, February 19, 1776

Samuel Holten, Esq; brought down a Letter from the Hon. James Otis, Esq;² directed to the Hon. Council, informing them that on Saturday last, a French Vessel ran on shore on the South Side of the Cape, with upwards of an Hundred Hogsheads of Molasses and other small Articles; that she had a French Master; and one Pinkham, of Nantucket, an English Master; that their Papers were all in French; that there was on Board said Vessel one Monsieur Le'Baron, a Gentleman who took Passage on Board said Vessel, with a Design to go to Philadelphia, who appeared to be much of a Gentleman, and says he was in the King of Prussia's Service more than Twenty Years,³ and who says that the French and English Masters talked of going into Boston; that the Goods were taken into Custody by Major Mallett [Hallett], and others, who desire the Directions of the Court

Read, and committed to Major [Joseph] Hawley, Col. [Nathaniel] Freeman, Capt. Batchelder, and Mr. [Moses] David, with such as the honourable Board may join. ⁴

1. Journal of the House of Representatives, Mass. Arch.

2. Otis' letter of February 15, 1776, Volume 3, 1302.

3. Frederick Wilhelm, Baron de Woedtke.

4. The Council, on February 19, concurred with the House, and appointed Benjamin Lincoln, Joseph Palmer and Moses Gill to the committee.

JOSEPH PALMER TO JOHN ADAMS ¹

[Extract]

Watertown, Febr'y 19th 1776.

Yesterday a Gent arrived here, said to be a Prussian Knight, from France to the W Indies, thence bound to Phia, but brot on upon the back of the Cape, from thence hither, & now at head Quarters, has many Letters for Dr [Benjamin] Franklin, a Packet for the President of the Congress, & another for the Secretary of do 'Tis supposed that the Vessel was bound into Boston, 'tho he took passage for Phia 'Tis likely you will know more about it before you receive this. –

. . . I've heard more about this Stranger Monsr La Baron &c &c &c,² He is a native of Dantzick [Danzig], has been many years in the K of Prussia's Service, is one of the Knights of Malta, has 2 Letters for Dr F, one for Mr Secretary [Charles] Thomson, & many others; he is a Gentleman & a Politician; & says, that all Europe wish our Prosperity; & that the Ho[use] of Bourbon, in particular wish the Colonies to declare for independency, so that they may have nothing to fear from the English. The Baron took passage at the Mole, in a French Vessel bound to Phia, as he understood it; but

I suppose she was bound for Nantuckett; & we are credibly informed, that there are 6 or 7 more soon expected: There not being English Vessels to take off their Melasses, they send it in their own Bottoms. This Vessel was loaded with Melasses, & 1 hhd Sugar; she got upon the Shoals within Sight of Nantuckett, lost both Anchors & Cables, & great part of her Sails, & then drifted on upon the back of Chatham; both Vessel & Cargo will be saved, as 'tis supposed.³

I dont particularly recollect what I wrote to you in my last; but since that time, conversation has much turn'd upon Independency; & after having considered the matter as fully as oppo admitted, I am Satisfied in my mind, that this Colony wou'd rejoice most heartily in a Declaration by Congs in favr of it; & it is clear in my mind, that, upon such a Declar[ation], Trade ought to be regulated so that we may be our own Carriers; this will encourage Ship-building, be a nursery for Sea-men, & will prevent Foreigners obtaining any great knowledge of our Coasts & Harbours; & if possible, & I think 'tis possible, let us not enter into any Treaty offensive & defencesive with any European Power, so that we may avoid being involved in their Wars. I depend upon it, that [if] we declare for independency, F[rance] & S[pain] will soon attack G[reat] B[ritain], but they will not do it 'till the break between her & the Colonies is incurable. In the mean time we shall grow in Military Strength & Knowledge; & once the Enemy are dislodged from Boston, & we can obtain a Sufficient Stock of Powder & other Military Stores, there will be very little danger of their ever possessing it again; for it can't be long before our own Manufacturers will furnish all necessary Stores in the Military way; & inspired by our cause, we shall very soon equal, if not exceed Our Enemies in Military Knowledge. — . . . The enemy have burnt 6 or 7 Houses on Dorchester Neck, & stolen two or 3 of the Guards.

1. Adams Papers, MassHS. Materials drawn from the Adams Papers in the Massachusetts Historical Society are copyrighted and are printed by special permission of the Society.
2. Baron de Woedtke.
3. The arrival of the Baron stirred up much speculation in the camp. An example is a comment by Colonel Jedediah Huntington to Governor Jonathan Trumbull, on February 19 relative to saving people and cargo from the French brig: "among them is a Gentlemen who says he is a Prussian Officer and is lately from France appears to be well-acquainted with the History of our Times - says the French Papers are full of the American Affairs and that every Success of ours gives them Joy -" Trumbull Papers, ConnSL.

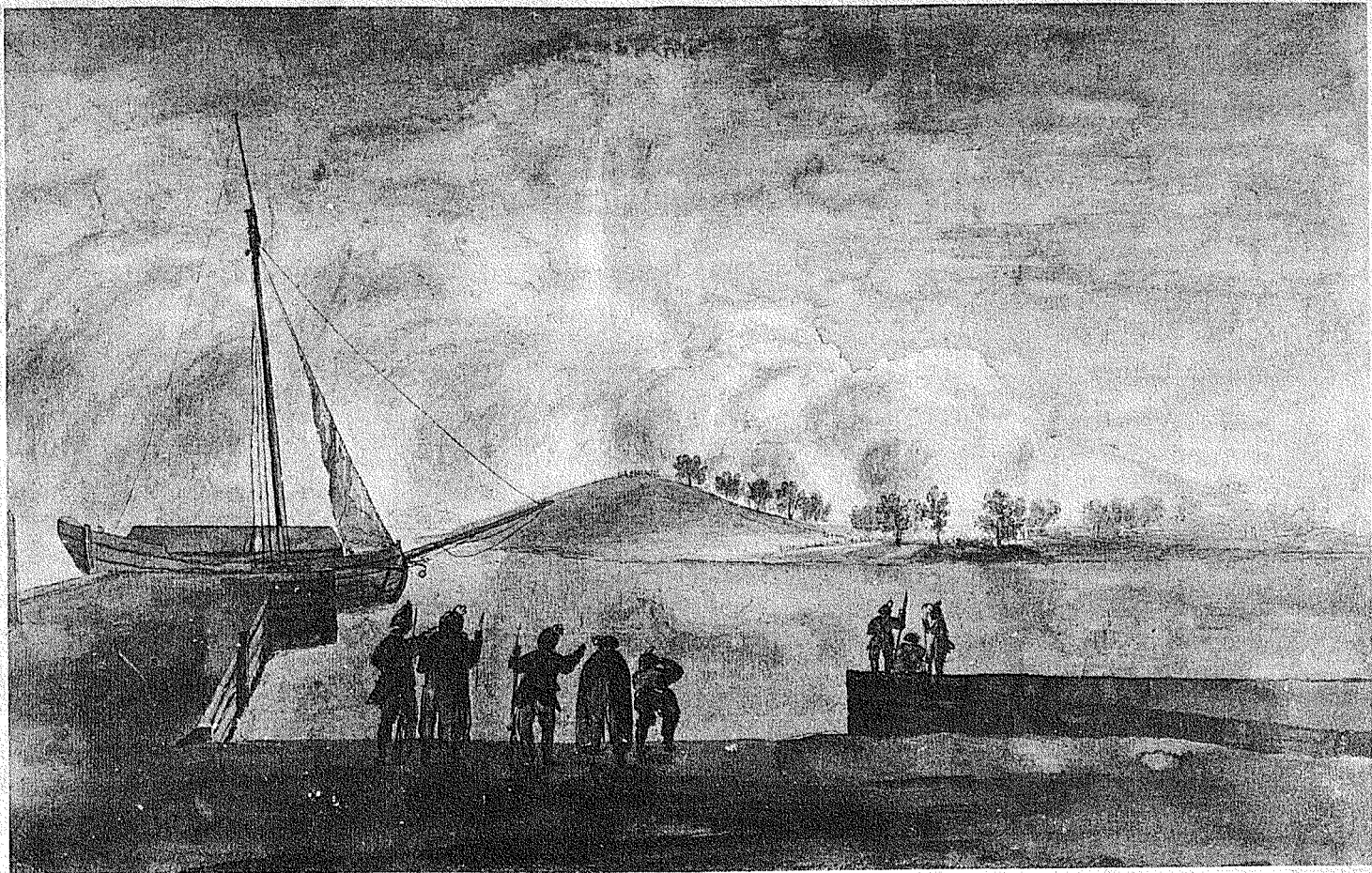
JOSIAH QUINCY TO GEORGE WASHINGTON¹

[Extract]

Braintree February 19th 1776

May it please your Excellency,

Since the sudden and unexpected burning of the Houses upon Dorchester Neck, I have been repeatedly and earnestly solicited, by my distressed Friends and Neighbours, to make an humble Representation to your Excellency, that, our Habitations are equally exposed to be destroyed by our Enemies, whenever their Malice shall stimulate them to make us feel the Effects, of the unrelenting Vengeance of the "royal Brute of England." Could your Excellency have spared Time to make us happy in a Visit, and taken a View



Burning of the houses on Dorchester Neck.

of this Part of our Harbour, you would have been immediately sensible, of the Ease with which an Excursion may be made from the Castle, either upon Squantum Neck, or the Main; where, before a sufficient Force could be collected to repel them, our Enemies might rob us of our Provision, burn our Houses, murder or captivate the Inhabitants, who could not escape, and retreat again to the Castle in less than an Hour, as it is not distant more than a League. Your Excellency would also have seen, two line of Battle Ships, one Frigate, and about 15 large Transports, which have been, above six Weeks past, in Nantasket Road; besides, two or a Dozen arm'd Cruisers, wch are constantly going out in Pursuit of our Privateers, or coming in with their Captures, or expected Transports under their Convoy.

If our Army should take Post upon Dorchester Neck, have we not Reason to apprehend, the Shores will be attacked, from a Spirit of Revenge? Certainly, sir, a Fleet can easily spare, and have Boats enough to transport four or five hundred Men, who may, and when the inevitable Impulses of Hunger, or Thirst for Blood, inspires them with sufficient Courage, I fear will, land and ravage along Shore for Miles; any Force we have, at present, to oppose them notwithstanding.

1. Washington Papers, LC. Quincy was an outstanding lawyer and an American Revolutionary patriot.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND ¹

[Providence] Feby 19th 1776

Meeting in being according to adjournment

Messrs Joseph D. Russell & Nicholas Cooke Junr having returned last evening from Philadelphia, made their appearance this evening to report their doings to the Committee, they have brot the sixty thousand Dollars in Cash sent for by this Committee, they have also brought the draughts of the two Ships which we were desired to Build for the Continental Service, & on Examining the same we find it impossible to follow the Draughts sent us without retarding the Work at Least one Month, on Considering the whole matter it is Voted that Messrs Brown & Tolman proceed to finish the Bottoms of the Ships according to their present Moulds and that they finish the upper works nearly according to the Directions sent us by Stephen Hopkins Esqr Tumbling the sides Home Two feet on each si[de.]

Whereas Nicholas Brown Esqr was heretofore Chosen Treasurer to this Committee & he making sundry excuses which rendered it Inconvenient for him to execute the said Trust the matter was determined by Lott when it fell on Mr John I Clarke to execute the said Trust and Messrs Russell & Cooke Junr are hereby Order'd to pay the Money to the said Mr Clarke. —

Voted. That the sum of Fifty seven pounds Nine shillings and Eight pence Lawful Money be paid to Nicholas Cooke Junr & Jos. D. Russell for their Expences to Philadelphia on the Business of this Committee.

Voted. That Mr John Brown write to Mr Hezekiah Sabin of New Ha-

ven and request him to purchase Two Hundred Barrells of Flour, for this Committee & that Mr John I. Clarke the Treasurer pay to Mr Hezekiah Sabin Junr who will soon be in this Town the Sum of Four thousand six hundred Dollars to purchase Beef, Poark, Beans & Flour & that he purchase the above articles on the best terms he can.

Voted. That this Committee approve of the order on Stephen Hopkins Esqr in favour of Nicholas Brown Esqr & Jos Brown for three Thousand Dollars, Dated the 17th of this Instant. ²

Reckoning 29/

Meeting adjourned to Wednesday evening –

1. Journal R.I. Frigates, RIHS.

2. This order, dated merely "Providence Feby. 1776," is in the Nicholas Brown Papers, JCBL.

Newport Mercury, MONDAY, FEBRUARY 19, 1776

Newport, February 19.

Last Wednesday [February 14] an armed schooner from Boston, arrived in this harbour, and immediately proceeded up the Bay to Capt. [James] Wallace, who lay near Hope; the next day the whole ministerial fleet moved to the upper part of Prudence, where, on Friday, they landed a number of men, who attacked and took a WINDMILL, on which they hoisted a flag by way of triumph, and then burnt the mill and 4 or 5 other buildings. – Prudence had been evacuated some days before, and all the live stock carried off, but 'tis feared they found a considerable quantity of potatoes, which had been left behind in cellars and holes, on account of the severity of the weather. All the fleet came down to this harbour on Saturday evening.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Lunae, A.M.

Feb. 19th, 1776.

Colonel [Alexander] McDougall informed the Congress that Major Genl [Charles] Lee had ordered Capt. Silleck [Simeon Sellick], in an armed vessel, of Connecticut, down here with provisions; that the said vessel is without gunpowder, and that Genl. Lee requests that a 100 weight of gunpowder may be delivered to Capt. Silleck for the use of said vessel.

Thereupon an order was given for his use in the words following, to wit:

At the request of Major-Genl. Lee, communicated by Col. McDougall,

Ordered, That Mr. Norwood, Commissary of Stores for this Colony, deliver to Capt. Silleck 100 weight of gunpowder, for the use of an armed tender (belonging to the Colony of Connecticut,) under his command.

1. *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York, 1775-1776-1777* (Albany, 1842), I, 310. Hereafter cited as *New York Provincial Congress*.

New-York Gazette, MONDAY, FEBRUARY 19, 1776

New-York, February 19.

We hear from Elizabeth-Town, in New-Jersey, that on Monday the 12th inst. Intelligence arrived in that Town about 11 o'Clock at Night, that the Man of War, Transports and Tender, which fell down the Day before from the Harbour of New-York to the Watering Place, with 200 Marines on board, intended to commit Depredations on Staten Island, and furnish themselves with live-stock; General [William] Livingston ordered 300 of the Militia to march forthwith to prevent the intended Robbery; and having dispatched the necessary Orders, and a Party to reconnoitre the South Side of the Island, and to procure all possible Intelligence of the Motions of the Enemy, marched himself about three in the Morning. The several Detachments met at Ward's, in Sight of the Light-House, and were there joined by a Company of Light-Horse, under the Command of Captain Blanchard, but learning that the Fleet had left the Hook the Day before, the greater Part of the Troops, still on their March were ordered back, and a proper Number directed to guard the Coast, under the Command of Col. Thomas (lest the Departure of the Enemy might prove a Feint) to give constant Notice of their Return.¹

His Majesty's ship the *Phoenix* of 40 Guns, Capt. [Hyde] Parker [Jr.], sailed for Sandy-Hook last Saturday Morning; and about 2 o'Clock the same Day Capt. Vandepot [George Vandeput], in the *Asia*, of 64 Guns, got under sail, in Company with the Ship *Dutchess of Gordon*, a ship loaded with salt, and two sloops (the three latter seized by the men of war) but it being half flood, the *Asia* got aground off Whitehall, and did not float till near High-Water. She now lies in our Bay, with the *Dutchess* and her Prizes.

1. This alarm was occasioned by the departure of General Henry Clinton in the *Mercury* and the transports under convoy.

MAJOR GENERAL CHARLES LEE TO GEORGE WASHINGTON¹

[Extract]

New York Feb'y the 19th 1776

The Ships of War which were here have been frighten'd away – the *Asia* lies between Nutters and Bedloes Island – the *Dutchess of Gordon* with his Excellency Governor Tryon is under her stern – the *Phoenix* is station'd a league below the Narrows – the *Mercury* and General Clinton must inevitably fall into the hands of our Fleet, unless They are fast asleep – We have taken strong hold of Hell Gate – so that the passage betwixt Long Island and the Continent is absolutely blockd up to the Enemy –

1. Washington Papers, LC.

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

February 1776

Moor'd in Graves End Bay²

Monday 19th

AM Clear'd Hawse and Exercized Small Arms. Read the Articles of War &ca to the Ships Company.

Modt Breezes & Clear. PM fir'd Several Shott at Vessels going up to Town and Brought them too.³

1. PRO, Admiralty 51/693.
2. The *Phoenix* had left the East River on February 17, and dropped down through the Narrows, reaching Gravesend the same afternoon.
3. The journal does not record that one of these vessels, the *York*, David Collins, master, in ballast, was seized as a prize, Shuldhams's Prize List, April 24, 1776, PRO, Admiralty 1/484. The journal does record, however, on February 26, "Sailed hence the *York* Sloop," probably for Boston.

CONTRACT OF SILAS DEANE AND OTHERS WITH THE SECRET COMMITTEE OF
THE CONTINENTAL CONGRESS¹

Be it remembered that it is agreed by and between John Alsop, Francis Lewis and Philip Livingston of the City of New York – Merchants and Silas Deane of the Colony of Connecticut, merchant – and Robert Morris of the City of Philadelphia, merchant, of the one part, and Samuel Ward, Benjamin Franklin, Thomas McKean, Joseph Hewes, Josiah Bartlett and Robert Alexander Esqrs, members of the Committee of Secresy appointed by the Hon. Continental Congress of the Thirteen United States of North America, of the other part as follows – to wit.

That the sum of 200,000 Dollars, continental money now advanced and paid by the said Committee of Secresy to the said John Alsop, Francis Lewis, Philip Livingston, Silas Deane and Robert Morris, shall be laid out by them in the produce of these Colonies and shipped on board proper vessels, to be by them chartered for that purpose, to some proper port or ports in Europe (Great Britain and the British Isles excepted) and there disposed of on the best terms. And the neat proceeds of such cargoes laid out in such goods, wares or merchandise as the said Committee of Secresy shall direct and shipped for the said United Colonies to be landed in some convenient harbor or place within the same and notice thereof given as soon as conveniently may be to the said Committee of Secresy.

For which the said John Alsop, Francis Lewis, Philip Livingston, Silas Deane and Robert Morris shall be allowed five per. ct. for purchasing the cargo here; and also to such of said contractors as shall go personally to Europe to execute and superintend this business – exclusive of the charges of selling the produce and manufactures of the Colonies, to be exported as aforesaid, and for shipping the remittances, besides the duties, a clear commission of five per. ct. on the original cost of such remittances in Europe, the said United Colonies running the whole risk of the said adventure, being for their benefit and advantage, and also insuring such vessels against all British seizures and capture.

Witness our hand this 19th day of February in the year of our Lord, one thousand seven hundred and seventy six, at Philadelphia –

Witness, John Legg.
John Alsop for self and
Philip Livingston

Samuel Ward
Benjamin Franklin
Thomas McKean

Francis Lewis
Robert Morris
Silas Deane

Joseph Hewes
Josiah Bartlett
Robert Alexander.

1. "The Deane Papers," *Collections of the New-York Historical Society for the Year 1886*, I, 117-18. Deane was Congressional envoy to Paris.

JOSIAH BARTLETT TO JOHN LANGDON ¹

[Extract]

Philadelphia Feby 19th 1776

Dear Sir Yours of the first Inst is now before me, and would inform you, that the Marine Committee look on you as fully authorised, to Build the Ship to be Built in New hampshire and finish her fit for the Sea; if any thing is wanted that you Cannot procure, they Expect you will Give them timely notice: The Draught is Sent forward & you will no Doubt receive it before this Comes to hand; I Enquired Concerning the length and Bigness of Cables & weight of anchors, but the Committee has not Determined on it: Govr [Stephen] Hopkins Says he told their Contractor that the Cables must be fifteen Inches, & 120 fathoms Long at least, and had Sent them the Dementions of the *Pallas* frigate as a rule for the masts & yards of the 32 Gun Ships; However the Committee advised to apply to the Comissioners for Building the Ships in this City, to know their Determination on those articles which as Soon as I can procure I will Send you.

The Marine Committee have given me an order in your favor, for twenty Thousand Dollars, which I was to have Sent by a man who is to take some money for the Ships to be built in Massachusetts, But as you inform me, you have Drawn one and are likely to Draw more orders here, I Believe I Shall not Send the whole by that oppertunity.

In Yours of the 29th ulto you informed me that Col Willm Whipple was to Set out for this place the then next week, and in Consequence I now look out Sharp for him, & hope he will be here this week, as I am Extremely anxious not only for his Assistance but to be informed of what nature the Difficulties are which you say have u[n]accountably turned up in regard of the Civil Government of the Colony, what you have hinted, has Given me vast uneasiness and Could wish you had mentioned the particular Difficulties, for I am greatly at a loss to Guess at them: . . .

General Lee is ordered for Canada & Schuyler to New York, Col Dickenson [Philemon Dickinson] was Countermanded Just as he was on the march, hearing that Clinton had Sailed. The Common opinion here is, that Comissioners are Coming from England to treat with the Congress, I think it not unlikely, but fear no good will accrue to the Colonies from that measure, if no hurt I shall be glad: Dr [Benjamin] Franklin, Mr Chace [Samuel Chase] & one Caryl of Maryland ² are going as Deputies from the Congress to Canada. As to an agent being appointed in the Several Colonies, I Believe it will be a useful Expedient for the Continent, But as yet nothing is Done about it in any of the Colonies when any thing of that Kind is Done by the Congress in any of the Colonies I will take Care that the same be Done for us, and make no Doubt you will be appointed, But think it not proper to

move it till I See a proper time and things ripe for it. at this time I am Sure it would answer no good end.³

1. Captain J. G. M. Stone Private Collection, Annapolis. Letter continued February 21, 1776. Bartlett and Langdon were New Hampshire delegates in the Continental Congress.
2. Charles Carroll of Carrollton.
3. Continental agents to handle imports, exports and prize matters.

MINUTES OF THE BALTIMORE COMMITTEE¹

At a Meeting of the Committee Monday 19 Feby 1776

Permission is granted to Capt Jesse Harding of the Schooner *Jenny* to load with Flour for Falmouth in New Engl^d also to the Brig *Rogers* address to Capt Geo Woolsey to load with Produce on the Publick Account –

Application being made by Mr Solomon Allen for Liberty to load Flour in the Sloop *Sarah* Zephaniah Sheperdson Master, agreeable to a Certificate from Governour [Nicholas] Cooke of Rhode Island, which he produced to the Committee, the Permission therein specified was granted –

1. Baltimore Committee, LC.

RECEIPTS RELATING TO THE MARYLAND SHIP *Defence*¹

[Baltimore]

Recd Feby 19. 1776 of Capt James Nicholson on Accot of Ship *Defence* Twelve Shillings for James Bennet for 2 days Work on the Board at the Rigging—

£ 12/.

Jean Bennet

Recd Feby 19. 1776 of Capt. James Nicholson on Accot Ship *Defence* Nineteen pounds Eighteen Shillings & Six pence for the Work of Seven Carpenters thirty five Days & Seventeen days Work on the Barge—

£ 19.18.6

Joseph Caverly

1. Account Book, Ship *Defence* Papers, MdHS. A small representative group from the many receipts relating to the *Defence* has been selected for inclusion in this Volume.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY¹

[Williamsburg] Monday 19th February, 1776.

A Letter to the comm'ee of Northampton county, requesting them to employ at the public Expense one light, swift sailing vessel, to ply on and off the capes, and give Intelligence to the Philad'a Fleet of the strength of the British navy now here, and to continue the same 10 or 12 days.

1. *Journal of the Committee of Safety of Virginia From February 7, 1776, to July 5, 1776, Calendar of Virginia State Papers* (Richmond, 1890), VIII, 89, 90. Hereafter cited as *Virginia State Papers*.

JOHN PAGE TO RICHARD HENRY LEE¹

Dear Sir

Wmsburg Feby the 19th 1776

I am extremely obliged to you for your kind Concern for my Health – If you were alarmed at the Report of the Arrival of the *Roebuck*

you have much more Reason to be so now when you are told of the Arrival of another Ship of War with a Transport – Col. [Patrick] Henry had certain Information of this Yesterday – they arrived in Hampton Road on Saturday, & we are still ignorant who they are or what Force they bring – & what is worse Sir, we have not a Force sufficient to oppose them if they have not brought a single Soldier – for the 5 Men of War now here are able to land 6 or 700 Sailors & Marines exclusive of the Tories & Negros Ld Dunmore can furnish – & we have not 300 Men at Hampton – not 100 at York, nor 300 in this City – & the Country People & Militia are not only without Arms, but are lulled into a Stupid Security by the Tales which flatter them with Peace –

I moved on the arrival of the *Roebuck* that the Neighbouring Militias should be ordered to hold themselves in Readiness to march at an Hours Notice – that such Companies of Regulars as were compleated should be ordered to this Place, & that all of them should repair with the utmost Expedition to their Rendesvous but the Committee thought these Things quite unnecessary & only gave a Common Order appointing Places of Rendesvous, & allotting Regiments & Officers, which indeed ought to have been done long ago – I moved too, with the like Success, that the Sum of 40 Pounds should be paid to — Bucktrout for his Ingenuity in constructing & to defray the Expence of erecting a Powder Mill & to enable him to prosecute his Plan of working up the Salt petre which may be collected in the neighbouring Counties, with his Hand Powder Mill now at work in this City – The President, altho' I told the Committee I would engage to make 100 lb of Powder pr Day with it & endeavoured to shew the Necessity of encouraging such a Work, declared that in his Opinion it was a Bauble & 5 Members were of Opinion that it was not worth the Reward I proposed. I was ashamed for the Committee & very much hurt to find that my Recommendation of a Machine which I understood perfectly & had seen tried, & of a Man whose Ingenuity I had before produced Proofs by shewing Powder of his Making & proving its Excellence by actual Experiments, had not the least Weight of this Com: – This Mill Sir alone well attended might supply a great Part of our Country with Powder – I shall do all I can to encourage the Man to go on with his Work. I think private Subscriptions til the Convention meets may enable him to be Very serviceable – The Com: indeed on finding that many People in Town entertain an high Opinion of this Mill, begin to appear willing to give some kind of encouragement to it – I have scribbled with great haste in a cro[w]d so I hope you will excuse my Scrawl

I think it absolutely necessary to follow your Advice respecting our Philada Fleet – I am Much pleased with your sending the Express – I am called to the Committee, where they are to consider a Letter from Ld D – I will let you know by my next Opportunity the Result of our Deliberation I am yrs

John Page

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN JAMES MONTAGU,
H.M.S. *Mercury* ¹

By Andrew Snape Hamond Esqr Captn &ca

You are hereby required and directed to carry into execution such part of Vice Admiral Graves order of the 12th of January to Captain [Alexander] Graeme (a copy of which you will herewith receive) that is not already executed; and also to observe and follow all those general orders and Instructions which you received from Admiral Graves, whilst Captain of His Majesty's Sloop the *Kingsfisher*.

Given under my hand on board his Majesty's Ship the *Roebuck* off Norfolk in Virginia the 19th Febr'y 1776

A S Hamond

1. Hamond Papers, Orders issued, UVL.

JOURNAL OF THE SOUTH CAROLINA PROVINCIAL CONGRESS ¹

[Charleston] Monday, February 19, 1776.

Ordered, That letters be forthwith written, by different conveyances, to the Continental Congress at Philadelphia, acquainting them with the present situation of affairs in this colony, and the recent alarming intelligence we have received from Georgia, of the hostile armament collecting at Cockspur.

1. *Extracts from the Journals of the Provincial Congress of South-Carolina. Held at Charleston, February 1st, 1776* (Charleston, 1776), 44-49. Hereafter cited as *Provincial Congress of South Carolina* (copy in Rare Book Division, LC). The *Extracts* were published in 1960 by the South Carolina Archives Department under the editorship of William Edwin Hemphill.

GOVERNOR SIR JAMES WRIGHT TO JAMES EDWARD POWELL ¹

[Extract] *Scarborough* at Cockspur, Feb. 19th, 1776

Sir: Yesterday I received yours enclosing a letter from the Congress to the gentlemen of the Council in answer to what I wrote them, and desired might be communicated to the Congress and people in general. This letter I cannot consider as an answer to mine, as they have not taken any notice of the most serious part, with respect to themselves and the Province; but if they will not be their own friends, the Province will blame them and not me, who thro' friendship put it in their power to be happy. . . . I am, with perfect esteem, Sir [&c.]

J. Wright. ²

1. Allen D. Candler, comp., *The Revolutionary Records of the State of Georgia* (Atlanta, 1908), I, 106-07. Hereafter cited as Candler, comp., *Georgia Records*. Sir James Wright was governor of Georgia. Powell was president of the Georgia Provincial Congress.

2. *Ibid.*, Powell delivered this letter and Captain Barkley's (next entry) to the Georgia Council of Safety on February 21.

CAPTAIN ANDREW BARKLEY, R.N., TO GOVERNOR SIR JAMES WRIGHT ¹

Sir: Scarborough [at Cockspur] Feb. 19, 1776.

Having represented to your Excellency upon my arrival here, that I was very desirous of having a free intercourse between his Majesty's ships under my command and the Town of Savannah, and desiring at the same time, I might be supplied with provisions, and other necessaries, by paying the market price for the same, which I had great reason to expect in any part of his Majesty's dominions.

I beg leave to acquaint your Excellency that I have received a letter from Savannah signed by Archibald Bulloch, a copy of which I herewith enclose you, and the manner of intercourse mentioned therein between the Town and King's ships, I can by no means accept of.

I beg your Excellency will make the Town acquainted therewith.

I have the honour to be [&c.]

And. Barclay.

1. Candler, comp., *Georgia Records*, I, 107.

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

February 1776

River Savanah Georgia

[Monday] 19

Long boat watering

first part fresh breezes middle & latter with drizzling rain at 2 P M came in a Sloop tender from Cape Feare, which brought Intelligence of Waldrons pilot boat being taken which was Employ'd in the Rebell Service at Charles Town ²

1. PRO, Admiralty 51/968.

2. This was the pilot boat *Hawke*, Captain Joseph Vesey, which had taken Captain Robert Cochran to Philadelphia in his search for recruits for the South Carolina navy. On the return voyage, with Christopher Gadsden as a passenger, the *Hawke* had been run ashore on the North Carolina coast, where crew and passengers made their escape. The pilot boat was hauled off by the enemy.

20 Feb.

JOURNAL OF H.M. SLOOP *Hunter*, CAPTAIN THOMAS MACKENZIE ¹

Feb 1776

Remarks &c at Quebec 1776

Tuesday 20

am Men from each Company of the Navy Battallion hauling up the *Lizards* Boats was held a Garrison Court Martial on the Drummer of the *Lizard* for breach of Trust

Fresh Breezes with Snow at 7 pm the Alarm was given for a Body of Men being seen advanceing to the Walls between Fort St Louis and Cape Diamond the different Companies of the Navy Battallion got under Arms but found Every thing quiet returnd back in an hour the Rebels burnt most of the Remaining Houses in St Johns

1. PRO, Admiralty 51/466.

RICHARD BULKELEY TO JAMES LAW¹

Sir.

Secys Office Halifax 20th Feby:1776

I have receiv'd your letter with the Estimate for repairing the Barracks at Cumberland which I have communicated to the Governour & General.

We have certain intelligence that the Rebels have miscarried before Quebec, and that their General has been kill'd General [Charles] Lee has been detach'd to the Southward with 3000 Men, & their Army near Boston is now on the Defensive.

I am surpris'd at the folly of those people in your County, who have shewn such a Forward disposition to favor the Cause of Rebellion. The Governour expects that the King's faithfull Subjects will shew themselves firm on this occasion, and will not suffer themselves to be terrified by the insolence & threats of these people, and further that they will exert themselves to apprehend all such persons, as shall be guilty of any Acts contrary to Law & their duty as Subjects favouring the designs of Rebellion, so as that they may be brought to Justice.

I am &c
Rich^d Bulkeley

James Law Esqr Cumberland.

1. Council Letter Book, 235, N.S.Arch. Bulkeley was secretary of the Nova Scotia Council.

DEPOSITION OF JEREMIAH WARDWELL¹

The Deposition of Jeremiah Wardwel of majerbigwaduce being of Lawfull age testifies and Says that I the deponant did on or about the 12th day of September in the year 1775 Sale from Said majerbigwaduce in the Sloop *Trythena* Laden the Cordwood for piscataqua in order to procure Stoores and upon our Returne on the 30th day of the same month was taken by a man of war (viz) the *Livle*² and finely Lost Vessel and Effects the Vessel was when taken about 7 years old had 2 Cable and anchers Secont Sute of Sales about halfe worne Verey good standing Rigin had on bord that belonged to my fathe[r] – daniel wordwel about Sixty Dollers worth of Stors there was Leather Cash and Nails on bord said vessel when taken about thirty three dollers worth that belonged to the Inhabetants of said majerbigwaduce Said Vessel is burdened 63 tuns

Jeremiah Wardwell

Colony Massachusetts Bay Feby 20th 1776

Jeremiah Wardwell made solemn Oath to the truth of the above Before John Taylor

Justice Peace thro the Colony.

1. James Phinney Baxter, ed., *Documentary History of the State of Maine* (Portland, 1910), XIV, 335. Hereafter cited as Baxter, ed., *History of Maine*.

2. H.M.S. *Lively*, Captain Thomas Bishop. Her log for September 30, 1775, makes no mention of any prize being taken. The *Lively* at that time had under convoy a number of vessels wooding in the mouth of the Penobscot.

STEPHEN HOOPER TO COATES & REYNELL, PHILADELPHIA ¹Esteem'd Friends }
Reynell & Coates }

Newburyport Feby 20th 1776

Since my last of the 13th Instant, I have received your Favour of the 6th Instant & duly Observe your Uneasiness, at my Limitation of the Price of the Purchase of the *Daltons* Cargoe, however I hope its will prove no Disadvantage in the End, as its highly probable to me that the *Dalton*, will proceed to Europe, in which Case the Purchase you would have made, must have lain on hand, as the Plan I am about to pursue in the *Dalton*, requires the best of Flour, & in Small siz'd Cask, which hope 'ere this, you have been allowed to purchase, as I confess I shall be rather disappointed, if she is to proceed home, – the price of Exchange is agreeable, & hope 'ere this you have embraced the Opp [ortunit]y of selling it at 75 p Ct – I am sorry to find you cannot obtain Surrinam Molasses on my Terms as I wanted it much but the Difference of price, with the Addition of a Commission of 5 p Cent will not Answer, therefore would have you Ship me, as much as you can of [William] Willcombs Cargoe, by the two Oppys mention'd in my former Letters, & by as many others as you can find, tho' should the *Dalton* return, she will bring the most of it after Coffin & Lunt have taken 20 Hh'ds each – which they agreed to – I observe you had rec'd Wm Fowles Draft on Melcher Keener, & that you had forwarded the same for payment, & hope your Next will Inform of its Event – I am much obliged for your kind Advice relative to the Arrival of Capt [Thomas] Mason, with Articles so Assentially necessary for our safety & Defence, however I hope with you the Unhappy Unnatural War, may be speedily finished, without any more loss of Blood – I have duly advised our Friend [William] Wyer the Paragraph in your Letter, & I expect he will be with you soon after Rect of this Letter, as he has Advice of the Arrival of his Schooner, which he intends freighting to this Place. – & I expect to have 20 Hhds Molasses Ship'd on Board her – I have also agreed with him in case the *Dalton* proceeds to Europe, & Capt [Eleazer] Johnson declines going in her, for him to take the Command, & proceed the Voyage, – I am fully of your oppinion, that the Speculation of my Friends the Tracys, in directing the Whartons to ship so much Molases will have an immediate Effect on the Markett, & I doubt not it will rise 2/, p Gallon, & should that be the case & the *Dalton* proceeds forward to Europe, would have you dispose of Willcombs Cargoe, except 80 Hhds which I hope to obtain Oppy for to this Port – I have the pleasure to advise you of the safe Arrival of Enoch Coffin, in Seven days from Reedy Island; he has deliver'd the Bran in good order, & the Tobacco, also, for which am obliged, & I hope my next will furnish Advice of [Benjamin] Hill Arrival, which will compleat the Arrival of our Little Fleet, which Sail'd in the Early part of Winter – since my last (the Privateer mention'd to you in my former Letters) fix'tt out of this Place, has returned here, with a fine new Snow of 180 Tons from White Haven, Laden with Coals, Oatmeal & a Small Quantity of Porter, she had been 16 Weeks on her Passage, wh[en] she was Taken ² – We

are in daily expectation, from the Preparations mak[ing] at Cambridge, of an Attack upon Boston, which must cause much Bloodshed on both Sides – the Necessity of this Step, I submit to abler Politicians, but surely it does not forebode a Reconciliation, wch appears to me most Salutary, for both Sides – Please to inform Capt Johnson if he is with you, that his Family is well, & that I intend writing him p Capt Wyer, who setts off[f] in a Day or Two – I am your Esteem'd friend

[P. S.] I shall not have Occasion for any more Tobacco –

1. Feinstone Collection, DLAR.

2. The ship *Jenny*, William Wood, master, taken by the Massachusetts privateer brig *Yankee Hero*, Thomas Thomas, commander.

JOURNAL OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES ¹

[Watertown] Tuesday, February 20, 1776.

The Secretary came into the House and said,

Mr. Speaker, I am directed by a Major Part of the Hon. Council to inform this House, that they have consented to the enacting of the following Bills, *viz.*

An Act for encouraging the fixing out of Armed Vessels, to defend the Sea-Coasts of America, and for erecting a Court to try and condemn all Vessels that shall be found infesting the same.

1. Journal of the House of Representatives, Mass. Arch.

COLONY BOND FOR THE MASSACHUSETTS BRIG *Yankee Hero* ¹

1776 *Yankee Hero*, Armed Vessel. Tons; 120: Guns, 14: Man, 40.
Feb. 20 Commander; James Tracy.

Bond: Colony, £1000.

Bonders: James Tracy, Jonathan Jackson, Nathaniel Tracy and John Tracy, merchants of Newburyport; Joseph Lee, merchant of Marblehead.

Owners: Not stated.

Witnesses: Enoch Titcomb, 3d, William Ames

1. Mass. Arch., vol. 7, 341. An abstract taken from the bond.

MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK ¹

[Extract]

Albany Feby 20: 1776

It never entered into my Thoughts to build Gondola's on Lake Champlain, as I well knew that they could not without great Danger If at all, be got into the St Lawrence. Altho' we have very good Ship Carpenters here, Yet none acquainted with the Construction of Gallies. It will therefore be proper to send a few Good Hands from Pennsylvania, as none are to be had in Canada, these ought to be sent immediately. Altho' no Pitch, Tar or Oakham can be sent on until Hudson's River opens, For these Articles I shall apply to the New York Convention. –

1. Papers CC (Letters of Major General Philip Schuyler), 153, I, 544–50, NA.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Martis, 10 HO. A.M.

Feby. 20th, 1776.

A letter from Major-Genl. Lee of this day was read and filed, and is in the words following, to wit:

New-York, 20th Feb. 1776.

Sir – I am just informed that the *Asia* and *Phoenix* have seized several provision vessels from the Jerseys. I must submit it to the Congress whether the compact is not to be considered as broke, and whether it is not our duty to withhold all further supplies. For my own part, the measure of suffering ourselves to be plundered, and at the same time feeding our plunderers, appears a degree of lowness of spirit which reflects dishonour and must encourage the enemy still to take greater liberties.

I am, sir [&c.]

Charles Lee.

To Col. Woodhull, Prest. of Provincial Congress.

A draft of an answer to Major-Genl. Lee, was read and approved of, and is in the words following, to wit:

In Provincial Congress, New-York, Feb. 20th, 1776

Sir – Your favor of this morning has been considered by Congress, and they are of opinion that it is totally impossible to prevent the *Asia* and *Phoenix* from supplying themselves with provisions. They have received information that the seizing of the vessels from the Jerseys is occasioned by the supplies from the agents in town being stopped, and are apprehensive, if it be continued, that the town will be reduced to the utmost distress. While the navigation of Hudson's river is obstructed by the ice, our principal dependence for corn, provisions, fuel and hay, is from Connecticut and the Jerseys; an embargo prevents the supplies from the one, and if we provoke the captains of the ships of war, by way of retaliation to prevent them from the other, the inhabitants will not only be destitute, but our commissary will be incapacitated from procuring the necessary supplies for the army now in town. You will please to consider that the ships of war have it in their power to seize all the provisions that they may find afloat, by which means they will have an opportunity of supplying the enemy at Boston.

By order.

Major Genl. Lee.

Ordered, That a copy thereof be engrossed, and signed by the president and transmitted.

1. *New York Provincial Congress*, I, 312.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Tuesday, February 20, 1776

The Congress took into consideration the report of the Committee on the ways and means of procuring cannon:

Resolved, That two hundred and fifty twelve pounders, sixty nine pounders, and sixty-two four pounders, be purchased for the use of these colonies:

That the Committee appointed on the ways and means of procuring cannon, be empowered to purchase or contract for making the same:

That a new member be chosen and added to the committee:

The member chosen, Mr. William Livingston.

The Congress being informed that a quantity of powder, belonging to the United Colonies, was arrived at [New] Brunswick, in New Jersey.

Resolved, That Mr. [Francis] Lewis, Mr. [John] Alsop, and Mr. P[hilip] Livingston, be directed to forward the said powder, under a guard, with all possible expedition, to General Washington, for the use of the army under his command.

1. Worthington C. Ford, *et al.*, eds., *Journals of the Continental Congress, 1774-1789* (Washington, 1904-1937), IV, 161-63. Hereafter cited as Ford, ed., *JCC*.

DIARY OF RICHARD SMITH ¹

[Philadelphia] Tuesday 20 [February]. [Samuel] Chase drew a Form, which I altered, for disposing of the Ship *Blue Mountain Valley* and her Cargo, no Judge of the Admiralty being yet appointed in New Jersey, this Matter was debated & the Necessity of taking the whole Government from the Kings Substitutes ² was descanted upon and postponed -

1. Richard Smith's Diary, LC. Smith was a New Jersey delegate in the Continental Congress.

2. Colonial Admiralty Courts.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 20th Feb'y, 1776.

Resolved, That Mr. Sam'l Morris, jun'r, waite on Mr. Wm. Richards, Capt. [Nathaniel] Falconer, & Capt. [Thomas] Reed, and inform them they are (with any other person they may fix on) appointed a Committee to fix proper signals in the River and Bay of Delaware, to give the most speedy intelligence of any Enemy Ships that may arrive at or within the Capes of Delaware.

That the said Committee appoint James Maul with his Boat, to such station as they may think will best answer the purpose of Intelligence.

Resolved, That Commodore [Andrew] Caldwell immediately call together all the officers of the Provincial Armed Boats, fully consult them, & make such arrangement of officers to the different Boats most agreeable to

each other, and to the service in general, and to make a report to this Board of said arrangement, as also of what repairs &ca, are wanting to the respective Boats.

Resolved, That Mr. [John] Nixon, Mr. Owen Biddle & Mr. [Daniel] Roberedeau, employ Wm. Robinson & Benj'n Worrel, as Master Workmen, to erect Barracks on Liberty Island for five hundred Men, agreeable to a plot to be delivered them, who are to employ a sufficient number of Carpenters under them to effect the said work in as short a time as possible.

Resolved, That Jacob Myers be appointed Armourer to the armed Boats and Vessels, and to be employed at Fort Island.

1. *Pennsylvania Colonial Records* (Philadelphia and Harrisburg, 1851-1852), X, 489, 490. Hereafter cited as *Pennsylvania Colonial Records*.

JOHN PAGE TO RICHARD HENRY LEE¹

Dear Sir –

Williamsburg, February 20th, 1776.

I have just received yours of the 15th instant, and have snatched a moment to write a few lines in answer to it. I approve much of your plan of publishing the hand-bill, and would, before this, have executed it, if my indisposition and Mrs. Page's illness, added to an incessant round of business, had not prevented me.

The method you mention for removing the spikes from cannon, is certainly good; but it is said the cannon at Norfolk are rendered useless, by being broken at their trunnions and buts. I will endeavour, sir, to prevail on our committee to send you regularly authentic accounts of every material occurrence here, and of the state of the enemy's strength. I wrote you yesterday an account of the arrival of another man of war, and a transport or two; this report has not been contradicted, nor have we yet heard from whence or what these ships are. Captain Hammond of the *Roebuck*, we are well assured, has behaved with great politeness and humanity to several of our people. Lord Dunmore had written a letter to Colonel [Richard] Corbin, in which he offers to go to England to negotiate peace; he professes the warmest attachment to this country, and says that he lays hold on the last sentence in the king's speech, to offer his services to procure a lasting, speedy, and honourable accomodation. No one, but Lord Dunmore, could have applied that sentence in the manner he has. I will send you a copy of the letter by the post. Colonel Corbin laid the letter before the committee of safety, and received a letter from the committee, which I will also send you. In it we told the colonel, that we were neither empowered nor inclined to intermeddle with the mode of negotiation; that we looked to the Congress for the management of this important matter; but added, we would lay his letter before the assembly, which is to meet on their adjournment, and that Lord Dunmore might manifest his good intentions by suspending hostilities. Colonel Corbin set out this morning to Hampton, with orders to Colonel [William] Grayson to send him with a flag of truce to Lord Dunmore. We gave him to understand, that his lordship should deliver up the slaves now with him immediately. The old gentle-

man went off in great hopes of procuring a month's truce at least, and seemed determined to give Captain Hammond a true statement of Lord Dunmore's conduct. Since writing my letter of yesterday, the committee have ordered down the saltpetre which had been sent to Petersburg, to be worked up by Buckstrout. I hope from this that they will at length encourage him, and enable him to carry on the manufacturing of gunpowder to a considerable extent. The report of the burning of Portsmouth was entirely without foundation. I am, dear sir [&c.]

John Page.

P.S. I think you had better attend the Assembly. You will be more wanted here than at the Congress.

J.P.

To Richard Henry Lee, Esq. of Chantilly.

1. Richard H. Lee, *Memoir of the Life of Richard Henry Lee and his Correspondence* (Philadelphia, 1825), II, 199, 200. Hereafter cited as Lee, *Lee Memoir*.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN ALEXANDER GRAEME,
H.M. SLOOP *Kingsfisher*¹

By Andw Snape Hamond Esqr &ca

In consequence of a letter from Captain George [*sic* James] Montagu of this date acquainting me of his being appointed by Admiral Graves to command his Majs Ship the *Mercury*, and beging I will be pleased to give an order to discharge the Men named in the Margin from his Ms Sloop the *Kingsfisher* into her, You are hereby required and directed to Discharge them into the *Mercury* accordingly, taking care to comply with late Act of Parliament.

Given under my hand on board his Majs Ship the *Roebuck*
off Norfolk in Virginia the 20th Feby 1776

1. Hamond Papers, Orders issued, UVL.

London Chronicle, SATURDAY, APRIL 13 TO TUESDAY, APRIL 16, 1776

Norfolk, February 20.

In my last I acquainted you with the destruction of the greatest part of Norfolk by the Shirtmen, on the 1st of January; they continued plundering and destroying until the 6th inst. when, at four o'clock in the morning, a signal was made, every house from Mr. Farmer's plantation, tan-works, wind-mills, church &c. were set on fire, and so quick you could not tell which began first. The people are in great distress; they are driving them all up to the back country; and they intend serving all Norfolk county, Princess Ann, and the lower part of Nancymond in the same manner.

The Shirtmen remain at Kemp's Great Bridge, and Suffolk, and stop all provisions coming to the shipping. If troops do not soon arrive, this part of the country will be in a most dreadful situation. Capt. Chesholm and family have lived in a tent in the woods since New Year's Day. My wife and children stay most of their time with him, but I have never been so far from

the river. Thank God we are all healthy, and have plenty of provisions at present, and are in great hopes of soon having forces to drive those savages into their lurking holes. ¹

1. The letter was addressed "to a Merchant in Liverpool, by the *Friendship*, arrived at Glasgow."

MINUTES OF THE SOUTH CAROLINA COUNCIL OF SAFETY ¹

In the Council of Safety,
[Charleston] Tuesday, Feb. 20th, 1776.

Ordered, That the commanders of the ship *Prosper* and sloop *Defence* to give all necessary assistance by boats and men to Capt. Edward Blake, in order to sink an old sloop as speedily and effectually as possible, in the Marsh channel.

Please to deliver to Capt. Blake, for the use of the navy, ten barrels of flour in your hands belonging to the public. If you have no more than 13 or 14 barrels remaining, you are desired to deliver the whole to Capt Blake.

By order of the Council of Safety.

Henry Laurens, President.

To Aaron Loockock, esq., Charles-Town.

1. *Collections of the South-Carolina Historical Society*, III, 263, 264.

JOURNAL OF H.M.S. *Scarborough*, CAPTAIN ANDREW BARKLEY ¹

Feb'y '76

Moored in Savannah River Georgia. —

Monday 19th AM made the *Tamers* Signal for the Captain, Got the Sloop alongside. Empd in hoisting the water in: Capt'n Barkley, & Major's [John] Maitland, & [James] Grant went up the River to Reconoitre the Town —

Do Wr

PM Empd Clearing the Sloop & stowing the water away.

Tuesday 20th AM Anchd here the *Falcon's* Tender from Cape Fear; Empd as occasion, the Captain & Major's returned.

1. PRO, Admiralty 51/867.

DEPOSITION OF THREE BRITISH ARMY SURGEONS ¹

Antigua.

Be it known unto all Men That on this present Tuesday the twentieth Day of February in the Year of our Lord One thousand seven hundred and seventy six Before me John Wilkins Notary Public by Lawful Authority duly admitted and sworn residing in Antigua, Personally came and appeared Christopher Kelly, William Armitage, and Robert Welford Surgeons Persons worthy of good Credit, who being all duly sworn upon the Holy Evangelists of Almighty God, severally depose and say — That on Wednesday the twenty fifth Day of October last past they sailed, from the Downs by Virtue of an Order from Government, in the Ship *Fanny* Daniel Sinclair Master which said Ship was laden with Porter, Coals, Hospital Stores and sundry other Articles, and bound to Boston for the use of his Majesty's Garrison there. —

That on Sunday the seventh day of January following they discovered land, which they were told was about five Leagues distance to the North West. — That towards noon the following Day it grew calm and a fog came on which continued an hour or thereabouts, and between three and four o'Clock the same afternoon they saw plainly a Building of a Pyramidal form at a considerable distance which they took to be a Light House, and the Captain's Orders being very strict as they understood, they for a great part of the Night kept sailing in two Hours then wore Ship and sailed out again for the same space of time in hopes of meeting with a Man of War or getting a Pilot on board, but could not meet with either. — That on the next Day being the ninth in the Morning the Wind shifted and blew very fresh, and towards noon it became so violent that for the preservation of the Ship and Cargo and their own lives they endeavoured to get out of the Bay as soon as possible which they did in the Evening when it blew a perfect Storm and continued so for some time. — That being under the apprehension of not having sufficient Water to serve them to any of the West India Islands should the Captain be again frustrated in his Attempt to get into Port, and being also at that time actually limited to an allowance of no more than a quart of Water per Day and obliged to catch all the Rain Water they could as it fell from the Clouds, they bore away, and arrived in Basseterre Road, St Christopher's on Monday the fifth day of February following. —

And the said Christopher Kelly and William Armitage speaking for themselves depose and say that on the Day following in the forenoon happening to be at the Tavern commonly known by the name of Stro[torn] Tavern in the Town of Basseterre in the said Island of Saint Christopher's they met with Captain Sinclair, who informed them that he intended to Sail that afternoon for Jamaica, where he meant to dispose of the Cargo he had on board and said he should be answerable to Government for his Conduct in that respect, that in consequence of such his resolution these Deponents must leave his Ship; or else proceed to Jamaica with him where he had no objection to putting them on shore; But farther advised them to go to Antigua where they would meet with a Passage to Boston for a small consideration and might probably go much sooner from thence than from any other place. —

And the said, Robert Welford speaking for himself deposeth and saith that in consequence of the information he received from the before mentioned Deponent Christopher Kelly of the sudden intended departure of Captain Sinclair to Jamaica, he went directly to the Tavern where he met with the said Captain Sinclair, and taking him to one end of the room expressed his Surprize at what he had heard, and asked him if he was really determined not to go to Boston. To which he answered he had formed that resolution and had acquainted the Gentlemen with it, meaning the said Christopher Kelly and William Armitage, and that he should proceed immediately to Jamaica, Whereupon this Deponent then demanded of him what they were to do there, and how they were to be conveyed from thence to Boston; When he replied that our best way was to [hire] a Vessel in St



The YANKEY'S Return from CAMP.

FATHER and I went down to camp,
 Along with Captain Gooding,
 There we see the men and boys,
 As thick as hasty-pudding.

Yankey doodle keep it up,
 Chorus. Yankey doodle, dandy,
 Mind the music and the step,
 And with the girls be handy.

And there we see a thousand men,
 As rich as 'Squire David;
 And what they wanted every day,
 I wish it could be saved.

Yankey doodle, &c.
 The 'lasses they eat every day,
 Would keep an house a winter:
 They have as much that I'll be bound
 They eat it when they're a mind to.

Yankey doodle, &c.
 And there we see a swamping gun,
 Large as a log of maple,
 Upon a ducid little cart,
 A load for father's cattle.

Yankey doodle, &c.
 And every time they shoot it off,
 It takes a horn of powder—
 It makes a noise like father's gun,
 Only a nation louder.

Yankey doodle, &c.
 I went as nigh to one myself,
 As 'Siah's underpinning;
 And father went as nigh again,
 I tho't the deuce was in him.

Yankey doodle, &c.
 Cousin Simon grew so gold,
 I tho't he would have cock'd it:
 It scar'd me so, I shrink'd it off,
 And hung by father's pocket.

Yankey doodle, &c.
 And Captain Davis had a cue,
 He stuck his hand on't.

And stuck a crooked stabbing iron
 Upon the little end on't.

Yankey doodle, &c.
 and there I see a pumpkin shell
 As big as mother's bason,
 and ev'ry time they touch'd it off,
 They scamper'd like the nation.

Yankey doodle, &c.
 I see a little barrel too,
 The heads were made of leather,
 They knock'd upon't with little clubs,
 and call'd the folks together.

Yankey doodle, &c.
 and there was Captain Washington,
 and gentlefolks about him,
 They say he's grown so tarna' proud,
 He will not ride without 'em.

Yankey doodle, &c.
 He got him on his meeting clothes,
 Upon a flapping stallion,
 He set the world along in rows,
 In hundreds and in millions.

Yankey doodle, &c.
 The flaming ribbons in their hats,
 They look'd so taring fine, ah,
 I wanted peckily to get,
 To give to my Jemimah,

Yankey doodle, &c.
 I see another snarl of men
 A digging graves, they told me,
 So tarna' long, so tarna' deep,
 They 'tended they should hold me.

Yankey doodle, &c.
 It scar'd me so, I back'd it off,
 Nor stop'd, as I remember,
 Nor turn'd about 'till I got home,
 Lock'd up in mother's chamber.

Yankey doodle, &c.

Christopher's to convey us to Antigua where in all probability a passage might be got at a trifling expence; that if we pleased he would take us to Jamaica, but as he was determined not to go to Boston, it would be much out of our way, as in that place he should finally set us ashore, that if he took us to Jamaica we should certainly be a fortnight or three Weeks bearing up from thence to Antigua, and concluded by adding that he should be obliged to us if we would go aboard and pack up our Baggage.

And these Deponents further deposing say that they accordingly did pack up their Baggage and got it ashore, and also say that the said Captain Sinclair sailed from thence the evening of the same Day. —

That on Thursday the eighth of the said Month of February they hired a Sloop to bring them to Antigua where they arrived on Saturday the Tenth and on the Day following the Deponent Robert Welford waited upon Vice-Admiral [James] Young Commanding his Majesty's Squadron in these Seas and informed him of the above Circumstances. —

All which Matters and Things being solemnly sworn to by the said Christopher Kelly, William Armitage, and Robert Welford, I the said Notary, Do hereby Certify and make manifest the same. —

In Testimony of the Truth whereof the said Deponents have hereunto respectively set their Hands; And in Faith and Testimony whereof I, the said Notary have hereunto set my Hand and affixed my Notarial Seal at Antigua aforesaid, the Day and Year first aforesaid. —

C Kelly
William Armitage
Rob^t Welford

John Wilkins.
Notary Public.²

1. PRO, Admiralty 1/309.

2. *Ibid.*, Vice Admiral Young sent copies of the deposition to Vice Admiral Gayton and Sir Basil Keith, governor of Jamaica.

21 Feb.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

[Cambridge] Feby 21st

When I began this Letter I proposed to have sent it by Express, but recollecting that all my late Letters have been as expressive of my Want of Arms as I could paint them, and that Mr. [William] Hooper was to set off in a Day or two, I thought it unnecessary to run the Continent to the Expense of an Express merely to repeat what I had so often done before, when I am certain that Congress knowing our Necessities will delay no Time, than can possibly be avoided in supplying them.

My Duty is offered to Congress, and with great Respect and Esteem
[&c.]

G^o Washington

P.S. Hearing of the Arrival of a small Parcel of Powder in Connecticut, I have been able to obtain 3000 Weight of it, which is in Addition to the 60 Barrels before mentioned.

1. John Hancock Papers, III, 160, LC. Continuation of letter of February 18.

JOURNAL OF H.M.S. *Niger*, CAPTAIN GEORGE TALBOT ¹

Febry 1776 At Single Anchor in Cape Cod Harbour
 Tuesday 20th at 2 P M weigh'd and came to Sail empd running out
 of Cape Cod Harbr
 Wednesday 21st 1/2 past 6 A M saw a Sail to the NWt gave Chace, at 7
 observed Do to be one of our Cruizers. at 9 observed a
 Boat to Leeward, fir'd a Shot & brought her too, which
 proved to be People who had made their escape from
 Plymouth Goal, 1/2 past made Sail for Nantasket Road, at
 11 past by His Majesty's Ship *Fowey*, at 12 Anchord with
 the small Bower in 6 fatham Water, found riding here
 H M Ship *Renown* & several Transports.

1. PRO, Admiralty 51/637.

CERTIFICATE OF CAPTAIN JOHN WATERMAN ¹

Nantucket Febry 21. 1776 -

These may Certify that the Schooner *Bonaventure* John Waterman Master
 is bound to Philadelphia in order to Purchase Three hundred barrels of
 Flour one hundred barrels of Bread Thirty Barrels of Pork Two Cask of
 Rice Ten Boxes of Chocolat Fifteen hundred Bushels of Indian Corn, & Ten
 hogshheads Bran all which are wanted for the Internal Uses of the Inhabitants
 of this Island —

Josiah Barker	} Select Men
Shubael Barnard	
Stephen Paddock	
Stephen Hussey	
Richd Mitchel	
Batchr Hussey	

These may Certify that the above named Josiah Barker, Shubal Barnard,
 Batchr Hussey, Richard Mitchel Jr Stephen Hussey, & Stephen Paddock Per-
 sonally appeared before me & Solemnly affirmed that the provisions Specified
 in the above Estimate is wanted for the Internal use of the Inhabitants of
 this Island —

Ebenezer Calef Justice a Peace

1. James Otis Papers, CUL.

"MANIFEST OF SLOOP *Dianna's* CARGO RUFUS POTTER MASR" ¹

1776

Febry 21	40 lb Peruvian Bark	a 30/	£ 60.. —
	30 lb Rhubarb	"	45.. —
	20 Fire Arms	60/	30.. —
	2020 lb Coffee		
	387 lb Cocoa		
	100 lb Black Pepper		
	3 ps Linen		

2 ps Sheeting		
10 dozen Linen Handkfs		
30 quarter Anchors Brandy		
15 Rhms Writg Paper		
200 lb German Steel	3/	30.. —
4500 Needles & 1000 Gun Flints		2..8 —
2800 Gun Powder		840.. —
150 Cartridges fill'd		3.. —
		<hr/>
		£ 1010..8 —

I certify the above to be a true Manifest of the Sloop *Dianna's* Cargo This 21st day of Feby 1776

Rufus Potter

1. Maritime Papers, Manifests, Import Cargos, R. I. Arch.

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

[Providence] Feby 21st 1776

Meeting in being according to adjournment —

Voted. That the sum of Two hundred Ninety two pounds twelve shillings & six pence one farthing L My be paid Messrs Brown & Power out of the Committee's Treasury. —

Voted. That Messrs Jos & Wm Russells Acct amounting to One Hundred & eleven pounds eleven shillings & six pence Lawful Money be paid out of the Committee's Treasury. —

Agreed with Nathl Greene & Comy for the Anchors for the small Ship @ 8d P lb as P Agreement on file. —

Voted. That the Sum of Seven hundred Sixty four pounds four shillings & eight pence L My being the Ballance of John Brown's Acct be paid him out of the Committee's Treasury

Reckoning 33/

Meeting adjourned to Fryday Evening

1. Journal R. I. Frigates, RIHS.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Die Mercurii 10 HO. A.M.

Feb. 21st, 1776.

Mr. [Jacobus] Van Zandt suggested to the Congress that it is absolutely necessary that Andrew Elliott, Esqr., collector of this Colony, have permission to go on board of His Excellency's ship as occasion may require, in order to let the trading vessels of this Colony be despatched, the Governor having refused to sign any papers from the custom-house unless the collector is present.

Ordered, That Andw. Elliot, Esqr. collector of the port of New-York, be, and he is hereby permitted to go on board of His Excellency Govr.

Tryon's ship, at any time at his pleasure, until the further pleasure of this Congress or of the Committee of Safety.

It being suggested to the Congress that His Excellency Govr. Tryon is indisposed and that Dr. Middleton is his physician.

Ordered, That Dr. Middleton be permitted to go on board of the ship in which His Excellency resides, at any time until the further order of this Congress or the Committee of Safety.

1. *New York Provincial Congress*, I, 314-15.

JOURNAL OF H.M.S. *Asia*, CAPTAIN GEORGE VANDEPUT¹

February 1776 Moor'd off Bedlow's Island
 Wednesdy 21 AM sent a Midshipman & 10 Men on board the *Sally* a
 Mercht Ship laden with Salt to go to Boston with
 Musquets, Cartouch Boxes, Cutlasses & 20 days Provisions

1. PRO, Admiralty 51/67.

JOURNAL OF THE NEW JERSEY PROVINCIAL CONGRESS¹

[New Brunswick] Wednesday, February 21, 1776.

A letter from the Right Honourable William Earl of Stirling was received and read, and is in the words following:

New York, 20th February 1776.

Sir: - As the *Asia* man-of-war, with her attendants, have now taken their station in the bay below this city, and the *Phoenix* between the Narrows and Sandyhook, and do take every provision vessel coming from New Jersey; it is become highly proper to prevent any provisions or produce of any kind being shipped from New Jersey to this or any other place whatsoever, while those ships continue in a situation which will enable them to make seizures of them. I have, therefore, General Lee's directions to request, that the Congress of New Jersey will give immediate directions to prevent any provisions or other produce being shipped or sent off from any part of East New Jersey, that can possibly fall into the hands of the enemy.

I am, sir [&c.]

Stirling.

The President of the Congress of the
 Province of New Jersey, at New Brunswick.

The Congress, sensible of the expediency of the above request, do *Resolve*, That provisions and all other kinds of produce of this Colony, be immediately prevented from being sent to New York, or other parts, whereby they must pass New York bay, or the bay between Sandy-hook and Perth Amboy, or Staten Island: And all owners and masters of vessels of every kind, are prohibited from sending any provisions or produce from any part of this Province as aforesaid, until permitted by this Congress.

All County and Township Committees in the Eastern Division of this Province, are hereby directed to be vigilant and active in carrying this resolve into effect.²

1. *Minutes of the Provincial Congress and the Council of Safety of the State of New Jersey* (Trenton, 1879), 378, 380-81. Hereafter cited as *New Jersey Provincial Congress*.
2. *Ibid.*, 392, on February 28 the Provincial Congress being "fully satisfied, that the reason for making such prohibition no longer subsists," repealed the resolution.

JOSIAH BARTLETT TO JOHN LANGDON¹

[Philadelphia] Feby 21st [1776]

last Evening the Secret Committee met, Signed the Contract &c which I shall Enclose to you, they have likewise Drawn an order for the money, which order I have taken and have given my Receipt that I have Recd it for you, but how to Conduct the affair I know not, whether the treasurers, if I should Desire it, will be willing to Deliver me the money as I have no order from you to Receive it I know not and if I Should Receive it without order, and Send it Down & any mishap befall it, I may bring my Self into Difficulty, without any prospect of advantage, How or when I shall have a Safe opportunity to send Down So large a sum as 30,000 Dollars I know not; the man that Mr [John] Hancock Expected is not Come and when he Does I am uncertain whither he will be willing to take Charge of it, I Could wish you had given some more particular orders about the money as I am puzeled how to Conduct for the best. I shall write you again in a few Days. . . .

I Believe it is Certain the British parliament, has ordered all american vessels to be Seized, as you will See by the publick papers, two of the outward bound vessels fitted out by the Secret Committee, for the purpose of necessaries, are taken and Carried into the west Indies, the master of one has got back.² In short we have nothing to Expect from Brittain, but war & Bloodshed, notwithstanding the pretence of sending Comissioners here to treat.

I am this Day informed that a petition to the Congress, is Signing fast by the Inhabitants of this City, for Leave to fit out privateers, and make reprisals on all Brittish vessels, to indemnify them for the Losses they have Sustained by the Depredations of Brittish men of war.³ Indeed it seems very hard that Brittain is Seizing all american vessels and the americans are not permitted to return the Compliment the late measures has I think (Sub rosa) much altered the minds of the people here and in the C[ongre]ss too. Give my Compliments to all Enquiring friends, & believe me [&c.]

Josiah Bartlett

P S by the latest account it seems the parliament has altered their measure of treating, and the Comisrs are to treat with Each Colony Seperate, which will Certainly, and unfailingly, Destroy the whole, for I am Sure no Colony will, at this time, treat Seperately; I think I may venture to Engage for New hampshire.

J: B:

The Invoice of the goods you are to procure with your Contract and the weight of anchors &c I shall send in my next

1. Captain J. G. M. Stone Private Collection, Annapolis. Continuation of letter of February 19.
2. The brig *Greyhound*, Walter Stevens, master, and the ship *Peggy*, Samuel Davison, master.
3. This petition was submitted to Congress on March 1, 1776.

Pennsylvania Gazette, WEDNESDAY, FEBRUARY 21, 1776

Philadelphia, February 21.

The *Antigua Gazette* of Jan. 17 contains the following list of vessels taken and carried into St. Christophers.

Brig *Union*, Alexander Boyd, master, from South Carolina, brought in here by his Majesty's ship *Argo*, William Garnier, Esq; commander, the 18th day of December, 1775; condemned the 2d of January, 1776.

The sloop *Constance*, [John] Dantey, master, from St. Eustatius, brought in here by his Majesty's sloop *Lynx*, Alexander Scott, Esq; commander, 20th December, 1775, condemned the 2d of January 1776.

A Brig from Surrinam bound to America loaden with molasses, taken by his Majesty's sloop *Lynx*, Alexander Scott, Esq; commander, and carried up to Antigua.

Sloop *Charming Polly*, Thomas Truxton master, from New York, brought in here by his Majesty's ship *Argo*, William Garnier, Esq; commander, the 2d of January, 1776.

Sloop *Thomas*, Henry Keel master, from St. Eustatius, brought in here by his Majesty's ship *Argo*, William Garnier, Esq; commander, 4th January, 1776.

JAMES PARKER TO CHARLES STEWART¹

[Extract]

off Norfolk, 21 Feb. 1776.

What was left of Norfolk is now totally destroyed by the Rebels and the inhabitants of that and Princess Anne County ordered away from their plantations. We are informed Sir Peter Parker is on his way out, is to have the command here and convoys out a number of troops their appearance here will soon alter the face of affairs.

Genl. Clinton called at N. York. It seems Gen. Lee was dispatched to the South when they knew Gen. Clinton departure. Lee had got to New York and is expected here. Washington has sent expresses to inform that a number of ships had left Boston and it was expected they were coming South. I believe it is so because last night old Coll. Colvin was brought on board this ship, there were some Rebel officers with him in a flag or truce boat from Hampton. Capt. Hammond stop'd them on board the *Roebuck* and sent to his Lo[s]p. It seems they have a letter from the Committee of Safety offering to lay down their arms if all the acts of Parliament are repealed that have been made since 1763. If this is all it is doing nothing.

1. "Letters from Virginia, 1774-1781," *The Magazine of History* (New York, 1905), III, 211. Stewart, former Surveyor General of Customs in North America, had retired to Edinburgh; Parker, a merchant, was his Virginia correspondent.

MINUTES OF THE SOUTH CAROLINA COUNCIL OF SAFETY ¹

In the Council of Safety,
[Charleston] Wednesday, Feb. 21st, 1776.

Capt. [Edward] Blake attended, and informed the Council of the depth of water on the bar of Hog Island creek.

1. *Collections of the South-Carolina Historical Society*, III, 265.

22 Feb.

JOHN LANGDON TO THE NEW HAMPSHIRE COMMITTEE OF SAFETY ¹

Gent – Portsmo, Feby 22d, 1776.

I've just enroled near one hundred of men in the ship yard,² have order'd every man to attend the muster at an appointed day with a good fire arm, powder and ball, some of which are already completely equipp'd; but as there is no powder to be had only what is in publick stores, would submit it to the consideration of the Honble Committee, whether it would not [be] best to order that those men who are not supplied already be furnished by the publick, when occasion requires, or if tho't best for each to appear with one half pound powder in his horn, for which a receipt to be taken, and if its not Return'd or made use of against the enemy, to pay double of the value at this time, which I will stop out of their wages, which I think will effectually prevent wast, and put those who have no powder upon the same footing with those who have bro't their own amunition.

I think I may with safety, serve the Colony in this matter, and not the least interfere with the Continental business. Should be glad to have some answer from the Honble Committee relative to this matter, as I've order'd every man to be ready for musterg at such a day, and should be glad to have every man furnished. I am with great Respect [&c.]

Jn^o Langdon

In case of failure they are to be Dismist the yard.

1. Nathaniel Bouton, et al., eds., *Provincial Papers: Documents and Records Relating to the Province of New Hampshire . . .* (Concord, 1867-), VIII, 73-74. Hereafter cited as Bouton, ed., *Documents and Records of New Hampshire*.
2. The Continental frigate to be built in New Hampshire was under Langdon's supervision.

BILL OF ARCHIBALD SELMAN FOR HIRE OF ARMED SCHOONER *Franklin* ¹

Abstract of pay due to Archd Selmon for Hire of the Armd Schooner *Franklin* Capt John Selmon Comander in the Service of the United Colonies

From the 5th Octor 1775 to the 31 Decer following is	}	£ 51..0..0
Two Months & Twenty five days — @ 6/ L Money p Month		
p Ton being 60 Tons		
Also ¾ of a month in Augt 1775 @ 18 L p Mh		13.10...
		£ 64.10...

Beverly 22d Feby 1776 Reced the Above
in full of William Bartlett

Archibald Selman

1. Prizes and Captures, No. 273, LC.

ESTIMATE OF LOSS SUSTAINED BY JOHN BRADFORD IN A CARGO SEIZED BY
A BRITISH CRUIZER ¹

Account of 82 Casks of White SpermaCeti Oil & He[a]d matter ship
for Account of John Bradford & Co at Barnstable, on Board the Brig
Industry John Mcfarland master in August last and Consign'd to Messrs
Henry & Thos Bromfield mercht in London, which Brig was Clear'd at
Plimouth, & on her passage to London, was meet by one of the Cruisers
Said to belong to the King,² by her Compell'd back to Boston & their both
Brig and Cargo Condemn'd & Sold.

65 Cask White Sperm Oil con[tainin]g 3989 Gall	
@ £ 40 p Tun	£ 633..3..5¾
17 ditto head matter 1012 gall. a 53.6.8 p Tun	214..3..7
	<hr/>
	£ 847..7..0¾

Dated at Andover 22nd Feby 1776

Jn^o Bradford

[Endorsed] Essex ss Andover Feby 23. 1776 The Capn John Bradford
above nam'd Appear'd & made Oath to the Truth of the above Accot by him
Subscrib'd

Before me Samuel Phillips Just Paice

1. Mass. Arch., vol. 138, 424.

2. The *Industry* was captured by H.M. Schooner *Halifax* and condemned and sold in Boston,
Graves's Prize List, December 31, 1775, II 36-38, BM.

"EXTRACT OF A LETTER FROM CAMBRIDGE, FEB. 22." ¹

Capt. Manly has refitted his schooner, and will sail in a day or
two.² The *Fo[we]y* man of war, lately stationed off Marblehead, Salem,
Beverly, &c. returned to Boston on Monday. It is said that four smaller ves-
sels are to be sent in her stead, to block up those ports.

1. *Pennsylvania Packet*, March 11, 1776.

2. Washington's armed schooner *Hancock*, driven ashore in North River, Scituate, Massachusetts.

New England Chronicle, THURSDAY, FEBRUARY 8 TO THURSDAY,
FEBRUARY 22, 1776

Cambridge, February 22.

We hear the sloop *Grampus*, John Brakett [Bracket], master, loaded
with bread and flour, bound from Baltimore to Cape Cod, on Tuesday last
[February 15] fell in with, and was taken by a number of armed vessels
(part of the British navy) off the Race Point; they took out of the sloop the
master, mate and all hands except one, and put in their place one midship-
man and three seamen, and directed them to sail for Boston. — The morn-

ing following they struck on Cohasset rocks; the people took their boats and went ashore. – The inhabitants of Cohasset went on board the sloop, took out part of the cargo, and have got off the vessel. The men are on their way to head-quarters. At the same time the above armed vessels took a large schooner from Baltimore, and have sent her into Boston.¹

We just hear, that the *Yankey Hero*, of 14 guns, Capt. [Thomas] Thomas, belonging to Newbury-port, took and sent in there last Friday [February 16] a Bark of about 300 Tons, laden with Coal, Pork and Flour, which was designed for the use of the Ministerial Butchers in Boston.²

1. The *Grampus* and the schooner *Peggy*, John Lothrop, master, both from Baltimore bound to Barnstable, were taken off Cape Cod by H.M. Schooner *Tryal*. According to Shuldham's prize list of April 24, 1776, the *Grampus* was "Castaway," and the *Peggy* reached Boston, PRO, Admiralty 1/484.
2. The brigantine *Sally*, Alexander Wilson, master.

MASTER'S LOG OF H.M. SLOOP *Nautilus*¹

Feb'y 1776

Tuesday 20th

In Nantasket road Boston

at 9 AM weigh'd and came too sail in Company the *Hope* and *Tryall*, with 2 fishing Schooners, at 11 a signal was made at the Light House for an Attackt in the offing, saw 2: sail in the N Et Quar gave Chace to them, and sett Steering sails, at Noon Boston Light House bore WSWt 3 or 4 Leags Still in Chace;

Modt and fair Wr

in Chace to the N Et at 2[P.M.] Down Steering sails, at 4 Do Wr at 5 spoke his Majs Ship *Lively* wth a Brigg & a Schooner in Compy at 8 TKd ship.

Wednesday 21st

[1 A.M.] spoke the *Hope* Brigg

Do Wr at 6 wore ship, at 1/2 past Joynd Compy the *Tryall* Schooner, at 7 wore and stood in for Marblehead;

8 [A.M.] Modt & Clear Wr saw a Large ship Standing towards Boston, 5 sail in sight, at 10 came too off Bakers Island Marblehead wth the Best Br in 9 fathm water veer'd 1/3d of a Cable, Do anchor'd here the *Tryall* Schooner at Noon the Master & Pilott Sounding

Modt Wr saw a Ship in the Offing; at 1 PM anchor'd here his Majestys ship *Fowey*,

Thursday 22d

at 9 AM weighd and came too sail, and run near Catt Island, at 10: came too with the Bt Bower in 9 fathm water, veard a way and moor'd a Cable each way, the Sml Br in 8 fathm water, Catt Island S1/2E Marblehead Town WSWt Smiths Island ENE and Beaverlay Church NW1/2Wt a bout one mile from Catt Island, Bent the Sheet Cable, Do putt the Sml Bower under all, it being much rub'd, Bent Another small Bower.

First and Middle parts fresh Breezes with thick Wear
and some snow, Latter Modt and fair
P M Struck the Topgt Masts,

1. PRO, Admiralty 52/1884.

WILLIAM WATSON TO GEORGE WASHINGTON ¹

Sir

Plymouth 22 Feby 1776.

I am desired by Mess[r]s [James] Hall & Grindell [Jonathan Grendal] the former Masters of the two ships bro't into this port by Comodore Manly,² to introduce them to your Excely by a Letter & to acquaint your Excellency that they have a desire to go to Virginia where they have friends & where one of them has a Brother –

The crews of the two ships are now on board them & insist on continuing on board, as they have no home, no money, & no business offer, that suits them, – they abso[lutely] refuse entering into our service. your Excellency will please to direct what shall be done with them –

I woud take this oppertunity to acquaint your Excy that on board the ships are sundry articles which may be very serviceable in fitting out the men of war now building, memo of which I have inclosed –

The *Harrison* Capt. Dyer [Charles Dyar] returned last night from her second unsuccessfull cruize. our enemies are very vigilant, and in good weather, are seen every day from this shore – I am [&c.]

Wl^m Watson

1. MNHP. Watson was Continental agent at Plymouth.

2. *The Happy Return* and *Norfolk*.

WILLIAM VERNON TO JOSIAH HEWES, PHILADELPHIA ¹

[Extract]

Newport, February 22, 1776,

Sir:

. . . You will not be surprized, when I tell you, that last Sunday, [James] Wallace, the Infernal Pirate, sent the Bomb Brig'te and Three Arm'd Cutters into the Harbour, and after stripping the Brig'te *Venus*, which lay aground just within the Lime Rocks, of Sails, Colles, Anchors, Cordage and Yard, Topmasts, in one word everything, and then set Fire to her, which burnt to the water's edge – this was a fine Vessel of about 170 tons – Good God, where is our American Navy? I am, Dear Sir [&c.]

Wm. Vernon.

1. *Collections of the Rhode Island Historical Society*, VII, 303.

MAJOR GENERAL CHARLES LEE TO JOHN HANCOCK ¹

[Extract]

N. York Feby the 22d 1776

. . . I was much disappointed, Sir, in not being join'd by a Battalion from Philadelphia as I was taught to expect – I did not apply for them merely with a view of opposing Mr[Henry] Clinton with the Troops He shou'd bring with him – I had sufficient and more than sufficient force to

cope with him—but it was agreed in the Conference held with the three Gentlemen who were here as a Committee from the Congress that it would be necessary to retrench a Camp in Long Island capacious enough to contain at least three thousand Men, and altho it was thought impracticable to fortify the Sea side of the Town against Shipping it was allowd and determin'd to be expedient to throw up divers works in the City and it's environs, in order to prevent the Enemy's getting possession of it—to accomplish these works, Sir, not a small number of hands are requisite our present numbers are so far from being adequate to the business that They are scarcely sufficient to mark out the works and at the same time do the necessary Garrison duty—As to the Minute Men, no account ought to [be] made of them—had I been as much acquainted with them when they were summon'd as I am at present, I shou'd have exerted Myself to prevent their coming—the expence of these Gentry is most intolerable—They have upon an average about two Men to one Officer but the expence of their subsistance is not all—the loss of Powder to the Public is dreadful—

1. Papers CC (Letters from General Officers), 158, I, 25–28, NA.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Die Jovis, HO. A.M.

Feby 22nd, 1776.

John Hastier, mate of the ship *Sally*, whereof Capt. Badgley [John Bagley] was late master,² has requested permission to go on board of the said ship *Sally* to obtain his clothing, bedding and other necessaries from on board, (as she is to proceed to Boston.)

Ordered, That the said John Hastier be permitted to go on board of the ship *Sally* for the purposes aforesaid.

1. *New York Provincial Congress*, I, 317.

2. The *Sally* was seized by H.M.S. *Phoenix* on February 3, while approaching New York with a cargo of salt from Alicante.

“PROCEEDINGS OF THE COMMITTEE OF FOREIGN CORRESPONDENCE SENDING S. DE[ANE] TO FRANCE”¹

In Committee of Secret Correspondence

[Philadelphia] Feby 22nd 1776

Agreed

That proceed immediately for France as an Agent of the Congress to transact such business and negotiate such matters as may be committed to him by Congress or their Committee.

Agreed

That the Brig *Rachel* Captain Clay chartered by R. Morris for the Continental Service be employed to carry to France and proceed in ballast for Bordeaux.

1. Henry Laurens Papers, SCHS.

LETTER FROM VIRGINIA ¹

Feb. 22

On the 4th day of January last, about sunset, a party of armed men from the rebel army, stationed in the town of Norfolk, went to Gosport, where they broke open all the warehouses and plundered them, and that night set fire to all the buildings on the place, and burnt them to the ground; the destruction of that place is a very heavy loss to Mr. Andrew Sprowle, a firm friend to government, who is the sole proprietor; the warehouses were very valuable; besides these, and all his dwelling-houses, there was in his store many heavy and bulky goods of considerable value, so that his loss cannot be less than many thousand pounds sterling; he has also had two houses burnt in Norfolk.

1. *London Chronicle*, April 16 to April 18, 1776.

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

February 1776 At [Single Anchor] in Hampton Road
 Thursday 22 AM Weighed & Came to Sail At 6 Anchored in Hamp-
 ton Road found Riding here His Majesty's Ship *Mercury*
 and Two Sail of Transports.²

1. PRO, Admiralty 51/506.

2. This was James Montagu's last entry in the journal. On that day he took command of the *Mercury* and Captain Alexander Graeme of that ship transferred to the *Kingsfisher*. One of his first acts in the *Mercury*, after reading his commission, was to send an "Officer and 6 Men on board the *Sandwich Tender*." PRO, Admiralty 51/600.

HENRY LAURENS TO CAPTAIN SIMON TUFTS ¹

In the Council of Safety,
 [Charleston] Thursday, Feb. 22d, 1776.

Sir - Information is given to us, that a brigantine and a sloop now appear upon the coast. We have therefore ordered Capt. [Thomas] Smith, in the pilot boat *Hibernia*, immediately to reconnoitre and bring in those vessels if practicable - possibly they may be cruizers. You are to get the schooner *Defence* as speedily as possible under sail, and to proceed, according to circumstances, to attack and seize either or both those vessels, and conduct them within this bar, or to some other safe harbour, if practicable; or retreat and cover the pilot boat, if in your apprehension the enemy is too formidable for your power, which must be left to your fortitude and discretion. If more men than are now on board the *Defence* are necessary, give us immediate notice, and how many; but let no time be lost.

By order of the Council of Safety.

Henry Laurens, President.

1. *Collections of the South-Carolina Historical Society*, III, 266, 267. Laurens was president of the South Carolina Council of Safety.

HENRY LAURENS TO NOBLE WIMBERLY JONES AND OTHERS ¹Charles-Town, So. Carolina,
Feb. 22d, 1776.

Gentlemen – We received your favor of the 5th inst. by Mr. Barnley, and having duly considered the contents, and had reference to your articles of agreement with that gentleman, we find that we are prohibited by a resolution of the Continental Congress from suffering exportation of produce from this colony, except to some other of the united colonies or to part of the same colony, unless such exportation to be on public account or in return for the means of defence actually imported. We beg leave to refer you to the particular resolution by which we apprehend we are restricted, dated the — ; a copy of which we here inclose.²

We have, under that resolution, made several contracts. Our orders and conditions are:

The cargo to be purchased on the best terms for, and to be paid for by the public, to be sold at some foreign market, the nett proceeds to be laid out in gunpowder, saltpetre, good muskets, with bayonets fixed; in failure of these, wool and cotton cards, coarse foreign cloths, blankets, coarse linens, sail cloth, Russia canvas, writing and printing paper, nails. of all sorts, spades, good musket locks, pins, needles, whip and hand-saw, gunsmiths and other files, tin plates. We always give special charges against purchasing slight muskets and fuzils.

If powder, saltpetre and muskets are purchased and imported, we allow 50 per cent. on the purchase, and insure the vessel out and home, at a reasonable computed value. This is to be in full satisfaction of freight, commission, and all other charges whatsoever, except such as are incidental to the bare loading and delivery, as wharfage and portorage, and unavoidable duties, if any, and so in proportion on the value, if only part of the proceeds are invested in those prime articles; if other articles are purchased, we allow 60 per cent on the purchase in lieu of freight and charges as aforesaid, but we do not insure the vessel.

It may possibly happen that none of those articles may be at market, and that the master of the vessel, or agent, may be reduced to a necessity of making returns in gold or silver; in such case, we allow a freight of £4 Barbadoes money per ton of 3000 lb. rice, together with commission on the invoice here and the sales abroad, and incidental petit charges and no more, not commissions or freight on the money, nor insure the vessel.

By this plan, the public may reap an advantage from the low price of commodities here, as they are to be entitled to the whole nett proceed of sale, on which an allowance of 50 per cent. will be very considerable to the owner of the vessel, considering he runs no risk of losing more than an expected profit. This security will induce him to purchase powder, &c., in preference to other goods, and the proposed commission on goods will lead

him to prefer a purchase of such to making his return in gold or silver, by which he can make at best but a common saving voyage; and we do not suffer those vessels to clear out at the Custom House.

We wish these hints may prove of any use to you. If you think proper to renew your engagement with Mr. Barnley, and will give orders to load his vessel with rice on public account, we will readily grant a permit. You may pay the persons from whom the rice will be purchased, or we will do so, and receive a reimbursement at some future time. It will afford us great satisfaction upon every occasion to promote the interest and safety of your colony, which are closely united with the welfare of this.

By order of the Council of Safety.

Henry Laurens, President.

Noble Wimberly Jones, esq., and other gentlemen, appointed to contract for importation at Savannah.

1. *Collections of the South-Carolina Historical Society*, III, 268-69.

2. The resolve of November 1, 1775, extending the regulations of the Continental Association to March 1, 1776.

JOURNAL OF THE SOUTH CAROLINA PROVINCIAL CONGRESS¹

[Charleston] Thursday, February 22, 1776.

The consideration of the report, on the number of forces necessary to be raised, and kept in pay, for the service of this colony, was resumed.

The whole of the said report being gone through, the Congress came to the following resolutions thereupon:

That, of the matrosses on the present establishment, the seamen in the colony navy, and the matrosses and seamen expected to arrive here, from the New-England colonies and other parts, in the whole upwards of nine hundred men, two hundred may, if found necessary, be established as marines on board the navy.

Resolved, That all the regular forces of this colony, both naval and military, shall, upon any emergency, and when the Congress or Council of Safety shall think proper, be liable, under either of their order and direction, to serve and act in any part of this, or of a neighbouring colony.

1. *Provincial Congress of South Carolina*, 43, 45, 46.

PIERRE BEGOZZAT TO GOVERNOR NICHOLAS COOKE¹

Sir

St Pierre Mque 22 february 1776

this is to inform you that capt [Samuel] Soule is now loading with gun powder, he hath now two thousand, perhaps before eight days we will have ten thousand Completed, if I have not been obliged to provide four other vessels arrived before him, he should be gone with his demand. but we are obliged to Send them one after one.

many french vessels expected have gun powder on board, one Of them

got fifty thousand. it is a prospect to have in the next monts about eighty thousand – i have Send away about 20 thousand this months, some other gentlemen bought for the account of merchants in St Eustachia about the Same quantity – I am Sir &c

P. Begozzat

1. "Revolutionary Correspondence of Governor Nicholas Cooke," *Proceedings of the American Antiquarian Society*, New Series, XXXVI, 304. Hereafter cited as "Nicholas Cooke Correspondence," *AAS Proceedings*. Cooke was governor of Rhode Island.

23 Feb.

MINUTES OF THE NEW HAMPSHIRE COMMITTEE OF SAFETY¹

[Portsmouth] Fryday, 23d [February, 1776].

Received a Letter from Capt John Langdon, Requesting Some powder for his Carpenters;² In Answer to which we advised him that the quarter Master Should be order'd to deliver them ½ Each, out of the Public Stock, at the Time of Danger, to be by them Accounted for.

Ordered Major Gains to Apply to Major Hackett, Mr John Marshall, and Capt John Hill, to apprize the Damages the Gundelos & Boats have Sustained in the Service of the Colony.

At the Request of the Proprietors of the Schooner Privateer, Called the *Enterprize*, We have appointed Thoms Palmer, Commr in the Room of Capt Daniel Jackson Who has Resigned.

1. *Collections of the New Hampshire Historical Society*, VII, 42.

2. Langdon was building one of the thirteen frigates ordered by the Continental Congress. She would subsequently be named *Raleigh*.

MESHECH WEARE TO JOHN LANGDON¹

Sir

Exeter Feb 23d 1776.

We have just rec'd your favor of the 22d inst, and with pleasure consider the arming your Carpenters,² as a fresh demonstration of your zeal and attachment to the cause of your country. The delivering out [of] the very small public store of powder we are possessed of, a half pound to each man not provided, we would cheerfully do, was it not that the Militia all round Portsmouth who have often applied for the same and professed themselves ready to move on an alarm at the least warning, have been denied, fearing our small Scanty magazine would be emptied in that way and perhaps wasted. We are sensible the danger of it's being misapplied is not so great with your Carpenters, in the way you mention, as with the Militia, but if as we have denied them, if we should now deliver some to the Carpenters, the country would be in an uproar and perhaps injure the cause. Therefore we have directed Major Gains, the Quarter Master, in case of an alarm and appearance of going into immediate action to deliver each of your Carpenters not supplied half a pound. And as the powder house is so nigh your

yard, we imagine there can be no great inconvenience, in omitting it now, and so escape the censure of the Militia.

In behalf of the Committee, I am [&c.]

Meshech Weare

1. William Whipple Papers, Force Transcripts, I, 93, LC. Weare was president of the New Hampshire Council.
2. The carpenters were employed in building the Continental frigate.

STEPHEN HOOPER TO COATES & REYNELL, PHILADELPHIA¹

Esteem'd Friends

[Newburyport] 23d Feby 1776

The foregoing is duplicate of my Last Respects, p Post,² since which I remain without any of your esteem'd Favours, this I hope will be handed you in Safety, by our Friend Capt Wyer p whom I intended to have made you a considerable Remittance, but having good Advice, of the Prospect of Trade's being open'd, I have speculated in the Purchase of a small Brig, & am contracting for a Valuable Cargoe for her, in Expectation of that Matters soon taken Place, which is not even tho't of in this Town, – this Manuvere, will absorb a considerable Quantity of Cash, & as [Eleazer] Johnsons Arrival with you is yet uncertain, & his Rout should he arrive equally so, I shall only send you enclos'd five Hundred & Ten Dollars, wch hope will arrive Safe, & whatever may be wanting to compleat her Cargoe, must beg your Patience for, for a few Weeks to come, when you may depend on having the Ballce – I am not without Hopes, that Wyer will take on Board for me, 20 Hhds Molasses, if not I fear, I shall not be able to obtain freight for any more, in wch Case the Quantety of Molasses, you will have left on Hand, & the Price, no doubt will rise to above 2/, which will I hope nearly pay for the Brigs Cargoe should she proceed to Europe; but if not you may depend on the Ballce when you have Occasion for it; tho should the Brig proceed forward, I should be glad of a Ton of Nails Rods, one of Iron 6 Blls Flour, 6 of Pork, in every Vessell that will take it on Board I shall enclose a small Mem[orandu]m for my Sally, which should be glad might be complied with, & as I intend writing you again p Post & Wyer hurrying me, I shall only say that I am Yet Your Friend

Stephen Hooper

Mem[o] to be sent by 2 Oppy

1 dozn Bottled Mustard

1 dozn silk [Longee] Romall Handkerchiefs

if to be had, if not the next best sort –

24 lb Starch, & 6 Blls Crackers –

1. Feinstone Collection, DLAR.

2. Letter of February 20, 1776.

ELIAS HASKET DERBY TO CAPTAIN ALLEN HALLET¹

Capt Hallet

Salem [23] Feby 1776

The Schooner *Nancy*, of which you are the Present Master being in all respects ready to sail I do advise & order you to come to sail & make the best

of your way for St Nichola Mole & on your arival there you be well assured if Capt [Nathaniel] Silsbee is gone to Jamaica, if he is not gone you had best to tarry there a short Time to wait for him, or if Capt [Nathan] Nichols is there advise with him in what manner you had best to Proceed to git to him, if he should be gone down, if he is gone I think best either to leave your Schooner in the Mole & hire a Passage to Jamaica in any small Vessell down, or to go down the No side with your own Schooner & to be set ashore at Port-Antones & to let your Vessell put to see again & to meet you at some other harbour in ten days from that time or iny other way you like Better. If you go to Jamaica in any other Vessell take your Regestirs with you as I suppose Silsbee will Obtain a Clearance for you, Espetially at the Northside at Lucea, if you can get a Clearance at Jamaica it will be as well to Clear for Cape Besue in Nova-scotia, but I hope and trust you will meet Silsbee at the Mole & whether their or at Jamaica take his advice in all Matters relateing to the Voyage & if it turns out Rong I shall be satisfied, I suppose y[ou]r Dominica Regest[e]r & a Clearance from the Mole with goods Consign'd to any Merchant at any Part of Hallafax Goverment, might be safe but all the Papers must agree, if you should get taken 20 leags to the westward of your Port & had not made the land I suppose you safe & so think you had best to come but a small distance to the Eastward of Georges Bank & so over the Northshore, but if you meet thick Easterly weather when you are to the Northward of Georges Bank; think it best to run home bold to the land, & the first Harbour you get into if to the westward let me know of your arrival, if you obtain an English Clearance be sure you have not the least thing but what is Clear'd as Capt [David] Ingersoll lost his Vessell for haveing but 3 barrils Sugar more then he had in his Clearance, but I do not Much expect you will be able to get the Clearance, & as you hav[e] an Order on Silsbee for so much Money as you & he may think can be layd out to Advantage I would have you advise with him about it, as I have wrote him my mind fully on the affairs, if you go to Jamaica there will be great Enquirey for news from home, but do not be know[n] there by any of them. Your Schooner is Insured from Salem to the Mole & while there for ten pc but if she goes to Jamaica it is to be 5 pc more, so that the Insurance down will be not less than 100 Dollers, so that I had much Rather you should hire a Vessell if it costs as much or more, but take y[ou]r Regesters with you & be very Carefull of your Money in comming as a Passenger with straingers, & should think you had best take your own Crew or Part of them & keep all your affairs to yourself & for your Goverment I have sett the Price of Goods here

Sugar, if good	£25 to 30 p[er]C
Commen Wind[war]d Rum	35/. p[er] Gallon
Cocoa	£45
Cotton	28/. to 30/. p[er] lb
Molasses	20/. & will be more
Best Cordage	£27 & will be £30 —
Good Canvas	£40 p[er] Bolt & small duck in that Proportion

worsted stockings & Middleing Linen for shirting is at Present much wanted as is Pins Silk & Cotton Handkchfs & writeing Paper all which articles is worth at least 150 pc more than common & £150 – Sterling well layd out in such articles will leave more Proffitt than any west india Goods, but they must not come if you come with an English Clearance, & neither must any of them be taken from Jamaica as it would be in direct Violation of the [Continental] Assotiation which I do not mean to brake, if Nichols is at the Mold [Mole] & Silsbee gone down you may let him know what I have rote him meaning Silsbee – & see that your goods are the best of their kind – & acht with the advice of Silsbee & y[ou]r Own Judgment wich I doubt not will be with Care not having to ad[d] I Commit you to the Allmightys Protektion & I am Y[ou]r Frend –

[Endorsed] the above a true Ccopy of my Orders this Day Recivd –

[Signed] Allen Hallett

[Additional note by Derby]

1 ps good Cambrick

some Mens & Womens Cotten Stockens

5 or 6 Pieces of Midling Calaco fit for Children

a Quantity of Pins –

some Hankerchefs –

P S – if by any Misfortune Capt Silsbee should be lost – you must load the Schoonr with salt at Turks Island for Home & Clear Out – if You go to Jamaica & Can get 30 or 40 Bales Cotten You may take it in there but no thing else

[Second endorsement by Hallet] Recevd Salem 23 Feba 1776 of Elias Hasket Derby the sum of Fifty Joannes Equal to One Hundred and Twenty Pounds Lawful Money on board the Schooner *Nancy* my Self Master for a Voiage to the Mold [Mole] & Promice to be Accountabel therefor According to my Orders this Day Recevd

[Signed] Allen Hallett

1. Elias Hasket Derby Papers, vol. 10, 6, EI.

ELIAS HASKET DERBY TO NATHANIEL SILSBEE ¹

Salem [23] Feby 1776 ²

The above is Copy of what I wrote you by way of Cape-Ann ³ since which I have got leave to send Capt Hallet in the *Nancy* to let you know my mind about the times and what I think about your comming home & now I Cannot write Positively but still think it not safe for you to come home with the Vessell. I have given Capt Hallet an Order on you for so much Money as you & he shall think Can be layd out to good Advantage on my acc[oun]t say from five hundred to one Thousand sterling & I shall depend on your adviseing him in all matters relateing to it & of his comming to the Eastward in his way home he has no Clearance & therefore suppose it not safe to go to Jamaica for a Clearance but you will judge of that, I do not mean to load his Vessell too deep he has two Regeste[rs] & if you think it safe &

Best he may go down to Jamaica as from the Mole in Ballast belonging to Dominica, but I suppose he may be as safe with a Cargo of Molasses, Sugar, Cocoa, & Cotton from the Mole without any Clearance at all, Provided it is Consigned to some Merchant at Cape besue, & the French Clearance to agree with that as any Clearance at all the reason of my wanting his Papers so is I think if he is taken there he must be safe if he is leased to that Goverment, & if not taken if he meets an Easterly wind, as it will be the Right season of the year for it he will stand a good chance to get into some of our Harbours, on the North shore, & I am well asured if he dos well, & has a good Cargo of Goods, he will make not less than 100 pc[t] after Paying the Insurance & Charge which at Present is high, I have insured the Schooner out & while she lays at the Mole against all Risques at ten pct at Present I have not made any Insurance home, as I suppose I cannot at this time get it done under 25 pc & shall not make any at Present for by the last acc[oun]ts from England it sems they are tired of this unnatural War, but of that you can f[or]m a much better Judgment than we can here as it is but Seldom wee have accounts that can be depended on, if you have a good opportunity in 4 or 5 Vessel[ls] from the Mole to ship Goods so as to divide the Interest you may ship most or all your Stock home to me, but no Indigo, & then you may settle your affairs in Jamaica, if you think there is any danger of a French or Spanish War, if not I shall be very Easey about it, but be sure do nothing Contrary whereby I s[hould] have any Reason to be though[t] hard of, the Reason of my Make[ing] any mention of your Schooner Loading with Salt is the Committees in all ouer Towns are very exact, & the more so of such Vessells as there is the least suspition of ther haveing ever gone Rong, & they suppose your Vessell has & Partly for that Reason I am against her comeing, & if she does come think it best with Salt from Turks Island for Boston, & so into any Harbour near, Salt is now none at market & is worth 30/. 8[d] p [bag] or you may Charter the Schooner for any Voyage you like, Provided it is not to the Northward & if you & Capt Hallet Can ag[ree] you may take his Schooner & Come home & he to go in yours but the times at Present are such that I in my own mind Cannot determin, what will be for the best, & must therefore leave it wholly to you, not doubting but it will be Conduct[ed] with Care & should any thing turn out Rong, I have no doubt but I shall be satisfied with all your Conduct, as I have not the least doubt but all you do will be done for the best if you have a mind to send any Interest of your own home[in]the Schooner I have no objection, there is but very few art[icles] you can Purchase at the Mole but what will answer wel – gin, Brandy, & all such things are wanted here —

Should Capt Nichols be at the Mole, I would have you all adv[ise] together & determin what to do for the Best, what I have wrote I would have kept to yourself, & not to have it made the least mention of in Jamaica, in regard to the Private[e]ring, Espetially, I should have wrote Nichols but did suppose he must be away before the *Nancy* Could be there, I have Ordered Hallet to throw all the Papers Over in case he gets taken, & would

have you Order the same in what you write by him home, but I do not think of loosing her as the Schooner Sails very fast —

If so large a fleet should come on this Co[a]st in the Spring as is talked of I should think it best not to ship so much Interest to the Northward as I should otherways but it is now said that Commissioners are appointed to come over to accomodate the affairs, but I fear it. — Should you think of Tarrying in Jamaica with the schooner, I think it best to discharge all hands except your Mate who I suppose to be John Shannon & Mingo & to keep them with you least any thing should happen to you, I shall write you again if I have any oppertunity, as I have already under Cover to Dolbear by way of Philadelphia, you may if theirs is no Prospect of a Settlement & the Schooner cannot be sold, send her for Mules to Gibralter & so to Jamaica, or any other Island, not haveing any thing further to write at this time, I committ you to the Almighty's Protection, not doubting but we shall once more carry on Business at Salem in Peace & Safety

From y[ou]r Friend

Elias Hasket Derby

I have Rote you a long letter & hope you will fully know my Mind by it wich is for you to keep most of the Interest in Your hands till You think the Danger not so much as at this time — if You Can get 30 or 40 Bags of Cotten at Jamaica or any where Else Ship it by Hallet as it is not Conterary to Congress —

1. Elias Hasket Derby Papers, vol. 10, 5, EI.

2. The day of the month is estimated as the same day that Captain Hallet received his sailing orders.

3. Letter dated February 13, 1776.

BRIGADIER GENERAL HORATIO GATES TO BENJAMIN FRANKLIN ¹

Dear Sir

Head Quarters [Cambridge] 23 Febr'y 1776

This will be deliver'd to you by The Baron de Woedtkee,² who appears to be a Gentleman, & a Veteran, Charectors you will esteem him for he has with him other recommendations to your Notice, from some of your Paris acquaintances; if I had never fallen out with Royalty for any other reason, I should detest it, upon the poor Barons account, for the Tyrannical treatment he has received from The King Prussia: — may he enjoy in This Land of Freedom that Comfort which has been denied him in Germany; & may this Land continue to Embrace with her wonted Cordiality, every Oppress'd Subject from every other Quarter of The Globe —

Last Night our People surprised A Corporal, & Two Sentr's of the Enemys, & brought them this morning to head Quarters, they declare General Clinton took with Him when he Sailed from Boston a considerable Quantity of Artillery, & Artillery Men; besides The Detachment of The Troops; this convinces me that he design'd to take post at New York from whence, as I hinted to you in my last Letter, I am satisfied the Enemy meant to commence their Summer Operations: as The Baron goes by Providence, & that way to New York, I shall not write anything Further to day. a few days

will probably furnish matter for an Express, when you may expect to hear further From Dear Sir [&c.]

Horatio Gates

Mine & Mrs Gates's best respects wait Upon Mr & Mrs Bache & your Fire side

To Doctor Benjamin Franklin

Member of the Continental Congress Philadelphia

1. Franklin Papers, vol. 4, 81, APS.

2. Baron de Woedtke was appointed a Brigadier General by the Continental Congress, March 16, 1776. He died at New York July 28, 1776.

NATHAN GREAR, JR. TO NICHOLAS AND JOHN BROWN, PROVIDENCE
MERCHANTS¹

Gentn

Ply[m]o[uth] Feby 23d 1776

The brearer is Capt Joseph Higgins & one of the Gent I bought the Oyl off - As it will be a great service to him should take it as a great favr that you would help him to what Powder & other Warlike Stores he may want, as he is now about fitting out a Privateer - The service you can do in this matter will be great therefore need not urge the importance of it as you will be the best judges when Capt Higgins gives you the particular's of his intended Cruize - I understand Colo [Joseph] Nightingale has Powder. please to direct Capt Higgins a Little of your influence with him may be of Service to Higgins - About eighty Barrills of Oil & lead has arrivd Capt Higgins informs me that Siveral hundred Barrls more will be her[e] in a Day or two - shall forward it with all expedition - I have agreed with Capt Smith of Taunton to fre't it to Providence - Your Friend in behalf of my Father

Nathan Grear j[r]

1. Nicholas Brown Papers, JCBL.

MASTER'S LOG OF H.M. BRIG *Hope*¹

Remarks on bd the *Hope* Fridy the 23d Feby 1776

- 7 [A.M.] the Monument Land of Plymouth SW 6 or 7 Lgs
 12 [P.M.] Tack'd Race Pt NBE 3 or 4 Leags Modt & Clear
 1 [P.M.] Fresh Breezes and Cloudy, at 1/2 Past Saw two Sail, Running out of Plymouth Harbr found them to a Sloop and Schooner Rebel Arm'd Vessels
 3 [P.M.] Engaged, them and Drove them into Plymouth fired a Number of Shot at Do Vessels Had Damedged by them, our Cross Jack yard one of the M. Shrouds & a Number of the running Rops Shot away,
 at 6 Bor away, it being little Wind & a Stronge tide again us
 at 8 Brought to off the Harb'rs mouth to wait for the Rebels to Come out at 1/2 Past 8 Saw a Small Sail to the Nd made Sail and Stood towards it found here to be a Smal Schooner, from Cohasset bound to Wilfleet Boarded hir and took hir in Tow²

1. PRO, Admiralty 52/1823.

2. Similar to the prize taken on February 11, this vessel was sent up to Boston on February 25, but is not listed in any Shuldham prize list.

GOVERNOR NICHOLAS COOKE TO GOVERNOR JONATHAN TRUMBULL ¹

Sir,

Providence February 23d 1776

This Letter waits upon You by Mr Christopher Greene, One of the Company of Nathanael Greene & Company who have Permission from the Honorable Continental Congress to export the Produce of the Colonies in order to purchase Powder and other warlike Stores. As this Colony cannot furnish the necessary Cargoes they purpose to fit out their Vessels from the Colony of Connecticut; and as the Object they have in View is very important I beg the Favour of your Honor to give them all proper Encouragement & Assistance, which will also oblige, Sir [&c.]

P.S. I am informed by Mr. Greene that he was about contracting for some Beef and Pork in Connecticut which are Articles exceedingly wanted in this Colony; and which I desire you to permit him to import

1. Letters from the Governor, 1768-1777, vol. 2, R.I. Arch. Trumbull was governor of Connecticut.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND ¹

[Providence] Feby 23d 1776

Meeting in being according to adjournment -

Voted. That a Bill for Two Thousand Dollars be drawn on Stephen Hopkins Esqr in favour of Capt Caleb Gardner on his paying the Amount into the Hands of John I Clarke the Treasurer. -

Voted. That a Bill for Eight Hundred Dollars be drawn on Stephen Hopkins Esqr in favour of Peter T. Curtenius to purchase Barr Iron for the use of the Ships. -

N.B. The Committee have wrote to Mr. P.T. Curtenius to procure two Anchors 30 C Wt each for the Ships at 9d York My P lb

Reckonging [blank]

Meeting adjourned to monday evening -

1. Journal R.I. Frigates, RIHS.

MEMORIAL OF THE NEWPORT TOWN MEETING TO THE RHODE ISLAND GENERAL ASSEMBLY ¹

Newport ss To the Honorable the General Assembly of the English Colony of Rhode Island to be holden at East Greenwich, on the last Monday in February 1776.

The Memorial, Remonstrance and Petition of the Freemen and Others, Inhabitants of the Town of Newport, in legal Meeting assembled, humbly sheweth,

That, as it is the distinguishing and unalienable Privilege of every English Subject, to Petition those, who are vested with the legislative Authority of Government, for that Protection, which from the Laws and the Constitution, he hath a clear and indisputable Right to expect and demand; We therefore presume, humbly, to exercise that Privilege, and are extremely concerned,

that the peculiar Circumstances of Difficulty and Distress, which we, your Memorialists, have had to encounter for Months past, reduce us to the Necessity of making such frequent Applications to your Honors.

As we wish and mean to make this Application as little tedious as possible, and unimbarressed with the enumeration of unnecessary Facts, we will lead your Honors Attention no further back, than your last Session, from which Period, notwithstanding your Honors generous Intention towards us, in permitting the Town Council to supply the Ships of War, in this Harbor, with fresh Provisions, for their own Consumption, designing thereby to purchase the Security of this Town, we have perceived, with the deepest Anxiety and Concern, the dark and alarming Train of Calamities to increase, with the gradual Approach of that Ruin, which Nothing but your Honors benign Intervention can ward off.

In every Application that we have made to your Honors, for Liberty to supply the Ships of War in this Harbor with Beef &c, we had not only in View the Preservation of the Town from immediate Destruction, but the additional Advantage of obtaining Permission for the free Passage of the Market, Wood and Ferry Boats, to and from this Town, and which was clearly your Honors Intentions, by the Tenor of your first Vote; but, notwithstanding Capt. Wallace had on his Part granted Passes for that Purpose, we, your Memorialists, were unexpectedly deprived of many and singular Benefits, which we are confident your Honors intended we shou'd enjoy, as we cou'd not obtain Permission for the free passing of the aforesaid Boats, until the Second Day of this Month. But, that your Honors may have a more comprehensive Knowledge of our Negotiations with General [William] West, we beg leave to refer you to the Letters which passed between him and the Town upon that Subject, and make no doubt, your Honors will pay them that Attention which their Importance demands.

Your Honors, in Order the more effectually to Guard against Supplies not warranted by Law, and to prevent Intelligence being carried to the Ships of War &c, detrimental to the Common Cause of America, passed an Act, and punished the Offence with Death: This we perfectly acquiesced in, and used every Precaution in our Power to prevent a violation of the Act. We knew the Ground we stood upon, and the Tenure by which we held our Lives: But the Hopes of Safety and Peace, however flattering then, were but of short Duration, for General West in his Letter of the 23d, of last Month expressly declared "that if any Vessel or Boat shou'd pass so near the Ships, as to be hailed, they shou'd be immediately taken up and dealt with as Persons giving Intelligence to the "Ministerial Fleet" – A few Days after this, we saw, with Concern, the Master of a small Boat, from North Kingstown, arrested by a File of Soldiers, carried to Middletown, and there detained for a Night by Military Force, without the Aid or Countenance of the Civil Authority: This unfortunate Man had conformed to the Law, and conscious of the Rectitude of his Intentions, he thought himself justifiable, in transporting the Necessaries of Life to this Town; but, unhappily, he violated Orders, which were never published, and found himself involved in

a supposed Crime. — Since this, we have also seen Proceedings of a similar Nature, which, if not discountenanced by your Honors, must prove Fatal to the Inhabitants; because, if those Persons, who supply this Town with the common Necessaries of Life, are subject to military Prosecutions, upon a mere Suspicion of their having departed from their Duty, it must effectually discourage all Intercourse with this Town from the Continent, which, from our being situated on an Island, hath already produced such a Scarcity of many of the most essential Articles that tend to render Life comfortable, especially Fuel, that Numbers of your Memorialists daily experience the most distressing Necessity. But with still greater Concern & Anxiety, we, your Memorialists have beheld a large Body of armed Men, march into this Town enter the Dwellings of some of the Inhabitants, contrary to the Rights of the Subject, as Established by Law, seize the Proprietors, and hold them during Pleasure, under military Duress, out of the Body of the County: These Proceedings, may it please your Honors, are so destructive to our Civil Liberties, that we consider it, as our bounden Duty, publicly to remonstrate against them; For, shou'd we supinely bear, such alarming Encroachments, upon our sacred and invaluable Rights, we must inevitably forfeit that Character we are solicitous to sustain. — In this opinion we think ourselves fully supported by the Proceedings of the Honorable Continental Congress, who with a Dignity and Integrity that will procure them immortal Honor, have expressly declared, “That the Second great Right of the Subject is, that of Trial of Jury, which provides, that neither Life, Liberty nor Property can be taken from the Possessor, until Twelve of his unexceptionable Countrymen, and Ours, of his Vicinage, who from that Neighborhood may reasonably be supposed to be acquainted with his Character, and the Characters of the Witnesses upon a fair Trial, and in full Inquiry Face to Face, in open Court, before as many of the People as chuse to attend shall pass their Sentence upon Oath against him [’]. We entertain the highest Regard and Veneration for the Laws and Liberties of our Country, and therefore to your Honors, as our Guardians and Protectors, we make this solemn Appeal, humbling beseeching your Honors at this Time of Danger and Difficulty to give such Orders to the Commanding Officers of the Troops stationed here, as may free us, your Memorialists, from the Apprehensions of Martial Law.

We, your Memorialists, do not wish for any particular Benefits, which may prove injurious to the common Interest of America; but as the Destruction of this Town, in our Opinion, must give a Wound, to the united Efforts of the Colonies, for the Preservation of their inestimable Rights, we beg leave to suggest, that if the Army is permitted to enter the Town, it will bring on its immediate Ruin, without their having it in their Power to annoy the Ships of War, as we are accessible at every Part; A Calamity we sincerely deprecate, and which, we flatter ourselves, your Honors will give the necessary Instructions to prevent.

We cannot sufficiently express our Gratitude for the Attention your Honors have manifested towards this Town, and had we have realized those

Benefits and Advantages which your Honors undoubtedly intended we shou'd have enjoyed from the Truce with Capt Wallace, such Ruin and Devastation in Buildings and Fences wou'd not have taken Place, thro' the Want of Fuel, but unhappily, many of the Inhabitants have been compelled, thro' extreme Necessity to commit such Waste, as in any Situation, not so distressing, wou'd have been highly Criminal.

As Poverty and Distress, are the first Objects that present themselves in passing thro' the Streets of this once flourishing Metropolis; And as the very Being and Existence of the Town depends, principally, upon supplying the Ships Stationed in this Harbor with fresh Beef &c, Your Honors cannot but mingle your Anxiety with ours, and we trust, will go as far in relieving us as may appear consistent with the General Safety; We therefore, in behalf of ourselves, the Common Cause, and that of Humanity and Benevolence, most humbly Pray your Honors, that you wou'd be pleased to take the Premises into your serious Consideration, and Order, that this Town, for its immediate Preservation, be permitted to supply the Ships stationed here with fresh Beef &c, for their own immediate Consumption, under the Cognizance and Direction of the Town Council: And that the Commanding Officers of the Troops in this Colony, be Instructed, to permit the Ferry and Market Boats, with Provisions and Fuel for this Town, to pass and repass, without being subjected to unnecessary Restrictions and Conditions: And, as it may become highly Necessary in this Time of Difficulty and Danger, to have some Persons appointed to go onboard the Ships of War, that may from Time to Time be in this Harbor, your Memorialists also Pray, that your Honors would be pleased to authorize such Persons, Inhabitants of this Town, as in your Wisdom you may think suitable, to go onboard such Ships, upon any important urgent Occasion under the Direction of the Town-Council; And we, your Memorialists, as in Duty bound, shall ever Pray &c. —

Signed by Order and in Behalf of the Town Meeting this 23d Day of February 1776.

W^m Coddington Town Clerk

I. Letters to the Governor, 1776-1781, vol. 8, R.I. Arch.

MINUTES OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[At a Meeting of the Governor and Council of Safety &c.]

[Lebanon] Friday, 23d February 1776.

Mr. Simon Davis is present, commissioned and authorized by Gov. Cook to go to the foreign West Indies for a cargo of powder, and liberty of taking a cargo from this Colony if he can obtain leave &c., and urges the necessity of the article and the probability of success &c.&c., and on being asked &c. this committee consent to and advise his Honor to permit him to purchase and ship 2000 lb. cheese, 2000 do. hog's lard, 60 barrels pork, and 30 barrels of beef, in this Colony, for the purpose aforesaid.

Took into consideration the affair of appointing captain and other officers for the brig *Defence* now lying at New Haven, and talked largely

upon it; and appointed Seth Harding to be Captain of said brig *Defence*, and concluded upon the others almost, but deferred till next day the appointment.

And appointed Jehiel Tinker Captain of the row-galley now building at East Haddam.

1. Charles J. Hoadly, ed., *Public Records of the Colony of Connecticut* . . . (Hartford, 1890), XV, 243, 244. Hereafter cited as Hoadly, ed., *Connecticut Records*.

MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK ¹

[Extract]

Albany Feby 23d 1776.

. . . No Time is also to be lost in forwarding the Cannon and what Military Stores there are at Tyconderoga and Crown point; they will however be of little Service unless a considerable Quantity of powder is immediately sent: What is gone is very trifling.

On Board of the Vessels which were taken near Montreal on the 19th of November, 760 Barrels of pork and 675 of Flour were found – A Quantity sufficient of the first Article to have served 2000 Men to the 3d Instant of the other to the 22d Ult: – a considerable Quantity had been taken a Month before at Chamble; a large Quantity was at St John's; Bedels and Warner's Detachments had provisions bought for them; much has been bought since the Surrender of Montreal, hence a Waste or Embezzlement must have taken place – I can easily account for the Loss by only imputing it to the Inability of the Commissarys and the culpable Inattention of the Officers – I gave Orders last Year, which if they had been complied with would have prevented this Evil & Extra Expende in sending the Supplies – . . .

I am this Moment informed that some Nails are arrived from Canada, and a considerable Quantity are on the Way.

The Shipwrights to construct the Scows on Hudsons River are not yet arrived – These Vessels will be greatly wanted.

1. Papers CC (*Letters of Major General Philip Schuyler*), 153, II, 9–15, NA.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Veneris, 10 HO. A.M.

Feby. 23rd, 1776.

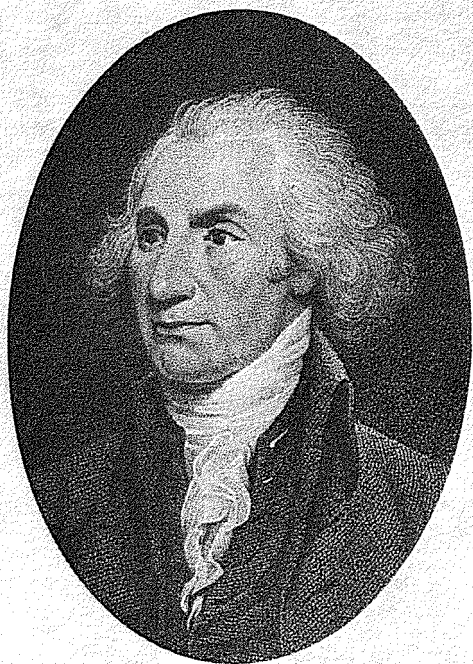
William Lowther, Esqr. informed part of this Congress that he has been informed that his sloop and cargo in custody of Capt. [Hyde] Parker [Jr.], will probably be sent to Boston; ² that if he could be permitted to go down to the *Phoenix*, it might be of use to his interest.

Ordered, That Wm. Lowther, Esqr. be permitted to go on board of His Majesty's ship *Phoenix*, and his own vessel, now under the command of Capt. Parker.

1. *New York Provincial Congress*, I, 320.

2. See Lowther to Joseph Hewes, March 16, 1776.

General Philip Schuyler.



Benjamin Franklin.



Governor Sir Guy Carleton.



JOURNAL OF THE NEW JERSEY PROVINCIAL CONGRESS ¹

[New Brunswick] Friday, February 23, 1776.

This Congress resumed the consideration of a Court of Admiralty, and *Resolved*, That said court be instituted in this Province as soon as possible; and that Mr. [John] Carey and Mr. [Abraham] Clark be added to the Committee appointed to draught an ordinance for that purpose.

1. *New Jersey Provincial Congress*, 383-84.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Phildelphia] Friday, February 23, 1776

Resolved, That the letter of Christopher Leffingwell, dated 29 November, 1775, with sundry papers relating to the cargo of the Brig *Nancy*, be referred to a committee of three. ²

The members chosen, Mr. [George] Wythe, Mr. [Samuel] Huntington, and Mr. [Elbridge] Gerry.

Resolved, That the Secret Committee be empowered for the purpose of Procuring arms and ammunition, to export produce of these colonies, equal to the amount of that by them exported in two vessels lately taken by the enemy.

1. Ford, ed., *JCC*, IV, 167-71.

2. Leffingwell's letter, from Norwich, Connecticut, was read in Congress December 12, 1775. It related to a cargo of molasses taken out of the brig *Nancy*, a Tory vessel seized by Captain Robert Niles in Stonington harbor. The *Nancy*, Captain Thomas Davis, was owned by Joshua Winslow of Boston.

DIARY OF RICHARD SMITH ¹

[Philadelphia] Friday 23 Feb. [Samuel] Ward Chairman of the Secret Comee informed Congress that 2 of the Continental Vessels with Merchandize are taken by the British Men of war ² and desired to know Whether other Two shall be sent which was carried in the Affirmative after Debate -

1. Richard Smith's Diary, LC.

2. The brig *Greyhound*, and the ship *Peggy*.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 23rd Feb'y, 1776.

Upon application of Capt. [Robert] Whyte for 45 pieces of Sail cloth, to make sails for the ship now building, By Order of the Board, Robert Towers was directed to deliver the following numbers, or as many of them as he has in his possession, Vizt.:

5	pieces	No. 1
5	do.	2
4	do.	3
11	do.	4 or 5
6	do.	6
14	do.	7.

Resolved, That Mr. Owen Biddle & Capt Robert Whyte, be a Committee to go to the Barracks, and Muster the Men belonging to the Armed Boats in the Service of this Province, and make Return of the same to this Board.

Resolved, That the following Notice be published in the different papers of this City, Viz't:

"A Muster Master is wanted to the Naval Armament belonging to this Province; any Associator disposed to serve the publick in this Office, is desired to make proposals to this Board, on or before the 5th day of March next." ²

1. *Pennsylvania Colonial Records*, X, 493, 494.

2. Printed in the *Pennsylvania Packet*, February 26, 1776.

PURDIE'S *Virginia Gazette*, FRIDAY, FEBRUARY 23, 1776

Williamsburg, Feb. 23.

The *Mercury* frigate, capt. Graham [Alexander Graeme] (former [John] Macartney, who is gone to England) having general [Henry] Clinton and lord [Hugh] Percy on board, and two transports, with between 3 and 400 troops, chiefly light infantry of the 4th and 44th regiments, and a number of officers belonging to the 16th and 40th regiments, besides some engineers, are arrived in Hampton road, from Boston; since which they have been joined by the *Kingfisher*, and four or five tenders, who now lie off Hampton, and it is supposed are bound up Potowmack, or for North Carolina, where some disturbances have broke out among the people who lately styled themselves regulators.

Capt. Montague, we hear, is promoted to the command of the *Mercury* and capt Graham succeeds him in the *Kingfisher*.

Two brigs went up Norfolk river, accompanied by some tenders, a few days before the arrival of the *Mercury*.

It is said that troops with lord Dunmore, to the amount of 500, are intrenched at Portsmouth, and that a considerable number of our people are intrenching some little distance below them. The *Roebuck* is gone up to Norfolk, where the *Liverpool* and *Otter*, with the ships *Dunmore* and *William*, a number of tenders, and other craft, still remain.

A considerable quantity of gunpowder (5000 wt. it is said) with osnabrgs and other linen, is safely landed in North Carolina.

The ship *Rockingham* is now in Hampton road, with upwards of 60 passengers, bound for Glasgow.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN ALEXANDER GRAEME,
H.M. SLOOP *Kingsfisher* ¹

By Andrew Snape Hamond Esqr

Whereas Mr John Goodridge [Goodrich] has represented to me that a Slave of his named John King, is on board his Majesty's Sloop under your command.

You are hereby required and directed to disch[arg]e the said John King from his Majesty's Sloop the *Kingsfisher* accordingly.

Given under my hand on board his Majesty's Ship *Roebuck* off Norfolk in Virginia the 23d Feby 1776

A S Hamond

1. Hamond Papers, Orders issued, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN ALEXANDER GRAEME, R.N.¹

Whereas I have received intelligence that there is at Rogues Harbour (a Port to the Southward of Cape Charles) a Bermudian Sloop, which lately brought Gunpowder into this Country, for the Supply of the Rebels, and is now Lading with Flour. You are hereby required and directed to take the *Roebuck's* Tender under your command, and proceed in his Majesty's Sloop under your command off that place, and if it appears that there is not sufficient depth of Water for the *Kingsfisher* to go into the harbour, you are to send the Tender, assisted by your Boats, and use your best endeavour to take or destroy the Said Sloop and any Vessel you shall find in the harbour. As soon as this service is effected (which is only intended and desired to be performed in case opportunity of fair weather should offer) you are most strictly enjoined to loss no time in proceeding to the mouth of the River Delaware, and use every Act and Stratagem in your power to obtain as many Pilots for that River as you possibly can, also as much information concerning the Fortifications and Machines which are placed to obstruct the Navigation to Philadelphia, as you may be able to Learn; and having to your utmost, executed this important Service, you are to Dispatch the Tender Back to Virginia, and give me an account of your proceedings. You are also to Seize and detain all American Vessels whatever and Send them to me for examination, likewise all other Vessels you may meet with who are attempting to carry on any commerce with America.

You are likewise to annoy the Rebels by every measure in your power, and to continue cruising at the Mouth of the Delaware, untill another Ship can be sent to relieve you, or untill you may be obliged by unavoidable necessity to quit that Station, when you are to return here and join me at this place.

Given under my hand on board his Majesty's Ship the *Roebuck* off Norfolk in Virginia the 23d Feby 1776

A S Hamond

1. Hamond Papers, Orders issued, UVL.

MINUTES OF THE NEW BERN, NORTH CAROLINA, COMMITTEE OF SAFETY¹

Friday the 23d Feby 1776.

Whereas a certain Robert Aitchison, a Midshipman on Board of the *Syren* Man of War commanded by Tobias Furneaux Esqr arrived in the Town of New Bern last Night from the Sloop called the *Peggy* commanded

by Capt Sacks, which said Sloop was on the ninth Day of February seized by the said Tobias Furneaux, who took from Board her three Men & the Mate, at Sea, at a Place called the Frying Pann, and the said Robert Aitchison being put on Board her with a Pilot & three Sailors from on Board the *Syren* with Directions to carry her to Capt Perry [Francis Parry] Commander of his Majestys Ship the *Cruizer* at Cape Fear, by contrary & hard Gales of Wind said Sloop suffered much in her Tackle, Sails & Furniture, and was forced, by Accident, into Oacacock Bar where the said Robert Aitchison was under the Necessity of giving up the Sloop & Cargoe then on Board consisting of Rum, Sugar, Molasses, Salt and Ginn to Capt Oacks, who employed a Pilot Boat with two Hands in which the said Aitchison and three Sailors, to witt, John Leech, Jacob Collins and Richard Dunniver came up to New Bern & surrendered themselves to this Committee.

Resolved that the said John Leech, Jacob Collins and Richard Dunniver be at Liberty, and that their Cloaths be return[ed] them. Resolved also that the said Thomas Aitchison be admitted upon his Parole of Honor to the Prison Rules, and in Case he exceeds the Bounds thereof, he is to be confined in close Goal and that all his Effects be returned him except his Papers and *Conteaux de Chasse*, and that Mrs Hatfield be allowed fourteen Shillings Proc. Money pr week for his Board and Diet, untill the Provincial Congress or Council shall otherwise determine, to whom the above Resolves are submitted.

1. Secretary of State Papers (Committees of Safety 1774–1776), NCDAH.

COLONEL WILLIAM PURVIANCE TO THE NORTH CAROLINA PROVINCIAL
CONGRESS ¹

[Extract]

Wilmington 23rd Feby 1776

Gentlemen On the 9th Instant upon the Arrival of an Express that the Regulators and highlanders were in Arms with an intention to join Govr [Josiah] Martin. I had Notice from the Committee of Wilmington to have my regiment in readiness, and soon after, Orders from Col. [James] Moore to prepare for marching against the insurgents – My Zeal for the [illegible] common Cause in some measure surmounted every difficulty – I dispatched part of the [regiment] and Captain Youngs rangers, by Order of the Committee to [?] Horses Carts Boats &c for the service of the military, and during upwards of eighty hours of severe Service Night & day with the Ass[is]tance of the Regulars & minute men whilst they were here, happily effected every-thing necessary

The Two companies of minute men in this County, and somewhat above eighty others under the command of John Ashe, Esqr, and stiling themselves Volunteers, together with a considerable number of disaffected Persons, reduced the Number of fighting Men in my County so much, that it was thought necessary with the small Number that remained, that I should stay behind, to protect the Town & adjacent County from any insults that might be offered in the Absence of the Troops by the Ships of

War. unequal as I know myself, and as indeed I must necessarily be, to any military command, I cheerfully exerted myself to fill a department which of Course fell upon me and which there was not any other to undertake . . .

On Wednesday the 14th instant in the evening the committee rec'd repeated expresses from Brunswick that the *Cruizer* Sloop of War with a Tender had passed that Town, and was on her way up. We had then, in the general Confusion, no doubt but that the intention was to destroy Wilmington, unless we Should submit to ignominio[us] terms. This opinion had such an instantaneous effect upon the Inhabitants, who had a number of enemies among them, that they, as if by concert, immediately began to remove their Effects. The Town is now almost cleared of all kinds of Goods, and of the women & Children. Since that time I have been reinforced by Captain Clintons Company of minute Men from Duplin, a minute company from Onslow, and part of the Militia of this last County under the Command of Col. [William] Cray. I have also had between 50 & 60 Men under Major [Parker] Quince from Brunswick county, and with all those forces I have been almost constantly employed, in throwing up Breastworks on the principal Streets & Wharfs and the hills above & below the Town. these I shall soon have Completed, so as to prevent the landing of any men from the Ships – I am making the necessary preparations for fire rafts and shall be able to make use of what swivels are mounted, and of a number of blunderbusses. But I am now assured the Ships never will venture to Wilmington. They too much dread the rifle men to approach us. The *Cruizer* and her tender attempted to go up the North West River, on the West side of the great Island, opposite to Town, but found there was not sufficient Water all the Way, and th[ere]fore returned. It is thought the intention was to favor the [Re]gulators & the highland banditti, whom they expected in Triumph, and to protect the Provision Boats which would Consequently come from Cross Creek for their Army and Ships. after the *Cruizer* Had fallen down below the Island, her people went several times on Shore at Mr [John] Ancrums Plantation, Carried off his live Stock and vegetables, and attempted to seize his Negroes, who fled to the woods. They have even taken away a parcel of printed Books, Old Cloths &c & threatened to burn the house. I therefore thought it necessary to dispatch Major Quincé with his detachment to [pro]tect the inhabitants on the West Side of the River, & I found that the more necessary, as Col. Davis of Brunswick County informed me yesterday, that there were 50 men from the Ships at the fort, pillaging the Inhabitants. Captn Dupre with only 15 Men arrived at Mr Ancrums plantation just as the *Cruizer* Boat was coming ashore the third time – fired up on them, which was returned, and kept up about a minute, when the Sailors pushed off with precipitation. we certainly did some execution, tho' they carried off their Men. The *Cruizer* fired three Guns without effect. Since this the ship is gone down below the flats

On Wednesday last, I reced intelligence that a boats crew from [the] *Scorpion*, which is also below the flats, went ashore on the East [side] of the River, and killed some hogs steer &c – Captain Clinton's minute men are

gone down & I make no doubt but with prud[ence] they will be able to seize the next party that presumes to come on Shore, as they are to remain there three days. I have got in confinement several Tories and suspected Tories. Many of those still here had inrolled themselves with Col. Ashe, in order, as is believed, to skreen themselves from duty; but when the day of trial came they shrunk back – That Gentlemen went so far as to inlist an Open Enemy who had been disarmed by the Committee and even presumed to require his Arms – It was not however thot proper to comply with this preposterous requisition. on the Contrary the Committee disarmed every man who would not take the Test of the Congress in form of an Oath – The Neutrals as they call themselves, have been forced greatly against their inclinations to work at the breastworks

24th February

The Ships of War, which threatened us for sometime, are all fallen down to Brunswick. Their people have been so much harrassed on both Sides of the River by the Riflemen, that I immagin their station became uneasy; but I am inclined to believe they lost all hopes of the arrival of their friends, and probably might receive intelligence (notwithstanding all the precaution that was used) [tha]t their friends were so situated that it was scarcely possible for them [to come.] I have upwards of twenty Tories in Custody & expect a considerable number more to morrow. I have the honour to be [&c.]

W^m Purviance

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

JOURNAL OF THE SOUTH CAROLINA PROVINCIAL CONGRESS ¹

[Charleston] Friday, February 23, 1776.

Resolved, That a Muster-master General be appointed for the naval and land forces of this colony, with power to appoint one deputy.

Ordered, That Col. [Christopher] Gadsden, Col. [William] Moultrie, Col. [Isaac] Motte, Col. [John Lewis] Gervais, and Dr. [David] Oliphant, be a Committee to ascertain and report the special duties of the said Muster-master General.

1. *Provincial Congress of South Carolina*, 62–64.

CAPTAIN ANDREW BARKLEY, R.N., TO MAJOR GENERAL HENRY CLINTON ¹

Scarborough Savannah River Georgia

23 Feby 1776 –

Dear Sir, I hope this will find you safe arrived at Cape Fear, which will give me great pleasure to hear. I had a very tedious passage here of thirty days having nothing but hard gales of Wind, most of the passage, The Transports parted with us in a very severe Gale the night after we left Boston – They arrived here a week after us,

We have found this province in the utmost confusion which we did not expect when we left Boston, which has frustrated us in our plan of getting a Supply of Provisions for Boston,

The Rebels to the amount of two or three hundred have taken possession of the Town of Savannah & have erected two Batteries of eighteen Pounders upon a Bluff Land forty feet high which a Ship passing or repassing to Town must go within Pistol Shot off, they have likewise sunk a Vessel in the narrowest part of the Channell, which prevents any Ship of Force going to the Town, there is fifteen Sail of Merchant Ships above the Town mostly loaded with Rice – If we could get possession of them, they would be a sufficient quantity to supply Boston or any other port where they may be wanted for the use of the Kings Troops

To come at these Ships we must get possession of the Town & destroy their batteries, but to effect that I am afraid we have not a sufficient force

But if it is found practicable we will attempt it, but to Insure success a greater force should be sent us,

I would sincerely recommend to your Judgment to send a small force here, In that case If it could be sent, I could promise to keep this post open, by which means a Constant Supply of Provisions could be sent to any part of the Continent without depending upon its being sent across the Atlantick

I will not enlarge upon this Subject as Sr James Wright has fully done it in his Dispatches to you

If we find it prudent to attack the Town with the small force we have, & succeed, & to evacuate it afterwards, it would involve the King's Service & Servants in greater difficultys than what they were upon our Arrival, you are Sensible the Orders Major Grant is under is to return Immediately to Boston

Sir James Wright is retired from the Town; he & his Family are now on board of the *Scarborough*

He can never think of returning there except he has a sufficient force to protect him, he thinks five hundred Men with two ships of War in the harbour, would keep possession of the Town, & most likely the whole Province.

I hope therefore upon the receipt of this you will be so good as to Dispatch something to us to let us know, whether any force may be expected, but these Circumstances I must intirely refer to your better Judgment.

And only wish I could Co'operate with you in any respect concerning the Distress'd State, of the Kings affairs in this Country

I am Dear sir [&c.]

And^w Barkley

In my passage here I took a Schooner from Salem, bound to South Carolina, with about Eight hundred pound Continental Money to purchase a Cargoe of Rice for the Rebel Army at Cambridge which I have got in my possession, I likewise took a Sloop off this Harbour, from StaCroix, having

onboard about Two tons & half of Gunpowder, with many other Articles for the use of the Rebels in the Southern Colonies ²

I herewith Inclose you a South Carolina & Georgia Newspaper. since I wrote the above we have an Account of a hundred men coming into town from Carolina; & some more expected as I am told.

AB

1. Sir Henry Clinton Papers, CL.

2. The schooner *Violenti*, Stephen Cleveland, master, and the sloop *St. John*, Gilbert Harrison, master. See journal of the *Scarborough*, February 4, 1776, Volume 3, 1141-42.

GOVERNOR GEORGE JAMES BRUERE TO LORD DARTMOUTH ¹

No 26

Bermuda feby 23d 1776

My Lord Under the charge and care, of the Revd Mr Lyttleton, I send your Lordship several Dispatches; which I hope hath reach your Lordships hand, to Inform your Lordship that the People here, had Chosen Delegates (or Deputies,) and had Petitioned the Congress at Philadelphia.

And that some evil minded People, had prevented the Owner of a Vessel, to fulfill his engagement to me, to hire His Vessel, to inform General [Thomas] Gage, of the Robbery committed, on the powder Magazine, in the night of the 14th of August.

And the Attempt made to detain or stop a Sloop, I had engaged and hired to go to Boston, to carry the Intelligence of the loss of the Powder, and to forward letters, by way of Boston to your Lordship.

And on the 3d of September, the Master of another Sloop, I had engaged, with only three Negroes, got under Sail, and put to Sea, when about 16, or eighteen People, and two of them were Delegates, and three of them were assembly men, took a Boat and pursued the Sloop, and the wind being at that time light, it seems they got up with the Sloop, and four or five white men, got on board, and asked the Captain for letters, and upon his answering that He had not any (which was true, for my Negro had the letters) they beat and abused the Captain, but the Wind springing up pretty fresh, they got into their Boat, and returned into Harbour: and the Sloop made Sail, in obedience to a Signal by a fire I made from the Hill, and carried my Dispatches Safe to Boston. And did not wait for Mr Lyttleton, who was to have gone in the Sloop.

I have been in constant expectation, of having some Support, either by the arrival of Some Soldiers, or a Sloop of War but I am disappointed hitherto.

And as most of the Assembly Men were Delegates and Some of them, had acted in that audacious manner; to go in pursuit of the Vessel, that I had sent, with Government Dispatches, I have been obliged to adjourn the Assembly, from time, to time, as I thought, it would be very improper, to Suffer them, to Act in both Capacities, as assembly Men and deputies; especially as some of them had acted so audaciously. And having received, neither any Orders, or any Support, I Dissolved the General Assembly, on the

22 of february, and I have ordered writts to be Issued for a new Election of assembly men. I have the Honor to be [&c.]

George Ja^s Bruere

1. PRO, Colonial Office, 37/36. This letter, according to Bruere's later endorsement, was not sent until April 3, 1776, the Governor then writing: "I send this letter in a Bermuda Sloop Commanded by Capt Cox via Boston. I have received no Dispatches from your Lordship for near a twelve month past."

24 Feb.

BILL FOR FITTING OUT *Success* AND *Eagle* FOR POWDER VOYAGES
TO THE WEST INDIES ¹

Owners of the Schooner's *Success* & *Eagle* ² Dr
For sundry disbursements fitting Out &c. vizt

For the *Success* ³

	£	s	d
To Cash pd for 7½ Yds Canvis for Tarpawlings 3/.	1..	2..	6
To ditto pd Samuel Tripe for makg 2 do	..	3..	
To do pd Moses Noble for Reamg the Pumps	..	6..	
1 sett Boxes a 1/9. 8 Clappers 9d	..	7..	9
To pd Elisha Hill for stapling 4 pump Boxes 1/6.	..	6..	
1 pump Spear 6/. nailg 3 Boxes on Spears 3/.	..	9..	
1 pr [Quo]ins 5/. 4 long Pump Bolts 4/.	..	9..	
1 pr Flesh forks 2/3. 1 pr [Quo]ins. 5/.	..	7..	3
			£ s d
To Cash pd Joseph Simes for mendg Binnacle lights	..	3..	3..13..6

For the *Eagle*.

	£	s	d
To Cash pd Joshua Wentworth for a main Mast	3.11..		
To do pd Moses Noble for making do	1..		
pd do for Reaming the pumps 6/4	..	6..	
4 sett Pump Boxes 1/9. 8 Clappers 9d	..	13..	9
3 Phuddocks Staves 9d 1 hand pump 2/6.	..	3..	3
2 Wooden Bowls 2/. 1 Bucket 2/.	..	4..	
To Cash pd Elisha Hill for Altering 2 Withs for Main Mast	..	6..	
1 Hoop for ditto	..	5..	8
Stapling 2 pump Boxes 1/6	..	3..	6..6..8
putting 2 Staples in the Boxes	1..		
1 Pump Spear 6/8. nailing on 2 Boxes 2/.	8..	8	
2 Cann Hooks 5/. 1 Candlestick 9d	5..	9	
To Cash pd Walker & Jenkins Caulkers	1.14..	6	
To do for 9 Yds Canvas for Tarpawlings a 3/.	1..	7..	
To do pd Saml Tripe for making 3 ditto	..	5..	
To cash pd Riggers & hands taking out the Old Main Mast & putting in the New	..	18..	

To Cash pd Simon Furnald for 6 days Carpenters Work on board both Schooners. @ 3/6	}	1..1..
To Cash pd for 1c 2qr 8lb Cordg for Halliards Down Halls, Straps, Lanyards, Ratline & Spunijam a 5/4.		
		1..1..
		10..1.11
		<hr/> £20..2..1

Portsmouth 24th Feby 1776
Errors Excepted

Tho^s Thompson
Supply Clap

1. John Langdon Papers, HSP.
2. The *Success* was dispatched for St. Lucia under instructions of December 20, 1775, and the *Eagle* followed on January 12, 1776.
3. "Newburyport March 25 1776. Received of John Langdon Esqr seventy six pounds 10/ lawfull Money in full for the Use of the Schooner *Success* on a late Voyage to the West indies - Nat Tracy," John Langdon Papers, HSP.

NEWBURYPORT COMMITTEE OF SAFETY TO THE MASSACHUSETTS COUNCIL ¹

The Committee of Safety Correspondence & Inspection of Newburyport beg Leave to acknowledge the Receipt last Evening, of a Resolve of the honble Genl Court passed the 8th of this present month, appointing them "with Capt Jeremiah Obrien, a Committee to prepare & in all Respects equip & man with fifty Men each including Officers, the Sloop *Machias Liberty*, & Schooner *Diligent* now lying at Newburyport &c"

The Committee with pleasure will undertake & perform all in their Power - & can engage to purchase the necessary Articles wanted, except Gunpowder - Of that essential Article, they with reluctance say, not a Cask can be procured here at any rate - The pressing demands of this Town have called for every Exertion in their power to raise Monies, notwithstanding the Town is greatly in debt, not being able to furnish enough to pay the necessary current Services - therefore to make it possible to comply wth the aforesd Resolve, the Committee humbly hope the honble Council will furnish them by the Bearer Capt Michael Hodge one of their Members, with as much Money as the present Occasion calls for - Which by a moderate Calculation for two Months Cruize only, with the fixing the Vessels will amount to five hundred pounds lawfull money - exclusive of the cost of Gunpowder (which is not to be had here) & of which Capt Obrien thinks there ought to be five hundred pounds weight beside one hundred & twenty pounds now on board - The Committee apprehend that the fifty Men for each Vessell or any considerable number of them cannot be found in this Town - owing to a large number being in the Continental Army, & to several Privateers out on Cruises - Capt Obrien says he can make up the Deficiency in the Eastward Harbour, if your Honours think it proper to let him depart hence without his full Complement - As Capt Obrien must probably collect his Men from thence, & his present Officers, whom he approves of may be most

agreeable to such Men, the Committee hopes the honble Council will excuse them from recommending said Officers for this Reason only, that they are entire Strangers to them –

P Order of the Committee Tristram Dalton Chairman PT
Newburyport Feby 24th 1776.

1. Mass. Arch., vol. 138, 299–301a.

MEMORANDUM OF A LETTER FROM ROBERT HANSON HARRISON TO WILLIAM
WATSON ¹

William Watson

Cambridge 24th Feby 1776

Sir your favor to His Excellency of the 22d came to hand – inclosed is a pass for Capt. James Hall & Jonath. Grindel, to pass to Virginia, if they chuse to go before trial – recommended to his Care the articles that will be necessary for the Men of war & every thing else that is on board the prize

ordered the *Harrison* out of Commission, & that particular Care be taken of every article belonging to the Continent on board the owner received 156 dollars to be taken Notice of in Settling with him

the Crew are permitted to remain on board if not attended with risk, provided they Cannot get employ before trial is decided –²

[Robert H. Harrison]

1. Washington Papers, LC. Harrison was aide-de-camp to General Washington.

2. This refers to the crews of the prizes, *Happy Return* and *Norfolk*.

THOMAS CUSHING TO JOHN HANCOCK ¹

Dear sir

Watertown Feby 24, 1776

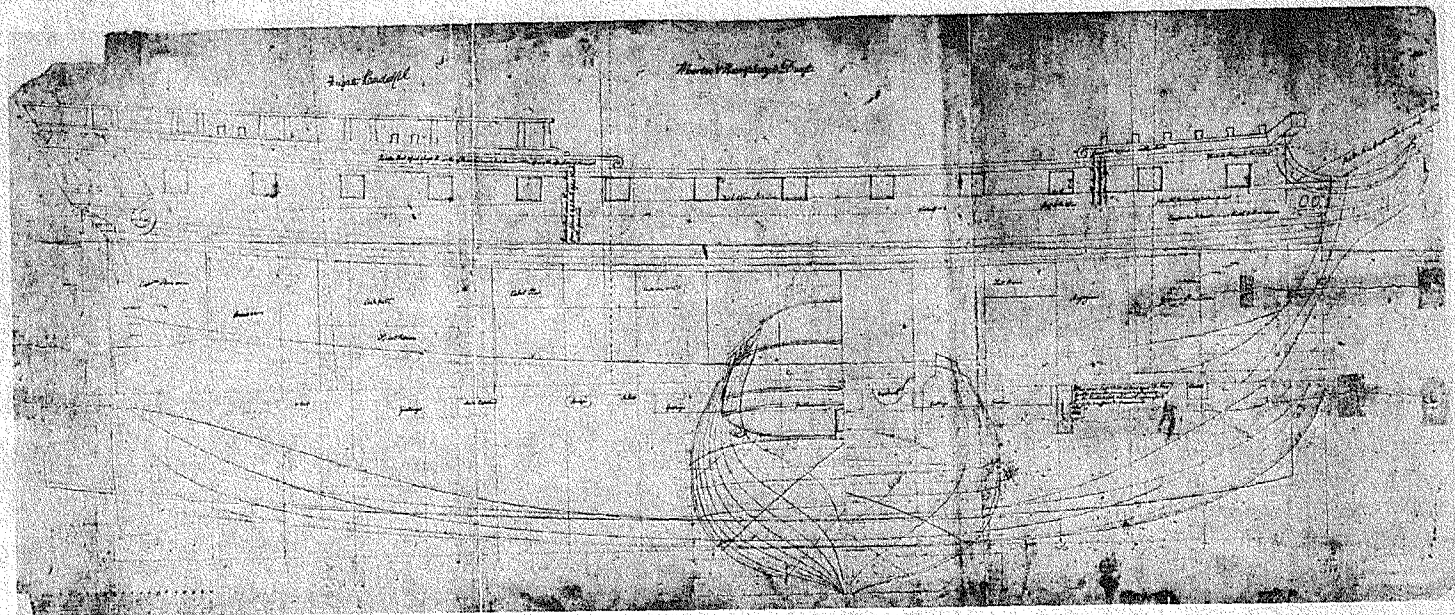
This will be handed you by Mr [Samuel] Osgood, since my last I have Completed the purchase of abt Forty Tons of Hemp Which I am to pay the Cash down for as soon [as] it arrives from Philadelphia, it will amount to Three Thousand Two hundred pounds L M. I shall have to pay the Builders immediately Two Thousand five hundred pounds lawfull Money, and shall be obliged immediately to pay also for one hundred peices of Duck which will amount to at least five hundred pounds LM also for a parcell of Iron I was oblig[e]d to purchase in order to proceed upon the Bussiness which will amount to Two hundred pounds, all these sums together will amount to Six Thousand four hundred pounds besides other Things, I shall be obliged immediately to pay for.² I hope Mr [John] Avery [Jr.] will bring to [more] than that amount, if he has not I Must request you will immeately forward a sufficiency by some other hand, by Mr Ossgo[od], if you please as he is [a] trusty hand or give me liberty to draw upon you for What I want for I find Nothing is to be done Without the cash down –

I have pay'd Mr Spriggs [fifty] dollars agreeable to your Desire – Eighty or A hundred men are now impatiently waiting for the plans or drafts Hope they will be here in a few days – as we cannot proceed without them –

Th^s Cushing

1. USNAM. Cushing was a Massachusetts delegate in the Continental Congress.

2. Materials for the two Continental frigates to be built in Massachusetts.



Draft of Continental Frigate Randolph.

VICE ADMIRAL MOLYNEUX SHULDHAM TO MAJOR GENERAL WILLIAM HOWE ¹

Sir,

Boston 24th February 1776.

Herewith I have the honor of transmitting to you, a Copy of a Letter from Mr Stephens Secretary to the Admiralty, to Vice Admiral Graves relative to the Provisions and Supplies sent out by Government for the Use of His Majesty's Forces in America, and as it appears by that Letter, that His Majesty's Naval Forces are entitled to an equal Proportion of the Cargoes of the Vessels in the annexed List,² as the Troops under your Excellency's Command, I think it my indispensable Duty to beg the favor you will please to give such directions as you may think proper for the distribution of those Supplies.³ I am with great respect and Esteem, &ca

M:Shuldham

Copy.

1. PRO, Admiralty 1/484.
2. For Stephens's letter to Graves, dated September 26, 1775, and the list of provision ships, dated September 23, 1775, see Volume 2, 735-36.
3. Howe's reply the following day expressed complete willingness to cooperate with Shuldham relative to Fleet supply, but he maintained firmly that the supplies had been sent out "for the Use and Comfort of the Army," suffering from "a Want of a Change of Diet." The Admiral, on February 26, answered Howe that he was "fully convinced and sensible of the humanity and impartiality of your disposition that nothing will ever be wanting in your power to supply the wants and Necessitys of His Majesty's Subjects of either Service." PRO, Admiralty 1/484.

GOVERNOR JOHN WENTWORTH TO VICE ADMIRAL MOLYNEUX SHULDHAM ¹

Copy/

Boston, 24th February 1776. -

Sir, I beg leave to inclose herewith a Copy of the Letter, which I did myself the honor of mentioning to you lately to have written to Admiral Graves relative to the State of New Hampshire; - By several Accounts from that Province I learn that the People are making many Preparations and daily erecting Works of Strength on the different Islands at the Mouth of Piscataqua River, where a Body of Troops is kept to obstruct and prevent Access for the King's Ships that Way, the only navigable Inlet, into the Province; - That they had entirely subverted His Majesty's Authority and proceeded to establish and administer a new mode of Government of their own Formation, enforcing Obedience to their Measures by Violence and Outrage on the Persons and Properties of Individuals, who, if not acquiescing in Rebellion, are unavoidably exposed to destructive Resentments, being wholly destitute of any Protection or Defence, of which Circumstance the Rebels have also availed themselves in fitting out Armed Vessels from Portsmouth to commit Depredations on the Transports bound for Boston.

Permit me, Sir, to assure you of my utmost Attention and Readiness toward restoring the King's Authority in that Government, and Zeal to apply

every Effort and Means in my Power to give Facility to any Operations undertaken for that Purpose. I have the Honor to be [&c.]

J: Wentworth.²

1. PRO, Admiralty 1/484. Wentworth was governor of New Hampshire.

2. *Ibid.*, Shuldham replied the next day stating that presently he could do nothing because of "the very small Force and bad Condition of the Ships now under my Command." The Admiral sent a copy of Wentworth's letter to Philip Stephens.

OWNERS' BOND FOR THE BRIGANTINE *Elizabeth* FOR A VOYAGE TO THE WEST INDIES¹

Know all Men by these Presents That we Benjamin Cushing John Brown and Nathaniel Jacobs all of Providence in the County of Providence and Colony of Rhode Island, &c. Merchants are held and firmly bound unto Joseph Clarke Esquire General Treasurer of said Colony in the Sum of One Thousand Pounds Lawful Money to be paid to the said Joseph Clarke in his said Capacity or to his Successors in said Office for the Use of the said Colony: To which Payment well and truly to be made we bind Ourselves Our Heirs Executors and Administrators firmly by these Presents. Sealed with our Seals. Dated the Twenty fourth day of February in the Year of Our Lord One Thousand Seven Hundred and Seventy Six.

Whereas the said Benjamin Cushing, John Brown and Nathaniel Jacobs have equipped the Brigantine *Elizabeth* burthened about Ninety five Tons whereof Joseph Lippitt is Master and have Obtained Permission of the Honorable Nicholas Cooke Esquire Governor of the said Colony for him the said Joseph Lippitt to proceed with the said Brigg and her Cargo to any of the Foreign Islands in the West Indies to purchase Powder and other Military Stores &c.

Now therefore the Condition of the above Obligation is such That if the said Joseph Lippitt shall well and truly lay out the whole Proceeds of the Cargo on board the said Brigg in Gunpowder, Saltpetre Sulphur Duck or Arms and shall import the same into this or any other of the United Colonies in America the Danger of the Sea and of the Enemy only excepted; and also further excepting that in Case the said Joseph Lippitt shall not be able to invest the whole Proceeds of the Spermaceti Candles in the Articles abovementioned that then he shall be permitted to lay out and bring back the Remainder in Papers, Ozenbriggs, Ticklenburgh, German Steel, Lead, Flints, Cotton, Linnen or Woolen Cloths, Jesuits Bark or Rhubarb and shall also lodge a true Account or Manifest of his Cargo in the Office of the Secretary of the said Colony within three Days after the Return of said Brigg and further shall not during the said Voyage proceed or go to any of the English Islands in the West Indies or to any Port or Place contrary to the Continental Association the Danger of the Sea and Seizure by any Enemy always excepted then this Obligation shall be void or else in full Force.²

Sealed and Delivered
in the Presence of
Henry Gardner Simon Smith

Benj Cushing
Nath Jacobs
John Brown

1. Maritime Papers, Bonds, Masters of Vessels, R.I. Arch. Numerous bonds are found in this source but for space considerations, only a few have been selected for inclusion in this Volume.
2. *Ibid.*, five other bonds were issued on February 24 or the preceding day for the following vessels and voyages:
 - February 24. Lemuel Wyatt and George Gibbs, of Newport, for the sloop *Diamond*, 55 tons, Timothy Pearce, master, on a voyage to the foreign West India Islands for powder and arms.
 24. John Innes Clarke & Joseph Nightingale, of Providence, for the sloop *Dianna*, 20 tons, Jonathan Carpenter, master, on a voyage to New York in ballast.
 24. John Brown, of Providence, for the sloop *Warwick*, 53 tons, Moses Lippitt, master, on a voyage to Philadelphia in ballast.
 23. Caleb Gardner, of Newport, for the brigantine *Sally*, 110 tons, John Earl, master, on a voyage to Philadelphia in ballast.
 23. John Brown, of Providence, for the sloop *Lucinda*, 20 tons, Alexander Huling, master, on a voyage to Philadelphia in ballast.

Providence Gazette, SATURDAY, FEBRUARY 24, 1776

Providence, February 24.

Saturday Evening last the ministerial Fleet went down the Bay to Newport, and have since returned to Hope Island.

The same Day a Brig put off from Newport for New-London, having on board a Quantity of Salt, some Household Furniture, &c. the Hands being apprehensive that they should be taken and impressed by the ministerial Fleet, obliged the Captain to put back; but in returning the Vessel ran aground near the Entrance of the Harbour, where as she could not be defended, some Men from Head-Quarters went on board, and assisted in unbending her Sails, and saving some of the Furniture. — [James] Wallace discovered her next Morning, when the Bomb Brig and a Tender took Possession of her; a few Shot were exchanged between them and some of our People on Shore, but without doing any Execution. After taking the Salt, they set her on Fire, and she burnt to the Water's Edge.

Gunpowder.

This is a most intimate mixture of nitre, sulphur and charcoal: The proportions found best by many experiments are,

6 parts nitre.
2 — sulphur.
1 — charcoal.

The charcoal should be ground extremely fine by itself, and the sulphur well pounded, if flower of sulphur is not used. The nitre may be pounded with the others; when all are put together, the whole should be pounded seven or eight hours. During the pounding it is to be frequently moistened with water sprinkled on it, a little every half hour, so as to use in the whole pounding about 4 parts of water: The water is to evaporate by the beating

or pounding; there should be about 3000 strokes of the pestle in an hour; the compounds, when sufficiently pounded, to be dried in the sun.

MINUTES OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[At a Meeting of the Governor and Council of Safety &c.]

[Lebanon] Saturday, 24 February

Had agreed to the officers hereafter appointed for the brig.

Appointed Ebenezer Bartram of Fairfield to be First Lieutenant, and James Hopkins, Middletown, to be Second Lieutenant, and Jno. McCleave Master of the brig *Defence*, according to the proposal last night.

A letter prepared and sent to Capt. [Seth] Harding informing of his appointment as captain of said brig, and also to Lieuts. Bartram and Hopkins as lieutenants, and also to Capt. McCleave informing his appointment as master of the same.

1. Hoadly, ed., *Connecticut Records*, XV, 245.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Sabbati, 10 HO. A.M.

Feby. 24th, 1776.

Saml. Franklin informed Congress that the ship *Sally* is to be sent to Boston in a few days, and requests permission from this Congress to send John Hastier in the said ship to Boston, in order to make application to the admiral for his discharge, and in the interim to take care of the said ship. Mr. Franklin further requests that the said John Hastier may be permitted to take with him for his subsistence, one barrel of salt provisions, one cask of bread, one barrel of flour, one quarter of fresh beef, a few gallons of rum or spirits, and a few pounds of chocolate, and that he, Mr. Franklin, be permitted to go on board of his Majesty's ship *Phoenix* to speak to Capt. [Hyde] Parker [Jr.] relative to the said ship *Sally*.

Ordered, That John Hastier be and he is hereby permitted to go on board of the ship *Sally*, belonging to Saml. Franklin, and lately seized by Capt. Parker; and further, that the said John Hastier be permitted to go passenger in the said ship to Boston, and take with him for his subsistence, the following stores, to wit: 1 barrel salt provisions, 1 cask of bread, 1 barrel of flour, 1 quarter of fresh beef, a few gallons of rum, and a few pounds of chocolate. And,

Ordered, That Saml. Franklin be permitted to go on board his Majesty's ship *Phoenix* to speak with Capt. Parker relative to the said ship.

An account of Bernard Romans for money claimed by him as due to him from this Congress, was read.

A resolve of Continental Congress was read and filed, and is in the words following, to wit:

In Congress, February 13th, 1776.

Resolved, That it be recommended to the Convention of New-York, to pay Mr. B. Romans up to the 9th day of this month.

Chs. Thomson, Secy.

The consideration thereof is deferred until B. Romans is called in and interrogated as to the reasons of his so long absence from the fortifications at different times. ²

1. *New York Provincial Congress*, I, 321–22.

2. Bernard Romans was engineer for the fortifications built at Martelears Rock, on the Hudson.

AFFIDAVITS OF DAVID COLLINS AND NATHAN CULVER OF THE AMBOY
PASSAGE BOAT *York* ¹

City of New York ss.

David Collins Late Master of the Amboy Passage Boat called the *York*, and Nathan Culver one of the Hands belonging to the said Boat being duly sworn on the Holy Evangelists of Almighty God depose & say That they sailed from Amboy aforesaid with the said Boat on Monday Last past [February 19] about Eleven of the Clock in the Forenoon having on board nothing but Passengers bound to this City, That about four of the Clock in the afternoon of the same day as They were nearly entering the Narrows a Gun was fired at them from his Majesty's ship *Phoenix*, Then at Anchor under Long Island Shore a Little below Demesse's reef; That the Deponents still kept on in hopes of getting Clear of the said Ship, But being pursued by one of the Barges which also kept firing at them and the wind being very Light They found it Impossible to Escape, That they then were as near Staten Island shore as it was possible for them to go and the Wind directly on Shore, and the Barge gaining upon them at a great rate and being under the Command of the *Phoenix's* Guns They were obliged to bring too and The Barge's Crew coming on Board carried The said Passage Boat along side of the *Phoenix*, and still have her in Possession, That These Deponents did every thing in their Power to Prevent the said Boat from being taken and should have been happy in Escaping and were not directly or Indirectly concerned in any Steps That occasioned the said Boat being taken and further say not.

David Collins Nathan Culver

Sworn this 24th day of February 1776 Before Me

P. Mathews

And the said David Collins further saith That on being carried on board said Ship of Warr, the *Phoenix*, Captain [Hyde] Parker [Jr.], who commands the said Ship told the Deponent That the only cause of his taking the said Passage Boat was because she had been Employed in taking the Store ship That was Lately carried to Elizabeth Town Point.

David Collins

Sworn this 24th day of Febry 1776 Before Me

P. Matthews ²

1. Papers CC (Letters from General Officers), 162, II, 424–26, NA.

2. Owner of the *York*, Michael Kearny of Perth Amboy, New Jersey, filed an affidavit in Philadelphia on March 9 that "said passage Boat was of the value of three hundred pounds current money of New-York." *Ibid.*

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 24th Feb'y, 1776.

[Resolved] That there be Six 18 pound Gun Carriages made for the use of the Battery at Fort Island,

That Capt. Procter [Thomas Procter] have the use of as many Firelocks as he may have occasion for, and a 6 pound Canon to exercise the Men under his Command, and that Robert Towers be directed to deliver the same.

That Commodore [Andrew] Caldwell & Capt. Procter fix upon proper Signals for the Fleet, Merchantmen & Battery, and that the same be communicated to the Pilots employed in Navigating Vessels through the Chevaux de Frize.

That Capt. Procter procure a Flagg Staff for the Fort, with a Flagg of the United Colonies.

That Robert Towers put up 50 Rounds of Cartridge, with different kinds of Shot, for each of the six 18 pound Canon on the Battery at Fort Island.

That Mr. Owen Biddle & Capt. [Robert] Whyte, order a Smith's Shop and Forge to be erected on Fort Island, and to furnish the same with proper Smith's tools.

Resolved, That Jeremiah Simmons, now a Lieut. on board one of the armed Boats, ² be appointed 1st Lieutenant in Capt. Procter's Company of Artillery.

1. *Pennsylvania Colonial Records*, X, 494.

2. Lieutenant of the galley *Warren*.

JOURNAL OF H. M. SLOOP *Cruizer*, CAPTAIN FRANCIS PARRY ¹

Febr [1776]	Moor'd off the Fort [Johnston, Cape Fear]
Saturday 10th	A M more Modr & fair Came in a Sloop from Jemica and a Ship from Saultitudas with salt and 3 punchons of rum detain'd for not having a Clearance for the Rum — Fresh breezes and Cloudy at 3 P M heard some guns fir'd in offing, at 4 Saw a Man of war and a brig without the bar slipt the small Bower and hove up beast [best bower] and came to sail at 5 anchor'd abreast of Bauld head in 4½ fath
Sunday 11th	At 6 A M weigh'd fir'd a gain [gun], and made the Sigl for all boats, run down as far as the fingers saw the ship & brig getting under way. hauld ower Wind & work'd up again at 8 Anchor'd abreast of Bauld-head in 5 faths Modr and Cloudy wear

- at 1 P M came in his Majesty's Sloop *Falcon*,
at 3 weigh'd and made sail up the harbour at 4 fell
calm came too to stop tide
- Monday 12th at 9 weigh'd & run up abreast the Fort and Anchord in 5
faths Came in a brig seiz'd by *Falcon* with Molasses.
Modr and hazey wear
5 P M Moor'd
- Tuesday 13th at Noon saw a large ship in the New Inlett she hoisted
a St Georges Ensign at her foretopmast head & fir'd a
gun the *Scorpion* Answerd it, sent a boat with a Pilot
out to her. –
- Wednesday 14th Mode and Cloudy wear at 2 A M came in a small
Schooner Seiz'd by the *Syren*, with oyle & Candles at
7 A M unmoor'd and came to sail up the river *Scorpion*
and Packett in Company. Came on board Govr Martin
at Noon Snows Point bore NW $\frac{1}{2}$ W the *Scorpion* got
aground
Light airs and Cloudy wear with rain
at 2 P M past Bru[n]swick at $\frac{1}{2}$ past 5 Anchor'd at the
flats in 2 $\frac{1}{2}$ fath with the small Bour and Moor'd with
the stream anchor the ferry house East.
- Thursday 15th A M. empd filling water Received aboard 4 Qrs of beef
Weit. 370 lb.
Little Winds & fair weather
Empd watering came up the *Lady Wm* Schooner
- Friday 16th A M completed our Water
Ditto wear
P M Came up and Anchor'd here his Majestys ship
Scorpion.
- Saturday 17th at 7 A M weigh'd and made sail up the river in company
with the *Lady Wm* at a 11 Anchord at the Enteranc[e]
of the NW River.
Fresh gales & squaly with Thunder & lightning,
at 4 More Mode and fair weigh'd and run into the
N W River and tow'd up about 3 miles And anchord
with the stream Anchor, at $\frac{1}{2}$ Ebb found the sloop
aground
- Sunday 18th at 6 she floated weigd and came to sail down the River
At 8 Anchord off the Enterance in 2 $\frac{1}{2}$ fath with the
small Bower, the Enterance of the N W River N
- Monday 19th Fresh Gales & rain moord with the Stream Anchor &
Cable this 24 hours fired 5, 3 pounders for Private Sigls

- Tuesday 20th Mode and hazy Wear fired several guns as Private Sigls came up the Sloop *Dispatch* little winds & fair wear at 4 P M unmoord and weigh'd came to sail down the river At 7 Anchord abrest of old Town in 2 faths water, to stop tide.
- Wedness 21st A M foggy with rain at 8 fair wear weighd and came to sail down the river. at 11 Anchor'd below the flats in 2½ fathm water moord with the Stream Anchor & Cable.
Strong gales & squally wear
- Thursday 22d At 9 A M more Mode unmoor'd and hove short on the Stream Cable At 10 weigd Empd working down the River in Company with the *Lady Wm* Schooner. At Noon Negro Island bore S W about 1½ Mile Mode & Cloudy wear with Lightning. at 3 P M Anchord abrest of Bru[n]swick in 4½ faths water the Church bearing WbN.
- Friday 23d Fresh breezes & Cloudy wear Came down and Anchord here his Maj's Sloop *Scorpion* and *Terriable* Tender
- Saturday 24th At 9 weigh'd and came to sail at 11 the wear being thick was Obliged to Anchor in 5 fathm hole in 3 fathm water, Snows Point NNW South Point of the Inlet EbN struck top Gallt Masts
Strong gales and rain
at 3 weigh'd and came to sail at ½ past 4 anchord abrest the Fort in 5 fathm water. And Moor'd the Fort SWbW the Point of oak Island S½E Sald his Majesty's Sloop *Falcon*.²

1. PRO, Admiralty 51/218.

2. This journey up the Cape Fear River and venture into its northwest tributary represent the effort of Governor Martin and Captain Parry to effect a junction with the Highlanders and Regulators who were beaten and scattered at Moore's Creek Bridge February 27, 1776. See William Purviance letter of February 23 and 24 to North Carolina Provincial Congress.

JOURNAL OF THE SOUTH CAROLINA PROVINCIAL CONGRESS¹

[Charleston] Saturday, February 24, 1776.

The report of the Committee on the petition of Capt. [Henry] Aitkin and Mr. Russel [Nathaniel Russell], was taken under consideration; and the same being gone through:

Ordered, That the ship *Port Henderson*, be forthwith discharged, agreeable to the prayer of the petitioners.

1. *Provincial Congress of South Carolina*, 62-64.

JOURNAL OF H.M. SLOOP *Viper*, CAPTAIN SAMUEL GRAVES¹

Feb'y 1776
Saturday 24

Samberara E S E 4 or 5 Leags
at 8 Saw a sail in the N W Hoisted out a boat and sent
on board & found her to be a brig *Tartar*² belonging to
salem from Georgia bound to Tartala laden with Lum-
ber Detained her and sent her to Antigua Convoy in
Company

1. PRO, Admiralty 51/1039.

2. *Tartar*, Benjamin Dean, master, and Joseph White, Niles & Greenwood, owners, Shuldham's Prize List, April 24, 1776, PRO, Admiralty 1/484.

25 Feb. (Sunday)GOVERNOR FRANCIS LEGGE TO VICE ADMIRAL MOLYNEUX SHULDHAM¹

[Extract]

Copy

Halifax 25th February 1776. —

I thought it my Duty to give you the Earliest Notice, that proper steps might be taken to prevent, if possible a Descent on this Province, from that Quarter [Canada], which unless opposed, they might easily effect, if they [the Americans] are in possession of Quebec, they will thereby, have in their hands a Frigate, a Sloop of War, and the *Gaspee* Brig, and therefore will require a considerable Naval Force to oppose them: I apprehend they will not be able to leave Quebec, till the first of May unless there should be an early Spring, the Navigation of the Gulph is free about a fortnight before the River of Canada is open, and as the places of Descent must be either in the Bay of Verte, Tatamagouch, or Pictou Harbour, a Course of Shore about twenty Leagues. Ships Stationed between St John's Island, and that part of this Country, would effectually prevent it.

1. PRO, Admiralty 1/484. Legge was governor of Nova Scotia.

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

Feb'y 1776
Sundy 25

Cape Ann N B W 6 or 7 Leags
Light airs & Variable . . . at 4 AM wore at 8 Saw a
Sail gave Chace out 1st & 2d Reef Topsls at 11 Came
up with the Chace a Sloop from Grandterre bound to
Newbury² took her Men out & sent a Petty officer &
Men on board her Light Airs and Variable Spoke with
a Ship Laden with Porter & Coals bound to Boston at
4 P M came too in Nantasket Road with the Best
Bower in 7 fm Water Veered away to a Whole Cable

1. PRO, Admiralty 51/546.

2. Sloop *Unity*, David Lunt, master, Jacob Boardman, owner, with molasses and coffee; sent into Boston, Shuldham's Prize List, April 24, 1776, PRO, Admiralty 1/484.

LORD STIRLING TO WILLIAM LIVINGSTON ¹

Dear Sir

New York Feby 25: 1776

The enclosed Affidavits were this day Delivered to me, ² by Mr Michael Kearney, who was proprietor of the Boat *York* of Amboy; which was impressed into the Continental Service; and made Use of in taking the Ship *Blue Mountain Vally*; and which Boat it seems is Seized and detained by Capt [Hyde] Parker [Jr.] as a prize, on the pretence of her having been employed on that Service. I have encouraged Mr Kearney to hope that the Congress will not Suffer his private property to be Injured on this Occasion and that his loss will be made up to him out of the proceeds of the Ship & Cargoe. I must beg the favour of you to lay his Case before Congress, and to Obtain their final Answer on this Matter, as soon as possible as his Attendance at philadelphia will tend to increase his damage. I am [&c.]

Stirling.

1. Papers CC (Letters from General Officers), 162, II, 420, NA. William Alexander, better known as Lord Stirling, became colonel of the 1st New Jersey Regiment on November 7, 1775. A staunch patriot, he subsequently played an important role in military operations of the Revolution. Livingston was a New Jersey delegate in the Continental Congress.
2. Affidavits of David Collins and Nathan Culver, February 24, 1776.

CAPTAIN HYDE PARKER, JR., R.N., TO VICE ADMIRAL
MOLYNEUX SHULDHAM ¹

Copy

Sir, On the fifth of this Month Mr [Charles] Lee the Rebel General came into this City, with a large Body of Men said to Amount to Three Thousand, on the Eleventh they removed all the Guns upon the lower Batteries up to what is called the Liberty Pole near the Barracks, this it was impossible for His Majesty's Ships to prevent, the Battery being so situated, that I Should have been Obligated to place one Ship in the North River, which at that time was Absolutely impossible; from there being a Strong Wind at WNWt and a Flood Tide, which effectually prevented our moving out of the East River; besides very large fields of floating Ice that would have Subjected the Ships to the most extreme danger of being carried Adrift. Firing upon the Town was judged by the Governor, General Clinton and myself, too Severe a Measure, being Confident that the Majority of the Citizens, particularly those of Property are faithful to the King; neither was this Act of Violence, an Act of the City's, but of the Rebels who have invaded it, as appears by the Minute of the Committee for removing the Records. I must Sir, beg leave to remark, that I feel myself in a very difficult Situation to know how to Act, Convinced as I am of the Attachment to His Majesty of many Men of great Property in this Town, at the same time knowing that it is Garrisoned by Rebels. And they have even had the Audacity to place Centinels immediately before Me, which I could never Submit to, was I not

persuaded that my firing upon them would involve the City in ruins, which I must confess I cautiously Avoid, being determined if possible to make the Act of committing Hostilities theirs and not Mine, I should hope I am doing right, and that this lenity on my side, may not be Misconstrued, as a want of Zeal in carrying on the King's Service.

We have had a most severe Winter during which it has been with the greatest difficulty we have maintained our Stations, this has not been done without the Ships Sustaining some damage, the *Asia* making Sixteen or Twenty Inches of Water in Twelve Hours, the *Phoenix* does not make Water but her Bottom is a good deal cut with Ice. On the Eleventh we hauled off from the Wharfs to which we had been fast ever since the Twenty Ninth of December. Our fasts to the Shore were watched by the Citizens, to prevent their being Cut by Ill disposed persons, until the Arrival of Lee. We did not haul off without great apprehensions of Ice, but after the taking away the Guns, I thought it prudent to have the Ships in a Situation to Act; Until the thirteenth our Minds were much Agitated for fear of the Ice, having had many large Fields come in upon us, but fortunately of no Substance.

On the Sixteenth Mr Clark the Officer Commanding the Armed Tender came and reported he had seen a great number of Armed Rebels upon the Bluff Point of Staten Island and that he imagined they were Fortifying; Upon this information I thought it my Duty to throw every Obstruction in the way of such an Undertaking; I therefore sailed with His Majesty's Ship under my Command to the Narrows, and Anchored close off the Point of Staten Island, lay there four or five Hours, but could not, either from the Mast Head, or from the Deck, discover any ground to be broke, or that there was any appearance of such an Intention. A great number of Armed Rebels paraded about, but as I could not fire upon them with any certainty, I did not choose to accustom them to Cannon Shot, where there was so little probability of having any good effect,

At the same time I moved down with the *Phoenix*, I ordered Captain Vandeput to move into the North River, and place himself in such a Situation as to prevent the Rebels taking Post, upon either Governor's or Hangman's Island. I am now laying in the *Phoenix* off of the Narrows, where nothing can pass but must come within reach of my Guns, nor can any thing move upon the Heights but must be seen from the Mast Heads. Should any attempt be made to Fortify, I shall endeavour to retard it as much as possible, but cannot flatter myself with a Hope of being able to Stop such Proceedings effectually the Land being above the height of my Tops. In this Situation I also Command the View of the Hook, and can see a great way to Sea; am therefore ready to dispatch the Armed Tender with Pilots to any Ship or Vessel that may be coming in. The *Asia* Commands the most Material passage up to the Town, and I am persuaded the Rebels never will dare to take possession of either of those Islands while she is able to keep her Station, which nothing but Ice can drive her from.

Mr Lee much against the Inclination of the City, has cut off all supplies of Fresh Provisions; in return I have given Orders to Stop every necessary from going to it. It is reported and I have it from good Authority, that Lee means to Fortify the back part of the Town by Intrenchments, and to erect some Batteries upon the Heights to Obstruct the Passage of both Rivers; as yet nothing of that sort is begun, nor do I apprehend any Batteries he can erect will be of any great consequence while we are able to prevent his doing of it at the Two passes where the Ships now lye.

I was much hurt at the Rebels taking the Ship *Blue Mountain Valley*, One of those loaded with Coals, Porter &c for the Troops, but in that case was particularly unfortunate, having the day before she was taken, dispatched a Lieutenant and fifteen Men in a Pilot Boat to the Hook, upon the report of a Ship being off; The Master on that day had stood off to Sea, the Lieutenant therefore returned and reported that there was not any Vessel in sight; The day after the Ship stood in and was taken not without some Suspicions of Treachery on the Master's side. The Sloop that brings you these Dispatches was the Vessel Seized upon as the Owners say for the above purpose, but I thought it a proper step to Seize upon her, leaving it to you to determine how far they can justify such an Act of Piracy.

Governor Tryon's Letter of the 19th of January was of such an Alarming Nature, that I thought it my Duty to guard against the consequences if possible; I therefore Ordered the Cargo to be taken out of the *James* Schooner lately Seized, and Armed the said Schooner (having no small Vessel of the King's upon this Station) to enable her to be so placed as to give me the earliest Intelligence, should the Enemy attempt to Assemble the Vessels mentioned in the Letter; since the Hauling off the Ships from the Wharfs she has been of infinite Service as a Cruizer.

I am Sir, to Acknowledge the Receipt of your Orders by the *Mercury*, she Arrived here the third of this Month and Sailed the Eleventh, I completed her Provisions for three Months, during her stay the three Transports also Arrived and sailed with her.

On the Twentieth arrived the *Harriot* Transport from England bound to the Army with Coals, Porter &c she left England the Ninth of December; I propose as soon as she is refitted, pushing her, the Ship with Salt and the Sloop loaded with Naval Stores, ² on to Rhode Island, in hopes of their getting from thence a Convoy to Boston.

I have received a Letter from the Mayor of New York, dated the Twenty first Acquainting me that His Majesty's Ships are to be supplied as usual with Provisions; in consequence of which I have given orders to allow the Market Boats to pass to the City.

I am just now informed that the Rebels are pushing large Supplies of Flour &c from New York up Long Island Sound, this it is impossible for me to prevent; there is a Battery erected upon Long Island to defend the passage through Hell Gate, Another is began upon the Island of New York at a place called Benson's Bay, which will annoy any Vessels that may be coming hither through the Sound; as it is meant to defend the passage be-

tween Blackwell's Island and New York; It is also said Mr Lee's plan is to Fortify the Wharfs by raising Platforms in the Cellars, where he means to place Guns so as to be upon a height with the level of the River at high Water; but this will never Answer his purpose, as Ships of any size may come within Twenty Yards of the Wharfs.

On the 24th January, Died Mr George Clephan, Purser of His Majesty's Ship *Asia*; I appointed Mr John Saunders to be Acting in the Station until your Appointment shall take place.

In future I find by the Agent's Letter there is little probability of his being Able to Supply His Majesty's Ships with Rum, Pease, Beef or Pork; the first from it's not being allowed to be imported; the latter Articles from the Country People being terrified at the thoughts of being detected bringing them in.

I must Sir, beg leave to request you will be pleased to Order, by the first Man of War or Vessel that may come here, the stores for both Ships, according to the enclosed demands, the *Asia* being distressed for want of them, and the *Phoenix* in great want of many Articles,

We are much distressed for want of small Vessels, I should therefore hope Sir, you would be pleased to dispatch this Vessel to me Again; with such Orders as you may have for me. I have the Honor to be, Sir [&c.]

H.Parker

Phoenix off the Narrows
of Graves End Bay, New York
25th February 1776

1. PRO, Admiralty 1/484.

2. The ship *Sally*, John Bagley, master, Samuel Franklin, owner, from Alicante for New York with a cargo of salt; probably the unnamed sloop, Murray, master and owner, seized February 6 by the *Asia*, Shuldham's Prize Lists, April 24, and May 23, 1776, PRO, Admiralty 1/484.

JOURNAL OF H.M.S. *Mercury*, CAPTAIN JAMES MONTAGU ¹

February 1776
Sunday 25

At a Single Anchor in Hampton Road Virginia
Fresh breezes and Cloudy . . . Fir'd a Gun pr Signal for
a Pilot at 6 P M Fir'd a Gun and made the Signal
for Weighing, at 7 Weigh'd and Came to Sail in Com-
pany with the *Kitty* and *Glasgow Packet* Transports,
and his Majesty's Sloop *Kings fisher* ² at 9 Anchor'd
with the Best Bower, Veer'd $\frac{1}{4}$ of a Cable, Cape Henry
bearing E N E.

1. PRO, Admiralty 51/600.

2. *Ibid.*, the *Kingsfisher* parted company with the *Mercury* and her two transports on February 27.

JOURNAL OF H.M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE ¹

Febuary 1776
Sundy 25

Cape Fear E S E about 3 Leags
at $\frac{1}{2}$ past 10 AM weighd and Came to Sail.
First part Modt. and Hazey middle and latter light Airs
and Hazey

P M working out of Cape Fear Harbr at 3 fird two Six pounders and Brot too the Brigg 2 *Friends*,²

1. PRO, Admiralty 51/336.
2. Brig *Two Friends*, Dougal McGregor, master; McGregor and Robert Campbell, owners, from Philadelphia for Cape Fear, in ballast, Shuldham's Prize List, May 23, 1776, PRO, Admiralty 1/484.

MINUTES OF THE SOUTH CAROLINA COUNCIL OF SAFETY ¹

In the Council of Safety
[Charleston] Monday [*sic* Sunday], Feb. 25th, 1776.

The Council issued orders for the following payments:

To Capt. [William Henry] Drayton, for the use of the ship <i>Prosper</i> , date 24th.	2000 00 0
To John Dorsius, for 8 pieces of cannon	423 06 8

1. *Collections of the South-Carolina Historical Society*, III, 269, 270.

26 Feb.

JOHN LANGDON TO JOSIAH BARTLETT ¹

Col: Bartlett.

Portsmo: Feby: 26. 1776.

Dear Sr Things are pretty much in the same Situation as they were, at my last writing you, – not one word about *independence*, am ready to think he's gone out of Town, and those gentlemen who kept him Company while in Town, seem rather ashamed of them Selves – Inclosed you have a Draught of our harbor, or rather, a sketch, by which you have a Tolerable view of the Channel, and the place where the Ship is built,² – after making what use of it you please, you may present it to my Friend Mr: Wharton,³ by which he may see what a safe Harbour he sends his flower to. – I have got no Draught of the Ship as yet. – but, we are going on with one of our own Drawing, by the Dimentions which I bro't down. pray Bring me down every Necessary from the Committee. do'nt Cramp my Genius, and the ship shall be Launched soon – my kind Regards to all, and Believe me to be with Respect – [&c.]

Jn^o Langdon.

Honl: Josiah Bartlett Esq:

Member of Congress Philadelphia

1. *New-England Historical and Genealogical Register* (Boston, 1876), XXX, 309–10.
2. The Continental frigate building in New Hampshire.
3. Either Thomas or Isaac Wharton, merchants of Philadelphia.

GEORGE WASHINGTON TO JOHN HANCOCK ¹

Sir

Cambridge Feby. 26th 1776

I had the honour of addressing you on the 18 and 21st Instt by Mr [William] Hooper since which nothing material has occurred.

We are making every necessary preparation for taking possession of Dorchester Heights as soon as possible, with a view of drawing the Enemy

out – How far our expectations may be answered, Time can only determine: But I should think, if any thing will Induce them to hazard an engagement, It will be our attempting to fortify these heights, as on that event's taking place, we shall be able to command a great part of the Town, and almost the whole harbour and to make them rather disagreeable than otherwise, provided we can get a sufficient supply of what we greatly want.

Within these three or four days I have received Sundry accounts from Boston of such movements there, such as taking the Mortars from Bunker Hill, the putting them with several pieces of Heavy Ordnance on board of Ship with a quanting of Bedding; the Ships are taking in Water; the baking a large quantity of Biscuit &c, as to Indicate an embarkation of the Troops from thence – A Mr Ides who came out Yesterday says that the Inhabitants of the Town generally believe that they are about to remove either to New York or Virginia, and that every Vessell in the Harbour on Tuesday last was taken up for Government service, and Two Months pay advanced them – Whether they really Intend to embark, or whether the whole is a feint, is impossible for me to tell. However I have thought it expedient to send an express to General Lee to Inform him of it, in order that he may not be taken by Surprize (If their destination should be against New York) and continued him on to you – If they do embark, I think the possessing themselves of that place and of the North River, is the Object they have in view, thereby securing the communication with Canada, and rendering the Intercourse between the Northern & Southern United Colonies exceedingly precarious and difficult. To prevent them from effecting their plan is a matter of the highest Importance, and will require a large & respectable army and the most vigilant & judicious exertions.

Since I wrote by Mr Hooper some small parcells of powder have arrived from Connecticut, which will give us a little assistance.

On Thursday night, a party of our men at Roxbury, made the Enemies Out Sentries consisting of a Corporal and two privates, prisoners without firing a Gun or giving the least Alarm.

I shall be as attentive to the Enemies motions as I can, and Obtain all the Intelligence in my power, and If I find 'em embark, shall in the most expeditious manner detach a part of the light Troops to New York and repair thither myself If circumstances shall require It – I shall be better able to judge what to do when the matter happens, at present I can only say, that I will do every thing that shall appear proper and necessary.

Your Letter of the 12 Instt by Colonel [John] Bull came to hand yesterday evening, and shall agreable to your recommendation pay proper notice to him – the supply of Cash came very seasonably, as our Treasury was just exhausted and nothing can be done here without It. I have the Honor to be [&c.]

P S This was Intended to have been sent by Express, but meeting with a private opportunity, the Express was countermanded.

ADVERTISEMENT OF LIBELS FILED IN THE ADMIRALTY COURT OF SUFFOLK,
MIDDLESEX AND ESSEX COUNTIES, MASSACHUSETTS ¹

Colony of the Massachusetts Bay, Essex ss.

At a court erected to try and condemn all vessels that shall be found infesting the sea-coast of America and brought into the counties of Suffolk, Middlesex, or Essex, to be held at Ipswich, in the said county of Essex, on Monday the eighteenth day of March, 1776, at the hour of ten in the forenoon, will be tried the justice of the capture of the following vessels, viz. of a ship called the *Jenny*, burthen about four hundred tons, commanded by William Foster; Of a Ship called the *Concord*, burthen about three hundred tons commanded by James Laurie; and of a schooner called the *Two Sisters*, burthen about eighty tons, commanded by Robert Robbins.²

At the same court to be held at Ipswich aforesaid on Tuesday the nineteenth day of March, 1776, will be tried the justice of the capture of the following vessels, viz. Of a ship called the *Friends*, burthen about two hundred tons, commanded by Archibald Bowie: of a brigantine called the *Sukey*, burthen about ninety tons, commanded by Maddet Eng; ³ of a sloop called the *North Brit[ain]*, burthen about sixty tons, commanded by John Richie; ⁴ of a sloop called the *Sally*, burthen about seventy tons, laden with wine, commanded by Robert Basden, an officer of the *Niger* frigate, the said sloop having been first taken by the said *Niger* frigate from some of the inhabitants of the united colonies.⁵

At the same court to be held at Ipswich aforesaid on Wednesday the twentieth day of March, 1776, will be tried the justice of the capture of the following vessels, viz. Of a brigantine named the *Nancy*, burthen about two hundred and fifty tons, commanded by Robert Hunter; of a certain sloop burthen about eighty tons, commanded by one Smith, and having on board as cargo, turnips and Spanish milled dollars; of a brigantine named the *Little Hannah*, burthen about one hundred and forty tons, commanded by Robert Adams; of a sloop named the *Betsey*, burthen about sixty tons, commanded by one Ackinson.⁶

At the same court to be held at Ipswich aforesaid on Thursday the twenty first day of March, 1776, will be tried the justice of the capture of the following vessels, viz. of a sloop called the *Industry*; burthen about forty tons, commanded by Samuel Lane; of a sloop called the *Success*, burthen about fifty tons, commanded by John Hitch: of a schooner called the *Fisher*, burthen about fifty five tons, commanded by John Moody; and of a snow named the *James*, burthen about one hundred and eighty tons, commanded by William Littledale. — ⁷ All which vessels said to be improved in supplying the fleet and army employed against the united colonies, and taken and brought into the County of Essex aforesaid, together with their cargoes and appurtenances are libelled in the court aforesaid, and trials will be had thereon at the several times above appointed (unless the length of some trials should necessarily prevent the hearing of any causes on the days above assigned; in which case such causes will be tried as soon afterwards as may

be, and the whole in the order before mentioned). Of all which trials this notice is given, pursuant to the laws of the colony aforesaid, that the owners of the aforesaid vessels, or any persons concerned therein, may appear and shew cause, if any they have, why the same vessels, or any of them, with their cargoes and appurtenances should not be condemned.

Timothy Pickering, jun'r. (Judge of said Court.)

Colony of the Massachusetts Bay, Essex ss.

A Ship named *The Henry and Esther*, burthen about 300 tons, & said to be improved in supplying, or otherwise used in the service of the fleet and army employed against the United Colonies, and taken and brought into the county of Essex together with her cargo and appurtenances, is libelled in the court erected to try and condemn all vessels that shall be found infesting the sea coast of America, and brought into the counties of Suffolk, Middlesex, or Essex: and a trial will be held thereon at the said court to be held at Ipswich, in said county of Essex on Thursday the 28th day of March, 1776, at the hour of ten in the forenoon. And this notice is given thereof, pursuant to the laws of the Colony aforesaid, that the owners of said vessel, and any persons concerned therein, may appear and shew cause, if any they have, why the said vessel and her cargo, and appurtenances, should not be condemned.⁸

Timothy Pickering, jun'r. (Judge of said Court)

1. *Boston Gazette*, February 26, 1776.
2. These three vessels were taken by John Manley, in the schooner *Lee*, in the fall of 1775. See next entry.
3. The *Friends* and *Sukey* were carried into Newburyport on January 15, 1776.
4. The *North Britain* was taken by a boat from Marblehead in November 1775.
5. The *Sally* was recaptured by Winborn Adams, in the schooner *Warren*, on Christmas Day, 1775.
6. These four vessels, including the ordnance brig *Nancy*, were taken by John Manley, in the schooner *Lee*, in December 1775.
7. The captors of the *Industry*, *Success* and *Fisher* have not been determined; the *James* probably was taken by the Massachusetts privateer *Boston Revenge*.
8. The *Henry and Esther* was taken by Captains Samuel Tucker and Daniel Waters in Washington's schooners *Franklin* and *Lee*, on February 1, 1776.

LIBEL AGAINST THE PRIZE SHIP *Concord*¹

Essex County. To Timothy Pickering junr Esqr Judge of the court of justice to take cognizance of & try the justice of any capture or captures of any vessel or vessels that may or shall be taken by any person or persons whomsoever & brought into either of the counties of Suffolk Essex or Middlesex

The Libel & complaint of Jonathan Glover & William Bartlet Esqrs Merchants Agents of the United Colonies to transact the business of the several armed vessels fitted out at the Continents expence, and the said Jonathan Glover as Agent of the Officers & Men belonging to the said armed Vessels against the Ship *Concord* – her Cargo & appurtenances. whereby they give this Court to understand & be informed That on the 2d day of Decr 1775 the ship aforesaid laden with dry goods West India Rum Wine, butter & sea-coal destined for the use of the British army & navy then & now in Bos-

ton, was with her said cargo & appurtenances, taken by the *Lee* schooner an armed vessel fitted out at the Continental charge, & commanded by Capt. John Manly, & brought into Beverly in the Colony of the Massachusetts-Bay –

Wherefore as the premisses are within the Jurisdiction of this honble Court Your complainants pray that such proceedings may be had that said ship Cargo & appurtenances [stated] as aforesaid may be adjudged forfeited & disposed of according to Law

1. Pickering Mss., vol. 5, 30, MassHS. The document is undated but probably precedes by a few days, the advertisement in the *Boston Gazette* of February 26, 1776.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS ¹

Sir

Chatham Boston 26th February 1776.

I acquainted you in my last that on the 27th of January, a few days previous to the departure of Admiral Graves, who Sailed the 2d instant, I took upon me the Command of His Majesty's Squadron in North America, and finding upon enquiry a great Scarcity of Naval, as well as Ordnance Stores at this place, belonging to the King, and few or none of either to be purchased but at the most extravagant Prices, I thought it the first part of my Duty to dispatch a Transport under Convoy of an Armed Vessel to Halifax, to bring a Supply of both kinds of those Stores, on which Service they Sailed from hence the 11th Instant.

On the 13th Instant an Advice Boat belonging to General [William] Howe Arrived here from that Port, and brought me a Letter from Captain [Charles] Hudson of His Majesty's Ship *Orpheus* with the satisfactory Account of his Arrival there, tho' in a very shattered Condition, together with one from Capt [Hugh] Bromedge of the *Savage* Sloop (Copies of both which accompany this) and the latter informing me of the Seizure of Two Vessels laden with Naval Stores, which tho' perhaps legally cleared out in England, were certainly designed to Supply the Rebellious Inhabitants of the American Colonies, as the Owners and Claimants of both of them are reported here to be notorious and principal inflamers of the present unhappy Rebellion, as a confirmation of which I transmit to you, Sir, herewith a Copy of a Letter to me from General Howe on that Subject, and shall be glad to receive through You His Majesty's or their Lordships pleasure, with regard to these two Vessels, as well as to Thirty Six More, Seized and detained by Vice Admiral Graves's Orders and now lying in this Harbour under similar Circumstances, Application having been made to me lately, by the Agents, for my direction relating to them, Copy of whose Letter I send you herewith.

In a former Letter I took the liberty of recommending to their Lordships through You, that all Supplies to this Country might be sent in Armed Vessels, I mean such as our old Forty Gun Ships with only their upper Tier of Guns, for however Numerous our Cruizers may be, or however attentive our Officers to their Duty, it has been found impossible to prevent some of our Ordnance and other valuable Stores in small Vessels falling into the hands of the Rebels; and here I must take occasion to say that in the Course

of my Service I never found Officers perform their Duty with so much perseverance and Vigilance as Ours, on this important Service, indeed, the firmness with which they have resisted the rigour of this long and Severe Winter, in constantly keeping the Sea on their respective Stations, is unprecedented and incredible; at the same time I must beg leave to observe to you the very few Ships I am provided with to enable Me to Co-operate with the Army, Cruize off the Ports of the Rebels to prevent their receiving Supplies, or protect those destined to this place from falling into their hands, and as it must be the first and principal object of my Consideration I have not been able yet to comply with their Lordship's Order of the 10th October for sending a Vessel to Bermuda for the safety and defence of the Ordnance Stores belonging to His Majesty at that Island, but intend sending the *Nautilus* Sloop on that Service immediately on her Arrival from her Cruize. I am, Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484. Stephens was secretary of the British Admiralty.

WILLIAM WATSON TO JOSEPH TRUMBULL¹

Dear Sir

Plymouth 26 Feby 1776

I this evening recd yours of yesterday am much obligd for the matters of news you favour me with, I, with you, have a most despicable opinion of the N Yorkers, and cant at the same time feel any degree of commiseration for the more than most despicable Tories & Refugees at Boston – I cod wish that the scene of warr might be continued in these parts, where we are prepared for it, but, if it must be transfered to the southern Colonys, I doubt not, we shall vanquish our enemies, even there. – I shall deliver Major Soper the wine, & fish which you purchased last fall & will assist him in getting them transported to Cohasset. – I cant at present give you an answer relative to the Molass[es], as our Committee must be consulted, & as your young man goes out early tomorrow, I shall not be able to lay this matter before them & get an answer from them in season, howeve[r,] I doubt not, I can purchase it for you on good terms, but then you must risque it to [Coh]-asset

The 20 Tonns of petetoes wont be sold till after they are condemnd in the Admiralty, they will be sold at Vendue, and I will purchase them for you on the best terms I can, & I dont doubt on good terms, they must not be removed at present from the ships hold, by reason of the frost. – The 4: or 500 Quintals Fish offered you by Mr Lothr[op] are the same I proposed to you in my last, I can not at present answer you fully respecting them but if they are not engagd I will purchase them and will acquaint you with my proceedings very soon. –

Colo [James] Warren desires me to present his Compts to you & to tell you that he is very sick, & confined to his Chamber, he also desires you to acquaint His Excy General Washington with his indisposition. – the Colo is really sick, I am not a little anxious for him, th'o I cant help hoping that it is nothing more than a great cold such men can very illy be spared at such a day as this. – We had last fryday a very fair prospect from my parlour, of a

Sea Battle between the *Harrison*, the *Yankee* & Dawson the latter after 3 hours engageme[nt] was obligd to sheer off upon the [illegible], and was seen stopping the shott holes when he bore away, Capt [Corban] Barnes of the *Yankee* deserves the thanks of the public, who rescued the *Harrison* from destruction, which must have been the case, had not Barnes gone to his assistance ² – I am Sir [&c.]

W^m Watson

1. Joseph Trumbull Papers, ConnHS. Trumbull was Commissary General, Continental Army.
2. This engagement, with the American vessels identified as only a sloop and a schooner, is described in the *Hope's* log for February 23, 1776. The *Hope's* commander was Lieutenant George Dawson, R.N. The sloop *Yankee*, was of 75 tons burden, and mounted 9 guns. The *Harrison* was Washington's schooner, commanded by Captain Charles Dyar.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND ¹

[Providence] Feby 26. 1776

Meeting in being according to adjournment –

Voted. That Forty eight Pieces of English Duck be purchased of Mr A. Lopez at the following prices 29 of No 1 a £6 – 5 of No 2 £5..17/, 9 of No 3. £5..14/. 5 of No 5. £5..8/

Voted. That the Sum of Two Hundred sixty two pounds six shillings & four pence three farthings, be paid Messrs Brown & Power out of the Committee's Treasury.

Voted. That the Sum of Five Hundred Forty four pounds seven shillings & five pence three farthings be paid Nicholas Brown out of the Committee's Treasury. –

Voted. That Joseph Nightingale be appointed to agree for a Vessel to go to New Haven to bring a Load of Provisions on the best Terms he can

Reckoning 20/

Meeting adjourned to Wednesday Evening

1. Journal R.I. Frigates, RIHS.

MAJOR ADAM COMSTOCK TO GOVERNOR NICHOLAS COOKE ¹

To the Honorable Nicholas Cook Esquire, Govourner Capt General, and Commander in Cheaf, in and over the English Colony of RhodIsland, and Providence Plantation in New England &c –

Sir I hereby acquaint your Honr That about the 15th Inst. hearing a Fireing of Cannon down the Bay, went instantly into N. Kingstown opiset where the Ships then lay, found the well disposed Inhabitance very uneasy, Thinking their Scituation very danjerous. Several respectable Persons there recommended that a Beacon be erected on an eminence in sd North Kings-town, to Alarm the Country ajacent, should the Enemy Attempt to Land. I gave orders to a Company of Soldiers there posted, and a Beacon was on the 16th erected – But in the Night following some evil Minded Person or Persons, willing to defeat the salutary purposes for which said Beacon was erected, set fire to the same, and it was consumed: Jabez Reynolds, Frances

Tanner and Benjamin Tanner all of sd N Kingstown, being suspected of having fired the Beacon. I on the 20th took up, and examin'd the Suspected Persons when it appear[ed] that all said Persons were very avercè to the present Opposition, (and I beleive Grand Tories) and by Many Cir[cum]stances the Likeliest Men to have Burnt said Beacon that I know of – But Promising on their parole to Hold themselves in Radiness to Appear before your Honour on the first notice given them for that Purpose, and to be of Good behaviour in the mean Time Purmitted them to return to their respective Homes –

I Likewise acquaint your Honour. That on Sunday evening last I was informed that Coll George Wightman had got on board Capt [James] Wallace, went that Night into North Kingstown where examining into said affair found even by the voluntary confession of some of his Family, that he (said Wightman) with one of his Sons and [one] John[] got on Board sd Wallace Last saturday Night – This [day] finding a samll freighting Sloop the Property of Said Wig[htm]an Lying in the mouth of that call'd Thomas All[e]ns Cove in sd N Kingstown, Tho't it my duty. And I took her into possession and sent her into the Harbour of E Greenwich where she now lyes –

I Hope my conduct herein will meet your Honours Approbation, and that of the General Assembly – I am with unfeigned respect [&c.]

Adam Comstock

North Kingtowns Feb 26. 1776 –

1. Letters to the Governor, 1776–1781, vol. 8, R.I. Arch.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Lunae, 10 HO. A.M.

Feb. 26th, 1776.

John Voorhis, of Brunswick, who attended the Congress at their request to be examined, says: that on Friday morning the 23rd inst. he was coming to New-York with his sloop *Brunswick*, laded with bread and flour, and 5 firkins of Butter; that he was brought to by Capt. [George] Vandeput in the ship *Asia*, who demanded of him what his cargo consisted of. That Capt. Vandeput ordered the hatches of the sloop to be opened, and took out 42 tierces of bread, 5 firkins of butter and 30 barrels of flour, for the payment whereof, he gave this examinant an order on Abm. Lott, Esqr. and then put 14 or 15 men on board the sloop and brought her along side of the ship *Dutches of Gordon*; that he was there ordered by Govr. Tryon to get his tackles ready; that Govr. Tryon directed all the flour to be taken out of the sloop and put on board of the *Dutches*; that 149 barrels were taken out of the sloop by Govr. Tryon's order and put on board of the *Dutches*; that 2 barrels of the finest flour was set by for the ship's use, and the rest stowed in the hold; that Govr. Tryon asked for his account; that he, this examinant asked 19s. per hundred for his flour, as he had been informed that was the market price; that Govr. Tryon would pay him only 18s. per hundred, and

offered to pay him that price or permit him to go to New-York and get a certificate that the price was higher; that Govr. Tryon paid him for only 147 barrels of flour, though he kept an account of the weights and numbers, and is very confident that 149 barrels were put on board; that Capt. Vandeput's barge stopped the vessel of Thompson from Brunswick; that they detained him some time and then sent him back again; that Capt. Vandeput told him, seemingly in a low voice and when he was alone, that he might inform his countrymen that if they sent up provisions fit for shipping he would stop it, but he would not stop loose or unpacked provisions, such as butter, eggs, or pork in quarters for the use of the city, but that he could not let any thing pass which was in barrels; that he, the examinant saw a considerable quantity of beef and mutton in quarters, and pieces hanging between decks in the ship *Asia*.

1. *New York Provincial Congress*, I, 322, 323.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Monday, February 26, 1776

A representation from the committee of inspection and observation of the city and liberties of Philadelphia, relative to vessels loading with produce for Great Britain, Ireland, and the British West Indies, was presented to Congress, and read: Whereupon,

Resolved, That no vessel loaded for Great Britain, Ireland, or the British West Indies, be permitted to sail until the further order of Congress; and that it be recommended to the different committees of inspection and observation, to see that this resolution be carried into execution.

Ordered, That the above resolve be published.²

Resolved, That a committee of five be appointed to examine and report the number and circumstances of the permits, and the destination of the vessels, to which such permits have been granted, for exporting the produce of the colonies, in consequence of the importation of ammunition and warlike stores; and that the representation of the committee of inspection and observation for the city and liberties of Philadelphia, on this subject, be referred to the said committee.

The members chosen, Mr. [James] Duane, Mr. [Samuel] Chase, Mr. [James] Wilson, Mr. [William] Livingston, and Mr. [George] Wythe.

1. Ford, ed., *JCC*, IV, 172-73.

2. Printed in the *Pennsylvania Gazette*, February 28, 1776.

DIARY OF RICHARD SMITH¹

[Philadelphia] Monday 26 Feb. the Votes read, and a Letter from Gen [Charles] Lee informg that he will set out for Canada in a few Days. . . An Order passed after long Debate that all the Shipping in the United Colonies now bound to G Britain, Ireland or the British West Indies in Virtue or under Color of a former Resolve allowing Produce to be exported for import-

ing Military Stores, shall be immedy stopped till further Order & this resolution to be published, and the further Consideration of that Subject & whether the Custom Houses shall be shut up was referred to a Comee of 5 –

1. Richard Smith's Diary, LC.

JOSIAH BARTLETT TO MESHECH WEARE ¹

Sir

Philadelphia, Feby 26th, 1776.

The Enclosed order of Congress of the 23d inst ² I am Directed to transmit to our Colony, and I make no doubt (if they have not already) they will speedily comply with the Recommendations.

The necessity of arms & ammunion for our Defence and the Danger of a Disappointment, shows the necessity of using our utmost efforts to be supplied as much as may be within ourselves. And tho' I can with pleasure inform you that large Quantities of Powder and salt petre have arrived here, and more is Dayly expected, yet as we have reason to believe that as soon as the spring opens, our harbors will be much infested with the British cruisers, who have orders to seize all American vessels, and as large Quantities of military stores will be wanted for sea, as well as land service, I humbly conceive it will be prudent to endeavour to supply ourselves with the necessaries of life & Defense within ourselves and leave as little to the uncertainty of winds, weather & Enemies as possible, at least for the present.

You will please, sir, to see that the several orders of our Convention or assembly for manufacturing arms, gunpowder & saltpetre be transmitted to me, and an account of what has been done in consequence of such orders, as it is necessary the Congress should know as soon as may be, the true state of all the Colonies with regard to their supplying themselves with these necessary articles; And when our Assembly meets, you will please to lay these resolves before them, and, in the mean time, communicate them to the Council, or Committee of Safety, or whoever they have left to transact Business in their Recess. I am [&c.]

Josiah Bartlett.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 75, 76.

2. Resolutions recommending that each colony promote manufacture of saltpetre and erection of powder mills.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 26th Feb'y, 1776.

Resolved, That Mr. [John] Nixon & Mr. [Robert] Whyte employ as many Ship Carpenters as they may think proper, to work on board the Provincial Ship now building by Simon Sherlock, in order that the building of her may be forwarded in the most expeditious manner.

1. *Pennsylvania Colonial Records*, X, 495.

Pennsylvania Packet, MONDAY, FEBRUARY 26, 1776

Philadelphia, February 23, 1776. For CORK, The Ship *CHANCE*, Will sail the sixth of March.

She is an exceeding fast sailer, but two years old, and has excellent accommodations for passengers. For passage apply to Joseph Carson, in Market Street.

MINUTES OF THE BALTIMORE COMMITTEE ¹

At a Meeting of the Committee 26 Feby 1776 –

Capt William McNeil of the Sloop *Ranger* having applied for Liberty to depart with said Vessel now loaded with Provisions for New England agreeable to a Permission for that Purpose lately granted; And it appearing that the said Capt McNeil hath violated an Engagement entered into before this Committee the 18th day of Decemr to export Fifteen Hhds Molasses imported by him in said Vessel from Turks Island reported to be the Growth of a British West India Island

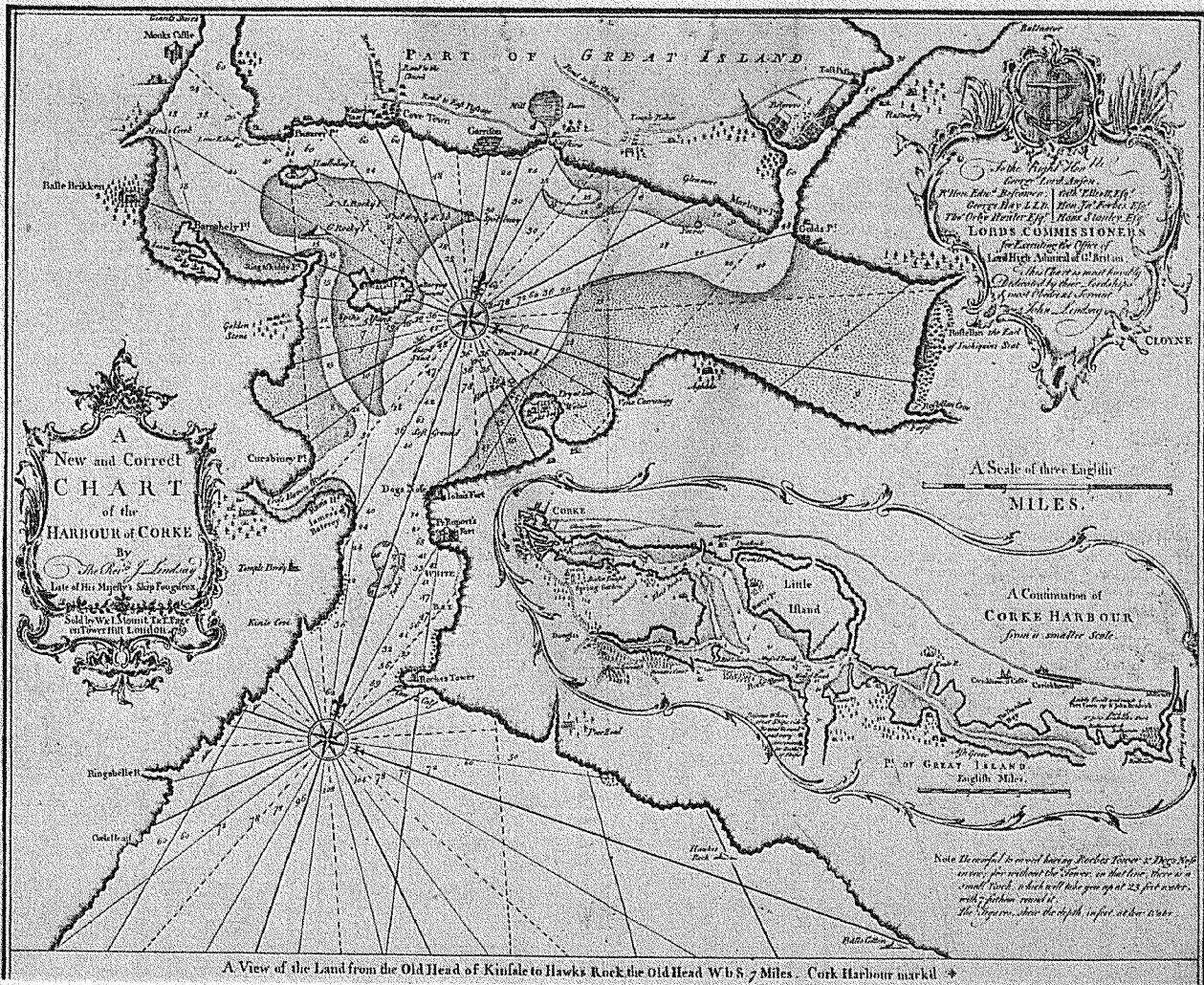
It is hereupon Resolved, That the said Capt McNeil hath behaved very unworthily, and forfeited the Permission granted for loading said Vessel; But it appearing to the Committee, that the Cargo shipped in said Vessel is the Property of Persons unconcerned in Captain McNeils Misconduct, It is agreed, that in case of his engaging to give the Command of said Vessel to a Master approved of by this Committee, the said Vessel shall be permitted to depart with her Cargo on the express Condition that Capt McNeil shall not go in her –

1. Baltimore Committee, LC.

GEORGE WOOLSEY TO BENJAMIN TITCOMB AND ENOCH ILSLEY, FALMOUTH, MAINE ¹

[Baltimore] 26 Feby 1776

We refer you to our Sundrey favours that we wrote Mr Titcomb. we now Inclose you Sales of oil p Harding ² Invoice of flour by Him & your Acct Courent by Which you will See you fall a little in our Debt. which ballance we have Carried to the Debit of Mr Titcomb, as he and us has on[e] Acct unsettled. Captn Hardin was Clear the 24th and Sailed the 25th and we hope will get Safe to you. he would not have been here more than two days, if the Ice had not prevented his getting up, and his running on shore to Escape the Tender that Espied him Obliged him to hieve down which also delayed him. the Vessel being so small, you will see we ware obliged to put in half barrels of flour & Kegs of Bread: to make Storage. Else She would have Carried very little which we hope will please. the half Barrels make it Come higher. however we hope its as low as any Cargo that was purchased at the time it was, tho we know if we had been ten days longer in the purchase, it would have been trifle less, but as



thers little Dependance in the weather on the Breaking up of the frost, we ware fearfull least the Roads would get bad and of Course none would Come in; the Certificate you Sent would Bearly do. if you send a vessell here again, Get your Certificate, Signd by several noted members of your Commatt[e]e, and your town Seal to it and let mention of that the manor men that sends the Vessell, and also the Captn are friends to amarica and may be intrusted to Load &c Such Vessell; we got your vessell Loaded at the present without Stoppage but you may Depend our Committee will be very Exact hereafter You must Send us a Certificate of the Discharge of the Cargo with you Signd by Several members of your Commattee. if the vessell arives or in Case of Loss, Captn and sailors protest, as the Security we give to that purpose flour /11/6 a 12/6 [Ex] 70.³

1. Woolsey & Salmon Letter Book, LC.

2. Captain Jessé Harding of the schooner *Jenny*, who arrived from Falmouth February 19; see Minutes of the Baltimore Committee, that date.

3. See Titcomb's letter, November 5, 1775, Volume 2, 890.

MEMORIAL OF SEPTIMUS NOEL TO THE MARYLAND COUNCIL OF SAFETY ¹

The Memorial of Septimus Noel

Sheweth

That Your Memorialist hath a compleat Frame and Plank, which hath been Seasoned about 20 Months sufficient to build a Boat of 35 feet Keel, with 14 or 15 feet Beam calculated to Sail exceeding fast, and to mount 6 Carriage Guns, and as many Swivels, and can be finished in 6 or 7 Weeks from this time by good Workmen, under the direction of Mr John Pearce Master Builder, fit to Cruize in the Bay and will be a Match for any of Lord Dunmores Tenders except one, which Your Memorialist by the Advice of several Gentlemen of Baltimore County humbly offers to Your Honors for the Public Service, And that he will keep an Exact Account of all Expences which shall attend the Building and finishing said Vessel and requests only of Your Honors approv[al] of his Proposal a reasonable Satisfaction for his Trouble, Your Memorialist is [&c.]

Sept^s Noel.

Balto Town Feby 26 1776

1. Revolutionary Papers, Box 10, Md. Arch.

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Monday, 26th February, 1776.

A Letter written to Colo. [Robert] Howe, informing him of the sailing of the *mercury King fisher* some Tenders and transports wth Gen'l Clinton and the Troops who designed as the young officers say to call at Cape Fear on a visit to Gov'r Martin, and then to proceed to South Carolina . . . Colo. [Edward] Stevens was also informed by L're.

Instructions given to Capt. Geo. Goosley of the Brig *Liberty's* $\frac{3}{4}$ belonging to the public and $\frac{1}{4}$ to Mr. Wm. Ronald of York Town, as follows:

1. *Virginia State Papers*, VIII, 97, 98.

You, &c., (vide copy filed), also a Bond for performance thereof, &c., ackn'd and ord. to be entered.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND¹

February 1776

Moored in Elizabeth River, Virginia

Monday 26th

Gave Captain [Matthew] Squire² an Order to proceed up the Cheseapeak and annoy the Enemy there by every means in his power:

1. PRO, Admiralty 51/796.

2. H. M. Sloop *Otter*.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN HENRY BELLEW,
H.M.S. *Liverpool*¹

Sir

Roebuck off Norfolk in Virginia 26 Feby [17]76

As I think it necessary to send the *Otter* imediately to Sea on a Short Cruize, it is my desire that the *Liverpool* should be placed so as to give protection to the Mill point, until I can send another Ship to relieve her, which I hope may be in my power to do in about a week: This Arrangement will give you an opportunity of Baking your flour into bread, and getting your Ship in all other respects ready for the Sea, which as Soon as you have completed you will be so good as to inform me. I am &ca

A S Hamond

1. Hamond Letter Book, 1771-1777, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN MATTHEW SQUIRE,
H.M.S. *Otter*¹

Having received intelligence that there are two Arm'd Vessels belonging to the Rebels which lately escorted some others Laden with Flour down the Chesepeak bay, and are now supposed to be laying off Baltimore.² You are therefore hereby required and directed to use all possible dispatch in getting his Majesty's Ship under your command ready for the Sea, to take with you the *Liverpools* Tender, which is now Cruizing about the Capes, and proceed imediately up the Bay to Baltimore in search of the abovementioned Pirates, to pursue them wherever you may get intelligence of them, and to use every means in your power to take or destroy them.

When you arrive off Baltimore and should not be fortunate enough to meet with the Rebel Privateers, you are to endeavour to cut out of the harbour any vessels you may suspect to be Laden with any kind of Provisions or that have the appearance of being proper for Arming; and in case you should be obstructed in so doing, by the Town of Baltimore, you are imediately to fire upon the Town, and do your utmost to destroy it. And whereas it is expected that the Rebels have erected a Battery on a point which commands the Mouth of the River leading to Baltimore; should that prove to be so, and appear to be such that, it cannot possibly be destroyed with your force, you will in that case content your self with taking an exact Survey of it, rather than expose his Majesty's Arms to an insult:

And whereas his Majesty's Ships on this station are in great want of Provisions, particularly fresh Meat; When the above service shall have been effected, you will consult with Mr Goodridge [Bridger Goodrich] (who is to accompany you with an Armed Sloop) and use your best endeavours to procure a quantity of live Stock; And wherever you find the inhabitants disposed to Supply you, you are to pay them ready money for every thing you take from them; But if they refuse to do so you are to take it by force of Arms.

You are to annoy the Rebels by every means in your power, and to Seize and detain all American Vessels you may meet with, as well as those of any other Country that may be Trading with the Americans, and send them to me for examination.

Upon your return you are to call at Annapolis, and deliver the enclosed Packet to Governor [Robert] Eden –

It is expected that you perform these services with as much expedition as possible, and by no means to be absent longer than 14 Days if it can be avoided when you are to join me in Hampton Road.

Given under my hand on board his Majesty's Ship the *Roebuck*
off Norfolk in Virginia the 26th Feby 1776

A.S.Hamond

1. Hamond Papers, Orders issued, UVL.

2. The Continental sloop *Hornet* and schooner *Wasp*, which did not return to Baltimore, but joined Hopkins' fleet off the Delaware.

“EXTRACT OF A PRIVATE LETTER, DATED SHIP *William*, NORFOLK HARBOUR, VIRGINIA, FEB. 26, 1776.”¹

There are now here the *Roebuck*, *Liverpool*, *Dunmore*, *King's Fisher*, and the *Otter* ships of war; and the Rebels are in the neighbourhood, raising several new regiments.

General Clinton, with *Mercury* frigate, and two transports, with 150 Soldiers, are now here, on their way to Cape Fear, to join Governor Martin, who is at the head of 3000 Highlanders and Regulars in Government service.

1. *Lloyd's Evening Post and British Chronicle*, London, (Postscript), April 15 to April 17, 1776.

HENRY LAURENS TO CAPTAIN WILLIAM HENRY DRAYTON¹

Sir – We desire you will order six, or more if needful, of the men from on board the *Prosper*, to attend Capt. [Edward] Blake, or Mr. [Paul] Pritchard; ship carpenter, and to follow their orders, in weighing the bottom of an old vessel for stopping Marsh channel.

By order of the Council of Safety.
[Charleston] 26th February, 1776.

Henry Laurens, President.

The Hon. W. H. Drayton, esq., Commander of the ship *Prosper*.

1. *Collections of the South-Carolina Historical Society*, III, 270.

HENRY LAURENS TO CAPTAIN WILLIAM HENRY DRAYTON ¹

Sir – As you intimated that you could conveniently assist the smaller armed vessels with forty good men from on board the ship *Prosper*; and as we judge it to be very necessary for the public service immediately to equip these vessels for cruizing on the coast, we desire you will order thirty such men on board the brigantine *Comet*, to obey the orders of Capt. [Joseph] Turpin and his officers; and ten men on board the sloop *Defence*, to obey the orders of Capt [Simon] Tufts and his officers.

By order of the Council of Safety
[Charleston] 26th Feb., 1776.

Henry Laurens, President.

1. *Collections of the South-Carolina Historical Society*, III, 270, 271.

JOURNAL OF H.M.S. *Scarborough*, CAPTAIN ANDREW BARKLEY ¹

Feb'y '76	Moor'd in Savanah River, Georgia. —
Sunday 25th	at 11 AM the 2 Transports ² weigh'd & went up the River; Captn Barkley in the <i>Hinchenbrook</i> Schooner went up the River
Monday 26th	AM sent two Lieutenants, 23 seamen & 18 Marines on board of a Schooner, a Sloop & a Pilot Boat; at 11 they went up the River, lost out of a Sloop which was sent to water the Ship, 2 Barge Oars. —

1. PRO, Admiralty 51/867.

2. The *Symmetry* and *Whitby* transports.

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

February 1776	River Savanah Georgia
[Sunday] 25	AM the <i>Cherokee</i> and two transports got under weigh and proceeded up the river towards Town. Loosed Sails to dry, Longboat watering Light Airs & Vble Carpenters Employ'd as before
[Monday] 26	AM the <i>Scarborough</i> made a Signal for all Captains Do Sent from the Ship Lieut. Peyton, a Petty Officer, 26 Seamen, a Corporal & 12 private Marines first & middle pt light Airs & Cloudy with some rain latter fresh breezes with rain, the Carpenters finishd the Starboard Side. Righted Ship.

1. PRO, Admiralty 51/968.

MAJOR ALEXANDER DICKSON TO GOVERNOR PETER CHESTER ¹

[Extract]

Sir, I think it proper to represent to your Excellency in Council that the present State of the Colonies in open Rebellion and their late Attack on Canada makes it a probable Conjecture that some attempt may be made on this Colony not only to gain over all the Southern Indians to their Interest

to effect which it will no doubt be thought Necessary to prevent any Person in this Colony Supplying them with Amunition and Goods the only place they can now with Safety be sent from – Besides there are other Capital Reasons that might be Assigned was it Necessary – I am of Opinion the small Number of Troops in this Province ought to be kept together in a Body either at this Place and the Harbours Mouth or at Mobile –

I humbly Submit to your Excellency in Council Whether it be more for the Benefit of His Majesty's Service That the Fort at Mobile be Repaired and put into a proper State of Defence and Troops sent there with Guns, Amunition &c to oppose any Attack from the Northern Colonies or Whether the Detachment at Mobile be Withdrawn –

Pensacola
February 26th 1776

Alexander Dickson Major & Commanding
The Troops in West Florida

To His Excellency Peter Chester Esqr
Captain General Governor and Commander in Chief
of his Majesty's Province of West Florida.²

1. PRO, Colonial Office, 5/631.

2. *Ibid.*, Dickson's letter was presented to the Council on February 27, 1776, but no action was taken upon it.

“EXTRACT OF A LETTER FROM ST. EUSTATIA, DATED FEB. 26, 1776.”¹

It is reported in town this day, that an American merchant was obliged to leave Dominica a few days ago, upon a person deposing that the American had bore arms against his Majesty, and the government have seized on his effects. It is likewise said that all the monies lying in the hands of the merchants in the English islands, belonging to America, will be taken hold of by proclamation.

1. *Pennsylvania Evening Post*, March 28, 1776.

27 Feb.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS¹

Sir, Chatham Boston 27th February 1776. –

A few days ago I applied to General [William] Howe, signifying my Opinion that the great Supplies of Provisions and Refreshments sent out by Government to this Country were intended for the use of His Majesty's Fleet and Army agreeable to your Letter to Vice Admiral Graves of the 26th of September last on that subject,² and herewith I think it my Duty to transmit to you, the Friendly but Official Letters which passed between the General and Me relating to those Supplies, that Their Lordships may be undeceived in any supposition they may entertain of His Majesty's Fleet having received any greater Share of His Royal Bounty in that great and Extensive Donation, than the Quantity of about Fifty Butts of Porter. I am, Sir [&c.]

M: Shuldham

1. PRO, Admiralty 1/484.

2. See Volume 2, 735–36.

JOHN COTTON TO BARNABAS DEANE ¹

Sir

Middletown 27th feby 1776 -

I Recd yours, and have Nothing perticular to Ansr the Ways are So bad there is No Carting therefore we are obliged to Wait till they are More Setled as the principle timber is 4 or 5 Miles from the Yard therefore are Obliged to Keep the Carpenters off till we Can gett in Some perticular Sticks Which I hope will be soon as they that have teams Wait Only for the ways to Gett Setled, I have Employed four pr Sawyers in Sawing Plank, Yesterday we Made a begining in the Yard to fix a Birth for the Ship to Stand in ² butt the rain putt Us off[f]. Our people has Done Cuting the Timber if you have any Covenant Oppertunity I Would be Glad you Send Me Down Some Money as the Timber and Work has Near taken all you Gave Me, this Day we Expect Mr Ames and Others in Order to take off[f] the Draught and Consult about all Matters Relating of which you Will be informed by Sr Yrs

John Cotton

To Mr. Barnabas Deane Mercht in Wethersfield

1. Barnabas Deane Papers, ConnHS.

2. The Continental frigate being built in Connecticut.

MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK ¹

[Extract] Albany. Feby 27th: 1776.

I shall not be able to leave this until all the Troops destined for Canada are pass'd and until all the Batteaus are built at Fort George, and every Thing got into such a Train, as that General Lee's intended Military Operations in Canada may not be retarded, nor the Army suffer for want of provisions.

There is scarcely pork sufficient to be got on the East Side of Hudsons River to supply the small Quantities intended to be stored near that River - What is gone to Canada and remains at the posts above, will serve the Army but a very short Time; and no Supplies of the Meat Kind can be had even with hard Cash in Canada - from the Beginning of April until the Middle or latter End of September; hence a very considerable Quantity of provisions will be wanted - I shall therefore order the Commissary General to send for 1000 Barrels of pork to New Jersey: but being apprehensive that the Men of War will not suffer any Vessels to pass, I have directed that it should be sent by Water to Hackinsack, from whence I believe the Traverse to Hudsons River is short and Sloops may be sent down to transport it to this place, but as this will be far from being a Sufficiency, I propose if agreeable to Congress, and that they judge fresh Meat cheaper than Salt pork which is very doubtful with me on account of the Numbers lost in driving, extra Waste in issuing &c that a Supply of Cattle should be sent to Onion River to be from thence conveyed in our Vessels and Row Gallies to St Johns but not to be put on Board at Onion River until there is a fair Wind lest they should suffer in the passage. - I do not mean that the Cattle should

be sent before there is Grass sufficient for their Subsistance on the Road and Sedge or some Thing to be got to feed them during the passage.

Since writing the above I have considered that as Hudsons River is not yet open, the Delay of laying the Matter about the pork before Congress for their Determination cannot be attended with any evil Consequences and they may probably adopt a better Mode, if not they can give Orders to some person in Jersey to purchase the pork, and send it as above – Mr Peter Zabriskie of Hackinsack a real Friend to our Cause might be employed to see it transported to Hudsons River.

. . . If the Lakes should open before I can hear from Congress, I will venture to raise a Company of one hundred [batteauxmen] for I foresee that great Quantities of provisions must be sent into Canada. I am Sir [&c.]

Ph: Schuyler

1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 27–30; NA.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Die Martis, 10 HO. A.M.

February 27th, 1776.

Mr. [Comfort] Sands informed Congress that Mr. John Murray had a sloop with pig metal seized by Capt. Vandeput, and requests permission to go on board of the *Dutches of Gordon* and the ship *Asia*, to endeavour to regain his property.²

Ordered, That Mr. John Murray be permitted to go on board of the *Dutches of Gordon* and His Majesty's ship *Asia*.

To Mr. Elias Nixen, Port-Master.

Mr. Nichols. Low requests a permit to ship flaxseed and lumber on board of the ship *Polly*, Capt. Thos. Kennedy, master, to be exported to Cork, in Ireland, in return for stores imported.

Ordered, That Mr. Low be permitted to load flaxseed and lumber on board of the ship *Polly*, Capt. Thos. Kennedy master, to the amount of £896 0s 9d.

1. *New York Provincial Congress*, I, 326.

2. The sloop, unnamed, was bound from New Jersey to the Hudson River above New York, and was seized February 6, 1776, by the *Asia*. Shuldham's Prize List, May 23, 1776, PRO, Admiralty 1/484.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Tuesday, February 27, 1776

The committee, to whom the letters from Christopher Leffingwell and others, concerning the brig *Nancy*, commanded by Thomas Davis, and her cargo, were referred, brought in their report, which being taken into consideration,

Resolved, That the case of the said brigantine and cargo, pertaineth to the judicature established in the colony of Connecticut for hearing and determining matters of the same kind.²

Resolved, That it be recommended to the convention of New Jersey, to have the cargo of the transport *Blue Mountain Valley* landed, and secured in some safe place, till further orders of Congress.

1. Ford, ed., *JCC*, IV, 173-75.

2. See Journal of the Continental Congress, February 23, 1776, and footnote.

DIARY OF RICHARD SMITH ¹

[Philadelphia] Tuesday 27 [February]. A Motion by E. Rutledge to countermand Gen Lee's Journey to Canada & send Him to command the Southern Colonies was discussed & postponed till Tomorrow. — An Order passed requestg the Jersey Convention to secure the ship and Cargo at Elizabeth Town ² till further Direction — Rob. Morris produced Letters just recd from Bristol with a Copy of the Ministerial Bill for seizing all American Ships which were read, One letter says their American Army will be about 25000 Strong, Part of it to be directed agt the Southern Colonies Part agt N. York, that the Whigs are under the Marquis of Rockingham and will desert Us if We aim at Independency, otherwise not, that Commissioners are certainly coming out to treat . . . the Bill is very long & cruel —

1. Richard Smith's Diary, LC.

2. The ship *Blue Mountain Valley*.

COMMITTEE OF THE CONTINENTAL CONGRESS TO THE BALTIMORE
COMMITTEE ¹

Gentlemen:

Philada Feby 27th 1776

We take the earliest Opportunity to send You the enclosed Resolution of Congress, ² & to request your immediate Attention thereto, & that You will inform Us of the Number & Circumstances of the Permits which have been granted & the Destination of the Vessells for Exporting the produce of the Colonies in Consequence of the Importation of Ammunition & warlike Stores. We are appointed to make Inquiry into this Subject. We are Gent [&c.]

[James] Duane

[William] Livingston

[Samuel] Chase

[George] Wythe

[James] Wilson

P S. a Schooner arrived in the River last Night from Hispaniola, with Arms & powder — Qty unknown.

1. Purviance Papers, MdHS.

2. Resolve of Monday, February 26, 1776; see Journal of the Continental Congress.

ROBERT ALEXANDER TO THE MARYLAND COUNCIL OF SAFETY ¹

[Extract]

Phila 27 Feby 1776.

. . . I called on Mr [Robert] Morris to know the quantity of Arms & powder imported by him for the province, he was from home, his Clerk inform[ed] me about 400 stand of arms & 3500 lbs of Cannon powder, I have directed a Gent of Maryland now in this city to receive them & to forward them by the stages to Elk from thence to send them in a Boat to Back River

in Balt. City, with orders for the skipper of the boat to proceed to Balt Town & there take directions, in what manner to land them. I have taken this precaution to avoid all danger for should any Tender or armed vessel be cruising in Patapsco River, the boat can proceed to the head of Back River & land the arms & powder within five miles of the town — if no vessel of the Enemy, she can run round without any great expence incurred by the delay — last night a ship arrived here from Bristol which she left the 17th of Decr she cleared out for Cork to avoid suspission, notwithstanding which, she was strictly searched & a letter being discovered, directed to a Mercht in Philadelphia, the ship was detained but the letter being merely on private business the Capt on his petition, was discharged & permitted to sail some News-papers & private letters are brought in they were stowed away by a messenger in the bottom of a Barrel of bread, which being placed in a careless manner, as if for the ships use, it escaped the search, one of the letters was directed to Willing & Morris,² without any signature— it contained a printed copy of my Lord North's conciliatory act by which all American vessels found on the Coast of Great Britain or Ireland are to be seized & confiscated on the first day of January— all American Vessels sailing into or out off the ports of America after the first of March are to be seized & confiscated, all foreign vessels trading to America after the first of June to be seized all Communication between Great Britain or Ireland or the British West Indies with America to be cut off[] all captures made by British Ships of War or by the Officers of the Kings troops in America adjudged by this act to be lawful prizes and as such Courts of admiralty to proceed in their condemnation all orders, for the regulation of Courts of Admiralty in America, heretofore made by the King in council or which may hereafter be made, are confirmed — the Boston port bill, the fishery bill, and the restraining act are repealed by this Bill, the Colonies being in the like circumstances & situation — the last clause of this more than diabolical act enables the King to appoint Commissioners to grant pardons & receive the submissions of any province, County, Town or District — I shall make no comments on this act, it is only a further step in that system of Tyranny, hitherto pursued by that — who under the influence of a Scotch Junto now disgraces the British throne. what measures Congress may pursue in consequence of this act, I know not with me every Idea of Reconciliation is precluded by the conduct of G. Britain, & the only alternative, absolute slavery or Independency, the latter I have often reprobated both in public & private, but am now almost convinced the measure is right & can be justified by necessity — the Gent who inclosed the Bill to W & M, writes that 26000 troops are to be employed in America that a sufft body of men are to defend Boston, while difft bodies are to attack New York, Virginia & South Carolina, that Lord [Charles] Cornwallis is destined for the last place with 5000 men & was to sail in January. . . .

1. Correspondence of Council of Safety, Md. Arch. Alexander was a Maryland delegate in the Continental Congress.

2. Probably Richard Champion; see his letter of December 9, 1775, Volume 3, 416.

JOHN SMITH & SONS TO JOHN CROCKETT¹

Baltimore 27th Feby 1776

Sir Yours of the 9th Feby pr Capt Sherwood we with Pleasure Recd but are sorry you did not get to this Place, as our goods would have sold better here than they are Likely to do at Edenton, the oznabrigs would bring by the Quantity at Least 2/ p yd and by [£.] or 5 pieces. 2/3 the Powder we could sell at 15/ p pound readily. we have been offered 10/ p lb for ours and they to receive it at Edenton; however we wish the Publick to have it at that price or if they will Engage to give us Powder here or in Philada in Lieu thareof would Chuse it rather, however as Matters are circumstanced we submit the whole to your Prudence & discretion making no doubt you'll do the best in your Power for our Interest must beg leave to observe to you that Gold or silver would answer best in payment but if that cant be obtained Continental money must do or any order on the Continental Treasurer provided the Person drawing has Proper Power so to do -

Oznabrigs was sold some Time since at Wms Burgh for 3/9 pr yd. The Council of Safety there are too much like ours willing to pinch Adventurers too close, Procure us proper Certificates from the Committee of Edenton that 500 lb Powder was imported by us into that place to enable us to obtain the Privilege of shipping to the Value from here (unless you go out again yourself,) in that case we should be glad to have the Amount of the Powder shippd in Indian Corn & [Wt] Oak Hhd Staves & to run the same risk we did in the Last Adv[entur]e, & Proceeds to be [in]vested in the same sort of goods ordered before. If you are too closely watch'd in the W.I. & think it not prudent to risk a return you can then remit the Proceed in good bills to M. & R. for our Accot Your &c.

P.S. Messr Lux & Bowley has by direction from the President of the Committee of Safety for Virginia offered for all the Powder you imported into Edenton 6/ their Money pr Pound which is equal to a Dollar & receive it there we therefore are of opinion that the Committee of north Carolina can have no Objection to paying at Least that price Exclusive of your Commissions, without they do so we can't think they are entitled to it if the oznabrigs are not sold before you receive this, would be glad if you can get carriages at a reasonable rate that you would send ours to Williamsburgh as we are Convinced it would sell there for at Least 2/ p yd Virginia Money, and if you could not waite to sell it you might put it into the hands of some Person of Reputation at that Place to Transact for us-

Since writing the above have Sold the Powder to Mr John Sterret for 10/ p lb to whose Order you'll please deliver it. We understand that the lb wt in Statia weighs 106 of our pound. if So you'll please weigh it & take a Receipt from whoever you deliver it to for our Government here.

1. John Smith & Sons Letter Book, September 1775-1784, MdHS.

“EXTRACT OF A LETTER FROM WILLIAMSBURG, DATED FEB. 27.”¹

Colonel [Richard] Corbin is returned from his fruitless journey to Lord Dunmore, who refused to give a commission for holding an Assembly, and only proposed that the principal gentlemen in the country should sign propositions for an accomodation, with which he would go home; but we presume he must get them signed by his old friends in the fleet, or about Norfolk, as he will get very few Gentlemens names to it. He said Commissioners were to negotiate; but did not say who they were.

His Lordship is not recalled, but has leave to go if he chuses it. His conduct is approved of, and he has unlimited powers to draw on the treasury. Col. Corbin says that he, General Clinton, and Capt. Hammond, all appeared in good humour, the latter declaring he had forbid his tenders to offer injury to individuals or their property, his sole design being to watch the water, and enforce the acts of trade. General Clinton had four companies who had not landed, but, on the contrary, the transports with the *Mercury* had fallen down into the road (Hampton) under sailing orders; he did not mention his destination, but it was gathered from the young officers, that they were to pay a visit to Governor Martin, at Cape Fear, and then proceed to South Carolina. On hearing that part of our letter to Col. Corbin read, “that we were not authorized or inclined to intermeddle in the mode of negotiation, which must be left to Congress,” the General said there was nothing America could ask in a constitutional way but would be granted, but if we relied on the Congress, we had nothing to expect from Parliament. Lord Dunmore wanted to borrow his troops to drive ours from Kemp’s; he asked if ours would not return? the other said he supposed they would; then, says the General, I don’t think it worth while to meddle with them.

P.S. We have just received intelligence from Hampton, that Gen. Clinton, with his troops, the *Mercury*, *Kingfisher*, and two or three tenders, went out of the capes yesterday.

1. *Pennsylvania Packet*, March 11, 1776.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO GOVERNOR ROBERT EDEN¹

Roebuck off Norfolk in Virginia the
27th February 1776 –

Sir

The enclosed letters I have lately received from Boston and take the earliest opportunity of sending them to you.

I shall be very Glad to hear from you and be informed of the situation of affairs in your province, as well as to co-operate with you in any measure for the good of his Majesty’s Service. I have the honor to be Sir &ca

A S Hamond

1. Hamond Letter Book, 1771–1777, UVL. Eden was governor of Maryland.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN HENRY BELLEW,
H.M.S. *Liverpool*¹

By Andrew Snape Hamond Esqr &ca

As the Agents to the Contractor are no longer able to Supply his Majesty's Ships and Vessels in this province, with any Specie of Provisions: You are therefore hereby required and directed to order the Purser of his Majesty's Ship under your command, to Purchase Provisions of all species; And this you are to see done with the utmost frugality, taking care that the same shall be good and wholesome, and in every respect fitting for his Majesty's Navy; And to draw Bill on the Commissioners of the Victualling for the payment thereof, untill further Order.

Given under my hand on board his Majesty's Ship the *Roebuck*
off Norfolk in Virginia the 27th February 1776.

A S Hamond

1. Hamond Papers, Orders issued, UVL.

NARRATIVE OF SIR HENRY CLINTON¹

[February 17 to February 27, 1776]

... on the 17th [February] we took the advantage of a favorable Breeze to pay a Visit to the Earl of Dunmore in Virginia, where we found his Lordship on board a Ship in Hampton Road, driven from the Shore and the whole Country in arms against him. On which Account I must confess I could not see the Use of his Lordship's remaining longer there, especially after the failure of his Attack on the Rebel Post at the Great Bridge. I however let his Lordship retain the Detachment of the 14th Regiment than attending him, as he seemed to flatter himself that some opportunity might yet offer for his acting to advantage. Unfortunately the day after our Arrival a Gale of Wind had considerably damaged our Transport by driving her foul of the *Mercury*; which made it necessary to get her repaired before we could move. This accident & contrary Winds detained us within the Capes until the 27th, when we at last took our departure for Cape Fear.

1. Manuscript history of the Revolution by Sir Henry Clinton, CL.

CAPTAIN FRANCIS PARRY, R.N., TO THE MAGISTRATES AND INHABITANTS OF
WILMINGTON¹

N[o] 2

Cruizer, Wilmington River Feby 27th 1776

His Majesties Ships not having received provision agreeable to their regular Demands

I Shall as soon as possible be off Wilmington with his Majesties Sloop *Cruizer* and other armed vessels under my Command to know the reason of their not being supplied

I expect to be supplied by six this Evening with the provisions I have now demanded of the Contractor

If his Majesties ships or Boats are in the least annoyed it will be my duty to oppose it

Fran^s Parry

1. Secretary of State Papers (Committees of Safety 1774-1776), NCDAH.

WILMINGTON, NORTH CAROLINA, COMMITTEE OF SAFETY TO
GOVERNOR JOSIAH MARTIN¹

N[o] 3

Wilmington 27th Feby 1776

Sir The Inhabitants of Wilmington by their representatives in committee in answer to your Excellencies demand of One Thousand Barrels of flour for his Majesties Service: beg leave to assure your Excellency: that they have been always most cordially disposed to promote his Majesties real Service, which they think consistent only with the good of the whole british empire – But the Inhabita[nts] are astonished at the quantum of your Excellencies requisition, as they cannot conceive what service his Majesty [has] in this part of the world for so much flour. – In the most quiet & peaceable Times, when the Ports were open & Trade flourished, it would have been impossible to procure such a Quantity in this Town in so short a time² as your Excellency mentions – How then can your Excellency expect a Compliance from the Inhabitants of Wilmington during the present Stagnation of Commerce? At a Time too, when you well know that an army raised and commissioned by your Excellency hath been for some Time possessed of Cross Creek and the adjac[e]nt Country from whence only we can expect the Article you have thought proper to Demand

We can with Truth assure your Excellency that it is not in our power to comply with your requisition either in whole or in part, many of the Inhabitants having for sometime past wanted flour for private Use, and the dread of Military Execution by the Ships of War hath induced most of the Inhabitants to remove their effects. The Inhabitants Sir sincerely wish they had not reason to suspect that your Excellencys Demand is only a prelude to the intended destruction of the devoted Town of Wilmington. If this should be the Case, it will not however make any alteration in their determination. It will be their duty to defend their property to the utmost and if they do not Succeed altogether to their wish, they have one Consolation left, that their freinds will in a few days have it in their power to make ample retribution upon those whom your Excellency thinks proper to dignify with the epithets of freinds to Government. These faithless & selfish people are now surrounded by three armies above four times their Number and the Town of Cross Creek now in our hands will make some, though a very inadequate, compensation for the destruction of Wilmington

This Sir is no boast & we would not treat your Excellency with so much disrespect as to make use of Threats – The Accot we have given you is sacredly true and we have the most convincing proofs of it in our possession I have the honour to be by order of the committee Sir Your Excellencys [&c.]

1. Secretary of State Papers (Committees of Safety 1774-1776), NCDAH. Martin was governor of North Carolina.

2. *Ibid.*, writing this date, Martin had demanded the flour "on or before Saturday next, being the Second day of March."

WILMINGTON, NORTH CAROLINA, COMMITTEE OF SAFETY TO CAPTAIN
FRANCIS PARRY, R.N.¹

N[o] 4 Wilmington 27th Feby 1776

Sir The reasons why his Majesties ships have not been supplied with the usual Quantity of Provisions, is so obvious, that it cannot possibly have escaped the sagacity of Captain Parry The Trade of this Colony hath been distressed by the Kings Ships even contrary to the acts of the British Parliament The Military Stores, the property of the People have been seized with an avowed Intention to subjugate them to slavery – The fort which the People had built at a great Expence for the protection of their Trade made use of for a purpose the very reverse, and when they attempted to demolish it they have been fired upon by the ships of war. The Slaves of the American Inhabitants, have been pursued, and many of them seizd and inveigled from their duty, and their live Stock & other property killed & plundered, long before the Committee thought it necessary to deny the Ships a supply of Provisions, and to Crown all, you Sir for the Second Time, have brought up the *Cruizer* and several Armed Vessels, to cover the landing of an Army Composed of highland banditti, most of whom are as destitute of Property, as they are of Principle, & none of whom you will ever see, unless as fugitives imploring protection. Tho you should come up before the Town, you cannot expect any other answer than what we now give you. We have not the least intention of opposing either your Ships or Boats, unless you should attempt to injure us. and whenever you may think proper to treat the Inhabitants as his Majesties officers did heretofore, we shall be happy to receive you in the manner which we always wish to receive those who have the honour to bear his Majesties Commission I am by Order of the Committee Sir [&c.]

1. Secretary of State Papers (Committees of Safety 1774–1776), NCDAH.

JOURNAL OF H.M. SLOOP *Scorpion*, CAPTAIN JOHN TOLLEMACHE¹

Febry 1776 Moord in Cape Fear River No Carolina
 Wednesdy 14 at 10 AM Weigh'd the Stream Anchor & hove Short
 on the Bt Br at Noon Weigh'd & Came to Sail in
 Company with his Majestys Sloop *Cruizer*.
 First pt Fresh Breezs & Squally with Rain.
 Middle & latter Mod:
 at 2 PM run ashore on McKnights Shoal Carried out
 the Kedge and Stream Anchor but could not start her
 at 10 Trip'd the Stream Anchor and carried it out to
 the N E
 Thursdy 15 2 AM hove her off into Mid Channel at Noon
 Weighed & Came to Sail.
 Modr Wr
 at 3 PM came too with the Bt Br in 4 fam off[f] the

- Town of Brunswick at 4 sent the Boat ashore Recd Fresh Bf.
- Friday 16 First part Light Breezs & Cloudy Middle and latter Fresh Breezs & Squally with Thunder & Lightning at 2 PM Weigh'd & came to Sail 1/2 past 5 brought too off[f] the Flatts with the Bt Br Veer'd away and Moor'd to 1/2 a Cable each way
- Saturdy 17 Fresh Gales with Rain
Empd Watering & Wooding
- Sunday 18 First and Middle parts
Fresh Gales with Rain Latter Fresh Breezs and Cloudy
- Monday 19 Empd as before
- Tuesday 20 Empd as before
- Wednesday 21 Mod. Breezs & Cloudy Empd as before
- Thursday 22 Fresh Breezs & Squally with rain Anchord here his Maj's Sloop *Cruizer* & our Tender Recd from her 16 Chests of Arms.
- Friday 23 First & Middle parts Fresh Gales with Rain Latter Mod. & Cloudy
Loos'd Sails to dry at 11 Unmoor'd Weigh'd & came to sail in Company the Tenders.
2 PM came too with the Bt Br in 4 Fam
at 5 Veerd away and Moor'd Town of Brunswick WBN found here the *Cruizer*
- Saturdy 24 Moor'd off Brunswick. Recd 17 Chests of Arms. Recd 7 more Chests of Arms & other Gunnrs Stores Supply'd the Tender with Water.
- Sunday 25 First part Fresh Gales with Rain Middle and latter Modr Loosed Sails to dry
- Mondy 26 Modr Breezs & Cloudy Reced Bread from the *Cruizer*
Empd Occasly
Mod. with Rain
PM Dispatch'd Sundry Gunnners Stores to Govr Martin
- Tuesday 27 Passd by for Wilmington the *Cruizer* and two Arm'd Tenders².

1. PRO, Admiralty 51/872.

2. In the fruitless effort to establish contact with the Regulators and Tories.

HENRY LAURENS TO WILLIAM MANNING, LONDON¹

[Extract]

[Charleston] 27th february 1776

Every day leads us in this part of America deeper & deeper into Warlike preparations, the Houses in Charles Town which had been emptied of their Owners & their furniture are now made use of as Barracks for the Country - Rifle-Men & other Militia - Sullivans Island Haddrells' point, Fort Johnson, a formidable & excellent Battery near the latter, are all in good order, well mounted with heavy Cannon, Garrisoned by proper allot-

ments of Soldiers for firing Cannon & for preventing an Enemy's Landing – on the verge of Cooper & Ashley River[s] in eight Batteries are mounted about Sixty guns from 9 to 24 pounders but chiefly 12, 18. & 24 – Matches & Ball all in readiness even for a Midnight defence – threats of Cannoning & destroying this fine Town are lost upon a people who are ready to put the torch with their own hands in preference to Submission & who are determined the Houses in that fine Town Shall never prove Shelters for a Cruel Enemy – . . . in our Naval department we have one large Ship, one Brig & one Schooner, all well mounted with Cannon & Men enough for Harbour Service in case of attack sufficient to Man two of them completely for Sea, & we Shall (barring Capture) soon receive as many more Seamen as will be Sufficient to Man the third & a fourth, in a word, all thoughts of a Speedy reconciliation with Great Britain having been chased away by the Speech & Answers at the opening of Parliament, Mens minds are possessed by Such only, as Lead them on to oppose at all hazards the unjust attempts of the Ministry, Supported as we perceive now by too many of our Brethren – the discoveries² which have lately been made of a Settled plan to involve us in all the horrible Scenes of foreign and domestic Butcheries (not War) have not tended to lull us into Security . . .

1. Henry Laurens Letter Book, No. 10, SCHS.

2. Referring to the intercepted letters seized on board the *Betsey* sloop by John Manley, in Washington's armed schooner *Lee*. Copies of these had lately reached South Carolina.

MASTER'S LOG OF H.M. ARMED VESSEL *Cherokee*¹

February 1776 Thursday 22d	Moored in the North Channell of Savannah River at 9 AM weighed and came to Sail at 1/2 past 10 Anchored with the Bt Br in the No Channel in 5 ffm. at Low Water Veered to 1/3 of a Cable and moored with the Stream Anchor to the No wd Tybee Light House EBS the Buoy of the Leprus Et 1/2 So and the Beacon of the white Oyster bank No 3/4 West distce one Cables Length –
Friday 23d	Light Airs and Cloudy Wear at 1/2 past 7 AM Weighed and came to Sail empd working up the River back'd and fill'd Occasionally at 11 Do Anchored with the Bt Br in 13 ffeet at Low Water Veered to 1/3rd of a Cable and Moored wth the Stream Anchor to the So wd – First and middle parts Light Airs and Cloudy Latter do fresh Breezes with rain PM exercised great Guns and small Arms
Saturday 24th	at 8 AM unmoored Weighed and came to sail & empd Workg up the River Back'd & fill'd Occasionally at Noon Anchr'd wth the Bt Br in 14 feet at Low Water Veered to 1/3rd of a Cable and moored with the Stream Anchor to the so wd

- First part Mode and fair middle and Latter Do Light
Airs inclining to Calms
- Sunday 25th at 9 AM unmoored Weighed and came to sail empd
Workg up the River Tack'd back'd and fill'd Oc-
asionally
Light Airs and fair Wear
at 1 PM Anchd, with the Bt Br in $3\frac{1}{2}$ ffm at Low
Water Veered to $\frac{1}{3}$ of a Cable and moored with the
stream Anchor to the so wd the Town of Savannah
WbS $3\frac{1}{2}$ Miles and four Mile point NEBE $\frac{1}{2}$ Et dist
 $\frac{1}{2}$ Mile at 3 do Came up the River and anchd about
2 Miles below us the *Symmetry* & *Whitby* Transports.
- Monday 26th at 10 AM unmoored Weighed and came to Sail and
Dropt further up at 11 Anchd with the Bt Br in 2 ffm
at Low Water Veered to $\frac{1}{3}$ of a Cable and moored
with the Stream Anchor to the so wd the Battery on
Savannah Bluff W B S 3 Miles and the Rebels Guard
House on Bréwtons Plantation SW 1 Milè found the
Channell block'd up by a Hulk being Sunk in the
Middle of the Channel abreast of the Guard House -
First and middle parts Light Airs and Cloudy Latter
Do fresh gales with rain
at 2 PM Anchd here two Schooners and one Sloop
wth Officers Seamen and Marines belonging to His
Majestys Ships *Scarborough* and *Tamer*
- Tuesday 27th AM Anchord here a Pilot boat with Captn [Andrew]
Barkley and some Seamen belonging to the *Scarborough*
Do got four of our Guns of 3 Prs on board the *St. John*
Sloop

1. PRO, Admiralty 52/1662.

28 Feb.

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

[Providence] February 28th 1776

Meeting in Being according to adjournment.

Gave Mr Palmer a Memorandum to get two sparrs 73 feet long to work
18 Inches in the Slings one Sparr for Mizen Mast 72 feet long $16\frac{1}{2}$ Inches in
the Partners one ditto for ditto 69 feet Long $16\frac{1}{4}$ Inches in the Partners,
all the above to be Transported to the nearest Water carriage, & then Rafted
to Taunton.

Voted. That the Treasurer pay Mr Ethanah Palmer Seventy Pounds
Lawful Money towards procuring the Masts & Sparrs according to Orders.

Reckoning 28/6

Meeting adjourned to Fryday Evening -

1. Journal R.I. Frigates, RIHS.

CAPTAIN JAMES WALLACE, R.N., TO VICE-ADMIRAL MÓLYNEUX SHULDHAM ¹

Copy.

Rose, Rhode Island Feby 28th, 1776.

Sir, A Vessel from Captain Parker at [New] York arrived here in her way to Boston, by which opportunity I acknowledge the receipt of Letters and Orders of the 1st Instant, His Majesty's Vessels here, are Employed Cruizing about the Bay and sometimes making Descent[s] harrassing the Rebels as much as possible, they have abandoned the Island of Prudence to Us, and I expect the Island of Connanicut every day, what Hay and Stock they can't take away with them they burn and destroy they are making New levies, New Laws, every one who does not take a Test to join them, they disposes of their Houses, and send them Prisoners into the back Country, some that have escaped on board His Majesty's Ship, acquaint me that several of the Inhabitants are exceedingly tired of the War, wishes for Troops to arrive, that they may join them, it seems their Policy, to Distress the Country and the People in Order to leave them no alternative but entering into the Rebellion. We have found the Transport so necessary for our Wounded Men, that I could not conveniently send her, they are near recovered, and I flatter myself I shall soon send her loaded. I beg leave to observe, by the Weekly Return we run short of some Articles of Provisions, not to be got here, Indeed Fresh Beef and Greens &ca Market stuff is all we do get. In some former Letters I mentioned to Admiral Graves the situation of the Towns about here, and my reasons for not destroying them, it would be a great satisfaction to know your sentiments upon that head, it has been my Opinion some time, that a small additional Land Force tack'd to the Squadron would secure this Post, and oblige them to keep a greater Number of Men to guard the Coast along the Sound, harrass, and do them great Injury and oblige them to give up all the Islands to Us. — [Charles] Lee has been sometime at [New] York — Hopkins is Sailed with the Philadelphia Fleet. — The Continental Congress has Voted themselves perpetual, so says report, our Intelligence is not much to be depended upon they keep so strict a look out.—Inclosed is the State and Condition of His Majesty's Ships.—I have the honor to be [&c.]

James Wallace

1. PRO, Admiralty 1/484.

MINUTES OF THE CONNECTICUT COUNCIL OF SAFETY ¹

At a meeting of the Governor and Council of Safety

[Lebanon, Wednesday] the 28th day of February, 1776.

Voted, that Nathl Green and Company of the Colony of Rhode Island be permitted to purchase three cargoes of the produce of this Colony in such proportion (as to particulars) as his Honor the Governor shall direct, in order to be transported to the West Indies to purchase warlike stores in pursuance of a contract made between the said Green and Company and the Committee of Secrecy of the Continental Congress, for the benefit of the United Colonies: one of said cargoes to be shipped on board a brig in Nor-

wich belonging to some gentlemen in the Colony of Rhode Island, and the other two cargoes to be shipped on bottoms to be taken up in this Colony.

Voted, That Capt. Ephraim Bill be and he is hereby appointed to repair to Saybrook and there inspect the building the Colony ship of war at Capt. [Uriah] Hayden's yard, and to do whatever is needful to promote the work in the best and most speedy manner. And the builders, riggers, blacksmiths and sail-makers &c. are hereby directed to consult him in their several branches of the work as shall be convenient for the service.

1. Hoadly, ed., *Connecticut Records*, XV, 246.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS ¹

[New York] Die Mercurii, 10 HO. A.M.

Feb. 28th, 1776.

Ordered, That Mr. [Henry] White, by his agent, be permitted to supply His Majesty's ship *Phoenix* with 850 lb. fresh beef and some turnips, and His Majesty's ship *Asia*, with 1,300 pounds of fresh beef and greens, and some candles. Also one barrel of corned beef for His Excellency Govr. Tryon.

1. *New York Provincial Congress*, I, 327.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, February 28, 1776

Resolved, That a letter be sent to General Lee desiring him not to set out for Canada, till he receive further orders from Congress.

A petition of Anthony Marmajou, master and owner of the brig *Little Polly*, of the island of Martinique, was presented to Congress and read:

Resolved, That Monsieur Anthony Marmajou be permitted to load the Brigantine *Little Polly*, (in which he imported a small quantity of powder and arms,) with the produce of these colonies, (horned cattle, sheep, hogs, poultry and lumber for making casks excepted,) and export the same to Martinique; And that the said Anthony Marmajou do take every possible precaution to avoid all British men of war and cutters on this voyage; and that he use his utmost endeavours to import into these colonies the powder and arms mentioned in his petition,

1. Ford, ed., *JCC*, IV, 175-77.

DIARY OF RICHARD SMITH ¹

[Philadelphia] Wednesday 28 Feb. E[dward] Rutledge renewed his Motion to send Gen Lee to the Southward it was postponed but Mr Lee is to stay his Journey to Canada till further Order - A Petition from a Frenchman who has brot Half a Ton of Powder and the rest of his Cargo in Molasses &c for Leave to export Produce to the Amount of his whole Cargo was

argued and the Prayer granted under the Conditions that several other Foreign Vessels have had — ²

1. Richard Smith's Diary, LC.

2. See Journal of the Continental Congress for action this day on petition of Anthony Marmajou, master and owner of the brig *Little Polly*.

VOTE OF THE PENNSYLVANIA PROVINCIAL ASSEMBLY ¹

[Philadelphia] February 28, 1776

Ordered, That the Resolution [of the Continental Congress of November 25, 1775], recommending to the Legislatures of the several Colonies to erect Courts of Justice for the Purpose of determining concerning Captures, be adopted, and referred to the said Committee. ²

1. Samuel Hazard, *et al.*, eds., *Pennsylvania Archives* (Philadelphia, 1852-1856 and Harrisburg, 1874-), 8th series, VIII, 7420. Hereafter cited as Hazard, *et al.*, eds., *Pennsylvania Archives*.

2. A committee of nine appointed to consider two non-maritime recommendations of the Continental Congress, namely: punishment for those harboring deserters from the Continental or Provincial forces, and the delegation of power to a commanding officer to administer an oath.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety.

Philad'a, 28th Feb'y, 1776.

Resolved, that the Captains of the Armed Boats be directed to see that their respective Crews are properly Cloathed, and apply to Mr. Jn. [Maxwell] Nesbitt, Paymaster, for such necessary apparel as shall be wanted for that purpose; and that the amount of what shall be furnished to each person shall be stopt out of his pay, in such manner that not more than half the pay be stopt at a time.

1. *Pennsylvania Colonial Records*, X, 498, 499.

Pennsylvania Gazette, WEDNESDAY, FEBRUARY 28, 1776

Philadelphia, February 28.

From Hispaniola we have intelligence, that a number of English Frigates are cruising about there, who seize all American vessels they come across.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Wednesday 28 Feb. 1776.

Instructions and sailing Orders were given to Capt George Wise of the Brigantine *Nancy*.

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

CAPTAINS JAMES KENT AND WILLIAM HENRY TO THE MARYLAND COUNCIL OF SAFETY.¹

[Extract] Head Quarters, Northampton Court house, Virginia
Feby 28th 1776.

. . . Sunday night last [February 25] a schooner that lay in Hungers Creek Loaded with provision was taken possession of by 13 negroes, who attempted to make their escape to Lord Dunmore, but the next morning she was pursued by a whale boat which over halld her upon York Spit, and returned with her monday night, the negroes are now under Guards, this is the only remarkable event has happened since our arrival here,

1. Correspondence of Council of Safety, Md. Arch.

“EXTRACT OF A LETTER FROM HAMPTON, DATED FEBRUARY 28.”¹

General Clinton, with two men of war (the *Mercury* and *Kingsfisher*) three transports, and four tenders, sailed on Monday [February 26], I believe for sea; and this morning another king's ship, which I took to be the *Liverpool*, and a tender, came down from Norfolk, and I imagine are gone out of the capes.

1. Purdie's *Virginia Gazette*, March 1, 1776.

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

Feby 1776

Wednesday 28

Cape Henlopen NBW Distce 7 Leags

1/2 past 6 AM made Sail & gave Chace to a Brig hove too got the Boat out boarded the Brig & found to have in [blank] Barrls of Gunpowder bound to Philadelphia² took out her hands sent Midsn & 6 Men to take Charge of her hoisted in the Long Boat & made Sail & the *Lord Hows* Signal to Chase³

Fresh Breezes and squally 1/2 past Merdn Kd Ship handed the Fore & Mizen St Sls 2 Sail in Sight 4 P M Kd 6 Do Wore Ship reefed the Main Sail & brought too under the Main T Sail the Light House on Cape Henlopen W1/2S parted with the *Lord How* the Brig in Co

1. PRO, Admiralty 51/506.

2. The brig *Juno*, William Keith, master; owned by Keith and John Pringle, of Philadelphia; from Waterford, but last from Lorient, with gunpowder, saltpetre, and sulphur; sent into Norfolk, Shuldham's Prize List, April 24, 1776, PRO, Admiralty 1/484.

3. The *Lord Howe*, a tender belonging to the *Roebuck*.

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

February [1776]

Monday 26

At an anchor in Norfolk Road Virginia
Departed this life Willm Collart Pursers Steward
Recd Junk onbd

The first part little wind & fair, the latter squally with

rain. At 3 PM weighed & came to sail. At 5 do anchored with the B Bower in 4 fam and veered to $\frac{1}{3}$ of a Cable off the Western Branch. The *Roebuck* made the Signal for all Cruizers. Came from the *Roebuck* a Lieut. Midsn 18 Seamen & 10 Marines

Tuesday 27

At an Anchor in Hampton Road Virginia

At 9 weighed & came to sail, at 10 we struck on a Bank near Turners Creek in the Narrows. Carried out the Stream Anchor & Cable to heave her off; but the Anchor coming home, carried out the B Bower. At noon the Ship got off. Do came to sail & run into Hampton Road.

Fresh Gales & squally. At 1 P M Anchored in Hampton Roads with the B Bower in 6 fam and veered to $\frac{1}{3}$ of a Cable.

Wednesday 28

At an Anchor near the Edge of the Horseshoe at 6 AM weighed & came to sail. Saw 3 Sail to the Northward. At 9 spoke the *Edward* Tender with a Sloop Prize. $\frac{1}{2}$ past anchored with the B Bower in 6 fm on the edge of the Horse Shoe. Found the *Bets[e]* our Tender to be taken by the Rebels, whereby was lost several Ordnance, Vide Gunners Expence.

Hard Gales & heavy Squalls with a large Sea from the N W, found the Ship to drive, veered to a whole Cable. At 4 saw a Brigg & a Sloop coming down the Bay. Do Slipt & made Sail endeavour'd to speak the Sloop, but she run so near the middle ground as to endanger us. Do gave chace to the Brigg. At 8 PM lost sight of her. Brought too with our head to the Northward. At Midnight sounded 13 fam

I. PRO, Admiralty. 51/663.

GOVERNOR JOSIAH MARTIN TO THE MAGISTRATES AND INHABITANTS OF
WILMINGTON ¹

N[o] 5

[Cruizer Sloop of War off Wilmington, February 28, 1776]

I have been much surprised to receive an answer to my requisition directed to the Magistrates & Inhabitants of Wilmington from a Member of the lawfull Magistracy in the Name & under the Traiterous Guize of a Combination unknown to the laws & Constitution of this Country—as if the Magistrates and Inhabitants of Wilmington chose rather to appear in the Garb of Rebellion than in the Character of his Majesties loyal & faithfull Subjects

The quantity of flour that I required for his Majesties Service I concluded from the information I had received, that the Town of Wilmington might have well supplied within the Time I appointed by my Note and I

should have been contented with the quantity that was obtainable: The requisition was not made as the answer to it imports for a prelude to the destruction of that Town which has not been in contemplation, but was intended as a Test of the disposition of its Inhabitants whose sence I am unwilling to believe is known to the little arbitrary Junto (stiling itself a Committee) which has presumed to answer for the People in this and other Instances

The revilings of Rebellion & the Gasconadings of Rebels are below the Contempt of the loyal & faithfull People whom I have most justly stiled Freinds of Government and the forbearance of menaces I have little reason to consider as a mark of Respect from the Chairman ² of a Combination founded in Usurpation & Rebellion

Jo Martin ³

1. Secretary of State Papers (Committees of Safety 1774-1776), NCDAH.
2. John Ancrum, chairman of the Wilmington Committee of Safety, who signed by order of the committee.
3. *Ibid.*, the Wilmington Committee responded that the Governor had been "deceived" about the ability of the town to supply a large quantity of flour on short notice. Martin was reminded that while the inhabitants had "Zeal for his Majesties Service on the one hand," they also had "a firm attachment to their Liberties on the other."

CAPTAIN FRANCIS PARRY, R.N., TO THE MAGISTRATES AND INHABITANTS OF
WILMINGTON ¹

As I am informed it is inconvenient to supply his Majesties Sloop *Cruizer* with salt provisions must beg you will send a few quarters of good beef.

Fran^s Parry

Cruizer Wilmington River Feby 28th 1776

1. Secretary of State Papers (Committees of Safety 1774-1776), NCDAH.

HENRY LAURENS TO JOHN LAURENS ¹

[Extract]

[Charleston] 28th feby

Mr [Christopher] Gadsden lately arrived from the general Congress where his Seat is vacated by his acceptance of a Commission, he narrowly escaped being taken by a Man of War Supposed to be the *Syren* on the Coast of North Carolina, the Pilot Boat in which he was a passenger was driven on Shore & afterwards carried off by the Man of Wars Tender, in the mean time him Self his Son Tom the Master & Mariners escaped in the Small Boat with his Books papers & other effects leaving as prize to the *Cruizer* an Empty Vessel pretty much Shaken by many hard Strokes while she lay aground - . . .

I refer you to what I have this day written to Mr [William] Manning on the Warlike preparations in Carolina - we have Since added another Regiment of Rifle Men to consist of 500 Men besides Commissioned & non Commissioned Officers - our Regular forces will therefore amount when these new establishments are completed to 3610. Rank & file - the Militia



HENRY LAURENS JUN^R,

formerly President of the Congress.

Drawn from the Life by Du Simitiere in Philadelphia.

Published May 10th 1783 by W. ^mRichardson N^o 174 Strand

are very numerous, are all draughted for Service; & in Rotation do duty in Charles Town from every Regiment in the Colony.

A very Strong Battery is raised on Sullivan's Island which commands the entrance to this Harbour & a more important work is carrying on at the Same place – Georgia is counting all her little Strength in opposition to the Soothings & menaces of Sir James [Wright], who lately broke his parole & with his Son Charles & the two young Ladies Shiped on board the *Syren* or *Scarborough* lying at Cockspur where also lay the *Tamer*, *Raven* & *Cherokee*, from thence we are told Sir James Sailed last week in the *Syren* for Some place not yet known, probably Boston & thence to England; if I can get a good hand tomorrow to take Copies of Letters from that Gentleman to the Council of Savanna & of certain Letters from our friend [John] Moultrie & others at St Augustine to General [Thomas] Gage & Genl [James] Grant at Boston which were lately intercepted, you Shall have them by the present conveyance, this will afford you astonishing information they were taken upon Moses Kirkland in his passage from Augustine to Boston – he is committed to Philadelphia Goal . . .

Concerning Colonel [Richard] Richardson's expedition I can Say no more but that it has been crowned with Success – except Major [Joseph] Robinson who has made his escape all the Ringleaders of the late Insurrection are now in our custody – the ordinary Classes have been disarmed and Sufferd to return to their habitations where they are now quiet & many of them being convinced of the justice of our Cause have joined the friends of Liberty. No Sooner was that disturbance quelled than another of the Same nature & tendency was heard in North Carolina, a body of Men to the amount of 2310 took Arms in the back Counties in order to force their way down to Wilmington where they were to be received by Governor Martin – the Governor by our last Account had advanced with his little Fleet near to that Town & would to be before it in two days more, but his expected friends from the Western frontier have been beaten & dispersed by Colonel [James] Moore, therefore his Excellency by ret[r]ograde Steps must regain his old Station on the Sea Side, where he may possibly be met by the American Fleet under Commodore Hopkins – The American Fléet is a new power & may be despised by those who affect to con[d]emn every thing but their own, be that as it may, it is the beginning of what may one day prove very formidable to the Enemies of America – We expect that Fleet here, if the King's Ships do not destroy it in the passage. Should it arrive Safe, it will probably be augmented by all those King's Ships which now ride in the River Savanna – nothing but dire necessity can make us wish for its Success –

this moment I learn from Georgia that the *Cherokee* has attempted to Land Men near Savanna & that Colo [Lachlan] McIntosh & Others had fired upon & obliged them to retire – . . .

John Laurens London p *Port Henderson*

VICE ADMIRAL JAMES YOUNG TO CAPTAINS OF HIS SQUADRON ¹

(A Copy)

General No 12.

In Addition to my Order to you dated the 21st November 1775, marked General No.10, You are hereby required and directed to take as prize, all Ships and Vessels of or belonging to the Inhabitants of the thirteen Associated Colonies in America; Vitz New Hampshire, Massachusets Bay, Rhode Island, Connecticut, New York, New Jersey, Pensylvania, the three lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia; and all other Ships and Vessels whatsoever (together with their Cargoes &c.) which shall be found trading in any Port or Place of the said Colonies; or going to Trade, or coming from trading in any such Port or Place, Subject only to such provisos and Exceptions as are particularly mentioned in the Act of Parliament of the 16 of George the 3d Chapt:5 intituled an Act to prohibit all Trade and intercourse with the Colonies of New Hampshire, Massachusets Bay &c. which Act you will receive herewith; and are Strictly required and directed to Act in Conformity thereto, for which this shall be your Order.

To the respective Captains of
His Majesty's Ships *Portland*,
Argo, *Hind*, *Experiment*, *Lynx*,
Hawke and *Pomona*.

Given under my Hand at English
Harbour Antigua, the 28th
February 1776.

Jam^s Young

1. PRO, Admiralty. 1/309.

29 Feb.COLONEL JOHN GLOVER TO CAPTAIN JOHN WHITE, JR., SALEM ¹

Sir,

I recd yours by your boy respecting the swivils Borrowd for the Use of the American Navey. Doubtless you remember when I recd your Guns, it was agreed that if they should be Lost, I was to see you paid four pounds for the pair, agreeable to that I maid my return to General Washington I therefore Cannot of my self pay a greater Prise. I think if I mistake not I gave you a Receipt for that amount which if you will receive, I will Desier Capt Wm Bartlett to Pay. I am Sir [&c.]

Beverly, Feby. 29. 1776.

John Glover.

1: "Documents and Letters by Actors in the American Revolution," from the Jeremiah Colburn Autograph Collection, *New-England Historical and Genealogical Register* (Boston, 1876), XXX, 332.

"A MEMORANDUM OF THE DEBTS CONTRACTED AGAINST THE ARM'D VESSELS
FITTED OUT AT THE EXPENCE OF THE UNITED COLONIES OF AMERICA AND
THEIR PRIZES" ¹

Schooner <i>Lee</i> Capt John Manl[e]y	£ 158.13..2	
Schooner <i>Franklin</i> Capt [John] Selman	116..5..2	
Schooner <i>Warren</i> Capt [Winborn] Adams	126..9..-	
Schooner <i>Hancock</i> , Capt [Nicholson] Broughton	113..9..3	£ 514.16..7
<hr/>		
Schooner <i>Lee</i> , Capt [Daniel] Waters	£ 119..6..-	
Schooner <i>Franklin</i> Capt [Samuel] Tucker	103..5..1½	
Schooner <i>Warren</i> Capt [William] Burk[e]	112..4..2	
Schooner <i>Hancock</i> Capt John Manl[e]y	90..3..2½	424.18..6
<hr/>		
Sloop <i>Speedwell</i>	£ 1..9..4	
Sloop <i>Ph[o]ebe</i>	7..5..9	
Schooner <i>Prince William</i>	2..10..8	
Schooner <i>Mary</i>	2..1..10	
Sloop <i>Betsey</i>	20.19..3	
Brig <i>Hannah</i>	18.18..8	
Ship <i>Jenny</i>	17.15.11	
Ship <i>Concord</i>	13..2..2	
Brig <i>Nancy</i>	122..4..7	
Carting Brig <i>Nancy</i> Cargo about	280..-..-	
pd Capt Nicholis Broughton his a/c	18.15..-	Omitted
pd Edmund Giles his a/c	16..2..11	do -
pd. Capt [Robert] Hunter's a/c	12..-..-	
pd Wm Stone his a/c	2..8..-	do -
pd Joshua Pierce his a/c	-..5..-	do -
pd John Dennys a/c	3..-..-	
pd Elliott Hoitt his a/c	1.12..-	do -
pd Govourner [Phillip] Callbeck by Order	17.10..4	
pd Thomas Hawsleys a/c	16.10..-	
pd Coll. John Glovers a/c	40..8..8	do
pd Coll. John Glovers a/c	2.17..9	
pd James Hawkins a/c	17.19..5	
pd Thomas Russell his a/c	3.10..8	
pd Wm Standleys a/c	1.19.11	
pd Capt John Darbys a/c	120..-..-	

	Carried Over	
Brought Over amounts	£ 1701 . . 2 . . 11	
To the hire of the 4 Arm'd Vessells to the last of December 1775 about	240	
To Fixing Schr <i>Linch</i> with other Bills not pd about	200	£ 2141 . . 2 . . 11
Supra By Cash Recd four Thousd Dollars Cr		£ 1200
		£ 944 . . 2 . . 11

Beverly Feby [29] 1776 ²:

Error Except

William Bartlett

1. William Bartlett Account Book, No. 5515, BHS.

2. The date is approximated. As Bartlett's final accounts were carried to March 1, 1776, it is logical that he drew up these preliminary figures a day, at least, in advance.

CAPTAIN HYDE PARKER, JR., R.N., TO CHARLES SMITH ¹

By Hyde Parker, Junr: Esqr. Captain of His Majesty's ship *Phoenix*.

You are hereby required and directed to proceed to Boston with the ship *Sally*, under your command, calling at Rhode-Island, where you are to apply to the commanding officer of His Majesty's ships for convoy and a pilot. Should you be so, unfortunate as to meet with any of the rebel cruizers and find no possibility of escaping, it is my positive directions that you do throw overboard all arms and ammunition, to prevent their falling into the hands of the rebels. Should there be any ship in sight that you suppose to be a man of war, you are to do your utmost to disable the ship by cutting her gears and lowering her lower yards down, in order to prevent the rebels from carrying her off.

Upon your arrival at Boston you are to report yourself to Admiral Shuldhham, or the Commander-in-Chief for the time being.

You are also, during your passage, to use your utmost endeavours to keep company with the *Harriott* transport and the *Francis* sloop.

Given under my hand, on board His Majesty's ship *Phoenix*, off of the Narrows of Gravesend bay, this 29th February, 1776.

H. Parker.

[Endorsed] Letter taken from the ship *Sally* (formerly belonging to Samuel Franklin, but was taken by the men of war at New York and sent to Boston) which was driven on shore in a gale at Montauk on the 6th of March, and her crew, passengers and papers seized by the committee of Easthampton and sent to New York.

1. *New York Provincial Congress*, II, 155, 156.

ROBERT ERSKINE TO GEORGE CLINTON¹

[Extract]

Ringwood February 29th 1776.

Sir: — Though personally unknown to you, yet I hope you will excuse the trouble of this address, which is to beg the favour you would recommend the Bearer, Mr. Ambrose Gordon, to some proper person in New Windsor, to take in Charge, Six Tons of Iron I have sent there, by order of Mr. Francis Lewis, Merch't N. York, to be forwarded from thence, by the first opportunity, to Messrs. Samuel Tudor & Aug't Lawrence Superintendents, to the Ship-building near Poughkeepsee.

1. Hugh Hastings, ed., *Public Papers of George Clinton First Governor of New York, 1777-1795* —1801-1804 (New York and Albany, 1899), I, 225, 226.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Die Jovis, 4 ho. P.M.

Feb. 29th, 1776.

Niles Christain left England the 2nd or 3rd Nov. 11 weeks ago; was chief mate of the ship *Harriet*, sailed this day for Boston; that no other vessel sailed with them; no troops left England when he sailed; that some transports were gone to Ireland, and 60 or 70 transports were at Deptford to go to Ireland; that they had 80 hogs on board, and 30 are now alive; that the troops from Ireland are to go to Boston; that Genl. Gage was arrived and was blamed for leaving Boston . . . that the people of London are in general in favour of America; that in Ireland they have pressed recruits; that he did not hear of any recruiting in England; trade dull; the America ships laid up; did not hear of any commissioners coming over; that he was bred at Charlestown, Massachusetts; that the pilots frequently came onshore for fowls; that their ship has not received any supply of provisions or flour, except a few fowls; that the captain's order was not to any particular port, but to any place where the army is. The said Niles Christian requested a pass to go to Cambridge. Thereupon a passport was given to him in the words following:

The bearer hereof, Niles Christian, late mate of the transport ship *Harriet*, who has escaped from the said ship, and whose former stated place of residence was at Charlestown, Massachusetts Bay, is hereby permitted to pass to Cambridge, in Massachusetts Bay.²

1. *New York Provincial Congress*, I, 329.

2. A copy of the pass, indicating his safe arrival at Cambridge, is in Mass. Arch., vol 180, 366a. It is endorsed "To the Several Committees where necessary to be Shewn — & to all other Friends to American Liberty."

JOURNAL OF THE NEW JERSEY PROVINCIAL CONGRESS¹

[New Brunswick] Thursday, February 29, 1776

The Congress having resumed the consideration of the necessity of instituting a Court of Admiralty in this Colony,

Resolved, That the erection of such Court be deferred until some future day; but as it is highly expedient immediately to determine upon the seizure of the ship *Blue Mountain Valley*, that this Congress will proceed to the discussion thereof tomorrow, at two o'clock in the afternoon.²

On motion,

Agreed, That the President write to the Chairman of the Committee of Elizabethtown, desiring that he would cause such witnesses as may be necessary, respecting the above capture, to appear before Congress at the time aforementioned.

1. *New Jersey Provincial Congress*, 396-97.

2. *Ibid.*, 399, on March 1 the Provincial Congress "postponed the decision until to-morrow morning."

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Thursday, February 29, 1776

Agreeable to the order of the day, the Congress resolved itself into a committee of the whole, to take into consideration the letter from General Washington, [of the 9th instant,] and the trade of the colonies after the 1st of March, and, after some time spent thereon, the president resumed the chair, and Mr.[Samuel] Ward reported that the committee had taken into consideration the matters referred to them, but not having come to a conclusion, desired him to move for leave to sit again.

Resolved, That this Congress will, to morrow, resolve itself into a committee of the whole, to take into their further consideration the letter from General Washington, and the state of the trade of the colonies.

1. Ford, ed., *JCC*, IV, 177-78.

DIARY OF RICHARD SMITH¹

[Philadelphia] Thursday 29 [February]: the Minutes read as was a Letter from Gen. Washington inclosing a Letter from Lord John Drummond to Gen.[James] Robertson wherein his Lordship of his own Accord, takes steps for a Treaty & desires Passports for Commissioners on the Part of the Congress - 4 Hours were spent in Grand Comee on Trade without any Conclusions, by a former Resolve Trade opens Tomorrow under the Restrictions of the Association - the Points now agitated were the Expediency & Probability of contracting foreign Commercial Alliances and chiefly with France and Spain, and the Advantages and Disadvantages of attempting to carry on Trade in our present Circumstances, much was said about declaring our Independency on G Britain when it appeared that 5 or 6 Colonies have instructed their Delegates not to agree to an Independency till they, the Principals are consulted, the President ([John] Hancock) moved that Madeira Wine may be imported notwithstanding the Association, he meant to please the Southern Delegates who insist on having Wine, but no Question was put upon it - [Joseph] Hewes had a Petition from a Foreigner who

has imported Military Stores, praying Leave to load with Produce but Congress adjourned in the Moment of Presentation –

1. Richard Smith's Diary, LC.

DAVID STEWART TO THE MARYLAND COUNCIL OF SAFETY ¹

Baltimore 29th Feby 1776 –

Gentlemen

Inclosed you have a State of the Adventure p Schooner *Seaflower* Waters Mastr from hence to the West Indies & back, which please to Examine, and the Managers will Waite on you to morrow to know your determination therein. – I am Gentn [&c.]

David Stewart

1. Red Book, XV, Md. Arch.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Thursday 29 February 1776.

Mr James Hutchings agreed with the Council to load the Schooner *Fanny*, James Carmichael Master with Country Produce for the Importation of Salt agreeable to a Resolution of [the Continental] Congress.

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

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY ¹

[Williamsburg] Thursday, 29th February, 1776

Ord., that Colo. Fielding Lewis be desired to purchase Capt. Lurty's vessel mentioned in his L're of the 24th for public use, to be employed as one of the cruizers for Rappahannock river.

1. *Virginia State Papers*, VIII, 100, 101.

COLONEL WILLIAM PURVIANCE TO THE NORTH CAROLINA PROVINCIAL CONGRESS ¹

[Extract]

Wilmington 29th Feb. 1776

Gentlemen

Since I had the honor to write to you last Saturday, the *Cruizer Sloop* of War with three other armed Vessels arrived in view of this Town on Monday Evening. The next morning Governor Martin made a demand of One thousand pounds of Flour. And Captain [Francis] Parry informed the Inhabitants that he should come up in the Evening to know the reason why the Kings Ships had not been supply'd with Provisions as usual. The Committee gave answers to both those messages. The Governor replyd and was again answered, and Captain Parry sent a Note Yesterday for some fresh Beef I have transmitted you Copies of the papers which past on this occasion and I hope what have been wrote by the Committee will meet with your approbation. It is worthy your notice the different Styles in which Mr Parry writes first and last the first is an imperious demand, the last a civil

request.² These Vessels are lying here with intention to cover the landing of their highland Friends, whom they expect to come down in triumph. How sensible must be their disappointment when they hear that all their hopes are frustrated. The inclosed is a Copy of a Letter recd from Col. [James] Moore and contains one of the fullest Account of the Battle we have yet received³ One of our Expresses that returned to day from the Camp informs us that the highlanders broke down their Waggon, and many of them rode away three upon an horse We impatiently waite for all the particulars of this Action which tho' it may appear trifling, will I doubt not be attended with the most important consequences, for as two of the Tory leaders and particularly the second in command fell in the Action I think it very improbable that the principa[l] Officers will be able, were they ever so willing to unite the Army again. Indeed we are assured that the few Regulators they had among them have left them and that they discharged what Prisoners they had. and I have no doubt but many of the poor highlanders will be pleased to get home, being, as they confest, forced and perswaded, contrary to their inclinations into the Service

I have inclosed you, Gentlemen, a return of the men under my Command. You will perceive we are far from being powerful and Col. [Robert] Salters men arrived only yesterday Evening the men I have being very insufficient considering the Post I have to maintain, and the almost numberless preparations for defence, which I have got to make. I shall to morrow have a Battery prepared, and a nine pounder mounted, & as soon as it can be affected, I shall mount a few Six pounders. After this I shall have it in my power to compleat the fire Rafts, from which I was obliged to desist on the arrival of the armed Vessels.

Col. [John] Ashe and his party has been here since saturday, without having done any Duty. He had told Col. Rhodes, that he woud let me have 58 men or more to assist in compleating the Battery. I had sent a [ci]vil message for that purpose, but before it cou'd be delivered Mr Wm. Robeson came, and [said] it wou'd be necessary to have it in writing. I accordingly sent a written message which is inclosed and which I thought could not give offence even to the self important Col Ashe. He thought proper however to return it with a verbal answer, that he did not obey any orders . . .

Col. Ashe advised me on the appearance of the *Cruizer* and other armed Vessels to abandon the Town and join Col. Moore. The few men I had woud have been of little service to the main body and I had not the least Idea of deserting a Post of so much importance, and which I knew the Enemy intended to occupy. On the 27th inst his people applyd for six rounds of Carteridges declaring their intention of joining the main body. they had that additional supply of Ammunition, yet they are still in Town. I have told the Commissary that they are no longer to eat at the publick Expence. . . .

I have the honor to be with great respect Gentlemen [&c.]

W^m Purviance

P.S. . . . A Sailor that deserted from one of the Kings ships of War, lately

come from Boston, has been examined on Oath and declares that he saw three thousand men drawn up wch were destind for the Carolinas. They were to land here, and after they had effected their purposes were to go by land to S[o] Carolina. He further adds that some of their Officers are on board the Ships now in this Harbour.

1. Secretary of State Papers (Council of Safety, 1776), NCDAH.
2. See Martin's letters of February 27; the Committee's answers of the same date, and Parry's letters of February 27 and 28, 1776.
3. The battle of Moore's Creek Bridge.

LIEUTENANT HENRY CHADS TO PHILIP STEPHENS ¹

Hartfield Transport, St John's
Road, Antigua, Feby the 29th 1776.

Sir

In my letter of the 31st of Decr I desired you would be pleased to Acquaint My Lords Commissrs of the Admty, that I was going to the Leward Islands with the *Hartfield*, and *Diana* Transports, to get Rum & Provisions for the Garrison of Boston.

I beg that you will be pleased to Acquaint their Lordships, that I arrived at Barbados the 29th of January, and took in Some Rum and Provisions, and Sailed for this Place, to Compleat the Loading of the two Transports, and Arming them agreable to His Excellency Major Genl [William] Howe's Order. the *Diana* is Loaded, and the *Hartfield* nearly so, The *Hartfield* has Eight 6 pounders, 4 four Pounders, 50 Seamn a Lieut & 30 Marines. The *Diana* will have Eight four pounders, 25 Seamen, and a Compy of the 55th Regt as Soon as Boath Ships are ready, I Shall Sail for Boston.

On My Arrival at this place, I found the *Enterprize* Transport, with 4 Company's of the 55th Regt and the *Argo* Transport (Thos Greeves Master) with 3 Compys of the 46th Regt both Ships much damag'd in their Hulls & Riggin, and Blown off the Coast of America, also the *Royal George* Transport (in Ballast) Blown off the Coast who I was afraid was lost, going to the Bay of Fundy for Forage. The *Enterprize* has been Survey'd by Order of Vice Admiral Young, and found to be too Bad to proceed to America, the Admiral has Order'd her to England, and the *Royal George* is to take 3 Company's of the 55th Regt and the *Diana*, the other one. The *Broomhall* Store Ship John Austin Master, with Naval Stores, for Boston & Halifax, is Arrived here, being Blown off the Coast & Many other Ships with Porter, Coals & Live Stock for the Garrison of Boston, who are to be Convoy'd to Boston by His Majst Ship *Experiment*. I am Sir [&c.]

H:Chads:

[Endorsed] Rd 3 June & Read

1. PRO, Admiralty 1/1611.

1 Mar.

CONTRACT FOR CONSTRUCTION OF TWO CONTINENTAL FRIGATES AT
NEWBURYPORT¹

Articles of Agreement made this First day of March 1776. Between The Honble Thomas Cushing Esqr of Dedham, on the one part, and Jonathan Greenleaf, Stephen Cross, and Ralph Cross of Newbury port shipwrights on the Other part.

Wittneseth, That the Said Jonathan Stephen & Ralph hath agreed with the Said Thomas to build with the utmost dispatch in Newbury port Afforesaid two Ships for the Account of The Thirteen United Colonies. Agreeable to the Draughts & Directions which the Said Thomas hath Deliver'd them, viz. The Length of the keel of the one Ship, About Ninety Six feet, Breadth of Beam About Thirty three feet Depth in the Hold about Ten feet Six Inches. Between decks about four feet Six Inches the Waist five feet:² The Length of the keel of the other Ship About one hundred & eleven feet Breadth of Beam about thirty five feet, depth in the Hold about Eleven feet, depth Between Decks about five feet, & five feet waist,³ the Said Ships to be built as near as possible to the draughts & directions Above mentioned & Referr'd to; And the timber and plank to be of the best white Oak, and free of Rots and defects except in the bottom where they have Liberty to put some black Oak timber only, And the decks which are to be Laid with good pine plank the scantlens of timber and thickness of plank to be agreeable to the Directions Above Referr'd to, To find and make a Compleat Set of Masts Yards Bowsprit, Topmasts and top gallant mast the main and fore mast of each ship to be Check'd with Oak in a good and workmanlike manner, to build a head & Galleries to each Ship, to find and make two Capstons to each Ship, to fix & Step two pumps which work by hand in each Ship, to find and fix a Sufficient number of Belaying Bitts, To find and fix Suitable pillars to all the Beams above and Below. To find and fix a Rudder and Tiller to each Ship, to find & fix five Anchor Stocks for each ship. To find Sufficient stuff for the Companions, & All the gangway and other Ladders. To Caulk the ships, To find & fix all the Stocks for the Swivel guns. To find & Fix Seven pair standards between decks, and pointers over the transoms abaft in a word to do and find all the Carpenters work in the finishing them off as a Ship of War Ought to be finished, in a good and Workmanlike manner, And to Launch Said Ships Safely a float the Small ship in May the Large ship in June 1776 And the said Jonathan, Stephen & Ralph Agree Allso to Stop all the Worm holes to Clear the timbers and hold of all the Chips, to pay both Ships with Turpentine to Grave both Ships After Launching, to Water both ships on the Stocks, to find Rum for the Labourers, and to Launch Said Ships at their own Risque and Expence. And the Said Thomas Cushing Esqr on his part doth also Agree with the Said Jonathan Stephen & Ralph, that he will find for building the two Ships aforesaid and in Season, Iron work of every kind, pitch Tar, turpentine,

Oackum, Joiners Work, proper tackles to assist them and all such Articles as are Customary for the owners to find and do, And pay to the Said Jonathan, Stephen & Ralph at the Rate of Six pounds ten shills L Money p tun for each & every tun the Large ship shall measure And Six pounds of Like money for each & every tun the smaller Ship may measure the payments to be made in the following manner viz one fourth part when the keel is Laid, one fourth when shut in under the Whale one fourth when the Gun Deck Beams are Carried in one eighth part when Launch'd the Remaining Eight part when finished. To the true and faithfull performance of each and every Article before mentioned, the parties bind and oblige themselves each to the Other in the penal sum of Two Thousand pounds Law money. In Wittness whereof we have hereunto interchangably set our hands and Seals the day & year first above written

Signed Sealed & deliverd	Jonath Greenleaf
in presence of	Step ⁿ Cross
John Bradford	Ralph Cross ^{junr}
Gibbins Sharp	Thomas Cushing

1. USNAM.
2. Subsequently the Continental frigate *Boston*.
3. Subsequently the Continental frigate *Hancock*.

COLONEL JOHN GLOVER IN ACCOUNT WITH WILLIAM BARTLETT¹

1776	[Marblehead]	
Mh 1	To Wharfage 17 Cords wood New mills a/5	0. 7. 1
	To Ditto 45 Cords pr Schoo a/5	0. 18. 9
	To Ditto 2 Sloop Loads	1. 0. 10
	To Wharfage Schoo <i>Franklin</i> 5 weeks a 5/4	1. 6. 8
	To Watering Ditto	2. 0

1. John Glover's Colony Ledger, MarbHS. Bartlett was Continental agent at Beverly.

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

[Providence] March 1st 1776

Meeting in being according to adjournment. -

Voted. That Mr Barnard Eddy go into the Country and Cut & send in all the Knees he possibly can on the best Termes he possibly can that he also engage Carters to bring in the Timber from Tyler's Lott on the best termes he can he observing to make writtèn agreements with all the people he may Employ. -

Voted. That Capt Pardon Sheldon take a List of all the Carpenters in Bowers Yard, that he call the list at sun rise & sun sett and make return to the Committee's Clerk every Saturday before the Time of paying the men off. -

Voted. That Capt Christopher Sheldon take a list of the Carpenters in Major Talman's Yard & call the List and make Return as above. -

That 25 Dollars be given for all 3 Inch Plank delivd in the Yard by the middle of March.

Voted. That one of the Committee attend the Ship yards constantly and that it be by Lott which fell as follows Nich Brown to attend on Monday John I. Clarke Tuesday Daniel Tillinghast wednesday Wm Russell Thursday Joseph Russell Fryday John Brown Saturday John Smith Monday Joseph Nightingale Tuesday 2d Jabez Bowen 2d Wednesday

Gave Mr Jones an order on the Treasurer for £ 12.16.6 in full to this 1st March Inclusive.

Reckoning 28/6

Meeting adjourned to Monday evening

I. Journal R.I. Frigates, RIHS.

STATEMENT OF AUGUSTUS NEWMAN, WILLIAM MERRISS AND
JOSEPH CRANDALL¹

We the Subscribers being brought before General [William] West Declare; that Yesterday a Tender came near the Wharves in Newport, that Mr Ebenzer Richardson went down on the Wharf & made a Signal for their Boat to come on Shore, which she did, he asked them what they wanted, they enquired for Mr [George] Irish & produced a Memorandum of small Stores for Mrs [James] Ayscough, the things were procured & brought down on the Wharf; on one of the Bundles was fastned a Letter, which Things we thought ought not to go on Board, without higher Authority, to which Mr [William] Read answered he had been to Head Quarters. – The Billet on the Bundle was only congratu[la]tory to Mrs Ayscough on her safe Delivery of a Son and that the Council had seen it, which together with the Memorandum is as follows –

Memorandum for the *Swan*

4 Loaves Bread, 6 Fowls 1 Doz. Milk Bisket 6 Cakes Ginger Bread 2 Doz Eggs 1 Doz Cabbages –

To Mr Irish from Capt Ayscough, Pray auquaint Mr Wm Wanton Mrs A———h² is very ill on Board & send her off the above things if you Please. J:A:

Mrs Wanton's Compliments to Mrs Ayscough & give her Joy that she is well a Bed, have sent her 4 Fowls, & a Piece of find Mild Cheese, is Sorry our fate is so Hard that we can't follow our Inclinations as we would. I wish you soon in Health; and may God bless you

N:B. Capt Read upon our refusing to let the Things go on Board swore by God they should go on Board if the Devil stood at the Door, and that after the Assembly should Rise said that he would go on Board for all Head Quarters or Low Quarters he would be Damn'd if he did not, and asked them if they wanted any more Articles, if they did he would get them for them.

August Newman W^m Merriss J^{os} Crandall

[Endorsed] The within & above was taken before General West at Head Quarters on Rhodeisland March 1st 1776

1. Letters to the Governor, 1776-1781, vol. 8, R.I. Arch.

2. Mrs. Ayscough, wife of captain of H.M. Sloop *Swan*.

STATEMENT OF CAPTAIN WILLIAM READ¹

Capt. William Read saith that Yesterday one of the Tenders came near the Shore & sent in a Boat with a Memorandum of the following Articles, one Doz. Bisket, 6 Cakes Ginger-bread, 2 Doz Eggs, 8 Loaves Bread, 4 Fowls & about two Pounds Cheese, on the Arrival of the Boat, some of the Council was call'd to the Wharf where she lay, and shewed the above Memorandum, & relating that Mrs Ayscough was bro't to Bed & stood in Need of the above Articles, On which I went to Mr Irish's House, who was not at Home, & I returned to Town to Mr Daniel Holly, who with myself provided the above Articles, & sent them on Board by the Permission of the Rest of the Council -

Questn asked Capt Read by Genl. West, Whether the Council gave him Orders to Deliver the above Articles. Ansr No other Ways than I was permitted to do it - Questn How many of the Council were present when you was permitted. Ansr Only [Ebenezer] Richardson & I were on the Wharf

W^m Read

[Endorsed] The above was taken at Head Quarters on Rhodeisland before Genl West March, 1st 1776

1. Letters to the Governor, 1776-1781, vol. 8, R.I. Arch.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York, Die Mercurii] 4ho.P.M.

March 1st, 1776.

Elias Nixen, the port master, at the door, was admitted, he informed the Congress that the officer of the port guard had seized and taken servants of Govr. Tryon who came to shore in a boat with a quantity of linen to be washed; That he had informed the officer of the guard that it was not contrary to the directions of this Congress for persons to come on shore from Govr Tryon's ship; that the officer persisting that it was agreeable to his orders from the general, he prevailed on him to send up to the general. The officer said the general ordered that they should not be discharged; that the said two servants were sent to the guard house, and in custody.

The port master farther informs that his office is become useless; that the guards have fired at several boats this day; that the general told him last night that no provisions should go to the Governor until the occasion of his having stopped a large quantity of flour was cleared up; ² that he has seen the Governor's two servants put into the guard house.

1. *New York Provincial Congress*, I, 331, 332.

2. *Ibid.*, February 26, 1776.

JOURNAL OF H.M.S. *Asia*, CAPTAIN GEORGE VANDEPUT¹

March 1776

Moor'd off Bedlow's Island

Friday 1st

Strong Gales & Clear with severe Frost. The Cutter being kept out for the Guard overset in the Night, lost out of her Boat Oars Six, Sails two, Cloak one, Leather Bucket one, Masts two; Yards & spreet one each: Arm Chest One, Rother [Rudder] One, Outrigger one, Bright Musquets Eight, Pistols with Ribs four pair, Cartouch Boxes with Belts & frogs fourteen each, Swords with Scabbard & Bolts three each.

1. PRO, Admiralty 51/67.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Friday, March 1, 1776

Resolved, That an addition of 34 dollars per month be added to the pay of Joseph Reed, Esqr the secretary to General Washington, on account of the extraordinary services at present attending that office, by reason of the General's direction of the naval department.

1. Ford, ed., *JCC*, IV, 179-81.DIARY OF RICHARD SMITH¹

[Philadelphia] Friday 1 March An Addition was made to the Salary of Joseph Reed Esqr Secry to Gen. Washington, he had befo[re] 66 Dollars p month it was now made 100 under Pretence that he is obliged to act as Secry to the Naval Departmt too, this was on Motion of [Benjamin] Harrison² . . . A Petition was presented but not now acted upon, from a large Number of Philadelphians pray[ing] the Congress to grant Leave for Privateers and Letters of Marque to Seize the Ships of G Britain Ireland and the other British Dominions.

1. Richard Smith's Diary, LC.

2. As Reed had left Cambridge for Philadelphia at the end of October 1775, and did not rejoin Washington during the remaining period of the siege of Boston, the reason for a pay-increase might well have caused Smith to use the word "Pretence."

WILLING, MORRIS & CO. TO GREGORY & GUILLE, BARCELONA¹

P. Capt Getsheus.

Philadelphia, March 1st 1776

Notwithstanding the unhappy circumstances in which this Country is involved, by the Infatuated Conduct of a Wick'd Administration, has deprived us a long time of opportunity of paying our respects to you, Still we hold you in the same estimation & retain the same Desire to Serve you as ever. You will find herein an Invoice & bill of Lading for 11726 $\frac{1}{2}$ Bushels of wheat & 630 Bls of Flour, which by Special Licence we have Shipped on board the *Aurora* Capt Jacob Getsheus for your Address, we should have been glad to Interest you in the Cargo but that could not be, therefore are pleased with the Opportunity for you, the Commission that will

result, When this Ship arrives we Desire you will make the best Sale of the Cargo that you possibly can & remit the Nt Prce'd to Messrs Wm Baynes & Co in London, the sooner the better. We Desire you to keep the Acct relative to this Cargo Distinct from our other Concerns and every remittce you make to them Specify that it on account of the *Aurora* Cargo,² rendering us in Due time Acct Sales & acct Current for the Same —

The Interested in this Cargo may Probably make more Exportations, & if they do to your part of the World, you will come in for a good Share of the Consignments provided you give that Satisfaction we have taught them to expect. We are Sir [&c.]

Morris Willing & Co

[Endorsed] (a Copy) Thomas Rich³

1. PRO, Admiralty 1/2389.

2. The *Aurora's* cargo was shipped under contract between Willing, Morris & Co., and the Secre. Committee of the Continental Congress, Robert Morris Papers, HUL.

3. "Herewith I transmit exact Copys of three Letters found on board the *Aurora*," Captain Thomas Rich, R.N., to Philip Stephens, PRO, Admiralty 1/2389.

WILLING, MORRIS & CO. TO GREGORY & GUILLE¹

Gentn

Philadelphia Mar. 1, 1776 —

We wrote you the 9th Decr and have now reced your favors of the 1st Sept & Copys of the 14th & 25 of October Thanking you for your advices of which however at this time we can make very little use as you will well know by the late Acts [of] Parliament &ca We know nothing of the Ship *Lord Chatham*, but what is Mentione'd in Yours of the 14th OCTR Sorry we shou'd be indeed to see any ship come here now & Doubtless she has been Stopp'd, by the Prospect of what was Likely to happen in this part of the World. We are too much Engaged to Answer the Political part of your Letters, therefore at present it must suffice to assure you that Independancy never was the View of America in the Present contest, nay even now they start at the Idea, altho it appears evident they will be Forced into such a Declaration. We thank you for the Letters & Assistance you gave Capt Van-horne whom we are expecting & wish to see here again, he Judged Ill in Sending [Captain] Lott to London, we wish he had either sent her back here, or sold her for that she would Fatch, for we expect the Value of the Vessel will be Sunk in charges & Expences, under the Extravagent Mr Lott.² We duly note all Articles of Account & shall be glad in due time to receive final Acct Currt. You may find Conveyance of writing to us Via France &ca but the Passage will now be very unsafe for any Ships We are Sirs [&c.]

Willing & Morris. —

PS. If you can render any assantial Service, to Mr Benj Gibbs, Owner of the Ship *Aurora*, we beg you will do it, he's a worthy Deserving Man —

[Endorsed] (a Copy) Thomas Rich³

1. PRO, Admiralty 1/2389.

2. The ship *Kitty*, Captain Lott; see Willing, Morris & Co. to Gregory & Guille, December 9, 1775, Volume 3, 22-24.

3. See note under preceding entry.

ROBERT MORRIS AND JOHN ALSOP TO SILAS DEANE¹

Sir

Philada March 1st 1776

We deliver you here with one part of a Contract made with the Secret Committee of Congress for exporting Produce of these Colonies to Europe & Importing from France Certain Articles suitable for the Indians² the first part of this business we have undertaken and shall accomplish it as soon as possible by shipping Cargoes to the Markets they are best adapted for & ordering the Consignees to remit the proceeds to the following Houses Vizt Messrs Saml & J.H. Delap in Bourdeaux Messrs Geo. Clifford & Teysett in Amsterdam Mr John Hodgshon in Amsterdam –

We think it prudent thus to divide the remittances that owners of the Houses may know the Extent of your Commission but each of them will have orders to Account with you for the Amount of what comes into their hands for this purpose & to hold the same Subject to your drafts & orders. On your part you are immediately to repair to France for the Execution of that part of this Contract which by our private agreement you have undertaken. We deliver you herewith Sundry letters of introduction to respectable Houses in France which we hope will place you in the respectable light you deserve to appear & put you on a footing to purchase the Goods wanted on the very best terms. We deliver You herewith an Invoice of the Goods wanted which has been inspected & approved by the Secret Committee, we hope you will readily & expeditiously procure every Article wanted, & immediately Shipped in such manner as you judge most likely to answer the purpose of getting them safe landed in some of the United Colonies of North America; you will transmit to the Secret Committee Bills of Load[in]g & Invoices for every parcell of Goods you remit & as the Brig *Rachell* has been Chartered for the express purpose of Carrying you to France and for bringing back a part of these Goods, We deliver you herewith a letter from the Secret Committee to Capt Isherwood directing him to obey your orders, therefore you can deliver it whenever you see proper to disclose yourself to him. the Vessell is on Monthly pay, therefore the sooner you dispatch her back the better & you will give this Captain and all others suitable directions for approaching this Coast on their return with Circumspection We are Sir [&c.]

John Alsop, for Self
 Phil Livingston and Francis Lewis –
 Rob^t Morris –

PS

You'll please to supply Capt Isherwood with Money to pay the Brig *Rachells* Charges & transmit his receipt for the Amount

1. Silas Deane Papers, ConnHS.

2. The Continental Congress, on January 27, 1776, authorized the Secret Committee to contract with proper person to import goods to the amount of £40,000 sterling, "to preserve the friendship and confidence of the Indians, and to prevent their suffering for want of the necessaries of life," Ford, ed., *JCC*, IV, 96–97.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY ¹

In Committee of Safety

Philad'a, March 1st, 1776.

The time for the present Contractor for Supplying the men on board the Armed Boats with provisions, being nearly expired,

Order'd, That the following advertisement be published in the papers of this City:

In Committee of Safety.

All persons who are willing to supply the Officers & Men employ'd in the Naval Armament & Artillery of this Province with the following Rations, Vizt:

For each Man per Week, Seven pounds of bread, or Six pounds of flour, one-fourth at least, to be in flour if required; ten pounds of Beef, Mutton, or Pork; the Value of Six pence in Roots & Vegetables; a Sufficient proportion of Salt & Vinegar; three pints and an half of Rum, or Beer in proportion; are desired to send in their proposals to this Committee, on or before the 8th day of March instant; the Contract to commence on the 11th inst., and continue in force for three Months, if the Men are not sooner discharged.²

1. *Pennsylvania Colonial Records*, X, 499, 500.

2. Printed in the *Pennsylvania Evening Post*, March 2, 1776, and in the *Pennsylvania Packet*, March 4, 1776.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Friday 1st March 1776.

Ordered That Messrs Samuel Purviance Junior, William Smith and David Stewart pay to Messrs William Lux and Daniel Bowly twelve hundred and two Pounds eighteen Shillings and nine pence, being the Ballance of their Account with the province in Consequence of an Adventure by the Schooner *Seaflower*.

Permit was granted to Messrs Samuel Purviance Junr William Smith and David Stewart and others concerned in the Adventure P the Schooner *Seaflower*, to export the Produce of this Province to the Amount of four hundred and eighty nine Pounds and five pence agreeable to a Resolution of the [Continental] Congress.

Doctr George Budd was appointed Surgeon of the Ship *Defence*, and Doctr Nathan Dorsey junr Mate.

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

JOURNAL OF THE NORTH CAROLINA PROVINCIAL COUNCIL ¹

[Newbern] March 1st 1776.

Resolved That Robert Atchison Midshipman and Richard Dunniver, lately belonging to the *Syren* Man of War, now prisoners here on parole be

sent to Halifax Town, and delivered into the Care of the Committee of that Town

Ordered, That Colo John Bryan Attend to the Execution of this Order, and direct an Officer with four Men to execute the same.

I. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774-1776), NCDAH.

JOURNAL OF THE SOUTH CAROLINA PROVINCIAL CONGRESS ¹

[Charleston] Friday, March 1, 1776.

Resolved, That no vessels whatsoever, shall pass any armed posts in the rivers and inlets, or on the coast of this colony, until a satisfactory account shall have been given of them at such posts: And that public notice be given of this resolution.

The Hon. Mr. [Rawlins] Lowndes, with Col. [James] Parsons, being returned from Georgia, Mr. Lowndes reported, that he, with Col. Parsons, and Capt. [Thomas] Savage, having found the Congress of that colony dissolved, they made every representation to the Council of Safety, to induce them to co-operate with this colony, in continuing the non-exportation resolution of the Continental Congress: That the Council represented to them the great opposition, in Savannah, to the measures of Congress, which had not entered into any decisive resolve on that head; but that they would do every thing in their power to co-operate with us: And in short, that it was their opinion, unless this colony interfered in a forcible manner, exportation would speedily take place.

1. *Provincial Congress of South Carolina*, 60, 61.

MINUTES OF THE GEORGIA COUNCIL OF SAFETY ¹

In the Council of Safety
Savannah, March 1, 1776.

Whereas, the resolution of the Hon. the Continental Congress, restraining the exportation of rice from the United Colonies for a time, having expired this day, without any further or additional restraint, as we know of, now lies with the Council of Safety for this Province either farther to restrain the exportation, or to permit it. And whereas a formidable force, both by sea and land, having invaded this Province for several weeks past, and it appearing, by the arrival of such force, that the cause of the said Continental restriction is not removed:

Resolved, therefore, That no ships loaded with rice, or any other article of produce, in this Province, shall be permitted to sail without leave of the Council of Safety or next Congress, except such vessels as are or shall be permitted to sail for the purpose of procuring the necessary measures of defence.

Resolved, That in case any loss shall be sustained by such detention, the delegates of this Province shall be instructed to apply to the Continental Congress to make the reimbursement for such loss a general charge.

Ordered, That the rudders be unshipped; and the rigging and sails taken away and secured from the several vessels now riding in the port of Savannah.

Orders to Col. Lachlan McIntosh.

Sir, — You will enforce and have executed the aforementioned resolutions and order, the resolution heretofore delivered to you as of the Council of Safety being erroneous; and any permit you may have given in consequence, you will please to recall.

By order of the Council of Safety.

Wm. Ewen, President.

Edward Langworthy, Secretary.

1. George White, ed., *Historical Collections of Georgia* (New York, 1855), 90. Hereafter cited as White, ed., *Georgia Historical Collections*.

JOURNAL PREPARED FOR THE KING OF FRANCE BY JOHN PAUL JONES¹

On the 1st of March [1776] the squadron anchored at Abaco, one of the Bahama Islands, and carried in there two sloops belonging to New Providence. Some persons on board the sloops, informed that a quantity of powder and warlike stores might be taken in the forts of New Providence. An expedition was determined on against that island. It was resolved to embark the marines on board the two sloops. They were to remain below deck until the sloops had anchored in the harbour close to the forts, and they were then to land and take possession. There was not a single soldier in the island to oppose them; therefore the plan would have succeeded, and not only the public stores might have been secured, but a considerable contribution might have been obtained as a ransom for the town and island, had not the whole squadron appeared off the harbour in the morning, instead of remaining out of sight till after the sloops had entered and the marines secured the forts. On the appearance of the squadron the signal of alarm was fired, so that it was impossible to think of crossing the bar. The commander in chief proposed to go round the west end of the island, and endeavour to march the marines up and get behind the town; but this could never have been effected. The islanders would have had time to collect; there was no fit anchorage for the squadron, nor road from that part of the island to the town. Mr. Jones finding by the Providence pilots that the squadron might anchor under a key three leagues to windward of the harbour, gave this account to the commander in chief, who objecting to the dependence on the pilots, Mr. Jones undertook to carry the *Alfred* safe in. He took the pilot with him to the fore-topmast-head, from whence they could clearly see every danger, and the squadron anchored safe. The marines, with two vessels to cover their landing, were immediately sent in by the east passage. The commander in chief promised to touch no private property. The inhabitants abandoned the forts, and the governor, finding he must surrender the island, embarked all the powder in two vessels, and sent them away in the night. This was foreseen, and might have been

prevented, by sending the two brigantines to lie off the bar. The squadron entered the harbour of New Providence....

1. [Robert C. Sands], *Life and Correspondence of John Paul Jones including his Narrative of the Campaign of the Liman* (New York, 1830), 35-36. Hereafter cited as Sands, *Life and Correspondence of John Paul Jones*.

JOURNAL OF CONTINENTAL BRIG *Andrew Doria*, CAPTAIN NICHOLAS
BIDDLE¹

[Monday,
February 19
to Friday,
March 1]

On Monday Feb'y 19th Hard gales & thick Weather,
Lost sight of the sloop *Hornet & Fly*, in the Night,
Nothing remarkable Hapen'd [to] us till we made the
Iland of Abbacco one of the Bahama Ilands where we
Came too at the S West Side In 12 fathom[s] Water
on Friday March 1st having seen nothing of the *Hornet*
nor *Fly* since we parted with them,²

1. Enclosure A, Shuldham to Stephens, July 8, 1776, PRO, Admiralty 1/484. This journal, kept by First Lieutenant James Josiah, *Andrew Doria*, was found in his possession when the transport *Crawford*, in which he was prize master, was taken by H.M.S. *Cerberus*, June 12, 1776. Hereafter cited as *Andrew Doria* Journal, PRO, Admiralty 1/484. See Appendix C.
2. From the Journal of John Trevett: "I went on board the Ship *Columbus*, as first Lieutenant of Marines, and when we had got to sea we stood to the Sou[th]ward until we made the Island of Abbaco one of the Bahama Island[s]. There we came to anchor," NHS. Trevett had been promoted to lieutenant of Marines on February 13, 1776.

JOURNAL OF H.M. SLOOP *Viper*, CAPTAIN SAMUEL GRAVES¹

March 1776
Friday 1

Anegada So 10 Wt 151 Leagues
AM Read the Articles of war & Abstract of the late
Act of Parliament to the Ships Company Unbent the
fore topsl and bent Another
Fresh gales & Squally
at 1 PM Shortened sail for Convoy in 2nd reef Topsls
saw a sail a head at 2 Fired 2 Shot & brought too a
brig from Georgia bound to Tartola with Lumber and
Indigo² Sent an Officer & 9 Men to Conduct her to
Antigua at 9 in 3d reef Topsls & handed fore & Mizn
topsls

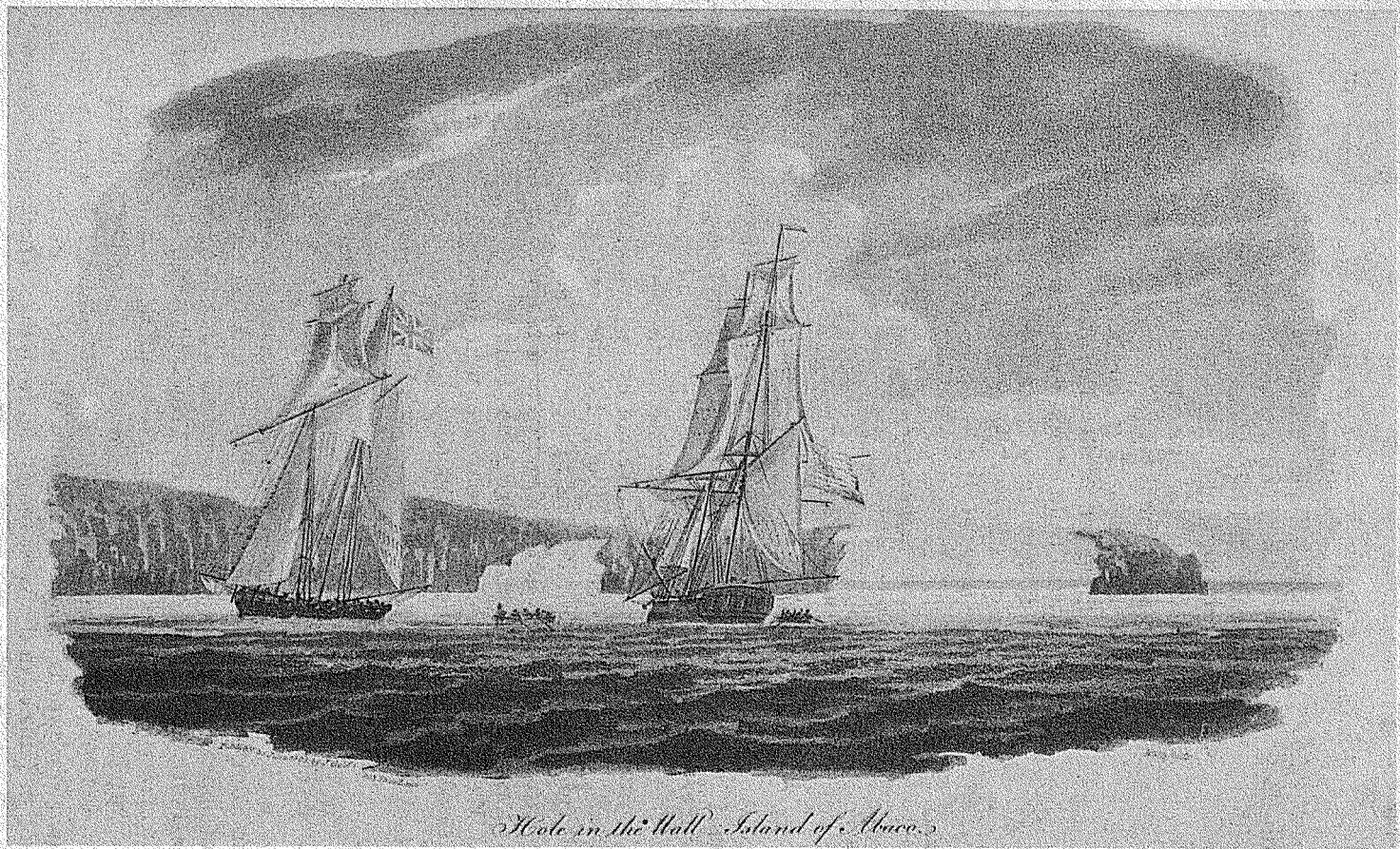
1. PRO, Admiralty 51/1039.
2. The *Sawney* (probably *Suwanee*), Francis Skinner, master. She was bound to Santa Cruz, not Tortola, Shuldham's Prize List, April 24, 1776, PRO, Admiralty 1/484.

JOURNAL OF H.M.S. *Argo*, CAPTAIN WILLIAM GARNIER¹

March 1776
Friday 1st

Moored at Prin[c]e Ruports Bay Dominica
at 4 PM Sent a Boat in the Offing and Boarded the
Dolphin Schooner a Wheeler from New York took
Her as Prize and Sent Her to Roseau Dominica with
an Officer and Six Men.

1. PRO, Admiralty 51/19.



Hole in the Wall, Island of Anco.

2 Mar.

JOURNAL OF H.M.S. *Fowey*, CAPTAIN GEORGE MONTAGU¹

March 1776
Saturday 2.

At Single Anchor as before [Marblehead Bay]
At 1 AM fired at a schooner running out, And sailed
hence his Majesty's sloop *Nautilus* AM loosed sails to
dry And read the Articles of war & Abstract to the Ships
Company at Noon furled sails.
Moderate and fair
at 5 PM sway'd up Topgallant Masts on seeing a Brigg
coming out of Beverley And got ready for slipping at
½ past 6 slipped and gave Chace through Bakers Island
Channell at ½ past 7 fired three 9 Pounders And
brought her to, found her laden with fish and Lumber
for the West Indies at 9 made Sail.²

1. PRO, Admiralty 51/375.

2. Although there is no record in Shulldham's prize list, the *Fowey's* journal of March 4 records:
"the Prize Brig went up to Boston."

Providence Gazette, SATURDAY, MARCH 2, 1776

Providence, March 2.

We hear that the *Yankey Hero* Privateer this Week took a Provision Vessel bound to Boston, which has had a short Passage from England—A number of Letters were found on board for the ministerial Officers in Boston, which were sent to Head-Quarters at Cambridge.¹

Advice it is said has been received by the above Vessel, that Mr. [Edmund] Burke had moved the House of Commons for Leave to bring in a Bill empowering certain Persons to treat with the Honorable Continental Congress, which passed in the Negative by a Majority of only 5, and that a Day was appointed for reconsidering the Motion.

Wednesday last the ministerial Fleet went down the Bay, and anchored off Conanicut, where they still remain.

1. The brigantine *Nelly*, John Robinson, master, taken Monday, February 26, 1776.

DEPOSITION OF ELEAZER TREADWELL¹

Colony of Connecticut Hartford County ss. —

Be it remembered that upon this second day of March In the Year of our Lord one Thousand seven Hundred and seventy six personally came and appeared befor me Titus Hosmer Esqr one of his majesties Justices of the Peace for said County Eleazer Treadwell of Haddam in said County Mariner who being duly sworn upon his Oath deposeth and saith that upon the 28th day of May last he shipped himself as a Mariner on board the Briga *Polly*, Giles Sage Master, owned by Colo Matthew Talcott and Capt Jeremiah Wadsworth upon a voyage from Middletown in said County to the Island of Jamaica in the West Indies and from thence back again to New York

and Middletown, & soon after sailed in sd Briga from the port of New London and arrived at Kingston in Jamaica, and having lain there some time he sailed again in sd Briga from Kingston for New York, and that in his passage to New York on or about the 20th day of September last they fell in with his Majesties Ship the *Nautilus*, being near the Land, which immediately fired three Guns at us, and then sent her pinnace with Armed Men and took possession of said Brig and took the Master and all the people that belonged to the Briga except the Mate and carried them on board the *Nautilus* – and put a prize Master and Mariners on board said Briga and then stood away for Newport on Rhode Island with sd Briga in Company –² this Deponent farther saith that the Crew of said Brigantine, at the Time she was taken consisted of the following Persons to wit Giles Sage Master, Josiah Lee Mate, and Jabez Perkins, John Pike, John Hall, Noadiah Bailey Jeremiah Fullerton and this Deponent Mariners; this Deponent also saith that the Cargo of said Brigantine at the Time she was taken as aforesaid as far as he knows and can remember consisted of the following Articles to wit a large Quantity of Jamaica Rum and Sugar, Beef, pork, Oznaburghs, Duck, writing Paper, Ginger, Cotton-wool, Checkd Linnen, a large quantity of Indigo, a Negro, a Gun, a Spy Glass which this Deponent knows to have been on board but has not any means in his power to ascertain the Quantity or Quality of the same

This Deponent farther says that the mate Josiah Lee at Newport in Rhode Island was brought on board the *Nautilus* & confined there & laid in Irons upon preten[s]e that he had conspired with two of the seamen of the *Nautilus* on board the Briga to rise and rescue the Briga & run away with her, altho he steadily denied the Charge, and the Informer was not reputed a person of Good Character by the Crew of the *Nautilus* and it was not pretended that he made any attempt to rescue the Briga or had done any one thing tending that way, the loading him with Irons this Deponent thought to be very severe treatment, as there was no Danger from him on board the *Nautilus* notwithstanding his Irons were kept upon him till this Deponent made his Escape in October last

The Deponent further says that soon afterwards the *Nautilus* sailed with said Briga from Newport for Boston and on her passage near Beverly ran aground, and was there attacked by People from the shore when this Deponent & the other Seamen taken out of sd Brigantine were ordered to the Guns on board the *Nautilus* and compelled to fire them upon the Town and the people on Shore –³

This Deponent further says that he was detaind on board the *Nautilus* till towards the End of October when he had Liberty to go on shore in Boston when he took an Opportunity in the Evening to make his Escape in a Boat to Dorchester point & from thence returned home, leaving the rest of the Crew of said Briga on board the *Nautilus*, & sd Briga in the Harbour of Boston & further this Deponent saith not

elezer trewell

sworn to by said Eleazer Treadwell the day and year above written before me

Titus Hosmer, Justs Pace

1. Papers CC (Connecticut State Papers, 1775-89), 66, I, 147-48, NA.
2. The *Polly* and her cargo were condemned and sold in Boston, Graves's Prize List, December 31, 1775, II, 36-38, BM.
3. Encounter of the *Nautilus* with the people of Beverly and Salem while chasing Washington's schooner *Hannah* into Beverly harbor on October 10, 1775, Volume 2, 386-87.

JOURNAL OF THE NEW YORK PROVINCIAL CONGRESS¹

[New York] Die Sabbati, A.M.

March 2nd, 1776.

Col. [Alexander] McDougall informed the Congress that Capt. James Smith has the care and charge of the sloop or vessel which Capt. [Anthony] Rutgers and himself were directed by this Congress to purchase and arm. That Capt. Smith has had sundry disbursements in that matter, and also that wages are due to the men and mariners employed in and about the said sloop. That Capt. Smith has occasion for about £50 on account.

Ordered, That Peter V.B. Livingston, Esqr. as Treasurer of the Provincial Congress of this Colony, advance to Capt. James Smith the sum of £50, on account of wages for the seamen, mariners and marines belonging to the sloop *Schuylers*, now under his command, and the expenses and disbursements of the said James Smith for and on account of the said armed sloop; and her arms and appurtenances.

Information having been given to this Congress by several members, that the sentries placed near the wharves frequently fired at boats and sloops, with the inhabitants of this and the neighbouring Colonies, as they are going out and coming into the docks and slips, whereby the persons on board are in danger of losing their lives; that the masters of some of those very boats or sloops had obtained passes before they attempted to go out.

Information was also given to this Congress yesterday evening, and by some members this day, that all communication with, and the supplies of necessary provisions to, the ships of war, and Govr Tryon's ship, in the harbour or in the bays near this city, is interdicted; and Mr. [Isaac] Roosevelt informed the Congress that Col. [David] Waterbury has lately declared that the other United Colonies ought to crush this Colony of New-York; and that Mr. Isaac Sears had spoken of this Congress, and the general committee of the city of New-York, in the most harsh, disrespectful and abusive terms, many of which were mentioned by Mr. Roosevelt.

On motion of Mr. [Leonard] Gansevort,

Ordered, That Mr. [John Morin] Scott, Mr. [John Sloss] Hobart, and Mr. Gansevort be a committee to wait on Major-Genl. [Charles] Lee without delay, and request of him the reason of his interdicting the communication between this city and the ships of war and Govr Tryon's ship, in or near the harbour of this city, contrary to the resolves of this Congress; and also to re-

quest the occasion of the firing by the soldiery of this city on the inhabitants of this Colony, that are coming to and going out of the city. And

Ordered, That Mr. [Thomas] Smith, Col. [Abraham] Lott, and Mr. Roosevelt be a committee to inquire into, and take examinations on oath relative to the soldiers firing on the inhabitants in boats, and also as to the declarations of Col. Waterbury and Mr. Isaac Sears inimical to this Colony and its inhabitants.

Die Sabbati, 4 ho. P.M. March 2d, 1776.

The committee who attended on Major Genl. Lee returned and made a parol report; and they were requested to deliver their report in writing at the next meeting of Congress.

1. *New York Provincial Congress*, I, 332, 333.

“EXTRACT OF A LETTER FROM NEW YORK, MARCH 2.”¹

An affair has lately been discovered here which has given no small uneasiness to the Congress. Some manoeuvres of Governor Tryon convinced that Assembly that he was perfectly acquainted with their proceedings, and they were at a loss to guess from what quarter he could get his intelligence. At length, a doubt arose in the breast of Mr [James] Duane, (a principal Member of the Congress,) that his Valet,² who had formerly lived with Governor Tryon, had at night, when he went to bed, taken his Minutes out of his pocket, which he had copied, and sent to his late Master. He informed the Congress of his suspicion, and it was agreed that he should put, as usual, some Minutes in his pocket, but they should be fictitious ones, in order, if possible, to ascertain his Servant's dishonesty before he was apprehended: This was accordingly done; the Servant, as it is supposed, copied and sent them to the Governor, who soon found that the Servant either had imposed on him, or was himself imposed on, and therefore gave him notice to take care of himself; he fled immediately, and is said to be sent to England in the last ship that sailed from hence.

1. *Lloyd's Evening Post and British Chronicle*, London, April 17 to April 19, 1776.

2. James Brattle. See Volume 3, 698-99.

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

March 1776
Saturday 2d

Moor'd in Graves End Bay
Mode Breezes and Clear A M Fir'd Sevrall Shott at
Vessels to bring them to.²
P M Sail'd hence the *Harriot* Transport with the *Sally*
Salt Ship and the *Francis* Sloop.³

1: PRO, Admiralty 51/693.

2. A prize taken that day, but not recorded in the journal, was the sloop *Ranger*, Thomas Dobbs, master; Abraham Eve, owner, bound from New York for Egg Harbor, in ballast, Shulldham's prize list, May 23, 1776, lists the *Ranger* as sunk, PRO, Admiralty 1/484.

3. The *Harriot*, from England, had anchored in Gravesend Bay on February 20; the *Sally* was the prize taken by the *Phoenix* on February 3, and the *Francis* had dropped down from New York on February 21. All three were intending for Boston. PRO, Admiralty 51/693.

CAPTAIN HYDE PARKER, JR. TO VICE ADMIRAL MOLYNEUX SHULDHAM¹.

Dear Sir—

Phoenix, New-York, March 2nd, 1776.

This will be delivered to you by Mr [John] Young, a young gentleman of fortune, from Philadelphia, as I am informed. His errand to Boston is to offer himself a volunteer to General Howe. During six weeks' residence on board the *Phoenix*, his behavior was such as to entitle him to every civility I could shew him, and from his request take the liberty of presenting him to you.

The sloop *Francis* is loaded with naval stores, tobacco, &c. In the article of tobacco, she has a great deal more than is cleared out from the custom house. I therefore presume that becomes forfeited to the captors, by the acts of trade. Should this be the case, I beg you will be pleased to allow your secretary to sell it as our agent. There is also a strong suspicion that the ship loaded with salt has wines and other merchandise under the salt.² The owners of both these vessels are good subjects to the King, and I have assured them they will be treated with as much lenity as the times will admit of.

Since I had the honour of writing to you on the 25th of last month, I find General Lee is ordered to Canada to take command of the army in that country, and a General Schuyler to have the command at this place. Lee has pulled down the north curtain of the fort, and is now entrenching what was called the Bowling Green. The privateer, it is said, has certainly sailed from Philadelphia.

I am, Sir, with great esteem [&c.]

H.Parker.

1. *New York Provincial Congress*, II, 157. This letter was intercepted and never reached Shuldham.

2. The ship *Sally*.

JOURNAL OF THE NEW JERSEY PROVINCIAL CONGRESS¹

[New Brunswick] Saturday, March 2, 1776.

The Congress proceeded to the determination of the prize ship *Blue Mountain Valley*, now lying at Elizabethtown Point, lately seized by Lord Stirling, with detachments of the Continental forces, and militia: And it appearing by the testimony of credible witnesses, upon their oaths, that the said ship, John H. Dempster, master, sailed from London some time last fall, laden with stores shipped by order of the right honorable the Lords Commissioners of his Majesty's Treasury, bound to the port of Boston, or any one other port in America: The said cargo by the bill of lading, dated the 30th day of September, 1775, to be delivered unto the Commander-in-Chief of his Majesty's forces in America, or to his order. And the honorable Continental Congress, having previous to the taking the aforesaid ship,

Resolved, That all transport vessels in the same service, having on board any troops, arms, ammunition, clothing, provisions, or military or naval stores of what kind so ever, and all vessels to

whomesoever belonging, that shall be employed in carrying provisions or other necessaries, to the British army or armies, or navy, that now are, or hereafter shall be within any of the United Colonies, or any goods, wares, or merchandize, for the use of such fleet or army, shall be liable to seizure, and, with their cargoes, shall be confiscated.²

It is therefore Resolved, That the said ship *Blue Mountain Valley*, with such of her cargo, as was shipped by order of the said Lords Commissioners of his Majesty's Treasury directed, as by said bills of loading, to be delivered at the port of Boston, or elsewhere, unto the Commander-in-Chief of his Majesty's forces in America, or to his order: shall be and is hereby confiscated to the use of the captors, pursuant to the general directions for distribution, resolved on by the said honorable Continental Congress.

Resolved, That the said ship and cargo be disposed of by any two agents or persons to be chosen, the one by Lord Stirling, and the other by the Committee of Elizabethtown.

Resolved, That all the necessary charge and expense, which have arisen, by guarding and securing said prize, and supporting the seamen, be first deducted out of the neat proceeds of such sales.

Resolved, That the amount of the sales of the ship and cargo (the expense and charge of guarding and securing the same, and supporting the seamen being first deducted and paid thereout) be divided among all the captors, as well those of the militia sent out by the Committee of Elizabethtown, as such of the Continental forces as were employed in that service under Lord Stirling: that the said distribution be made among the officers, privates, and to the vessels employed in the said captor, in such manner as is usually distributed in the neighbouring Colonies, agreeable to resolutions of the Continental Congress.

Resolved, That all such goods, wares, and merchandize on board said ship, belonging to the captain, mates, and seamen, as their, or either of their own private properties, be reserved for the proprietors thereof, and delivered to them free of all costs and deductions.

Resolved, That the captain and seamen belonging to said ship when seized, be suffered to go to any place they may think proper (his Majesty's fleet or army only excepted.)

And this Congress recommend to the captors of said ship, to make some gratuity to each of the seamen on board, to enable them to travel to some other parts in pursuit of business.

1. *New Jersey Provincial Congress*, 400-01.

2. Resolution of November 25, 1775.

MINUTES OF THE PENNSYLVANIA COMMITTEE OF SAFETY¹

In Committee of Safety.

[Philad'a] 2nd March, 1776.

Resolved, That John Brice be appointed first Lieutenant to the Armed Boat *Warren*.

1. *Pennsylvania Colonial Records*, X, 501, 502.

"PROCEEDINGS OF THE COMMITTEE OF FOREIGN CORRESPONDENCE SENDING
S. DE[ANE] TO FRANCE"¹

[Philadelphia] March 2nd 1776

The Committee met viz. Col. [Benjamin] Harrison, Mr [John] Dickinson, Mr [Robert] Morris, Mr [Benjamin] Franklin. Agreed upon the instructions to Mr _____ and signed them, also signed and sealed a Certificate that Mr _____ is authorized by the Committee, which Instrument follows in these words

[The certificate appears in its final form as the next entry, and the instructions are under March 3, 1776]

Agreed

That we advance Mr _____ £500 in Bills and 20 Half Joes in Cash towards his expences, and to remit him an equal sum within six Months from the present time.

Three Letters written by Dr Franklin to Monsr _____ Monsr _____ and Monsr _____ were also read and delivered to Mr _____

1. Henry Laurens Papers, SCHS.

CERTIFICATE OF THE COMMITTEE OF SECRET CORRESPONDENCE OF THE
CONTINENTAL CONGRESS¹

We the underwritten, being the Committee of Congress for secret Correspondence, do hereby certify whom it may concern, that the Bearer, the Honourable Silas Deane Esquire, one of the Delegates from the Colony of Connecticut, is appointed by us to go into France, there to transact such Business, commercial and political, as we have committed to his Care, in Behalf & by Authority of the Congress of the thirteen united Colonies. In Testimony whereof we have hereunto set our Hands and Seals at Philadelphia, the second Day of March 1776 –

B Franklin
Benj^a Harrison
John Dickinson

John Jay –
Rob^t Morris

1. Silas Deane Papers, ConnHS.

BENJAMIN GIBBS TO CAPTAIN JACOB GETSHEUS¹

Capt Jaco Getsheus

Philadelphia 2nd March 1776

I request you'll immediately proceed with the Ship *Aurora* under your Particular care & Command to Barcelona where you are to Discharge your Cargo & receive Freight agreeable to bills Lading at Fifteen pence Stg p. Bushl & six Shillings p Barrel you must try all in your power to sell the ship, not under Two Thousand pounds Stg Cash Only, in which case you are to remit the Whole in your hands to Messrs Pre Thellusson & Co in London in good bills on London at Thirty days sight Desiring 'em to pass it to Credit of Mr John Pringle of this City Merchant, if you cannot sell and a

Freight Offers you can accept of safely either by changing the Property (in which case you must take Security to the Value of the Vsl) or otherwise which is worthy your acceptance you are at Liberty to Employ her either by the Mo or as you may find most for my Interest; but if you can neither sell or Freight her and the Present Disputes between Great Britain & us, are not Settled must leave it Intirely with you to do as you may think best, Should matters be Settled which I realy despair of Shortly, and you can neither sell nor Freight go to Lamat & take in a Load of Salt reserving about 200 £ Stg out of the Freight the remainder of which remit as above Directed, write me p every Conveyance, as I shall be anxious to hear from you, all other matters which may occur, must leave intirely to your own Judgement, Wishing you a good Passage & Safe return am. Your assured Friend —

Ben Gibbs

[Endorsed] (a Copy) Thomas Rich

1. PRO, Admiralty 1/2389.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY¹

[Annapolis] Saturday 2d March 1776.

Mr Hugh Young agreed with the Council to load the Schooner *Peggy*, with Country Produce, and in Return to import Salt agreeable to a Resolution of [the Continental] Congress.

Ordered That the said Treasurer pay to Mr William Lux One thousand Pounds Currency on Account of the Ship *Defence*. —

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

MINUTES OF THE VIRGINIA COMMITTEE OF SAFETY¹

[Williamsburg] Saturday, March 2d, 1776.

Ordered, That Captain [George] Goosley do return in the Brig *Liberty* to Cumberland Town and there remain until further orders.

Same order to Capt. Howe in the Schooner *Sally*

1. *Virginia State Papers*, VIII, 103, 105.

JOURNAL OF H.M. SLOOP *Cruizer*, CAPTAIN FRANCIS PARRY¹

Febr [17]76
Monday 26th

At our old Moorings [off Fort Johnston, North Carolina]

Reced on board some Provisions from one of the Prizes, At 7 unmoord and hove short at 9 weigd & made sail up the river in Company with the *Lady Wm* Schooner and other tenders. At Noon fire'd two guns as Sigl Bru[n]swick about [west] two Cables length.

Tuesday 27th

Mode and pleasant wear At 4 PM Anchor'd below the

- dramtree, this 24 hours fired 9. 3 pounders as Sigls²
 At 9 weigd and run up and Anchord 1/2 Mile below
 Wilmington in Compy with the *Lady Wm Sloop Betsey*
 and Pilot boat. sent a boat up to Wilmington³ Recd
 from the *Betsey* tender 10 Chests of arms & some Pow-
 der
 PM fired 3 Guns at differt times as Sigls at 2 the boat
 return'd.
- Wednesday 28th AM fresh breezes and Cloudy, weigd the Anchor fired
 2 guns as Signals.
 Strong gales' and squaly wear Carred out the Stream
 anchor and [cáb]le saild down the river in Compy with
 the *Pencicola Packett*,
- Thursday 29th AM fresh Gales & Cloudy
 got on board some Wood
- March [17]76 [Cape Fear River below Wilmington].
- Friday 1st AM moor'd [these] 24 hours fir'd 3 guns as Sigl at noon
 shifted the anchor. Mode winds and fair wear
- Saturday 2d AM unmoord and hove short on the small bower Came
 up the *Pencicola Packett* at Noon saild down the river
 [the] *Lady Wm Pencicola Packett & Delegate*. Mode
 and foggy, at 3 PM sent the Purser up to Wilmington,
 at 5 the boat returnd without him, and brought one
 of the Committe off

1. PRO, Admiralty 51/218.

2. The signal guns fired this day, the previous one and subsequent days were an effort to contact the Tory and Highlander forces, which had been gathering inland, but which on February 27 had been disastrously beaten at Moore's Creek bridge.

3. See the interchange of communications between Governor Martin, Captain Parry and the Wilmington Committee of Safety on this day.

JOURNAL OF THE NORTH CAROLINA PROVINCIAL COUNCIL¹

[Newbern] March 2d 1776

Resolved, That no Pork, Beef, Flour, Bacon, Rice or Peas be exported from any part of this province after this day without first obtaining leave from the Provincial Congress, excepting for returns for Salt Arms or Ammunition actually imported into this Colony

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774-1776), NCDAH.

JOURNAL OF THE SOUTH CAROLINA PROVINCIAL CONGRESS¹

[Charleston] Saturday, March 2, 1776.

Mr. [John] Rutledge from the Committee to prepare a form of orders

proper to be delivered to Col. Bull, made a report, which being amended, was unanimously agreed to as follows:

South-Carolina.

By Authority of Congress.

To Stephen Bull, Esq; Colonel, or,

To the Commanding Officer for the time being, of the South-Carolina forces ordered to act in aid of Georgia.

Whereas there is reason to apprehend, that attempts will be made to cause the merchant vessels in Savannah River to sail with their cargoes: And as such a proceeding would be detrimental to the interest of America; it becomes this colony to aid the friends of America in Georgia; by endeavouring, with them, effectually to prevent the said vessels sailing with their cargoes: Therefore, you are hereby ordered under the direction of the Colonel of the continental forces in Georgia, and with the concurrence of the friends of America in that colony, to take post on either side of Savannah River, with the troops under your command, and use every effort in your power to incapacitate those vessels from proceeding with their cargoes on their several voyages; and to that end, cause them to be forthwith unrigged, their rudders taken off, and their sails and rudders deposited in some secure place, or kept under a proper guard.

You are also ordered, under the direction and with the concurrence aforesaid, to give every aid in your power for repelling insurrections and invasions there, and securing and imprisoning every person in Georgia, whose going at large may be dangerous to the liberties of America, or the security of that colony.

Having executed these orders, you are, either with all or a part of the forces under your command, to return to this colony, or remain in Georgia, at your discretion, and so act, under the direction, and with the concurrence aforesaid, as you shall think most advantageous to the American cause, until you shall receive further instructions from the Congress or Council of Safety of this colony; to whom you are, from time to time, to transmit full information of your proceedings.

Ordered, That an engrossed copy of the above orders be forthwith made out, signed by Mr. President, and delivered to Col. Bull. All

Which was done accordingly.

Ordered, That the sum of two thousand pounds be advanced to Col. Bull, for the above service, to be accounted for by him.

MINUTES OF THE GEORGIA COUNCIL OF SAFETY ¹

In the Council of Safety,
Savannah, March 2, 1776.

For the safety of the Province, and the good of the United Colonies, it is unanimously

Resolved, That the houses in the town of Savannah, and the hamlets thereunto belonging, together with the shipping now in the port of Savannah, the property of, or appertaining to the friends of America, who have associated and appeared, or who shall appear in the present alarm to defend the same, and also the houses of widows and orphans, and none others, be forthwith valued and appraised.

Ordered, That Messrs. Joseph Clay, Joseph Reynolds, John McLuer, Joseph Dunlap, and John Glen, or any three of them, be a Committee for that purpose, and that they make a return of such value and appraisement, to the Council of Safety to-morrow morning, 9 o'clock, or as soon after as possible.

Resolved, That the delegates for this Province shall be instructed to apply to the Continental Congress for an indemnification to such persons who shall suffer in the defence of this town or shipping.

Resolved, That it shall be considered as a defection from the cause of America, and a desertion of property in such persons who have and shall leave the town of Savannah, or the hamlets thereunto belonging, during the present alarm, and such persons shall be precluded from any support or countenance towards obtaining an indemnification.

Resolved, That it be incumbent upon the friends of America in this Province to defend the metropolis as long as the same shall be tenable.

Resolved, That rather than the same shall be held and occupied by our enemies, or the shipping now in the port of Savannah taken and employed by them, that the same shall be burnt and destroyed.

Resolved, That orders shall be issued to the commanding officer, directing him to have the foregoing resolutions put into execution.

1. White, ed., *Georgia Historical Collections*, 87-88.

PROCLAMATION OF THE GEORGIA COUNCIL OF SAFETY ¹

In the Council of Safety,
Savannah, March 2, 1776.

A Proclamation.

Whereas, many householders in the town of Savannah, and the hamlets thereunto belonging, have basely deserted their habitations since the commencement of the present alarms;

And whereas, some of them are associates in the great American Union, and by consequence, their lives and fortunes bound to support it; And whereas, there is a number of shipping in the port of Savannah belonging and appertaining to persons resident in this Province; And whereas, we deem it incumbent upon every person, more especially those who have associated, to defend their property with their lives:

These are, therefore, to cite and admonish all persons holding any property in the town, or hamlets, or shipping aforesaid, forthwith to repair to head-quarters, in Savannah, to defend the same, on pain of suffering all the consequences contained in the foregoing resolutions.

By order of the Council of Safety.
Wm. Ewen, President.

1. White, ed., *Georgia Historical Collections*, 90-91.

3 Mar. (Sunday)

MASTER'S LOG OF H.M. BRIG *Hope* ¹

Remarks on bd. the *Hope* Sundy the 3d March 1776

Cape Ann NW
5 or 6 Leagues

Fresh Breezes and Clear Saw four sail to the North ward one Ship in the N E Qr Made the Private Signl to Do Ship ansured it, at 1 [P.M.] Made Sail after the four Vessels to the No wd at 4 Came up with them to be Rebel arm'd Schooners at ½ Past 5 Engaged them, they Still Runing, Fired a Number of Shot at them, Got Damaged by them one Man Wounded and Several Rops Shot away and Shot in the Hull, at 6 PM Do Schooners Boraway for Cape Ann Harbr Hauld our Wind to the East ward at 8 Cape Ann, N W 3 or 4 Leagues, ²

1. PRO, Admiralty 52/1823.

2. John Rowe's Diary, March 10, 1776 reads: "Capt. [George] Dawson is returned with two vessels; he has had a severe brush with four privateers." *Proceedings of the Massachusetts Historical Society*, 2nd series, X, 95. The privateers were Washington's schooners under Commodore John Manley.

RECEIPT FOR CARTRIDGES SUPPLIED WASHINGTON'S SCHOONER *Franklin* ¹

Reced of William Bartlett for the Use of the Schr *Franklin*

30 four pound Cartrages	} also Shot for Each Cartrages
30 Three do do	
30 Two do do	
100 Swivel do	

Beverly 3 March 1776.

p Edward Fettyplace ²

1. Bartlett Papers, No. 5753, BHS.

2. Fettyplace was First Lieutenant in the *Franklin*.

CAPTAIN GEORGE TALBOT, R.N., TO VICE ADMIRAL MOLYNEUX SHULDHAM ¹

Sir, *Niger* at Sea, 3d March 1776.

If Mr [George] Dawson has not already informed You, I am now to convey to you the disagreeable News, that the *Friendship* which Sailed lately from Boston for New York was cast away about 4 o'Clock in the Morning of last Friday [March 1] Three Leagues to the Southward of Cape Cod - My